

Ekonomi Bakanlıđı İhracat Genel M¼d¼rl¼đ¼'nden alınan yazıda, hafif yeni ticari araçlardan kaynaklanan karbonmonoksit emisyonunun azaltılmasına yönelik olarak Avrupa Komisyonu tarafından önerilen ve bir örneđi ekte yer alan mevzuat tasarısının, Avrupa Parlamentosu Çevre Halk Sađlıđı ve Gıda Güvenliđi Komitesi'nin (ENVI) 14 Ocak 2014 tarihli genel kurul toplantısında onaylandıđı bildirilmiřtir.

Yazıda devamla, söz konusu araçlar için kilometre başına 203 gram olarak belirlenen CO₂ (karbondioksit) emisyon sınırının 2020 yılına kadar 147 grama düşür¼lmesi, düşük emisyonlu araçların (50g/km) üretilmesinin desteklenmesi amacıyla yür¼rlükte olan kredi teşvik sisteminin (süper credits) 2018 yılından itibaren sona erdirilmesi ve mevcut çevresel performans deđerlendirme testlerinin güvenilirliđinin geliştirilmesinin hedeflendiđi iletilmektedir.

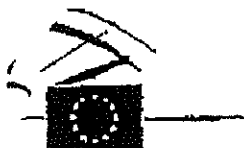
Diđer taraftan, tehlikeli plastik atıkların azaltılması ve plastik atıkların geri dönüş¼m¼ konusunda ilerleme sađlanması yönelik olarak hazırlanmış önerge, ENVI komitesi tarafından kabul edilmiřtir.

Bu çerçevede, Avrupa Parlamentosu tarafından onaylanan önerge ile çevreye zarar veren tehlikeli atıkların toplanması ve geri dönüş¼m¼ konusunda bağlayıcı kriterlerin geliştirilmesi, yür¼rlükte olan Ambalaj ve Ambalaj Atıkları Direktifi'nin gözden geçirilmesi, çevreye zarar veren plastik torbaların aşamalı olarak azaltılması amaçlanmaktadır.

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Press release

CO2 emissions: cleaner vans by 2020

Committees Committee on the Environment, Public Health and Food Safety
Plenary sessions [14-01-2014 - 12:22]

The CO2 emission limit for new light commercial vehicles sold in the EU is to be reduced from 203 g/km today to 147 g/km by 2020, under draft legislation approved by the European Parliament on Tuesday. The text, already informally agreed with EU ministers, also calls for the introduction of more reliable CO2 emission testing methods.

"We achieved a result after some difficult negotiations. I'm glad that we haven't yielded to any kind of pressure to change that target. As the lifespan of light commercial vehicles is longer than that of passenger cars, it is appropriate for us to stick to the target that we set ourselves", said Holger Krahnert (ALDE, DE), whose report was approved by 552 votes in favour, 110 against and 12 abstentions.

The 147g/km by 2020 target is for maximum average emissions authorised for the entire fleet of models made by each manufacturer registered in the EU of vans of up to 2.610 tonnes unladen and 3.5 tonnes laden. It will apply to manufacturers producing more than 1.000 vehicles per year.

Manufacturers will therefore have to produce enough cleaner models to outweigh heavier or more polluting vehicles in order to achieve an overall "balance" of 147 g/km by 2020, on pain of penalties.

No more "super credits" after 2018

To achieve their targets, manufacturers are to rely on a system of "super credits" which gives extra weighting to vehicles emitting less than 50 g/km of CO2. This system, which already exists, will not be renewed and will expire in 2018.

Towards more trustworthy testing methods

The approved text points to loopholes in the current environmental performance test protocol, which manufacturers have exploited to produce consumption and emission figures that are almost impossible to achieve under normal daily driving conditions.

MEPs sought to have today's protocol replaced as soon as possible by the new World Light Duty Test Procedure (WLTP), defined by the UN. In negotiations, they won an undertaking from the European Commission to bring the WLTP into effect at the earliest opportunity.

Procedure: Co-decision, first reading agreement

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Plastic waste: Parliament sounds the alarm

Committees Committee on the Environment, Public Health and Food Safety
Plenary sessions (14-01-2014 - 13:05)

The most hazardous plastics and certain plastic bags should be banned by 2020, as part of an EU strategy to reduce plastic waste in the environment, says the European Parliament in a resolution voted on Tuesday. The EU should also introduce binding plastic waste recycling targets, MEPs add.

The resolution, a call for action further to a European Commission green paper, was passed by a show of hands. In it, MEPs stress that plastic waste is damaging the environment due both to weak enforcement of EU legislation on waste and to the lack of specific EU laws on plastic wastes, despite their particularities.

«Parliament has shown the way to deal with the huge problem of the detrimental impact of plastic waste on the environment and human health. We said today that we want to change bad habits and account for our products, from production through to final disposal. By putting these products to good use and recycling them as much as possible, we close the loop and give effect to the concept of a 'circular' economy. This will also help to clean up our seas and land, while creating more job opportunities», said rapporteur Vittorio Prodi (S&D, IT), whose text was adopted by show of hands.

MEPs propose that specific binding targets for collecting and sorting up to 80% of waste should be included in EU legislation. Mandatory criteria for recycling, and harmonised ones for collecting and sorting waste, should be framed to ensure fair competition, they say, adding that the current EU directive on packaging waste should also be reviewed.

Priority to recycling and composting

Parliament calls on the European Commission to make proposals by 2014 to phase out the landfilling of recyclable and recoverable waste by 2020 and discourage the incineration of this waste. It also urges that plastic waste should not be used for energy recovery unless all other possibilities have been exhausted.

MEPs believe that the most dangerous plastics should be withdrawn from the market. The use of single-use plastic bags should be phased out wherever possible. They also call for bolder steps to tackle illegal exports and dumping of plastic waste.

Solid economic potential, still unexploited

MEPs stress that the economic potential of recycling plastics is still largely unexploited. Only 25% of plastic wastes are currently recycled. Fully enforcing EU legislation on waste could save €72 billion a year, boost the annual turnover of EU waste management and recycling firms by €42 billion and create over 400,000 jobs by 2020, say MEPs.

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