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,


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, Skoda 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 (\textsuperscript{2}) for amendment of Commission Implementing Decision (EU) 2016/587 (\textsuperscript{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\textsubscript{2} savings be adjusted accordingly.


(4) In view of the increasing use of LPG and CNG in new passenger cars, it is appropriate to clarify that CO\textsubscript{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\textsubscript{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\textsubscript{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\textsubscript{2} savings.

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

\textsuperscript{(6)} https://circabc.europa.eu/sd/a/a19b42c8-8e87-4b24-a78b-9b7076082a9/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\textsubscript{2} savings from one or several exterior LED lighting intended for use in internal combustion engine M\textsubscript{1} vehicles or in not off-vehicle charging hybrid electric M\textsubscript{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\textsubscript{2} savings as follows:

(a) for a bi-fuel vehicle using petrol and gaseous fuels, the CO\textsubscript{2} savings value with regard to LPG or CNG;

(b) for a flex-fuel vehicle using petrol and E85, the CO\textsubscript{2} savings value with regard to petrol.

4. The certified CO\textsubscript{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>
<thead>
<tr>
<th>Type of Engine</th>
<th>Consumption of effective power ((V_{Pe})) [l/kWh]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Petrol/E85</td>
<td>0,264</td>
</tr>
<tr>
<td>Petrol/E85 Turbo</td>
<td>0,280</td>
</tr>
<tr>
<td>Diesel</td>
<td>0,220</td>
</tr>
<tr>
<td>LPG</td>
<td>0,342</td>
</tr>
<tr>
<td>LPG Turbo</td>
<td>0,363</td>
</tr>
<tr>
<td>CNG (G20)</td>
<td>0,259</td>
</tr>
<tr>
<td>CNG (G20) Turbo</td>
<td>0,275</td>
</tr>
</tbody>
</table>

\(V_{Pe}\): Consumption of effective power as defined in Table 2

<table>
<thead>
<tr>
<th>Type of Engine</th>
<th>Consumption of effective power ((V_{Pe})) [m(^3)/kWh]</th>
</tr>
</thead>
<tbody>
<tr>
<td>CNG (G20)</td>
<td>0,259</td>
</tr>
<tr>
<td>CNG (G20) Turbo</td>
<td>0,275</td>
</tr>
</tbody>
</table>

CF: Conversion factor as defined in Table 3
Table 3

Fuel conversion factor (CF)

<table>
<thead>
<tr>
<th>Type of fuel</th>
<th>Conversion factor (CF) [gCO₂/l]</th>
<th>Conversion factor (CF) [gCO₂/m³]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Petrol/E85</td>
<td>2330</td>
<td></td>
</tr>
<tr>
<td>Diesel</td>
<td>2640</td>
<td></td>
</tr>
<tr>
<td>LPG</td>
<td>1629</td>
<td></td>
</tr>
<tr>
<td>CNG (G20)</td>
<td>1795</td>
<td></td>
</tr>
</tbody>
</table>

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