













Procedure file

Basic information	
COD - Ordinary legislative procedure (ex-codecision procedure) Regulation	2017/0111(COD) Procedure completed
New heavy-duty vehicles: monitoring and reporting of CO2 emissions and fuel consumption	
Subject 3.20.05 Road transport: passengers and freight 3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles 3.70.02 Atmospheric pollution, motor vehicle pollution	

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	 Environment, Public Health and Food Safety	 ZOFFOLI Damiano	21/06/2017
		Shadow rapporteur	
		 FJELLNER Christofer	
		 TORVALDS Nils	
		 HARMS Rebecca	
		 EVI Eleonora	
	Committee for opinion	Rapporteur for opinion	Appointed
	 Budgets	The committee decided not to give an opinion.	
	 Industry, Research and Energy	The committee decided not to give an opinion.	
	 Transport and Tourism		30/06/2017
		 CAPUTO Nicola	
Council of the European Union	Council configuration	Meeting	Date
	Environment	3627	25/06/2018
European Commission	Commission DG	Commissioner	
	Mobility and Transport	BULC Violeta	
European Economic and Social Committee			

Key events			
31/05/2017	Legislative proposal published	COM(2017)0279	Summary
15/06/2017	Committee referral announced in Parliament, 1st reading		
24/01/2018	Vote in committee, 1st reading		
24/01/2018	Committee decision to open interinstitutional negotiations with report adopted in committee		
30/01/2018	Committee report tabled for plenary, 1st reading	A8-0010/2018	Summary
05/02/2018	Committee decision to enter into interinstitutional negotiations announced in plenary (Rule 71)		
08/02/2018	Results of vote in Parliament		
08/02/2018	Committee decision to enter into interinstitutional negotiations confirmed by plenary (Rule 71 - vote)		
25/04/2018	Approval in committee of the text agreed at 1st reading interinstitutional negotiations	PE621.004 GEDA/A/(2018)003127	
11/06/2018	Debate in Parliament		
12/06/2018	Decision by Parliament, 1st reading	T8-0246/2018	Summary
25/06/2018	Act adopted by Council after Parliament's 1st reading		
28/06/2018	Final act signed		
04/07/2018	End of procedure in Parliament		
09/07/2018	Final act published in Official Journal		

Technical information	
Procedure reference	2017/0111(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Regulation
Legal basis	Treaty on the Functioning of the EU TFEU 192-p1
Mandatory consultation of other institutions	European Economic and Social Committee European Committee of the Regions
Stage reached in procedure	Procedure completed
Committee dossier	ENVI/8/10097

Documentation gateway					
Legislative proposal		COM(2017)0279	31/05/2017	EC	Summary

Document attached to the procedure		SWD(2017)0188	31/05/2017	EC	
Document attached to the procedure		SWD(2017)0189	31/05/2017	EC	
Committee draft report		PE612.142	11/10/2017	EP	
Economic and Social Committee: opinion, report		CES3111/2017	18/10/2017	ESC	
Amendments tabled in committee		PE613.504	16/11/2017	EP	
Amendments tabled in committee		PE613.505	27/11/2017	EP	
Committee opinion	TRAN	PE610.542	08/12/2017	EP	
Committee report tabled for plenary, 1st reading/single reading		A8-0010/2018	30/01/2018	EP	Summary
Text agreed during interinstitutional negotiations		PE621.004	23/04/2018	EP	
Coreper letter confirming interinstitutional agreement		GEDA/A/(2018)003127	24/04/2018	CSL	
Text adopted by Parliament, 1st reading/single reading		T8-0246/2018	12/06/2018	EP	Summary
Draft final act		00020/2018/LEX	28/06/2018	CSL	
Commission response to text adopted in plenary		SP(2018)458	11/07/2018	EC	

Final act

[Regulation 2018/956](#)
[OJ L 173 09.07.2018, p. 0001](#) Summary

Final legislative act with provisions for delegated acts

Delegated acts

2019/2648(DEA)	Examination of delegated act
2020/2752(DEA)	Examination of delegated act
2021/2733(DEA)	Examination of delegated act
2021/2735(DEA)	Examination of delegated act
2021/3044(DEA)	Examination of delegated act

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

PURPOSE: to monitor and report on CO2 emissions from and fuel consumption of new EU heavy-duty vehicles.

PROPOSED ACT: Regulation of the European Parliament and of the Council.

ROLE OF THE EUROPEAN PARLIAMENT: the European Parliament shall decide in accordance with the ordinary legislative procedure and on an equal footing with the Council.

BACKGROUND: in its climate and energy framework for 2030, the EU is committed to reducing its emissions by at least 40% by 2030 compared to 1990 levels.

The Commissions 2016 [European Strategy for low-emission mobility](#) set the objective of at least a 60 % reduction in emissions from transport by 2050 compared to 1990 levels.

In 2014, greenhouse gas (GHG) emissions from heavy-duty vehicles (HDVs) represented 5 % of total EU emissions, a fifth of all transport emissions and about a quarter of road transport emissions and they are set to increase by 2030.

At present, CO2 emissions and fuel consumption from new HDVs placed on the Union market are not subject to any certification, monitoring or reporting requirements. The Commission wishes to fill this knowledge gap with a view to ensuring full market transparency and that European citizens and business have access to fair, sustainable and competitive mobility.

This proposal implements the 2014 [Communication](#) on a strategy for reducing Heavy-Duty Vehicles fuel consumption and CO2 emissions. This strategy announced an implementing measure setting out the procedure for the certification of CO2 emissions from new HDVs placed on the EU market, calculated by the Vehicle Energy Consumption calculation Tool (VECTO), and a legislative proposal on monitoring and reporting these emissions.

This tool may be used to calculate the fuel consumption and CO2 emissions of new heavy-duty vehicles in a comparable and cost-effective manner.

IMPACT ASSESSMENT: the chosen option imposes monitoring and reporting obligations on Member States and manufacturers. The designated national authorities would report annually to the Commission the registration data of new registered vehicles, in particular vehicle identification numbers, VINs. Vehicle manufacturers would submit the monitoring data corresponding to those vehicles to the Commission.

On the basis of the VIN numbers, the two datasets would be combined by the European Environment Agency (EEA) in order to obtain monitoring data at a Member State level.

The selected option is likely to generate competition to produce more energy-efficient vehicles and incentives to innovation.

CONTENT: the proposed Regulation lays down the requirements for the monitoring and reporting of CO2 emissions from and fuel consumption of new heavy-duty vehicles (lorries, buses and coaches) registered in the European Union.

In concrete terms, the proposal:

- specifies the categories of vehicles for which registration data, technical data and, where available, the CO2 emission and fuel consumption data should be monitored and reported;
- imposes a series of obligations on the Member States concerning the monitoring and reporting timetable, the designation of the competent authorities and the data to be monitored. These data - collected annually from 2020 onwards - would in particular concern new heavy-duty vehicles and new trailers registered for the first time in the Union, or registered outside the Union but less than three months before registration in the Union;
- sets out the essential obligations imposed on manufacturers with regard to the monitoring and reporting timetable, the designation of contact points and the data to be monitored;
- obliges the Commission to maintain a central register collecting data. The register will be maintained by the EEA. While the majority of data records should be publicly available, certain data may not be disclosed due to the need to protect private data (vehicle identification numbers), and competition reasons (names of component manufacturers);
- provides that entities reporting data would be responsible for the quality and accuracy of the data submitted, with the Commission reserving the right to verify and, where appropriate, to correct the final data.

DELEGATED ACTS: the proposal contains provisions empowering the Commission to adopt delegated acts in accordance with Article 290 of the Treaty on the Functioning of the European Union.

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

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 Parliaments 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 Commissions 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 Unions 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.

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

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.

Parliaments 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 CO 2 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.

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

PURPOSE: to lay down rules to monitor and report on CO2 emissions and fuel consumption of new heavy duty vehicles in the Union.

LEGISLATIVE ACT: Regulation (EU) 2018/956 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.

CONTENT: this Regulation establishes requirements on the monitoring and reporting of CO2 emissions as well as of fuel consumption of new heavy-duty vehicles (lorries, buses and coaches) registered in the Union. It forms part of the EU's overall efforts to reduce CO2 emissions, and it is a step towards a competitive low carbon economy.

Monitoring and reporting by Member States and manufacturers: from 1 January 2019, and for each subsequent calendar year, Member States Member States will have to monitor data on CO2 emissions and fuel consumption for new heavy-duty vehicles registered for the first time in the Union. Starting in 2020, Member States Member States will have to submit emission data to the Commission each year in accordance with

a standard reporting procedure set out in Annex II to the Regulation.

The standardised information will be made publicly available to enable all vehicle operators to take well-informed purchasing decisions and to ensure a high level of transparency. All heavy-duty vehicle manufacturers will be able to compare their vehicles performance with those of other makes. Increased transparency will encourage the development of more energy efficient heavy-duty vehicles.

Manufacturers will also have to monitor and report to the Commission the CO₂ and fuel consumption values ?? for each new heavy-duty commercial vehicle. The Regulation lays down the starting years of surveillance and data reporting for each category of heavy-duty vehicles falling within its scope.

Central register: the Regulation provides for the creation of a central EU register in which authorities and manufacturers will provide data on CO₂ emissions and fuel consumption performance. In order to be transparent and allow for easier comparison between different vehicle models, this data will be made accessible to the public. The only exceptions will be cases that are justified by the need to protect private data and to ensure 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 where it finds that the data reported by the manufacturer deviate from the data issued within the framework of Regulation (EC) No 595/2009, or where the data are not submitted within the deadline applicable. The administrative fines shall be effective, proportional and dissuasive and shall not exceed EUR 30 000 per heavy-duty vehicle concerned by deviating or delayed data.

Delegated acts: the Commission may adopt delegated acts in respect of: (i) completing the starting years for the monitoring and reporting of the heavy-duty vehicle categories covered; (ii) amending the data requirements and the monitoring and reporting procedure laid down in the Annexes to the Regulation; (iii) specifying the data to be reported by the Member States for the monitoring of the results of on-road verification tests; (iv) amending the air drag value ranges, and (v) defining the criteria, the calculation and the method of collection of administrative fines imposed on manufacturers.

ENTRY INTO FORCE : 29.7.2018.