

Regulation (EC) No 443/2009 of the European Parliament and of the Council of 23 April 2009 setting emission performance standards for new passenger cars as part of the Community's integrated approach to reduce CO<sub>2</sub> emissions from light-duty vehicles (Text with EEA relevance) (repealed)

*Article 13*

**Review and report**

1 In 2010, the Commission shall submit a report to the European Parliament and to the Council reviewing the progress made towards implementation of the Community's integrated approach to reducing CO<sub>2</sub> emissions from light-duty vehicles.

2 By 31 October 2014, and every three years thereafter, measures shall be adopted to amend Annex I to adjust the figure M<sub>0</sub>, referred to therein, to the average mass of new passenger cars in the previous three calendar years.

Those measures shall take effect for the first time on 1 January 2016 and every three years thereafter.

[<sup>F1</sup>The Commission shall, by means of delegated acts, adopt those measures in accordance with Article 14a.]

3 From 2012, the Commission shall carry out an impact assessment in order to review by 2014, as provided for in Article 14(3) of Regulation (EC) No 715/2007, the procedures for measuring CO<sub>2</sub> emissions as set out under that Regulation. The Commission shall, in particular, make appropriate proposals to adapt those procedures to reflect adequately the real CO<sub>2</sub> emissions behaviour of cars and to include the approved innovative technologies as defined in Article 12 that could be reflected in the test cycle. The Commission shall ensure that those procedures are subsequently reviewed on a regular basis.

[<sup>F2</sup> . . . . .]

4 By 2010, the Commission shall review Directive 2007/46/EC so that each type/variant/version corresponds to a unique set of innovative technologies.

[<sup>F15</sup> By 31 December 2015, the Commission shall review the specific emissions targets and the modalities set out herein, as well as the other aspects of this Regulation, including whether a utility parameter is still needed and whether mass or footprint is the more sustainable utility parameter, in order to establish the CO<sub>2</sub> emissions targets for new passenger cars for the period beyond 2020. In that regard, the assessment of the necessary rate of reduction shall be in line with the Union's long-term climate goals and the implications for the development of cost effective CO<sub>2</sub>-reducing technology for cars. The Commission shall submit a report to the European Parliament and to the Council with the result of that review. That report shall include any appropriate proposals for amending this Regulation, including the possible setting of a realistic and achievable target, based on a comprehensive impact assessment that will consider the continued competitiveness of the car industry and its dependent industries. When developing such proposals, the Commission shall ensure they are as neutral as possible from the point of view of competition and are socially equitable and sustainable.]

6 The Commission shall by 2014, following an impact assessment, publish a report on the availability of data on footprint and its use as a utility parameter for determining specific

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*Status: Point in time view as at 08/04/2014. This version of this provision has been superseded.*

*Changes to legislation: There are currently no known outstanding effects for the Regulation (EC) No 443/2009 of the European Parliament and of the Council (repealed), Article 13. (See end of Document for details)*

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emissions targets and, if appropriate, submit a proposal to the European Parliament and to the Council to amend Annex I.

[<sup>F17</sup> The Commission shall, by means of implementing acts, determine the correlation parameters necessary in order to reflect any change in the regulatory test procedure for the measurement of specific CO<sub>2</sub> emissions referred to in Regulation (EC) No 715/2007 and Regulation (EC) No 692/2008. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 14(2) of this Regulation.

The Commission shall be empowered to adopt delegated acts in accordance with Article 14a in order to adapt the formulae set out in Annex I, using the methodology adopted pursuant to the first subparagraph, while ensuring that reduction requirements of comparable stringency for manufacturers and vehicles of different utility are required under the old and new test procedures.]

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#### **Textual Amendments**

- F1** Substituted by [Regulation \(EU\) No 333/2014 of the European Parliament and of the Council of 11 March 2014 amending Regulation \(EC\) No 443/2009 to define the modalities for reaching the 2020 target to reduce CO<sub>2</sub> emissions from new passenger cars.](#)
- F2** Deleted by [Regulation \(EU\) No 333/2014 of the European Parliament and of the Council of 11 March 2014 amending Regulation \(EC\) No 443/2009 to define the modalities for reaching the 2020 target to reduce CO<sub>2</sub> emissions from new passenger cars.](#)

**Status:**

Point in time view as at 08/04/2014. This version of this provision has been superseded.

**Changes to legislation:**

There are currently no known outstanding effects for the Regulation (EC) No 443/2009 of the European Parliament and of the Council (repealed), Article 13.