New heavy-duty vehicles: CO_2 emission performance standards

2018/0143(COD) - 25/10/2018 - Committee report tabled for plenary, 1st reading/single reading

The Committee on the Environment, Public Health and Food Safety adopted the report by Bas EICKHOUT (Greens/EFA, NL) on the proposal for a regulation of the European Parliament and of the Council setting CO2 emission performance standards for 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 Commission's proposal as follows.

Emission reduction targets: Members considered that the specific CO2 emissions of the EU fleet of new heavy vehicles should be reduced compared to the reference CO2 emissions as follows:

- **from 1 January 2025 to 31 December 2029, by 20%** (15% in the Commission proposal);
- **from 1 January 2030, by at least 35 %** (instead of 30 %), subject to review in 2022.

In addition, the minimum binding share of zero-emission buses in a manufacturer's fleet of new city buses should be:

- **50% from 1 January 2025 to 31 December 2029;**
- **75% from 1 January 2030.**

The Commission shall adopt, by 1 July 2019 at the latest, delegated acts specifying the technical criteria for determining the professional destination of a vehicle and defining the urban buses covered by the Regulation.

Zero and low-emission heavy-duty vehicles: starting from **1 January 2025**, the specific share of zero- and low-emission heavy-duty vehicles in the manufacturer’s fleet in a calendar year shall be benchmarked against the following values:

- **as of 2025: at least 5 %**;
- **as of 2030: 20 %, subject to the review**.

Related manufacturers may form a pool to meet their obligations

Excess emissions: if a manufacturer or group of manufacturers has excess emissions, the Commission may impose a financial penalty in the form of an excess emissions premium at a level of EUR 6 800 per g /tkm.

Premiums on excess emissions shall be included in the revenue of the general budget of the Union. Members proposed that those amounts shall be used to complement Union or national measures which, in close cooperation with the social partners and competent authorities, promote the **development of skills or the reallocation of workers in the automotive sector** in all affected Member States, in particular in the regions and the communities most affected by the transition, in order to contribute to a just transition towards zero- and low-emission mobility.

Actual CO_2 emissions and energy consumption: the Commission shall adopt, by **31 December 2019** at the latest, delegated acts in order to supplement this Regulation by introducing an on-road in-service conformity test which ensures that on-road CO_2 emissions and fuel consumption of heavy-duty vehicles do not exceed the monitoring data reported pursuant to Regulation (EU) 2017/2400 and to Regulation (EU) 2018/956 by more than 10%.

Life-cycle emissions: in its report to be published in 2022, the Commission shall assess the feasibility of developing a method for assessing CO_2 emissions throughout the life cycle of heavy vehicles. On the basis of this assessment, the Commission shall propose, where appropriate, to establish reporting obligations for manufacturers and specify the rules and procedures necessary for such reporting.

The report shall also include an assessment of the effectiveness of the modalities for the roll-out of the necessary recharging and refuelling infrastructure.

The 2022 review should take full account of the evolution of the **VECTO simulation tool**, which should be continuously and timely updated by the Commission.