

Council Decision (EU) 2017/790 of 25 April 2017 on the position to be adopted, on behalf of the European Union, within the EEA Joint Committee concerning an amendment to Annex XX (Environment) to the EEA Agreement

- Article 1 The position to be adopted, on behalf of the Union,...
- Article 2 This Decision shall enter into force on the date of...
Signature

Changes to legislation: There are currently no known outstanding effects for the Council Decision (EU) 2017/790. (See end of Document for details)

- (1) [OJ L 305, 30.11.1994, p. 6.](#)
- (2) [OJ L 1, 3.1.1994, p. 3.](#)
- (3) Regulation (EU) No 510/2011 of the European Parliament and of the Council of 11 May 2011 setting emission performance standards for new light commercial vehicles as part of the Union's integrated approach to reduce CO₂ emissions from light-duty vehicles ([OJ L 145, 31.5.2011, p. 1.](#))
- (4) Commission Delegated Regulation (EU) No 205/2012 of 6 January 2012 amending Annex II to Regulation (EU) No 510/2011 of the European Parliament and of the Council with regard to the data source and the data parameters to be reported by Member States ([OJ L 72, 10.3.2012, p. 2.](#))
- (5) Commission Implementing Regulation (EU) No 293/2012 of 3 April 2012 on monitoring and reporting of data on the registration of new light commercial vehicles pursuant to Regulation (EU) No 510/2011 of the European Parliament and of the Council ([OJ L 98, 4.4.2012, p. 1.](#))
- (6) Commission Delegated Regulation (EU) No 114/2013 of 6 November 2012 supplementing Regulation (EU) No 510/2011 of the European Parliament and of the Council with regard to rules for the application for a derogation from the specific CO₂ emissions targets for new light commercial vehicles ([OJ L 38, 9.2.2013, p. 1.](#))
- (7) Commission Delegated Regulation (EU) No 1047/2013 of 21 August 2013 amending Commission Delegated Regulation (EU) No 114/2013 for the purpose of correcting the 2010 average specific CO₂ emissions specified for the manufacturer Piaggio ([OJ L 285, 29.10.2013, p. 1.](#))
- (8) Regulation (EU) No 253/2014 of the European Parliament and of the Council of 26 February 2014 amending Regulation (EU) No 510/2011 to define the modalities for reaching the 2020 target to reduce CO₂ emissions from new light commercial vehicles ([OJ L 84, 20.3.2014, p. 38.](#))
- (9) Commission Delegated Regulation (EU) No 404/2014 of 17 February 2014 amending Annex II to Regulation (EU) No 510/2011 of the European Parliament and of the Council as regards the monitoring of CO₂ emissions from new light commercial vehicles type-approved in a multi-stage process ([OJ L 121, 24.4.2014, p. 1.](#))
- (10) Commission Implementing Regulation (EU) No 410/2014 of 23 April 2014 amending Implementing Regulation (EU) No 293/2012 as regards the monitoring of CO₂ emissions from new light commercial vehicles type-approved in a multi-stage process ([OJ L 121, 24.4.2014, p. 21.](#))
- (11) Commission Implementing Regulation (EU) No 427/2014 of 25 April 2014 establishing a procedure for the approval and certification of innovative technologies for reducing CO₂ emissions from light commercial vehicles pursuant to Regulation (EU) No 510/2011 of the European Parliament and of the Council ([OJ L 125, 26.4.2014, p. 57.](#))

Changes to legislation:

There are currently no known outstanding effects for the Council Decision (EU) 2017/790.