

附件一

本次拜訪單位人員資訊

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2).EU COMMISSION 主要洽談窗口

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Z.E.T. ZERO EMISSION TARGET sas
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附件二

ACEA 提供之WLTP及NEDC差異說明與
政策議題觀點資料

GETTING READY FOR WLTP

THE NEW LAB TEST FOR MEASURING FUEL CONSUMPTION AND EMISSIONS FROM CARS

Under conditions defined by EU law, laboratory tests are used to measure fuel consumption and CO₂ emissions from passenger cars, as well as their pollutant emissions.

The current lab test – called the New European Driving Cycle (NEDC) – was designed in the 1980s. Due to evolutions in technology and driving conditions, it has become outdated today. The European Union has therefore developed a new test, called the **Worldwide Harmonised Light Vehicle Test Procedure (WLTP)**. The EU automobile industry welcomes the shift to WLTP, and has been contributing actively to the development of this new test cycle.

THE BENEFITS OF WLTP

WLTP WILL INTRODUCE MUCH MORE REALISTIC TESTING CONDITIONS. THESE INCLUDE:



More realistic driving behaviour



Higher average and maximum speeds



Optional equipment: CO₂ values and fuel consumption are provided for individual vehicles as built



A greater range of driving situations (urban, suburban, main road, motorway)



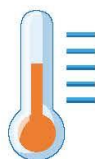
Higher average and maximum drive power



Stricter car set-up and measurement conditions



Longer test distances



More realistic ambient temperatures, closer to the European average



Instead of average values, WLTP will enable best and worst-case values to be shown on consumer information, reflecting the options available for similar car models



More dynamic and representative accelerations and decelerations



Shorter stops

Because of all these improvements, WLTP will provide a much more accurate basis for calculating a car's fuel consumption and emissions. This will ensure that lab measurements better reflect the on-road performance of a car.

NEXT STEPS



Cars are type approved using the old NEDC test



WLTP will officially apply to new types of cars*



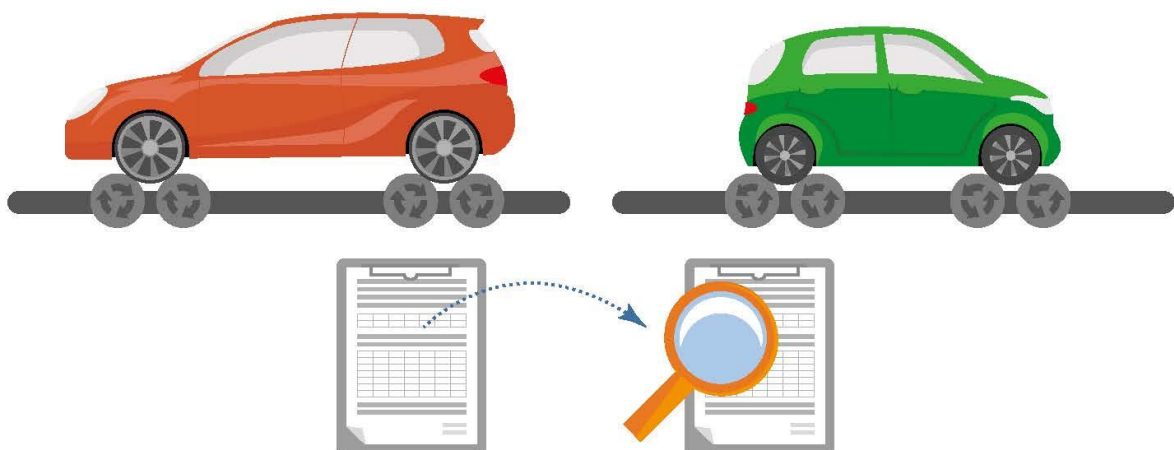
WLTP will apply to all new car registrations

KEY ISSUES

1

Consumer Information

The main purpose of the laboratory test is to enable the consumer to make reliable comparisons between cars in terms of their CO₂ emissions and fuel economy. Only a lab test, which follows a standardised and repeatable procedure, allows consumers to compare different car models.

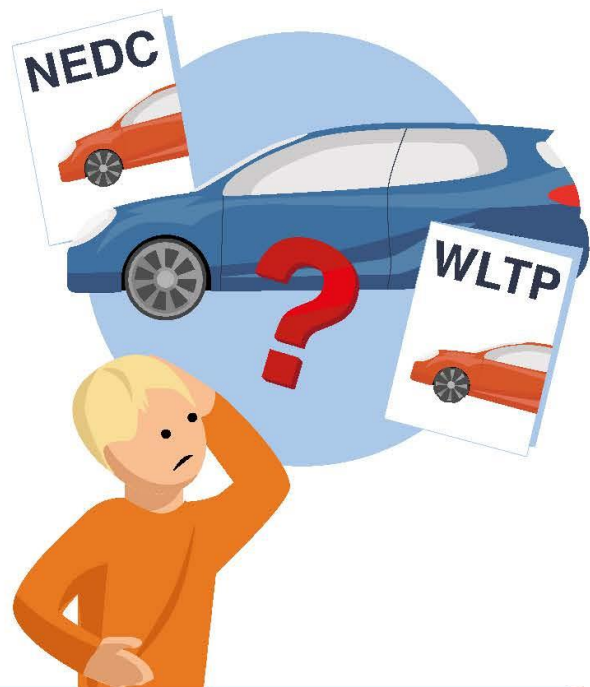


*New types of cars: vehicle models that are introduced on the market for the first time. Manufacturers may already start requesting WLTP approvals for new car types when the legislation is published by the European Commission, around May 2017.

Today, every car produced is accompanied by a certificate of conformity, which includes CO₂ values based on the current NEDC test. On the basis of this official document, which could be described as the car's birth certificate, the vehicle can be registered anywhere in Europe.

During the period of transition from NEDC to WLTP that starts from September 2017, cars approved before then will continue to have CO₂ values as measured under the current NEDC test only. When a new car is certified after September 2017, its official documents will have CO₂ emission values from both the new lab test (WLTP) as well as the old one.

This means that after September 2017, when the switch from NEDC to WLTP is being made, one might come across two different values for the same car. This risks being quite confusing, making it difficult to compare cars. A very important issue therefore is how WLTP will be integrated in car labelling and other consumer information.



Policy recommendations



'One-shot' WLTP introduction on 1 January 2019

- To maintain transparency and comparability for consumers, European auto manufacturers recommend that the EU and its member states go for a 'one-shot' introduction of WLTP on labels and other consumer information as of 2019.
- Before this date, the use of NEDC should be legally binding for labelling.
- Bearing in mind the complexity of the transition period, European auto manufacturers consider that this one-shot change in labelling could be made from 1 January 2019 (as proposed by the European Commission), with the exception of end-of-series cars.



Transparent and complete consumer information

- To be as transparent as possible towards consumers, manufacturers wish to provide them with WLTP-based information through their websites and other materials as from September 2017. Industry is ready to do this, but it needs the legal opinion of the Commission. This is especially important for car configurators, which consumers can find online.
- For labelling purposes, the specific CO₂ value of an individual car is used. However, for other consumer information and advertising, ranges of CO₂ and fuel consumption values should be used (going from best to worst-case scenario for the car advertised, thus better representing the highly diverging driving styles of consumers).



Harmonised introduction across Europe

- The Commission should provide clear guidance and recommendations to the member states on how to implement WLTP in a harmonised way across the EU, taking into account the above-mentioned principles.

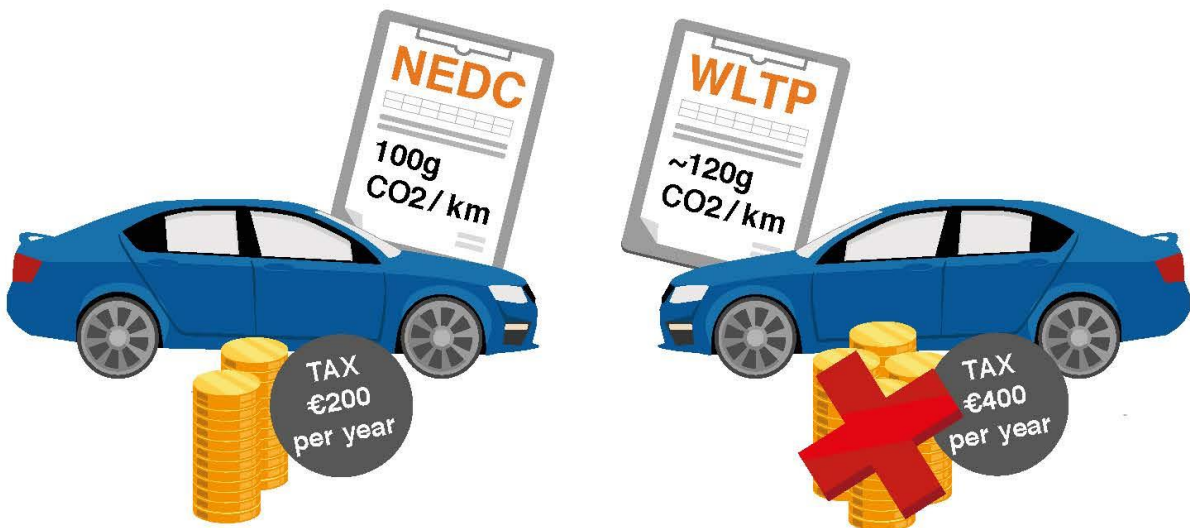
2

Taxation

Most EU member states currently apply some form of CO₂ tax to the registration and/or ownership of cars. These taxation systems are based on the CO₂ values from the lab test, which can be found on the car's certificate of conformity.

In the transitional period, some cars in the market will only have NEDC-CO₂ values, whereas the most recently approved cars will have both WLTP and correlated NEDC-CO₂ values.

For example, today we could have two cars in the same class and in the same price bracket in different dealerships, both with CO₂ emissions of 100g CO₂/km. As of September 2017, one car model might still have a value of 100g CO₂/km using the old NEDC test, but the other car might come in at around 120g CO₂/km if it is tested under the new WLTP test.



The cars are the same, except one has the latest test results. It is quite clear which one the consumer would choose if a country's CO₂-tax scheme were to remain unchanged. This would lead to a very anti-competitive situation in the market, and result in confusion for consumers.

Policy recommendations



WLTP should not negatively impact vehicle taxation

- The European Commission should make clear to member states that the shift to WLTP should not negatively impact vehicle taxation by increasing costs for consumers.
- National governments should also adapt their taxation systems, since WLTP will result in a higher CO₂ value for the one and same vehicle compared to NEDC. If they fail to do so, the introduction of the new test procedure will increase the financial burden on consumers.

3

Revision of the Car Labelling Directive (1999/94/EC)

To help drivers make a well-informed purchase decision based on fuel consumption, the Car Labelling Directive requires car dealers and manufacturers to provide relevant information to consumers.

This includes a label showing a car's CO2 emissions and fuel consumption which is attached on or near all new cars at the point of sale. The design of these labels is defined at national level, but they all contain the CO2 values from the lab test that are on the car's official certificate of conformity.



Policy recommendations



- Bearing in mind the complexity of the changes due to the WLTP requirements and the fact that the Directive is outdated, the EU auto industry suggests that the Car Labelling Directive is revised once the transition to WLTP has been completed.
- Given the diverse requirements across Europe today, in practice there are 28 different labels in the EU. The revision of the Directive should strengthen the harmonisation of consumer information requirements across the EU.

TRANSITION TIMELINE: NEDC TO WLTP

From September 2017

- Cars type approved using NEDC before September 2017 can still be sold.
- WLTP type approval testing will be introduced for new car types.
- Some cars will have 'old' NEDC values, while others will already be certified under the new WLTP conditions.
- The industry would like to start using WLTP-based results for general consumer information (eg sales brochures and websites).
- During the period of transition (up until the end of 2018), only NEDC values should be used on labels and information in dealerships to enable consumers to compare different cars.
- It is expected that national tax regulations will continue to be based on NEDC values.

From September 2018

- All new cars must be tested according to the WLTP test, and no longer on NEDC.

From 1 January 2019

- All cars in dealerships should have WLTP-CO2 values only to avoid any confusion among consumers, in the view of the automobile industry.
- An exception will be made for end-of-series vehicles to allow for a limited number of unsold vehicles in stock that were approved under the old NEDC test to be sold for one more year.
- National governments should adjust vehicle taxation and fiscal incentives to WLTP values, respecting the principle that WLTP should not have a negative impact on consumers.



ACEA

European
Automobile
Manufacturers
Association

www.WLTPfacts.eu

附件三

車輛製造商車輛燃料效率提升改善計畫
現場查核檢查表(空白表)



車輛製造商車輛燃料效率提升改善計畫

現場查核檢查表

Checklist of on-site Energy Efficiency Improvement
Plan and COP verification

核驗日期: 2017 年 12 月 20 日

Date: 20th December 2017.

申請廠商名稱 Name of Applicant	臺灣蒙地拿股份有限公司 Modena Motori Co. Ltd.
申請銷售車輛廠牌 Trademark of Applicant	FERRARI
申請期間 Period of Application	2017~2021



I、核驗內容 Audit item

1、申請者基本資料 Applicant Information

項目 Item	意見與回覆 Comment
<p>銷售車輛廠牌基本資料是否與申請計畫書一致？其申請內容記載如下：</p> <p>Whether the basic information of the vehicle model that being sold is consistent with the information recorded in the application plan? The contents in the application plan are recorded as follows:</p> <ul style="list-style-type: none"> ■ 公司名稱 Company Name : <u>FERRARI S.p.A</u> ■ 銷售車輛廠牌 Brand : <u>FERRARI</u> ■ 公司地址 Address : <u>Via Abetone Inferiore 4 41053 MARANELLO (Italy)</u> 	<p><input type="checkbox"/>符合 Conformity</p> <p><input type="checkbox"/>不符合 Non-conformity</p> <p>差異說明 Differences Description:</p>
<p>生產車輛工廠基本資料與主要負責業務是否與申請計畫書一致？其內容包含：</p> <p>Whether the basic information of the vehicle manufacturing plant and its major business responsibilities are consistent with the information recorded in the application plan?</p> <ul style="list-style-type: none"> ■ Maranello 地址與業務內容 Address and business responsibilities of Ferrari in Maranello ■ Modena 地址與業務內容 Address and business responsibilities of Ferrari in Modena 	<p><input type="checkbox"/>符合 Conformity</p> <p><input type="checkbox"/>不符合 Non-conformity</p> <p>差異說明 Differences Description:</p>
<p>車輛廠牌研發中心位置及研發中心規模是否與申請計畫書一致？其內容包含：</p> <p>Whether the location and scale of the Ferrari research center are consistent with the information recorded in the application plan?</p>	<p><input type="checkbox"/>符合 Conformity</p> <p><input type="checkbox"/>不符合 Non-conformity</p> <p>差異說明 Differences Description:</p>



項目 Item	意見與回覆 Comment
<ul style="list-style-type: none"> ■ 地址 Address: Via Abetone Inferiore 4 41053 MARANELLO (Italy) ■ 業務項目及員工數 Business Items and Number of Employees 	
<p>申請計畫書中，FERRARI 廠牌全球年銷售數量檢附 Ferrari N.V. 2016 Annual Report 過去 2012~2016 年銷售數量供佐證，請提供銷售量相關文件，以檢核確認 FERRARI 廠牌全球年銷售數量是否符合一萬台以下之規定。</p> <p>In the application plan, the attached Ferrari N.V 2016 Annual Report provided its sales from 2012 to 2016 as evidence for the annual sales, please provide the relevant documents to verify that the vehicle annual sales of Ferrari is comply with the regulation for small volume manufacturers with global annual sales fewer than 10,000 units.</p>	<input type="checkbox"/> 符合 Conformity <input type="checkbox"/> 不符合 Non-conformity 差異說明 Differences Description:

2、歐盟少量車核定之內容

Contents of approval for small volume manufacturers in EU

項目 Item	意見與回覆 Comment
<p>獲得歐盟核定之少量車二氧化碳減量目標許可之證明文件是否與計畫書一致？(指令編號、核可日期、目標值、廠牌名稱、公司地址等)</p> <p>Whether the obtained CO2 reduction target value approval document for the small volume manufacturer is consistent with the information recorded in the application plan? (Directive number, date of approval, target value, make and model, company address etc.)</p>	<input type="checkbox"/> 符合 Conformity <input type="checkbox"/> 不符合 Non-conformity 差異說明 Differences Description:



3、車輛實驗室油耗測試 Vehicle Fuel Consumption Testing

項目 Item	意見與回覆 Comment
<p>Ferrari 廠牌車輛於歐洲所銷售車型的平均參考車重約為多少？ What is the average reference mass of the Ferrari vehicle models that being sold in Europe?</p>	
<p>Ferrari 廠牌車輛於歐洲進行型式認證申請時，一般而言，其車輛磨合里程數約為多少？ When Ferrari apply for its vehicle models EU type approval certificates, in general, what is the approximate run-in mileage that required for the test vehicle?</p>	
<p>檢驗室測定人員操作測試設備、執行測定工作之能力為何？ 請提供實驗室測試結果資料表，以呈現廠牌車輛檢驗室測定人員對於該車操控掌握度及行車型態之熟悉度。 When operating the test equipment in the testing laboratory, what are the required capabilities for the testing personnel? Please provide your laboratory test results data sheet to show the testing personnel' s capability of smooth driving and familiar with driving cycles.</p>	
<p>Ferrari 廠牌車輛於歐盟申請型式認證時，所執行車輛污染測試之地點為何？測定人員為何？ When Ferrari apply the EU type approval certificates for its vehicle models, where is the location to perform emissions tests? Who is the personnel to perform the tests?</p>	



4、其他補充說明 Others

項目 Item	意見與回覆 Comment
在不考量車型認證之時間下，於歐洲 Ferrari 廠牌剛上市之車型，約多少後可導入臺灣市場？ Exclude the time needed for the certification process, for a new Ferrari model that just available in the EU market, how long will it take (approximately) to be introduced into the Taiwan market?	
Ferrari 廠牌對於未來車輛燃油效率的提升擬採用之技術有哪些？ What technologies may be adopted by Ferrari to improve its future vehicle models' fuel efficiency?	

II、核驗結果 Audit result

合格 Conformity

建議改善 Suggestion

不合格 Non-conformity

請於核驗日起一個月內以書面方式提出說明及改善措施

The manufacturer shall provide the documented explanation and correction toward Taiwan Bureau of Energy, Ministry of Economic Affairs within 1 month of the notification.

上述核驗結果及說明請貴公司詳閱確認並簽署

Please confirm that you have read above audit results and explanation, and sign.

簽名：_____ (公司代表) 日期：_____

Signature (Manufacturer representative) Date

簽名：_____ (核驗人員) 日期：_____

Signature (Auditor) Date

附件四

FERRARI S.p.A. 歐盟認可之
少量車標準文件



Brussels, 6.10.2016
C(2016) 6338 final

COMMISSION IMPLEMENTING DECISION

of 6.10.2016

on derogations from the specific emission targets for small volume manufacturers of passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council

Only the English and Italian texts are authentic

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COMMISSION IMPLEMENTING DECISION

of 6.10.2016

on derogations from the specific emission targets for small volume manufacturers of passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council

Only the English and Italian texts are authentic

THE EUROPEAN COMMISSION,

Having regard to 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 vehicles¹, and in particular Article 11(3) thereof,

Whereas:

- (1) According to Article 2(4) of Regulation (EC) No 443/2009, Articles 4, Article 8(4)(b) and (c), Article 9 and Article 10(1)(a) and (c) of that Regulation do not apply to a manufacturer which, together with all of its connected undertakings, is responsible for fewer than 1000 new passenger cars registered in the Union in the previous calendar year. However, where a manufacturer, who fulfils the criteria set out in Article 2(4) of Regulation 443/2009, is fully aware of that provision and its legal consequences, and chooses to apply for a derogation pursuant to article 11 of Regulation 443/2009, thereby deliberately subjects himself to the application of Regulation 443/2009. In this case such manufacturer should be considered eligible for derogation subject to Article 11 of that Regulation, based on the criteria established therein.
- (2) The manufacturers Ferrari S.p.A., McLaren Automotive Limited and Maserati S.p.A. have submitted applications for derogations, for the years 2017-2021, from their specific emissions targets calculated in accordance with Annex I to Regulation (EC) No 443/2009, and have proposed alternative specific emission targets for those years.
- (3) The Commission requested additional information from all three applicants. The necessary information was provided and the Commission considered the application by Ferrari S.p.A. complete as of 1 March 2016, the application by McLaren Automotive Limited as of 10 June 2016 and the application by Maserati S.p.A. as of 17 June 2016. The additional information provided by Ferrari S.p.A. on 28 July 2016 revising the proposed target for 2017 has been taken into account in the assessment.
- (4) The Commission is satisfied that all three applicants are each responsible for fewer than 10 000 new passenger cars registered in the Union per calendar year, respectively.
- (5) Ferrari S.p.A. and Maserati S.p.A. are each part of a group of connected manufacturers, but both applicants have provided the necessary evidence supporting that they each operate their own production facility and design centre. As a consequence, the Commission finds that the applicants meet the eligibility criteria laid down in Article 11(1)(c) of Regulation (EC) No 443/2009.

¹ OJ L 140, 5.6.2009, p. 1.

- (6) The Commission therefore finds that the applicants have demonstrated that they meet the conditions for being granted derogations in accordance with paragraphs 1, 2 and 3 of Article 11 of Regulation (EC) No 443/2009.
- (7) The Commission is satisfied that the specific emissions targets proposed by the applicants should ensure reductions in the respective manufacturer's average specific CO₂ emissions compared to the 2007 baseline, and by the end of the new derogation period, also compared to the previously granted derogation periods². Moreover, the proposed specific emissions targets are consistent with the applicants' reduction potential, including their economic and technological potential to reduce their specific emissions of CO₂, as well as with the characteristics of the market for the type of car manufactured.
- (8) Against that background, the Commission finds that the applicants should be granted the derogations applied for, the specific emissions targets set out in this Decision should therefore apply to them during the years 2017 to 2021.

HAS ADOPTED THIS DECISION:

Article 1

The applicants Ferrari, S.p.A., McLaren Automotive Limited and Maserati S.p.A. shall be granted derogations from the specific emissions targets calculated in accordance with Annex I to Regulation (EC) No 443/2009.

The following specific emissions targets shall apply to those applicants for the calendar years indicated:

Applicant	Specific emissions targets in g CO ₂ /km				
	2017	2018	2019	2020	2021
Ferrari S.p.A	290	289	286	280	277
McLaren Automotive Limited	270	265	260	250	240
Maserati S.p.A	242	239	237	235	233.

² The Commission granted a derogation to Ferrari S.p.A. for the period 2012 to 2016 – see Commission Implementing Decision C(2011)8334 of 25 November 2011, to McLaren Automotive Limited for the period 2012 to 2016 – see Commission Implementing Decision (C(2011)8334 of 25 November.11. 2011, to Maserati S.p.A. for the period 2012 to 2016 – see Commission Implementing Decision C(2014)9413 of 12 December 2014.

Article 2

This Decision is addressed to:

Ferrari S.p.A.
Via Abetone Inferiore 4
41053 Maranello
Italy

McLaren Automotive Limited
McLaren Technology Centre
Chertsey Road
Woking
GU21 4YH
United Kingdom

Maserati S.p.A.
General COUNCIL
Via Ciro Menotti, 322
41121 Modena
Italy

Done at Brussels, 6.10.2016

For the Commission
Miguel ARIAS CAÑETE
Member of the Commission

CERTIFIED COPY
For the Secretary-General,

Jordi AYET PUIGARNAU
Director of the Registry
EUROPEAN COMMISSION