

RE: CO2 standards for passenger cars - COREPER vote 04/10/2013

Dear Mr Karoblis,
Dear Mr Vinčiūnas,

In July 2012 the European Commission made a proposal to define the modalities for reaching the 2020 target to reduce CO2 emissions from new passenger cars. The 95g target was agreed five years ago and would make European cars a third more efficient by 2020. It would save drivers money on fuel bills, cut CO2 emissions, drive clean technology development and reduce our dependence on imported oil.

As you know, the file was discussed extensively in both Council and Parliament and a deal was agreed between Council, Parliament and Commission in June 2013. The final approval of this compromise has been delayed ever since. There has been more than enough time for discussions.

Germany has now presented at least six proposals to both Parliament and Council. The latest one would delay the Regulation until 2024 through a so-called “phase-in” and takes the disrespect for the deal to new levels. Despite the enormous pressure put on other governments, a blocking minority has not emerged. Germany now says it does not want to vote until it *“has reliable signs that there is enough support for [its] proposal”* ; we would think you find such a stance just as unacceptable as we do.

We call on the Lithuanian Presidency to fulfil its role as neutral and unbiased chair, follow the wish of the vast majority of member states and the two other EU institutions, and put the agreed deal to a vote.

This Friday’s COREPER should undertake ‘an analysis of the final compromise text with a view to agreement’. We urge you to respect the planned agenda and hope you will refrain from putting forward alternative proposals, designed to undermine the standards and the EU decision-making process, or from suggesting or entertaining further delays. Respect for the rule of law is a founding principle of the EU; well established procedures have to be followed. As Matthias Grooten, the chair of the Environment Committee, said this week: *“a deal is a deal. If not, the usual way in European Legislation would be a Second Reading.”*

It is time to approve this compromise and end the weeks and months of uncertainty, rumours and heavy-handed lobbying over a law that, despite being quite a bit weaker than we’d like it to be, would still benefit drivers, the wider European economy, and the climate. We trust your Presidency will play its role as a neutral, honest chair and ensure that there are no further delays,

Sincerely yours,



Jos Dings
Director, Transport & Environment



Jorgo Riss
Director, Greenpeace European Unit