






Procedure file

Basic information	
<p>COD - Ordinary legislative procedure (ex-codecision procedure) 2023/0134(COD) Directive</p>	Awaiting committee decision
<p>CO2 emission class of heavy-duty vehicles with trailers</p> <p>Amending Directive 1999/62 1996/0182(COD) Amending Directive 1999/37 1997/0150(SYN) Amending Directive 2019/520 2017/0128(COD)</p> <p>Subject 2.10.03 Standardisation, EC/EU standards and trade mark, certification, compliance 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</p>	

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	 Transport and Tourism		
	Former committee responsible		13/07/2023
	 Transport and Tourism	 VARIATI Achille	
	Committee for opinion	Rapporteur for opinion	Appointed
 Environment, Public Health and Food Safety			
Former committee for opinion		The committee decided not to give an opinion.	
 Environment, Public Health and Food Safety			
Council of the European Union	Commission DG	Commissioner	
European Commission	Mobility and Transport	VĂLEAN Adina-Ioana	
European Economic and Social Committee			
European Committee of the Regions			

Key events			
04/05/2023	Legislative proposal published	COM(2023)0189	Summary
08/05/2023	Committee referral announced in Parliament, 1st reading		

Technical information	
Procedure reference	2023/0134(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Directive
	Amending Directive 1999/62 1996/0182(COD) Amending Directive 1999/37 1997/0150(SYN) Amending Directive 2019/520 2017/0128(COD)
Legal basis	Treaty on the Functioning of the EU TFEU 091-p1
Mandatory consultation of other institutions	European Economic and Social Committee European Committee of the Regions
Stage reached in procedure	Awaiting committee decision
Committee dossier	TRAN/10/00217

Documentation gateway					
Legislative proposal		COM(2023)0189	04/05/2023	EC	Summary
Economic and Social Committee: opinion, report		CES3043/2023	20/09/2023	ESC	

CO2 emission class of heavy-duty vehicles with trailers

PURPOSE: to include the effect of trailers and semi-trailers on the CO2 emissions of heavy goods vehicle combinations when determining the reduction of road charges.

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

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

BACKGROUND: Directive (EU) 2022/362 of the European Parliament and of the Council enables CO2 emission-based differentiation of road charges for heavy-duty vehicles as well as for light duty vehicles in order to incentivise operators to deploy more efficient vehicles. At the time of its adoption, a legal framework for the certification of the effect of trailers on the CO2 emissions of heavy goods vehicle combinations was not available yet. Therefore, trailers could not be included in the CO2 emission-based differentiation of road charges.

Although a trailer does not consume energy by itself, it requires energy from the towing motor vehicle to be moved. The optimisation of the energy efficiency of trailers leads to the reduction of the CO2 emissions of conventional vehicles and to the increase in vehicles autonomy. Trailers have a significant potential for reduction of CO2 emissions of heavy goods vehicle combinations and could play an important role in the decarbonisation of the road freight transport sector.

Recital 31 of Directive (EU) 2022/362 called for the Commission to include the effect of trailers and semi-trailers on the CO2 emissions of heavy goods vehicle combinations when determining the reduction of road charges once legally certified values for the effect of trailers and semi-trailers on the CO2 emissions of heavy goods vehicle combinations are available. The condition laid down in the recital was fulfilled by the adoption of Commission Implementing Regulation (EU) 2022/1362.

CONTENT: the proposal aims to amend Directive 1999/62/EC, Council Directive 1999/37/EC and Directive (EU) 2019/520 to establish rules to include the effect of trailers on the CO2 emissions of heavy goods vehicle combinations in road charging schemes that differentiate road charges based on vehicles CO2 emission.

The proposed measures only contribute to achieving the objectives set, notably of a consistent application of the 'polluter pays' and 'user pays' principles.

This [proposal](#) complements the proposal for a Regulation amending Regulation (EU) 2019/1242, which extends its scope so as to set requirements on trailers manufacturers with regard to their new fleets, and thus applies to the supply side of the road freight transport sector. This proposal applies to the demand side of this sector by incentivising the purchase of more efficient trailers by transport operators.

The differentiation of road charges introduced in this proposal applies only to more efficient trailers. This means that road operators, toll service providers, and toll chargers do not need to register the relevant information of other trailers. The definition of trailer classes is meant to simplify implementation for those undertakings with a significant number of trailers.

The initiative is supported by the Impact Assessment performed for the revision of Regulation (EU) 2019/1242 of the European Parliament and of the Council. The Impact Assessment has concluded that the energy efficiency of trailers has a significant potential for improvement and

such measures would make a cost-efficient contribution to the reduction of CO2 emissions from heavy-duty vehicles. In economic terms, the net economic savings over the vehicle lifetime from a societal perspective range from nearly EUR 11 500 in the case of reefer drawbar trailers to over EUR 42 500 for an average semi-trailer with box body.

Transparency				
GIESEKE Jens	Shadow rapporteur	TRAN	15/11/2023	Verband der Automobilindustrie e.V.
GIESEKE Jens	Shadow rapporteur	TRAN	09/11/2023	Zentralverbands Deutsches Kfz-Gewerbe (ZDK)
GIESEKE Jens	Shadow rapporteur	TRAN	08/11/2023	Bundesverband Güterkraft Logistik und Entsorgung
GIESEKE Jens	Shadow rapporteur	TRAN	08/11/2023	ACEA
GIESEKE Jens	Shadow rapporteur	TRAN	07/11/2023	MAN Truck & Bus SE (MAN)
GIESEKE Jens	Shadow rapporteur	TRAN	07/11/2023	Volta Trucks AB
GIESEKE Jens	Shadow rapporteur	TRAN	07/11/2023	MAHLE International GmbH (MAHLE)
GIESEKE Jens	Shadow rapporteur	TRAN	24/10/2023	Robert Bosch GmbH
GIESEKE Jens	Shadow rapporteur	TRAN	18/10/2023	ExxonMobil Petroleum & Chemical (EMPC)
GIESEKE Jens	Shadow rapporteur	TRAN	11/10/2023	Fédération Nationale des Transports Routiers (FNTR)
OETJEN Jan-Christoph	Member	16/01/2024	ExxonMobil Petroleum & Chemical	
FURORE Mario	Member	14/11/2023	ExxonMobil Petroleum & Chemical	
SOLÍS PÉREZ Susana	Member	13/11/2023	Association des Constructeurs Européens d'Automobiles	
RUDNER Thomas	Member	08/11/2023	Bundesverband Güterkraftverkehr Logistik und Entsorgung (BGL) e.V.	
SOLÍS PÉREZ Susana	Member	31/10/2023	IVECO GROUP N.V.	
LUENA César	Member	21/09/2023	Transport and Environment (European Federation for Transport and Environment)	
VITANOV Petar	Member	28/06/2023	ECTA	
BILBAO BARANDICA Izaskun	Member	14/06/2023	Repsol, S.A.	
VITANOV	Member	24/05/2023	Tesla Motors Netherlands B.V.	

Petar				
VITANOV Petar	Member	10/05/2023	IVECO GROUP N.V.	