

New heavy-duty vehicles: CO₂ emission performance standards

2018/0143(COD) - 18/04/2019 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 474 votes to 47, with 11 abstentions, a legislative resolution 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 European Parliament's position adopted at first reading under the ordinary legislative procedure has amended the Commission proposal as follows:

Emission reduction targets

This draft Regulation is part of the third 'Europe on the Move' package. Its aim being to make European mobility safer and more accessible, European industry more competitive, European jobs more secure, and the sector to be firmly on the path towards zero emission by mid-century and fully in line with the Paris Agreement.

To this end, it provides for a binding CO₂ reduction target of 30% by 2030 for new heavy-duty vehicles, such as trucks and lorries, with an intermediate target of 15% by 2025.

The European Commission shall also propose new post-2030 targets by 31 December 2022 at the latest, in accordance with the Paris Agreement.

Assessment of reference CO₂ emissions

In order to ensure the robustness and representativeness of the reference CO₂ emissions as a basis for determining the Union fleet-wide CO₂ emissions targets, the Commission shall, by means of implementing acts, establish the methodology for assessing the application of the conditions under which the reference CO₂ emissions have been determined and establish the criteria to determine whether those emissions have been unduly increased and, if so, how they are to be corrected.

Real-world CO₂ emissions and energy consumption

The Commission shall monitor and assess the real-world representativeness of the CO₂ emissions and energy consumption values determined within the framework of Regulation (EC) No 595/2009. Furthermore, the Commission shall regularly collect data on the real-world CO₂ emissions and energy consumption of heavy-duty vehicles using on-board fuel and/or energy consumption monitoring devices.

In order to prevent the real-world emissions gap from growing, the Commission shall assess how fuel and energy consumption data may be used to ensure that the vehicle CO₂ emission and energy consumption values determined pursuant to that Regulation remain representative of real-world emissions over time for each manufacturer.

Verification of the CO₂ emissions from heavy-duty vehicles in service

Manufacturers shall ensure that the CO₂ emissions and fuel consumption values recorded in the customer information file referred to in Regulation (EU) No 2017/2400 correspond to the CO₂ emissions and fuel consumption of heavy-duty vehicles in service as determined in accordance with that Regulation.

Just transition

A new recital underlined the need for a socially acceptable and fair transition to zero emission mobility as well as the importance of taking into account the social effects of the transition throughout the whole automotive value chain and anticipating the implications on employment.

Targeted programmes at Union, national and regional levels are therefore to be considered for the re-skilling, up-skilling and redeployment of workers, as well as education and job-seeking initiatives in adversely affected communities and regions, in close dialogue with the social partners and competent authorities.

Evaluation and reporting

By 31 December 2022 at the latest, the Commission shall present a report on (i) the effectiveness of the Regulation, (ii) the CO₂ emission reduction target and the level of the incentive mechanism for low- and zero-emission heavy duty vehicles applicable from 2030, (iii) on the setting of CO₂ emission reduction targets for other types of heavy-duty vehicles, including trailers, buses and coaches and professional vehicles, and (iv) on the introduction of binding CO₂ emission reduction targets for heavy-duty vehicles for 2035 and 2040 and beyond.

The report shall include, among other things, an evaluation of the VECTO calculation tool to ensure its continuous and timely update.