COMMISSION IMPLEMENTING DECISION (EU) 2020/1168

of 6 August 2020

amending Implementing Decision (EU) 2016/587 as regards efficient vehicle exterior lighting using light emitting diodes in passenger cars capable of running on certain alternative fuels

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO_2 emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 ([1]), and in particular Article 11(4) thereof,

Whereas:

(1) On 19 November 2019, the manufacturers FCA Italy S.p.A, Jaguar Land Rover LTD, OPEL Automobile GmbH-PSA, Automobiles Citroen, Automobiles Peugeot, PSA Automobiles SA, Renault, Škoda Auto a.s and Ford-Werke GmbH ('the requesters') jointly submitted a request pursuant to Article 12a of Commission Implementing Regulation (EU) No 725/2011 ([2]) for amendment of Commission Implementing Decision (EU) 2016/587 ([3]) so that the efficient vehicle exterior lighting using light emitting diodes (LED) approved as an innovative technology under that Decision cover the lighting in passenger cars capable of running on certain alternative fuels.

(2) In particular, the requesters have requested that Implementing Decision (EU) 2016/587 covers the efficient vehicle exterior lighting using LED in passenger cars capable of running on liquefied petroleum gas (LPG), compressed natural gas (CNG) or ethanol (E85) and that certain factors in the testing methodology for determining CO_2 savings be adjusted accordingly.

(3) The Commission assessed the request in accordance with Article 11 of Regulation (EU) 2019/631, Implementing Regulation (EU) No 725/2011 as well as the Technical Guidelines for the preparation of applications for the approval of innovative technologies pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council ([4]) and Regulation (EU) No 510/2011 of the European Parliament and of the Council ([5]) (July 2018 version) ([6]).

(4) In view of the increasing use of LPG and CNG in new passenger cars, it is appropriate to clarify that CO_2 savings resulting from the use of efficient exterior LED lighting in vehicles capable of running on such fuels should be taken into account as CO_2 savings attributed to an innovative technology.

(5) As regards LPG and CNG fuelled cars, subject to the addition of some fuel-specific factors, the testing methodology as set out in the Annex to Implementing Decision (EU) 2016/587 is considered appropriate for determining the CO_2 savings from LED lighting in passenger cars powered with those fuels.

(6) As regards E85, due to its limited availability on the Union market as a whole, this fuel should not be distinguished from petrol for the purposes of the methodology to determine the CO_2 savings.

(7) Implementing Decision (EU) 2016/587 should therefore be amended accordingly,

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([1]) OJ L 111, 25.4.2019, p. 13.

([2]) Commission Implementing Regulation (EU) No 725/2011 of 25 July 2011 establishing a procedure for the approval and certification of innovative technologies for reducing CO_2 emissions from passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council (OJ L 194, 26.7.2011, p. 19).

([3]) Commission Implementing Decision (EU) 2016/587 of 14 April 2016 on the approval of the technology used in efficient vehicle exterior lighting using light emitting diodes as an innovative technology for reducing CO_2 emissions from passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council (OJ L 101, 16.4.2016, p. 17).

([4]) 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 CO2 emissions from light-duty vehicles (OJ L 140, 5.6.2009, p. 1).

([5]) 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).

([6]) https://circabc.europa.eu/sd/a/a19b42c8-8e87-4b24-a78b-9b70760f82a9/July%202018%20Technical%20Guidelines.pdf

HAS ADOPTED THIS DECISION:

Article 1

Implementing Decision (EU) 2016/587 is amended as follows:

(1) paragraph 1 of Article 2 is amended as follows:

(a) the introductory phrase is replaced by the following:

'1 The manufacturer may apply for the certification of CO_2 savings from one or several exterior LED lighting intended for use in internal combustion engine M_1 vehicles or in not off-vehicle charging hybrid electric M_1 vehicles (NOVC-HEVs) that comply with point (3) of paragraph 5.3.2 of Annex 8 to Regulation No 101 of the Economic Commission for Europe of the United Nations, including such vehicles that are capable of running on liquefied petroleum gas (LPG), compressed natural gas (CNG) or E85 in addition to petrol or diesel, or a combination of those fuels, and provided that the vehicles are fitted with one or a combination of the following LED lights:'

(b) in the second subparagraph the reference to Article 9(1) is replaced by 'Article 9(1)(a)';

(2) in Article 3, the following paragraphs 3 and 4 are added:

'3. Where the efficient exterior vehicle LED lights are fitted in a bi-fuel or flex-fuel vehicle, the approval authority shall record the CO_2 savings as follows:

(a) for a bi-fuel vehicle using petrol and gaseous fuels, the CO_2 savings value with regard to LPG or CNG;

(b) for a flex-fuel vehicle using petrol and E85, the CO_2 savings value with regard to petrol.

4. The certified CO_2 savings recorded by reference to eco-innovation code No 19 may only be taken into account for the calculation of the average specific emissions of manufacturers until 31 December 2020.';

(3) the Annex is amended as follows:

(a) point 2 is amended as follows:

(i) the entry CF is replaced by the following:

'CF – Conversion factor as defined in Table 3';

(ii) the entry V_{Pe} is replaced by the following:

'V_{Pe} – Consumption of effective power as defined in Table 2';

(b) in point 6, the entry V_{Pe}, including Table 2, and the entry CF, including Table 3, are replaced by the following:

'V_{Pe}: Consumption of effective power as defined in Table 2

Table 2

Consumption of effective power

Type of Engine	Consumption of effective power (V_{pe}) [l/kWh]
Petrol/E85	0,264
Petrol/E85 Turbo	0,280
Diesel	0,220
LPG	0,342
LPG Turbo	0,363
	Consumption of effective power (V_{pe}) [m^3/kWh]
CNG (G20)	0,259
CNG (G20) Turbo	0,275

CF: Conversion factor as defined in Table 3

Table 3

Fuel conversion factor (CF)

Type of fuel	Conversion factor (CF) [gCO_2/l]
Petrol/E85	2 330
Diesel	2 640
LPG	1 629
	Conversion factor (CF) [gCO_2/m^3]
CNG (G20)	1 795’

Article 2

This Decision shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

Done at Brussels, 6 August 2020.

For the Commission
The President
Ursula VON DER LEYEN