New heavy-duty vehicles: monitoring and reporting of CO_2 emissions and fuel consumption

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The Committee on the Environment, Public Health and Food Safety adopted the report by Damiano ZOFFOLI (S&D, IT) on the proposal for a regulation of the European Parliament and of the Council on the monitoring and reporting of CO2 emissions from and fuel consumption of new heavy-duty vehicles.

The committee recommended that the European Parliament's position adopted at first reading under the ordinary legislative procedure should amend the proposal as follows:

Purpose: the **results of the production compliance testing of VECTO input files** shall also be monitored and reported to the Commission. The Commission has firstly developed the VECTO simulation software as a cost-effective means of obtaining comparable fuel consumption and CO2 emission figures for heavy vehicles.

Manufacturer's monitoring and communication: the proposal provides that, from 2020 onwards, manufacturers of heavy-duty vehicles shall annually collect the data specified in Annex I, Part B, for vehicles produced during the course of the preceding calendar year.

Members stated that the date of production shall be the **date of the simulation** recorded in the customer information file.

Data quality: the Commission shall carry out its own verification of the accuracy and quality of the data reported. That process may be undertaken in dialogue with competent authorities and manufacturers and may also be supplemented by additional support from third parties.

Where the Commission establishes that a manufacturer has **deliberately falsified the data**, it shall without delay require the competent authorities to correct that data and shall take adequate measures in accordance with Directive 2007/46/EC.

Where the verification by the Commission of the correctness and quality of the data reported reveals intentional or negligent non-compliance with any of the requirements laid down in this Regulation, the Commission shall impose an **administrative fine** on the manufacturer concerned for infringement of this Regulation.

Transparency of the system: the Commission's analysis of the data transmitted by Member States and manufacturers for the preceding calendar year should be presented to the public in a way to **show clearly the performance of the heavy-duty vehicle fleet of the Union and of each Member state** as well as that of each manufacturer in a comparable way in terms of the average fuel consumption and CO2 emissions, taking into account any differences in the manufacturers' product portfolio and the declared mission profile.

In order to ensure that economic operators can better prepare for regulatory changes, the Commission shall publish, no later than 30 June 2018, a **calendar for the planned application of the Vehicle Energy Consumption Calculation Tool (VECTO) software** to key technologies and innovations that reduce road freight emissions.

The Commission shall regularly review the scope of **monitoring and reporting obligations** under this Regulation and, as appropriate, puts forward legislative proposals to include all heavy-duty vehicle categories, including all alternative powertrains, trailers and any new types of alternative fuels which will become available on the market, in order to cover the whole range of possible heavy-duty vehicles.

CO2 standards for heavy-duty vehicles and on-road verification test: by 30 April 2018 the Commission shall come forward, as appropriate, with a legislative proposal on standards for CO2 emissions from heavy-duty vehicles for 2025 in line with the European Union's climate goals.

That proposal shall be accompanied by a study concerning measures further reducing CO2 emissions in road freight, including driver training, platooning, European Modular System (EMS), low-rolling resistance tyres and freight consolidation.

The Commission shall adopt **delegated acts** with a view to supplementing this Regulation for the purpose of determining the verification and correction measures.