

New heavy-duty vehicles: monitoring and reporting of CO₂ emissions and fuel consumption

2017/0111(COD) - 12/06/2018 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 612 votes to 56 with 11 abstentions a legislative resolution 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.

Parliament's position adopted at first reading under the ordinary legislative procedure amends the proposal as follows:

Monitoring and reporting of emissions: the amended text provides that **starting from 1 January 2019**, and for each subsequent calendar year, **Member States** shall monitor the emissions of heavy duty vehicles (lorries, buses and coaches) registered for the first time in the Union. Starting from the year 2020, Member States shall report emissions data to the Commission each year in accordance with the standard reporting procedure set out in Annex II to the Regulation.

Manufacturers of heavy-duty vehicle shall monitor and report to the Commission the CO₂ emissions and fuel consumption values determined for each new heavy-duty vehicle. In order to provide clarity and legal certainty concerning monitoring and reporting obligations for manufacturers, the Regulation sets out **the starting years** for monitoring and reporting for each heavy-duty vehicle category falling within its scope.

The Commission will adopt **delegated acts** with regard to completing the starting years for the monitoring and reporting of the heavy-duty vehicle categories covered. These delegated acts should be adopted **no later than 7 years** after the date of entry into force of the Regulation.

Central Register for data on heavy-duty vehicles: the Regulation provides for the creation of an EU central register in which authorities and manufacturers set down data on CO₂ emissions and fuel consumption performance. The Register shall be publicly available

However, **data that is sensitive** for reasons of personal data protection or fair competition would not require publication. Certain data on the **aerodynamic performance** of heavy duty vehicles would be made available to the public in the form of range formats in order to take into account issues related to fair competition.

Monitoring of the results of on-road verification tests: the Commission shall monitor, where available, the results of on-road tests performed within the framework of Regulation (EC) No 595/2009 on type-approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (Euro VI) and on access to vehicle repair and maintenance information in order to verify the CO₂ emissions and fuel consumption of new heavy-duty vehicles.

Administrative fines: the Commission may impose an administrative fine when it finds that the data provided by the manufacturer differ from the data provided under [Regulation \(EC\) No 595/2009](#) or when the manufacturer has not provided the required data within the applicable time. These fines should be effective, proportionate and dissuasive and **should not exceed EUR 30 000** per heavy-duty vehicle concerned by the divergence or delay in question.

In a **declaration** annexed to the resolution, the Commission indicates:

- that it intends to present the **third mobility package** in the first half of May 2018, including a proposal setting carbon dioxide emissions standards for lorries;
- that it is pursuing the **technical development of the Vehicle Energy Consumption Calculation Tool (VECTO)** with a view of including new known technologies as of 2020 and other types of vehicles, i.e. remaining lorries, buses and coaches as of 2020 and trailers as of 2021;
- that it acknowledges the importance of having robust and representative data on CO₂ emissions from and fuel consumption of heavy-duty vehicles. [Regulation \(EU\) 2017/2400](#) is therefore intended to be complemented by a procedure for verifying and ensuring the conformity of the VECTO operation as well as of the CO₂ and fuel consumption related properties of the relevant components, separate technical units and systems.