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*Plenary sitting*

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**A8-0010/2018**

30.1.2018

**\*\*\*I**  
**REPORT**

on the proposal for a regulation of the European Parliament and of the Council  
on the monitoring and reporting of CO<sub>2</sub> emissions from and fuel consumption  
of new heavy-duty vehicles  
(COM(2017)0279 - C8-0168/2017 – 2017/0111(COD))

Committee on the Environment, Public Health and Food Safety

Rapporteur: Damiano Zoffoli

### ***Symbols for procedures***

- \* Consultation procedure
- \*\*\* Consent procedure
- \*\*\*I Ordinary legislative procedure (first reading)
- \*\*\*II Ordinary legislative procedure (second reading)
- \*\*\*III Ordinary legislative procedure (third reading)

(The type of procedure depends on the legal basis proposed by the draft act.)

### ***Amendments to a draft act***

#### **Amendments by Parliament set out in two columns**

Deletions are indicated in ***bold italics*** in the left-hand column. Replacements are indicated in ***bold italics*** in both columns. New text is indicated in ***bold italics*** in the right-hand column.

The first and second lines of the header of each amendment identify the relevant part of the draft act under consideration. If an amendment pertains to an existing act that the draft act is seeking to amend, the amendment heading includes a third line identifying the existing act and a fourth line identifying the provision in that act that Parliament wishes to amend.

#### **Amendments by Parliament in the form of a consolidated text**

New text is highlighted in ***bold italics***. Deletions are indicated using either the **■** symbol or ~~strikeout~~. Replacements are indicated by highlighting the new text in ***bold italics*** and by deleting or striking out the text that has been replaced.

By way of exception, purely technical changes made by the drafting departments in preparing the final text are not highlighted.

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## DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

**on the proposal for a regulation of the European Parliament and of the Council on the monitoring and reporting of CO<sub>2</sub> emissions from and fuel consumption of new heavy-duty vehicles**

**(COM(2017)0279 - C8-0168/2017 – 2017/0111(COD))**

**(Ordinary legislative procedure: first reading)**

*The European Parliament,*

- having regard to the Commission proposal to Parliament and the Council (COM(2017)0279),
  - having regard to Article 294(2) and Article 192(1) of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C8-0168/2017),
  - having regard to Article 294(3) of the Treaty on the Functioning of the European Union,
  - having regard to the opinion of the European Economic and Social Committee of 18 October 2017<sup>1</sup>,
  - after consulting the Committee of the Regions,
  - having regard to Rule 59 of its Rules of Procedure,
  - having regard to the report of the Committee on the Environment, Public Health and Food Safety and the opinion of the Committee on Transport and Tourism (A8-0010/2018),
1. Adopts its position at first reading hereinafter set out;
  2. Calls on the Commission to refer the matter to Parliament again if it replaces, substantially amends or intends to substantially amend its proposal;
  3. Instructs its President to forward its position to the Council, the Commission and the national parliaments.

Amendment 1

### **Proposal for a regulation**

#### **Recital 3 a (new)**

*Text proposed by the Commission*

*Amendment*

***(3a) To ensure that this objective is achieved, Member States should compile better practices in energy efficient driving***

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<sup>1</sup> Not yet published in the Official Journal.

*training and promote the use of that training. The use of new technologies to improve efficiency and lower fuel consumption and CO<sub>2</sub> emissions should also be promoted, along with the use of more aerodynamic designs and optimisation of load plans. To lower fuel consumption, Member States should consider using funds for heavy-duty vehicle fleet modernisation and highway maintenance and improvement, and promote the use of low rolling resistance tyres and lighter trailers, and the use of alternative fuels such as hydrogen or fuel obtained from recycling and processing plastics.*

## Amendment 2

### Proposal for a regulation Recital 3 b (new)

*Text proposed by the Commission*

*Amendment*

*(3b) In order to be able to fulfil the Paris Agreement, greenhouse gas emissions from transport will need to be near zero by 2050;*

## Amendment 3

### Proposal for a regulation Recital 4

*Text proposed by the Commission*

*Amendment*

(4) Greenhouse gas emissions from lorries, buses and coaches, i.e. heavy-duty vehicles, currently represent around a quarter of road transport emissions in the Union and are expected to increase **further** by **2030**. Effective measures to curb emissions from heavy-duty vehicles need to be introduced in order to contribute to the necessary emission reductions in the transport sector.

(4) Greenhouse gas emissions from lorries, buses and coaches, i.e. heavy-duty vehicles, currently represent around a quarter of road transport emissions in the Union and, **if no additional measures are taken**, are expected to **account for 30 % of the total road transport CO<sub>2</sub> emissions by 2030**. **Emissions from heavy-duty vehicles will increase by 10 % between 2010 and 2030, and by 17 % between 2010 and 2050**. Effective measures to curb emissions from heavy-duty vehicles need to be introduced in order to contribute to the

necessary emission reductions in the transport sector, *whilst at the same time boosting industrial competitiveness and providing transport operators with information that can help to guide them in their choices. In addition, emission reductions can also be achieved by developing solutions to and creating incentives for load optimisation, platooning, training of drivers, fleet renewal, congestion reduction and investments in infrastructure maintenance.*

#### Amendment 4

##### Proposal for a regulation

##### Recital 5

*Text proposed by the Commission*

(5) In its 2014 Communication on a Strategy for reducing Heavy-Duty Vehicles' fuel consumption and CO<sub>2</sub> emissions<sup>13</sup>, the Commission recognised that a prerequisite to introducing such measures is a regulated procedure for the determination of CO<sub>2</sub> emissions and fuel consumption.

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<sup>13</sup> COM(2014) 285 final.

*Amendment*

(5) In its 2014 Communication on a Strategy for reducing Heavy-Duty Vehicles' fuel consumption and CO<sub>2</sub> emissions<sup>13</sup>, the Commission recognised that a prerequisite to introducing such measures is a regulated procedure for the determination of CO<sub>2</sub> emissions and fuel consumption. *In its 2017 Mobility Package 'Europe on the move', the Commission envisaged a proposal for heavy-duty vehicle standards in the first half of 2018. The timely publishing of that proposal is crucial to allow for the swift adoption of such new standards.*

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<sup>13</sup> COM(2014) 285 final.

#### Amendment 5

##### Proposal for a regulation

##### Recital 6 a (new)

*Text proposed by the Commission*

*Amendment*

**(6a) Transport companies are to a large extent small and medium-sized enterprises. Moreover, they do not have access yet to standardised information to evaluate fuel efficiency technologies or to compare vehicles in order to make the best-informed purchasing decisions and reduce their fuel bills, which account for more than a quarter of their operating costs.**

## Amendment 6

### Proposal for a regulation

#### Recital 7

##### *Text proposed by the Commission*

(7) Information on a vehicle's performance in terms of CO<sub>2</sub> emissions and fuel consumption should be made publicly available to enable all vehicle operators to take well-informed purchasing decisions. All vehicle manufacturers will be able to compare their vehicles' performance with those of other makes. This will increase the incentives for innovation and **therefore increase** competitiveness. That information will also provide policy makers at Union and Member State level with a sound basis for developing policies to promote the uptake of more energy-efficient vehicles. It is therefore appropriate that the CO<sub>2</sub> emissions and fuel consumption values determined for each new heavy-duty vehicle pursuant to Commission Regulation (EU) [.../...]<sup>15</sup> [Opocce to include correct reference] are monitored, reported to the Commission and made available to the public.

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<sup>15</sup>Commission Regulation (EU) [.../...] implementing Regulation (EU) No 595/2009 of the European Parliament and

##### *Amendment*

(7) Information on a vehicle's performance in terms of CO<sub>2</sub> emissions and fuel consumption should be made publicly available to enable all vehicle operators to take well-informed purchasing decisions **and to ensure the highest level of transparency**. All vehicle manufacturers will be able to compare their vehicles' performance with those of other makes. This will increase the incentives for innovation, **encourage the development of more energy efficient vehicles** and therefore increase competitiveness. That information will also provide policy makers at Union and Member State level with a sound basis for developing policies to promote the uptake of more energy-efficient vehicles. It is therefore appropriate that the CO<sub>2</sub> emissions and fuel consumption values determined for each new heavy-duty vehicle pursuant to Commission Regulation (EU) [.../...]<sup>15</sup> [Opocce to include correct reference] are monitored, reported to the Commission and made available to the public.

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<sup>15</sup>Commission Regulation (EU) [.../...] implementing Regulation (EU) No 595/2009 of the European Parliament and



of the Council as regards the determination of CO<sub>2</sub> emissions and fuel consumption of heavy-duty vehicles and amending Directive 2007/46/EC of the European Parliament and of the Council and Commission Regulation (EU) No 582/2011 (OJ L...,...,...).

of the Council as regards the determination of CO<sub>2</sub> emissions and fuel consumption of heavy-duty vehicles and amending Directive 2007/46/EC of the European Parliament and of the Council and Commission Regulation (EU) No 582/2011 (OJ L...,...,...).

## **Amendment 7**

### **Proposal for a regulation**

#### **Recital 8**

##### *Text proposed by the Commission*

(8) In order to acquire a complete knowledge on the configuration of the heavy-duty vehicle fleet in the Union, its development over time and potential impact on CO<sub>2</sub> emissions, it is appropriate to monitor and report data on the registration of all new heavy-duty vehicles and all new trailers, including data on the powertrains as well as the relevant bodywork.

##### *Amendment*

(8) In order to acquire a complete knowledge on the configuration of the heavy-duty vehicle fleet in the Union, its development over time and potential impact on CO<sub>2</sub> emissions, it is appropriate to monitor and report data on the registration of all new heavy-duty vehicles and all new trailers, including data on the powertrains as well as the relevant bodywork. ***The specific responsibilities for monitoring and reporting of data are described in Articles 4 and 5 respectively.***

## **Amendment 8**

### **Proposal for a regulation**

#### **Recital 8 a (new)**

##### *Text proposed by the Commission*

##### *Amendment*

***(8a) It is necessary that the monitoring and reporting system is easy for all companies operating in the transport sector to use, irrespective of their size and resources.***

## **Amendment 9**

### **Proposal for a regulation**

#### **Recital 9**

*Text proposed by the Commission*

(9) Data on CO<sub>2</sub> emissions and fuel consumption will be available for certain new heavy-duty vehicles that are registered in [2019]. Starting from that date, the competent authorities of the Member States should therefore be required to provide data on new registrations and manufacturers should be required to provide the technical data relating to those vehicles.

*Amendment*

(9) Data on CO<sub>2</sub> emissions and fuel consumption will be available for certain new heavy-duty vehicles that are registered in [2019]. Starting from that date the competent authorities of the Member States should therefore be required to provide data on new registrations, and manufacturers should be required to provide the technical data relating to those vehicles ***which fall under the scope of Commission Regulation (EU) [.../...]***<sup>1a+</sup>.

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***<sup>1a</sup> Commission Regulation (EU) [.../...] implementing Regulation (EU) No 595/2009 of the European Parliament and of the Council as regards the determination of CO<sub>2</sub> emissions and fuel consumption of heavy-duty vehicles and amending Directive 2007/46/EC of the European Parliament and of the Council and Commission Regulation (EU) No 582/2011 (OJ L..., ..., ...).***

***+ OJ: Please insert the correct reference.***

**Amendment 10**

**Proposal for a regulation  
Recital 9 a (new)**

*Text proposed by the Commission*

*Amendment*

***(9a) In order to ensure that economic operators can better prepare for regulatory changes, the Commission should publish, no later than 30 June 2018, a calendar for the planned application of the Vehicle Energy Consumption Calculation Tool (“VECTO”) software developed under Commission Regulation (EU) 2017/2400 to key technologies and innovations that reduce road freight emissions. The Commission should also update, without delay, the VECTO test procedure established in accordance with Regulation***

*(EC) 595/2009 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. It is therefore important that the Commission keeps under regular review the scope of monitoring and reporting obligations under this Regulation and, as appropriate, puts forward legislative proposals.*

## **Amendment 11**

### **Proposal for a regulation Recital 9 b (new)**

*Text proposed by the Commission*

*Amendment*

*(9b) It is necessary that the monitoring and reporting system is user friendly for all transport operators regardless of their size and resources. The Commission should actively promote such a system in order to ensure that it has a meaningful impact on the sector and to raise awareness on the availability of the reported data.*

## **Amendment 12**

### **Proposal for a regulation Recital 10 a (new)**

*Text proposed by the Commission*

*Amendment*

*(10a) The results of the conformity of production testing of VECTO input files should also be monitored and reported to the Commission.*

## **Amendment 13**

### **Proposal for a regulation Recital 10 b (new)**

*(10b) The Commission's 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 CO<sub>2</sub> emissions, taking into account any differences in the manufacturers' product portfolio and the declared mission profile.*

## Amendment 14

### Proposal for a regulation

#### Recital 11

*Text proposed by the Commission*

(11) It is important to ensure that the data monitored and reported is robust and reliable. The Commission should therefore have the means to verify and, where necessary, correct the final data. Parameters allowing the data to be adequately traced and verified should therefore also be provided for in the monitoring requirements.

*Amendment*

(11) It is important to ensure that the data monitored and reported is robust and reliable. The Commission should therefore have the means to verify and, where necessary, *to* correct the final data. ***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 should impose an administrative fine on the manufacturer concerned for infringement of this Regulation. The administrative fine should be effective, proportionate and dissuasive.*** Parameters allowing the data to be adequately traced and verified should therefore also be provided for in the monitoring requirements.

## Amendment 15

### Proposal for a regulation

#### Recital 12

##### *Text proposed by the Commission*

(12) Based on the experience gained from the monitoring and reporting of data on CO<sub>2</sub> emissions pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council<sup>16</sup> for new passenger cars and Regulation (EU) No 510/2011 of the European Parliament and of the Council<sup>17</sup> for new light commercial vehicles, it is appropriate to confer on the European Environment Agency the responsibility for the exchange of the data with the competent authorities of the Member States and manufacturers, as well as for the management of the final database on behalf of the Commission. It is also appropriate to align as far as possible the monitoring and reporting procedures for heavy-duty vehicles with those already existing for light-duty vehicles.

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<sup>16</sup> Regulation (EC) No 443/2009 of 23 April 2009 of the European Parliament and of the Council setting emission performance standards for new passenger cars as part of the Community's integrated approach to reduce CO<sub>2</sub> emissions from light-duty vehicles, OJ L 140, 5.2.2009, p.1.

<sup>17</sup> Regulation (EU) No 510/2011 of 11 May 2011 setting emission performance standards for new light commercial vehicles as part of the Union's integrated approach to reduce CO<sub>2</sub> emissions from light-duty vehicles, OJ L 145, 31.5.2011, p.1.

##### *Amendment*

(12) Based on the experience gained from the monitoring and reporting of data on CO<sub>2</sub> emissions pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council<sup>16</sup> for new passenger cars and Regulation (EU) No 510/2011 of the European Parliament and of the Council<sup>17</sup> for new light commercial vehicles, it is appropriate to confer on the European Environment Agency the responsibility for the exchange of the data with the competent authorities of the Member States and manufacturers, as well as for the management of the final database, ***which should be accessible to transport operators and third parties free of charge and in a digitally researchable format***, on behalf of the Commission. It is also appropriate to align as far as possible the monitoring and reporting procedures for heavy-duty vehicles with those already existing for light-duty vehicles.

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<sup>16</sup> Regulation (EC) No 443/2009 of 23 April 2009 of the European Parliament and of the Council setting emission performance standards for new passenger cars as part of the Community's integrated approach to reduce CO<sub>2</sub> emissions from light-duty vehicles, OJ L 140, 5.2.2009, p.1.

<sup>17</sup> Regulation (EU) No 510/2011 of 11 May 2011 setting emission performance standards for new light commercial vehicles as part of the Union's integrated approach to reduce CO<sub>2</sub> emissions from light-duty vehicles, OJ L 145, 31.5.2011, p.1.

## **Amendment 16**

### **Proposal for a regulation**

#### **Recital 12 a (new)**

*Text proposed by the Commission*

*Amendment*

***(12a) In its 2017 Mobility Package “Europe on the move” the Commission envisaged a proposal for CO<sub>2</sub> standards for heavy-duty vehicles for the first half of 2018. Ambitious CO<sub>2</sub> targets for 2025 in respect of heavy-duty vehicles should be seen as the ultimate goal of this legislative path and should be put forward by the Commission no later than 30 April 2018.***

## **Amendment 17**

### **Proposal for a regulation**

#### **Recital 12 b (new)**

*Text proposed by the Commission*

*Amendment*

***(12b) The Commission should develop, without delay, an on-road verification test, carried out by the original equipment manufacturers (OEMs) on a mandatory basis, under the supervision of independent and accredited bodies, in order to identify possible discrepancies between the simulated and actual CO<sub>2</sub> values of a complete heavy-duty vehicle. Independent third parties should be allowed to perform independent testing in technical services or accredited laboratories and have access to the necessary data. The results of such test should be monitored and reported in accordance with this Regulation and should be made publicly available.***

## **Amendment 18**

### **Proposal for a regulation**

#### **Recital 12 c (new)**

***(12c) The 'Dieselgate' scandal, relating to the type approval of light-duty vehicles, has proven the importance of the role of independent bodies as regards the supervision of tests carried out by manufacturers and, equally, how essential it is to ensure that third parties have the option of conducting independent tests, since such supervision and testing help to increase the transparency, credibility and performance of the verification, monitoring and reporting systems.***

## **Amendment 19**

### **Proposal for a regulation**

#### **Recital 13**

*Text proposed by the Commission*

*Amendment*

***(13) In order to ensure uniform conditions for the implementation of the provisions of this Regulation on the verification and correction of the monitored data, implementing powers should be conferred on the Commission. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council<sup>18</sup>.***

***deleted***

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<sup>18</sup> ***Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).***

## Amendment 20

### Proposal for a regulation Recital 14

#### *Text proposed by the Commission*

(14) In order to ensure that the data requirements and the monitoring and reporting procedure remain relevant over time for assessing the heavy-duty vehicle fleet's contribution to CO<sub>2</sub> emissions, as well as to ensure the availability of data on new and advanced CO<sub>2</sub> reducing technologies, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amending the data requirements and the monitoring and reporting procedure laid down in the Annexes. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making *of 13 April 2016*. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

#### *Amendment*

(14) In order to ensure that the data requirements and the monitoring and reporting procedure remain relevant over time for assessing the heavy-duty vehicle fleet's contribution to CO<sub>2</sub> emissions, as well as to ensure the availability of data on new and advanced CO<sub>2</sub> reducing technologies ***and to ensure appropriate verification and correction of the monitored and reported data***, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amending the data requirements and the monitoring and reporting procedure laid down in the Annexes, ***of on-road verification tests and of determining the verification and correction measures for data reported by Member States and manufacturers under this Regulation***. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement ***of 13 April 2016*** on Better Law-Making. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

#### *Justification*

*It is very important to ensure that the Commission has the appropriate means, procedures and measures to carry out its task of verifying the quality of the monitored and reported data and of correcting them. Those measures should therefore be adopted via delegated acts.*



## Amendment 21

### Proposal for a regulation

#### Article 1 – paragraph 1

*Text proposed by the Commission*

This Regulation lays down the requirements for the monitoring and reporting of CO<sub>2</sub> emissions from and fuel consumption of new heavy-duty vehicles registered in the European Union.

*Amendment*

This Regulation lays down the requirements for the monitoring and reporting of CO<sub>2</sub> emissions from and fuel consumption of new heavy-duty vehicles registered in the European Union **and for the results of the conformity of production testing of VECTO input files.**

## Amendment 22

### Proposal for a regulation

#### Article 5 – paragraph 1 – subparagraph 2

*Text proposed by the Commission*

The date of production shall be the date of *signature* of the *certificate of conformity* or, where applicable, the date of signature of the *individual approval certificate*.

*Amendment*

The date of production shall be the date of **the simulation recorded in the customer information file as specified in Appendix 2 to Annex I to Commission Regulation (EU) .../... [OJ: Please add the number of the Regulation contained in document Ares(2017)1900557].**

#### *Justification*

*The date of production as proposed by the Commission occurs in a process where manufacturers have little control. Individual Approval is done by dealers and distributors at the time of registration of the vehicle. This date can therefor occur long after the vehicle has left the control of the manufactory and the date in itself is therefore unknown to the manufacturer. Using the CO<sub>2</sub> costumer file date correspond to the date of the conformity production for vehicles under the While Vehicle Type Approval.*

## Amendment 23

### Proposal for a regulation

#### Article 5 – paragraph 2 a (new)

*Text proposed by the Commission*

*Amendment*

**2a. Manufacturers shall report**

*technical data relating to heavy-duty vehicles which fall under the scope of Regulation No [.../...]<sup>+</sup>.*

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***+ OJ: Please insert the number of Commission Regulation (EU) [.../...] implementing Regulation (EU) No 595/2009 of the European Parliament and of the Council as regards the determination of CO2 emissions and fuel consumption of heavy-duty vehicles and amending Directive 2007/46/EC of the European Parliament and of the Council and Commission Regulation (EU) No 582/2011 (OJ L.....).***

## Amendment 24

### Proposal for a regulation Article 6 – paragraph 1

#### *Text proposed by the Commission*

1. The Commission shall keep a central register for the data reported in accordance with Articles 4 and 5. The register shall be publicly available with the exception of data entries 1, 24, 25, 32, 33, 39 and 40 specified in Part B of Annex I.

#### *Amendment*

1. The Commission shall keep a central register for the data reported in accordance with Articles 4 and 5. The register shall be publicly available with the exception of data entries 1, **21a, 21b**, 24, 25, **26a**, 32, 33, **34a**, 39, 40, **73a and 73b**, specified in part B of Annex 1, **for which the Commission shall provide access to third parties upon request and in accordance with Regulation (EC) No 1367/2006 of the European Parliament and of the Council <sup>1a</sup>.**

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***<sup>1a</sup> Regulation (EC) No 1367/2006 of the European Parliament and of the Council of 6 September 2006 on the application of the provisions of the Aarhus Convention on Access to Information, Public Participation in Decision-making and Access to Justice in Environmental Matters to Community institutions and bodies (OJ L 264, 25.9.2006, p. 13).***

## Amendment 25

### Proposal for a regulation

#### Article 7 – paragraph 2

*Text proposed by the Commission*

2. The Commission **may** carry out its own verification of the quality of the data reported pursuant to Articles 4 and 5.

*Amendment*

2. The Commission **shall** carry out its own verification of the **accuracy and** quality of the data reported pursuant to Articles 4 and 5. ***That process may be undertaken in dialogue with competent authorities and manufacturers and may also be supplemented by additional support from third parties.***

## Amendment 26

### Proposal for a regulation

#### Article 7 – paragraph 3

*Text proposed by the Commission*

3. Where the Commission is informed of errors in the data or finds, pursuant to its own verification, discrepancies in the dataset, it shall, ***where appropriate***, take the necessary measures to correct the data published in the Central Register referred to in Article 6.

*Amendment*

3. Where the Commission is informed of errors in the data or finds, pursuant to its own verification, discrepancies in the dataset, it shall take the necessary measures to correct the data published in the Central Register referred to in Article 6. ***The Member States and producers shall have the opportunity to correct any errors within three months of the date of their notification..***

***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.***

## Amendment 27

### Proposal for a regulation

#### Article 7 – paragraph 3 a (new)

*Text proposed by the Commission*

*Amendment*

**3a.** *Where the verification by the Commission of the correctness and quality of the data reported under Article 5 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. The administrative fine shall be effective, proportionate and dissuasive.*

*The Commission shall adopt delegated acts in accordance with Article 12 in order to supplement this Regulation with regards to non-compliance, calculation of the administrative fines and the method by which the fines are collected.*

## **Amendment 28**

### **Proposal for a regulation Article 8 – paragraph 2**

*Text proposed by the Commission*

2. The analysis shall indicate, as a minimum, the performance of the heavy-duty vehicle fleet of the Union as well as that of each manufacturer in terms of the average fuel consumption and CO<sub>2</sub> emissions. It shall also, where available, take into account data on the uptake of new and advanced CO<sub>2</sub> reducing technologies.

*Amendment*

2. The analysis shall indicate, as a minimum, the performance of the heavy-duty vehicle fleet of the Union, as well as that of each manufacturer ***in a comparable way*** in terms of the average fuel consumption and CO<sub>2</sub> emissions, ***taking into account also the differences in the manufacturers' product portfolio and the declared mission profile***. It shall also, where available, take into account data on the uptake of new and advanced CO<sub>2</sub> reducing technologies ***and all alternative powertrains***. ***The analysis published by the Commission shall also take into account the wide variety of mission profiles associated with the heavy-duty vehicle fleet.***

## **Amendment 29**

### **Proposal for a regulation**

## Article 8 – paragraph 3 a (new)

*Text proposed by the Commission*

*Amendment*

**3a.** *No later than 30 June 2018, the Commission shall publish a calendar for the planned application of the simulation tool referred to in Article 5(1) (a) of the Commission implementing Regulation (EU) 2017/2400 (i.e. VECTO) to key technologies and innovations that reduce road freight emissions.*

*The Commission shall keep this Regulation under review and, as appropriate, shall put forward legislative proposals with a view to extend the monitoring and reporting obligations to all heavy-duty vehicle categories, including all alternative powertrains, trailers and any new types of alternative fuel powered engines.*

## Amendment 30

### Proposal for a regulation Article 8 a (new)

*Text proposed by the Commission*

*Amendment*

#### **Article 8a**

##### ***CO<sub>2</sub> 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 CO<sub>2</sub> emissions from heavy-duty vehicles for 2025 in line with the European Union's climate goals.***

***That proposal shall be accompanied by a study concerning measures further reducing CO<sub>2</sub> 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 in accordance with Article 12 supplementing this Regulation. Those delegated acts shall lay down the following:*

*(a) an on-road verification test shall be carried out by the OEMs on a mandatory basis, under the supervision of an independent and accredited body, to be implemented no later than 31 December 2020;*

*(b) independent third parties shall be allowed to perform independent testing in technical services and accredited laboratories;*

*(c) the test and its results shall be monitored and reported in accordance with this Regulation, and the Commission shall ensure that the results are available on request to third parties; and*

*(d) the Commission shall, based on Member States Reports, report on an annual basis on any gap between on-road test and real world fuel consumption.*

## **Amendment 31**

### **Proposal for a regulation Article 9**

*Text proposed by the Commission*

*Amendment*

*Conferral of implementing powers*

*deleted*

*The Commission may, by means of implementing acts, determine the verification and correction measures referred to in paragraphs 2 and 3 of Article 7. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 11.*

## Amendment 32

### Proposal for a regulation Article 10 – paragraph -1 (new)

*Text proposed by the Commission*

*Amendment*

**-1. The Commission is empowered to adopt delegated acts in accordance with Article 12 with a view to supplementing this Regulation for the purpose of determining the verification and correction measures referred to in Article 7(2) and (3).**

## Amendment 33

### Proposal for a regulation Article 11

*Text proposed by the Commission*

*Amendment*

**Article 11**

**deleted**

**Committee procedure**

**1. The Commission shall be assisted by the Climate Change Committee established by Article 9 of Decision No 280/2004/EC of the European Parliament and of the Council<sup>21</sup>. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.**

**2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.**

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<sup>21</sup>Decision No 280/2004/EC of the European Parliament and of the Council of 11 February 2004 concerning a mechanism for monitoring Community greenhouse gas emissions and for implementing the Kyoto Protocol (OJ L 49, 19.2.2004, p. 1).

## Amendment 34

**Proposal for a regulation**  
**Article 12 – paragraph 2**

*Text proposed by the Commission*

2. The power to adopt delegated acts referred to in Article 10 shall be conferred on the Commission for ***an indeterminate period of time*** from [the date of entering into force of this Regulation].

*Amendment*

2. The power to adopt delegated acts referred to in ***Articles 7 (3a), 8a and 10*** shall be conferred on the Commission for ***a period of five years*** from [the date of entering into force of this Regulation].

**Amendment 35**

**Proposal for a regulation**  
**Annex 1 – Part B – Heading – Column 3 (“Source”)**

*Text proposed by the Commission*

Source  
***Appendix 1 to Annex I to Regulation***  
***[.../...]***

*Amendment*

Source

**Amendment 36**

**Proposal for a regulation**  
**Annex I – Part B – table – row 17**

<i>Text proposed by the Commission</i>			
No	Monitoring parameters	Source Appendix 1 to Annex I to Regulation [.../...]	Description
17	engine rated power	1.2.2.	Main engine specification s
<i>Amendment</i>			
No	Monitoring parameters	Source Appendix 1 to Annex I to Regulation [.../...]	Description



17	engine rated power	1.2.2	Main engine specifications
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### Amendment 37

#### Proposal for a regulation Annex I – Part B – line 21 a (new)

<i>Text proposed by the Commission</i>			
No	Monitoring parameters	Source Appendix 1 to Annex I to Regulation [.../...]	Description
<i>Amendment</i>			
No	Monitoring parameters	Source Appendix 1 to Annex I to Regulation [.../...]	Description
<b>21a</b>	<b>WHSC g/kWh and CO<sub>2</sub></b>		<b>Main engine specifications</b>

### Amendment 38

#### Proposal for a regulation Annex I – Part B – line 21 b (new)

<i>Text proposed by the Commission</i>			
No	Monitoring parameters	Source Appendix 1 to Annex I to Regulation [.../...]	Description
<i>Amendment</i>			
No	Monitoring parameters	Source Appendix 1 to Annex I to Regulation [.../...]	Description
<b>21b</b>	<b>WHTC g/kWh and CO<sub>2</sub></b>		<b>Main engine specifications</b>

### Amendment 39

#### Proposal for a regulation Annex I – Part B – line 26 a (new)

<i>Text proposed by the Commission</i>			
No	Monitoring parameters	Source Appendix 1 to Annex I to Regulation [.../...]	Description
<i>Amendment</i>			
No	Monitoring parameters	Source Appendix 1 to Annex I to Regulation [.../...]	Description
<b>26a</b>	<b><i>Transmission efficiency</i></b>		<b><i>Main transmission specifications</i></b>

#### **Amendment 40**

##### **Proposal for a regulation Annex I – Part B – line 34 a (new)**

<i>Text proposed by the Commission</i>			
No	Monitoring parameters	Source Appendix 1 to Annex I to Regulation [.../...]	Description
<i>Amendment</i>			
No	Monitoring parameters	Source Appendix 1 to Annex I to Regulation [.../...]	Description
<b>34a</b>	<b><i>Axle efficiency</i></b>		<b><i>Main axle specifications</i></b>

#### **Amendment 41**

##### **Proposal for a regulation Annex I – Part B – line 56**

<i>Text proposed by the Commission</i>			
56	mission profile (long haul, regional, urban, construction)	2.1.1	Simulation parameters (for each mission profile/load/fuel)

combination)

*Amendment*

56	mission profile (long haul, <i>long haul (EMS)</i> , regional, <i>regional (EMS)</i> urban, construction)	2.1.1	Simulation parameters (for each mission profile/load/fuel combination)
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**Amendment 42**

**Proposal for a regulation  
Annex I – Part B – table – row 57 a (new)**

*Text proposed by the Commission*

No	Monitoring parameters	Source Appendix 1 to Annex I to Regulation [.../...]	Description
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*Amendment*

No	Monitoring parameters	Source Appendix 1 to Annex I to Regulation [.../...]	Description
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<b>57a</b>	<b><i>Fuel (diesel/petrol/LPG/CNG/...)</i></b>	<b>2.1.3</b>	<b><i>Simulation parameters (for each mission profile/load/fuel combination)</i></b>
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## Amendment 43

### Proposal for a regulation Annex I – Part B – table – row 67

*Text proposed by the Commission*

No	Monitoring parameters	Source Appendix 1 to Annex I to Regulation [.../...]	Description
67	CO <sub>2</sub> emissions (expressed in g/km, g/t-km, g/p-km, g/m <sup>3</sup> -km)	2.3.13-2.3.16	CO <sub>2</sub> emissions and fuel consumption (for each mission profile/load/fuel combination)

*Amendment*

No	Monitoring parameters	Source Appendix 1 to Annex I to Regulation [.../...]	Description
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67	CO <sub>2</sub> emissions (expressed in g/km g/t-km, g/p-km, <b>g/m<sup>2</sup>-km</b> , g/m <sup>3</sup> -km)	2.3.13-2.3.16	CO <sub>2</sub> emissions and fuel consumption (for each mission profile/load/fuel combination)
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## Amendment 44

### Proposal for a regulation Annex I – Part B – line 73 a (new)

*Text proposed by the Commission*

No	Monitoring parameters	Source Appendix 1 to Annex I to Regulation [.../...]	Description

<i>Amendment</i>			
No	Monitoring parameters	Source Appendix 1 to Annex I to Regulation [.../...]	Description
<b>73a</b>	<b><i>Results of conformity of production tests</i></b>		<b><i>Conformity of production</i></b>

#### **Amendment 45**

##### **Proposal for a regulation Annex I – Part B – line 73 b (new)**

<i>Text proposed by the Commission</i>			
No	Monitoring parameters	Source Appendix 1 to Annex I to Regulation [.../...]	Description
<i>Amendment</i>			
No	Monitoring parameters	Source Appendix 1 to Annex I to Regulation [.../...]	Description
<b>73b</b>	<b><i>Results of road/real driving tests</i></b>		

#### **Amendment 46**

##### **Proposal for a regulation Annex I – Part B – line 74 a (new)**

<i>Text proposed by the Commission</i>			
No	Monitoring parameters	Source Appendix 1 to Annex I to Regulation [.../...]	Description
<i>Amendment</i>			
No	Monitoring parameters	Source Appendix 1 to Annex I to Regulation [.../...]	Description
<b>74a</b>	<b><i>Results of ex-post verification tests</i></b>		



## EXPLANATORY STATEMENT

Global warming is a real problem that requires clear and courageous decision making. At the European Council of October 2014, the EU set an ambitious binding target for the reduction of greenhouse gas emissions by at least 40 %, to be achieved by 2030.

The transport sector will be one of those called upon to make a significant contribution to the achievement of that objective, given that, in 2014, heavy-duty vehicles accounted for 25 % of carbon dioxide emissions from the road transport sector, amounting to 5 % of total carbon dioxide emissions in the European Union.

As yet, nothing is being done to certify, monitor or record CO<sub>2</sub> emission and fuel consumption figures for new heavy-duty vehicles entering the EU market on an objective or comparative basis, as is being done for cars and vans. This legal hiatus has left us without any reliable data or statistics regarding heavy duty vehicles registered in European Union, developments over time or the potential effect on CO<sub>2</sub> emissions.

This lack of clear information primarily restricts hauliers, mainly small and medium-sized enterprises, since fuel represents over one-quarter of their operating costs. At the same time, it is a problem for local public transport administrators, who do not have the necessary information regarding the most efficient models on the market when it comes to purchasing new vehicles.

The resulting lack of transparency is also undermining competition between manufacturers, removing any incentive to innovate and making it difficult to launch joint initiatives at national or European level to reduce greenhouse gas emissions from heavy-duty vehicles.

The Commission's 2014 heavy-duty vehicle strategy sets out a number of specific measures to fill those gaps with a view to achieving full market transparency and obtaining solid and verifiable CO<sub>2</sub> emission and consumption data for heavy-duty vehicles with a view to setting CO<sub>2</sub> emission limits for them.

The Commission has firstly developed the 'VECTO' simulation software as a cost-effective means of obtaining comparable fuel consumption and CO<sub>2</sub> emission figures for heavy vehicles.

Secondly, it has proposed a new regulation on the determination of CO<sub>2</sub> emissions and fuel consumption for new heavy-duty vehicles (so-called certification regulation) under existing type approval legislation, which is due to enter into force in February 2018.

Under the certification regulation, it will be necessary to carry out a VECTO simulation of CO<sub>2</sub> emissions and fuel consumption for each new heavy-duty vehicle falling within its scope that will be placed on the EU market.

However, the certification regulation addresses only some of the transparency problems arising, since information on the performance of a specific vehicle are made available only to the individual purchaser and the authorities of the country in which it is registered.

Thirdly, the Commission proposal seeks to monitor and report CO<sub>2</sub> emissions from new heavy-

duty vehicles subject to the certification procedure, with a view to filling the information gaps and ensuring full market transparency. Under this third phase, the certification data obtained by the manufacturers will be monitored. With the exception of data reserved for the Commission alone, this will then be made available to the public. Member States will be required to submit data concerning all newly registered vehicles in the Union.

The final step will be to set ambitious CO<sub>2</sub> emission targets for heavy-duty vehicles, which the rapporteur hopes will be presented by the Commission in the first quarter of 2018 for adoption before the end of the current electoral term.

While your rapporteur endorses the Commission's approach and the methods hitherto adopted to define those targets, he nevertheless considers a number of improvements to be necessary.

Firstly, it is necessary to clarify the relationship between the proposal for a regulation on monitoring and reporting and the proposal for a regulation on certification, in particular as regarding the scope of each.

The amendments tabled by your rapporteur clarify that manufacturers will be only be required to submit data relating to types of vehicles subject to the certification regulation.

Member States, on the other hand, will be required to submit data concerning all new vehicles registered for the first time in the Union.

As the certification regulation will be developed in phases, it is important for the Commission to prepare without delay a schedule clearly setting out when and how the VECTO software will apply to various types of heavy-duty vehicles not yet covered, including all buses, some types of lorries and trailers, electric and hybrid HDVs and those using alternative fuels that will be available on the market, and that the VECTO software testing and operational procedure for these different types of vehicles be updated.

Another key issue targeted by the rapporteur concerns the transparency of the system.

The aim of these amendments is to ensure a fully transparent market by filling in existing information gaps and thus enabling purchasers to make better-informed choices, give manufacturers a stronger incentive for to innovate and provide the authorities with comprehensive data for the development and implementation of policies such as taxes and road tolls to encourage the use of more efficient and less pollutant HDVs.

To this end, the rapporteur considered it appropriate to include production conformity test results under Part B of Annex I, which lists the data that manufacturers are required to monitor and notify to the Commission.

The data listed in Part B of Annex I will be divided into two main categories: that which must be notified to the Commission and made publicly available and that which must be notified to the Commission, which may, in line with the provisions of Regulation (EC) No 1367/2006, notify parties requesting such information.

Those third parties, such as universities, research centres, NGOs, regional authorities, etc., will thus be able to verify independently the authenticity of data provided by manufacturers, so as to avoid any recurrence of cases such as the 'dieselgate' automobile emissions scandal or the



cartel of major truck manufacturers recently called to account by the Commission.

Your rapporteur calls on the Commission to develop as soon as possible an on-road CO<sub>2</sub> emission test, carried out under the supervision of independent bodies, which must be monitored and reported under this regulation, in order to identify possible discrepancies between simulated and actual values.

He considers it important for the annual Commission report to take into account not only data regarding individual Member States and manufacturers but also manufacturers' product portfolios and the declared mission profile of the various vehicles, so as to avoid partial and distorted data readings and ensure a more accurate reflection of reality.

He also believes that, with regard to the quality of data that Member States and manufacturers must be required to submit to the Commission under this regulation, administrative sanctions must be imposed in respect of any irregularities or discrepancies that come to light, for example where the data provided does not correspond to that which has been certified or where it is incomplete.

Finally, the Commission should be empowered to adopt delegated acts in order ensure that appropriate means, channels and measures are available to enable it to carry out its task of verifying the quality of the monitored and reported data and making any necessary corrections.

8.12.2017

## **OPINION OF THE COMMITTEE ON TRANSPORT AND TOURISM**

for the Committee on the Environment, Public Health and Food Safety

on the proposal for a regulation of the European Parliament and of the Council on the monitoring and reporting of CO<sub>2</sub> emissions from and fuel consumption of new heavy-duty vehicles

(COM(2017)0279 – C8-0168/2017 – 2017/0111(COD))

Rapporteur: Nicola Caputo

### **SHORT JUSTIFICATION**

The EU has set itself ambitious targets for emissions reduction in 2030, to which the transport sector must contribute. The heavy duty vehicles (HDV) sector is a significant source of emissions, representing 5% of total EU emissions, about 20% of all transport emissions and close to 25% of road transport emissions. Without further action, the latter is set to increase to around 30% in 2050.

At the same time, the CO<sub>2</sub> emissions and fuel consumption from new HDVs have so far not been monitored in an objective and comparable manner, therefore no reliable data are available regarding their magnitude at fleet and vehicle level. Currently, the information available to buyers of new HDVs concerning their fuel consumption is based on different testing and simulation methodologies depending on each HDV manufacturer and are therefore not directly comparable. This knowledge gap has led to: 1) lesser competitive pressure on HDV manufacturers to boost innovation and the deployment of energy efficient technologies; 2) transport operators, which are mainly SMEs, unable to choose the most fuel efficient vehicles and save fuel costs; and 3) hampering of action at national or EU level to reduce HDV CO<sub>2</sub> emissions.

To address this knowledge gap, the Commission in the 2014 HDVs Strategy suggested the following three-step approach: the first measure has been to develop an IT simulation tool, so-called VECTO (Vehicle Energy Consumption Calculation Tool), to calculate HDV CO<sub>2</sub> emissions and fuel consumption in a comparable manner among different HDVs across all manufacturers. The second step was the development of a certification methodology for CO<sub>2</sub> emissions and fuel consumption of new HDVs before being placed on the EU market, under the type approval legislation.

The last step - which is the current proposal - would make this information available to all

stakeholders, so that all relevant data calculated by manufacturers according to the certification methodology would be monitored, reported and published at EU level and available to public authorities, transport operators and vehicle manufacturers.

This proposal for a Regulation lays down precise requirements for the monitoring and reporting of CO<sub>2</sub> emissions from and fuel consumption of new HDVs registered in the EU. From 2020 onwards, the competent authorities of the Member States and manufacturers of HDVs must submit a list of parameters (such as the fuel consumption for different driving cycles and different metrics, CO<sub>2</sub> emissions and vehicle specifications and technologies used) of all new vehicles put on the market. The European Environment Agency will manage, at a European level, a central database of the data submitted that will be publicly available (except for certain sensitive data). The manufacturers and the competent authorities will be responsible for the accuracy and quality of the data they submit. However, the Commission can undertake its own verification of the quality of the data submitted and, where appropriate, take the necessary measures to correct the data published in the central register. The Commission will produce an annual report with its analysis of the data transmitted by Member States and manufacturers. The analysis will include figures on average fuel consumption and CO<sub>2</sub> emissions of the HDV fleet of the Union as a whole, as well as that of each manufacturer. It should also take into account data on the uptake of new and advanced CO<sub>2</sub> reducing technologies.

Your Rapporteur welcomes this proposal to monitor and disseminate CO<sub>2</sub> emissions and fuel consumption data of newly registered HDVs in the EU on the basis of a commonly agreed methodology. While the fuel efficiency of HDVs has improved over the past decades, EU transport companies, which are to a large extent SMEs and operate only a few vehicles, do not have access yet to standardised information to evaluate fuel efficiency technologies and compare lorries in order to make the best informed purchasing decisions in accordance to their needs and reduce their fuel bills, which account for around a quarter of their operating costs.

The proposal also implements the 2016 European Strategy for Low-Emission Mobility, whose goals include reducing greenhouse gas emissions in road transport by at least 60% in 2050 and drastically reducing the emission of air pollutants. To this end, no reasonable measure to also reduce HDV emissions may be overlooked. In the past 20 years, binding CO<sub>2</sub> limits have been introduced for passenger cars and also vans in the EU. Meanwhile, heavy-duty vehicles have not hitherto been subject to comparable CO<sub>2</sub> limits. The Commission is planning to come forwards with proposals to possibly include emission standards for HDVs. However, that can only be done on the basis of properly monitored and reported CO<sub>2</sub> emissions on the basis of a commonly agreed methodology.

Your Rapporteur believes that it is important to guarantee that the official VECTO data on fuel consumption and CO<sub>2</sub> emissions are made publicly available. Also, after taking stock of experience with the VECTO system, the Commission should come forward with proposals to implement real driving emissions (RDE) tests for HDVs.

## AMENDMENTS

The Committee on Transport and Tourism calls on the Committee on the Environment, Public Health and Food Safety, as the committee responsible, to take into account the following amendments:

### Amendment 1

#### Proposal for a regulation

##### Recital 3 a (new)

*Text proposed by the Commission*

*Amendment*

***(3a) To ensure that this objective is achieved, Member States should compile better practices in energy efficient driving training and promote the use of that training. The use of new technologies to improve efficiency and lower fuel consumption and CO<sub>2</sub> emissions should also be promoted, along with the use of more aerodynamic designs and optimisation of load plans. To lower fuel consumption, Member States should consider using funds for HDV fleet modernisation and highway maintenance and improvement, and promoting the use of low rolling resistance tyres and lighter trailers, and the use of alternative fuels such as hydrogen or fuel obtained from recycling and processing plastics.***

### Amendment 2

#### Proposal for a regulation

##### Recital 3 b (new)

*Text proposed by the Commission*

*Amendment*

***(3b) In order to be able to fulfil the Paris Agreement, greenhouse gas emissions from transport will need to be near zero by 2050;***

### Amendment 3

#### Proposal for a regulation

##### Recital 3 c (new)

**(3c) Given the objective of moving towards a 60 % reduction in emissions from transport by 2050 compared to 1990 levels, it is important that the Commission review and update VECTO (Vehicle Energy Consumption Calculation Tool) so as to ensure the continued efficiency and comparability of results when calculating the fuel consumption and CO<sub>2</sub> emissions of heavy-duty vehicles.**

*Justification*

*The VECTO methodology does not, for example, incorporate trailer aerodynamics, which have a significant reduction potential. The current version of VECTO does not account for improvements made to the trailer because the trailer defined in the VECTO methodology is a “standard” default trailer only; same situation happens with the fuel consumption reduction that comes from hybrid powertrains - the current VECTO tool is not designed to account for this category of technological improvement*

**Amendment 4**

**Proposal for a regulation**

**Recital 4**

*Text proposed by the Commission*

*Amendment*

(4) Greenhouse gas emissions from lorries, buses and coaches, i.e. heavy-duty vehicles, currently represent around a quarter of road transport emissions in the Union and are expected to increase further by 2030. Effective measures to curb emissions from heavy-duty vehicles need to be introduced in order to contribute to the necessary emission reductions in the transport sector.

(4) Greenhouse gas emissions from lorries, buses and coaches, i.e. heavy-duty vehicles, currently represent around a quarter of road transport emissions **and a fifth of all transport emissions** in the Union and are expected to increase further **and rapidly** by 2030. **Several effective and timely** measures to curb emissions from heavy-duty vehicles **in production and in use** need to be introduced in order to contribute to the necessary emission reductions in the transport sector.

**Amendment 5**

**Proposal for a regulation**

**Recital 4 a (new)**

**(4a) The contribution of several measures involving transport efficiency, alternative fuels, road infrastructure, vehicle technology and intermodality is required to create a comprehensive approach to reduce the emissions in the transport sector. In the case of heavy-duty vehicles, emission reductions can also be achieved by developing solutions to and creating incentives for load optimisation, platooning, training of drivers, fleet renewal, congestion reduction and investments in infrastructure maintenance.**

## Amendment 6

### Proposal for a regulation Recital 5

*Text proposed by the Commission*

(5) In its 2014 Communication on a Strategy for reducing Heavy-Duty Vehicles' fuel consumption and CO<sub>2</sub> emissions<sup>13</sup>, the Commission recognised that a prerequisite to introducing such measures is a regulated procedure for the determination of CO<sub>2</sub> emissions and fuel consumption.

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<sup>13</sup> COM(2014) 285 final.

*Amendment*

(5) In its 2014 Communication on a Strategy for reducing Heavy-Duty Vehicles' fuel consumption and CO<sub>2</sub> emissions<sup>13</sup>, the Commission recognised that a prerequisite to introducing such measures is a regulated procedure for the determination of CO<sub>2</sub> emissions and fuel consumption. ***In its 2017 Mobility Package 'Europe on the move', the Commission envisaged a proposal for heavy-duty vehicle standards in the first half of 2018. The timely publishing of that proposal is crucial to allow for the swift adoption of such new standards.***

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<sup>13</sup> COM(2014) 285 final.

## Amendment 7

### Proposal for a regulation Recital 6 a (new)

*Text proposed by the Commission*

*Amendment*

**(6 a) While the fuel efficiency of heavy-duty vehicles has improved over the past decades, transport companies, which are to a large extent SMEs and operate only a few vehicles, do not have access yet to standardised information to evaluate fuel efficiency technologies and to compare vehicles in order to make the best-informed purchasing decisions and reduce their fuel bills, which account for around a quarter of their operating costs.**

## Amendment 8

### Proposal for a regulation Recital 7

*Text proposed by the Commission*

*Amendment*

(7) Information on a vehicle's performance in terms of CO<sub>2</sub> emissions and fuel consumption should be made publicly available to enable all vehicle operators to take well-informed purchasing decisions. All vehicle manufacturers will be able to compare their vehicles' performance with those of other makes. This will increase the incentives for innovation and therefore increase competitiveness. That information will also provide policy makers at Union and Member State level with a sound basis for developing policies to promote the uptake of more energy-efficient vehicles. It is therefore appropriate that the CO<sub>2</sub> emissions and fuel consumption values determined for each new heavy-duty vehicle pursuant to Commission Regulation (EU) [.../...] <sup>15</sup> [Opoce to include correct reference] are monitored, reported to the Commission and made available to the public.

(7) Information on a vehicle's performance in terms of CO<sub>2</sub> emissions and fuel consumption should be made publicly available to enable all vehicle operators to take well-informed purchasing decisions **and to enable third parties to monitor the efforts made to limit CO<sub>2</sub> emissions**. All vehicle manufacturers will be able to compare their vehicles' performance with those of other makes. This will increase the incentives for innovation and therefore increase competitiveness. That information will also provide policy makers at Union and Member State level with a sound basis for developing policies to promote the uptake of more energy-efficient vehicles **and will increase the reliability of the VECTO tool, improve transparency, as well as spur innovation and competitiveness. In order to facilitate data comparability and ensure data quality and transparency**, it is therefore appropriate that the CO<sub>2</sub>

emissions and fuel consumption values determined for each new heavy-duty vehicle pursuant to Commission Regulation (EU) [.../...]<sup>15</sup> [Opocce to include correct reference] are monitored, reported to the Commission and made ***promptly*** available to the public ***based on a harmonised methodology and in an unified manner.***

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<sup>15</sup> Commission Regulation (EU) [.../...] implementing Regulation (EU) No 595/2009 of the European Parliament and of the Council as regards the determination of CO<sub>2</sub> emissions and fuel consumption of heavy-duty vehicles and amending Directive 2007/46/EC of the European Parliament and of the Council and Commission Regulation (EU) No 582/2011 (OJ L...,...,...).

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<sup>15</sup> Commission Regulation (EU) [.../...] implementing Regulation (EU) No 595/2009 of the European Parliament and of the Council as regards the determination of CO<sub>2</sub> emissions and fuel consumption of heavy-duty vehicles and amending Directive 2007/46/EC of the European Parliament and of the Council and Commission Regulation (EU) No 582/2011 (OJ L...,...,...).

## Amendment 9

### Proposal for a regulation

#### Recital 8

##### *Text proposed by the Commission*

(8) In order to acquire a complete knowledge on the configuration of the heavy-duty vehicle fleet in the Union, its development over time and potential impact on CO<sub>2</sub> emissions, it is appropriate to monitor and report data on the registration of all new heavy-duty vehicles and all new trailers, including data on the powertrains as well as the relevant bodywork.

##### *Amendment*

(8) In order to acquire a complete knowledge on the configuration of the heavy-duty vehicle fleet in the Union, its development over time and potential impact on CO<sub>2</sub> emissions, it is appropriate to monitor, report data on the registration of all new heavy-duty vehicles and all new trailers, including data on the ***efficiency of powertrains and engines*** as well as the ***most*** relevant bodywork ***and components.*** ***A close cooperation between Member States' competent authorities and vehicle manufacturers in monitoring and reporting the data is important.***

## Amendment 10

### Proposal for a regulation



## Recital 9

*Text proposed by the Commission*

(9) Data on CO<sub>2</sub> emissions and fuel consumption will be available for certain new heavy-duty vehicles that are registered in [2019]. Starting from that date, the competent authorities of the Member States should therefore be required to provide data on new registrations and manufacturers should be required to provide the technical data relating to *those* vehicles.

*Amendment*

(9) Data on CO<sub>2</sub> emissions and fuel consumption will be available for certain new heavy-duty vehicles that are registered in [2019]. Starting from that date, the competent authorities of the Member States should therefore be required to provide data on new registrations and manufacturers should be required to provide the technical data relating to *the* vehicles *for which the requested data are available*.

## Amendment 11

### Proposal for a regulation

#### Recital 10

*Text proposed by the Commission*

(10) Technical data *essential* for determining the CO<sub>2</sub> emissions and fuel consumption performance of a vehicle should be publicly available to increase the transparency of the vehicle specifications and the related performance, and to foster competition among manufacturers. Only data that are sensitive on the grounds of personal data protection and fair competition should not be published. *However*, it is clearly in the public interest that technical data *essential* for determining the performance of vehicles is available. *Such data should therefore not be exempt from public access.*

*Amendment*

(10) Technical data *relevant* for determining the CO<sub>2</sub> emissions and fuel consumption performance of a vehicle should be publicly available to increase the transparency of the vehicle specifications and the related performance, and to foster competition among manufacturers. Only data that are sensitive on the grounds of personal data protection and fair competition should not be published. *Since* it is clearly in the public interest that that technical data *relevant* for determining *and evaluating* the performance of vehicles is available, *all reported data should be publicly available with the exception of personal or commercially sensitive data.*

*The Commission should assess the appropriateness of making the latter data accessible in an anonymised manner upon request to recognised third parties and the conditions under which it should take place without endangering competition and, if appropriate, bring forward a legislative proposal to amend*

*this Regulation in that regard.*

## **Amendment 12**

### **Proposal for a regulation**

#### **Recital 11**

*Text proposed by the Commission*

(11) *It* is important to ensure that the data monitored and reported is robust and reliable. The Commission should therefore have the means to verify and, where necessary, correct the final data. Parameters allowing the data to be adequately traced and verified should therefore also be provided for in the monitoring requirements.

*Amendment*

(11) ***Bearing in mind that the competent authorities in the Member States together with the vehicle manufacturers are to be responsible for the accuracy and quality of the data filed (list of parameters: fuel consumption during the various driving cycles, CO<sub>2</sub> emissions, vehicle specifications and technologies used), it*** is important to ensure that the data monitored and reported is robust and reliable. The Commission should therefore have the means to verify and, where necessary, correct the final data. Parameters allowing the data to be adequately traced and verified should therefore also be provided for in the monitoring requirements ***while always taking due account of privacy legislation.***

## **Amendment 13**

### **Proposal for a regulation**

#### **Recital 11 a (new)**

*Text proposed by the Commission*

*Amendment*

***(11 a) The Commission should, after taking stock of the experience gained with the Vehicle Energy Consumption calculation Tool (VECTO), come forward with legislative proposals for real driving emissions (RDE) tests for heavy-duty vehicles;***

## Amendment 14

### Proposal for a regulation Recital 13

*Text proposed by the Commission*

*Amendment*

**(13) In order to ensure uniform conditions for the implementation of the provisions of this Regulation on the verification and correction of the monitored data, implementing powers should be conferred on the Commission. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council.**

**deleted**

#### *Justification*

*It is very important to ensure that the Commission has the appropriate means, procedures and measures to carry out its task of verifying the quality of the monitored and reported data and of correcting them. Those measures should therefore be adopted via delegated acts.*

## Amendment 15

### Proposal for a regulation Recital 14

*Text proposed by the Commission*

*Amendment*

(14) In order to ensure that the data requirements and the monitoring and reporting procedure remain relevant over time for assessing the heavy-duty vehicle fleet's contribution to CO<sub>2</sub> emissions, as well as to ensure the availability of data on new and advanced CO<sub>2</sub> reducing technologies, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amending the data requirements and the monitoring and reporting procedure laid down in the Annexes. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level,

(14) In order to ensure that the data requirements and the monitoring and reporting procedure remain relevant over time for assessing the heavy-duty vehicle fleet's contribution to CO<sub>2</sub> emissions, as well as to ensure the availability of data on new and advanced CO<sub>2</sub> reducing technologies **and to ensure appropriate verification and correction of the monitored and reported data**, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amending the data requirements and the monitoring and reporting procedure laid down in the Annexes. It is of particular importance that

and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

### *Justification*

*It is very important to ensure that the Commission has the appropriate means, procedures and measures to carry out its task of verifying the quality of the monitored and reported data and of correcting them. Those measures should therefore be adopted via delegated acts.*

### **Amendment 16**

#### **Proposal for a regulation**

#### **Article 6 – title**

*Text proposed by the Commission*

Central **Register** for data on heavy-duty vehicles

*Amendment*

Central **Database** for data on heavy-duty vehicles

### **Amendment 17**

#### **Proposal for a regulation**

#### **Article 6 – paragraph 1**

*Text proposed by the Commission*

1. The Commission shall keep a central **register** for the data reported in accordance with Articles 4 and 5. The **register** shall be publicly available with the exception of data entries 1, 24, 25, 32, 33, 39 and 40 specified in Part B of Annex I.

*Amendment*

1. The Commission shall keep a central **database** for the data reported in accordance with Articles 4 and 5. The **database** shall be publicly available, **accessible free of charge and in a digitally searchable format**, with the exception of data entries 1, **4, 5, 23**, 24, 25, 32, 33, 39 and 40 specified in Part B of Annex I. **Before the data are published, the**

*Commission shall inform the Member States and the manufacturers concerned. The Commission shall assess the appropriateness of making the data referred to in the first subparagraph accessible in an anonymised manner upon request to recognised third parties and the conditions under which it should take place without endangering competition and, if appropriate, bring forward a legislative proposal to amend this Regulation in that regard.*

## **Amendment 18**

### **Proposal for a regulation Article 7 – paragraph 2**

*Text proposed by the Commission*

2. The Commission *may* carry out its own verification of the quality of the data reported pursuant to Articles 4 and 5.

*Amendment*

2. The Commission *shall* carry out its own verification of the quality of the data, reported pursuant to Articles 4 and 5, *on a representative sample and on a regular basis. It may conduct checks to verify the quality of the methods used to obtain the data, making use of all available and appropriate testing and measurement technologies.*

## **Amendment 19**

### **Proposal for a regulation Article 7 – paragraph 3**

*Text proposed by the Commission*

3. Where the Commission is informed of errors in the data or finds, pursuant to its own verification, discrepancies in the dataset, it shall, *where appropriate*, take the necessary measures to correct the data published in the Central *Register* referred to in Article 6.

*Amendment*

3. Where the Commission is informed of errors in the data or finds, pursuant to its own verification, discrepancies in the dataset, it shall take the necessary measures to correct the data published in the Central *Database* referred to in Article 6. *The Member States and producers shall have the opportunity to correct errors within three months of notifications .*

*Where the Commission establishes that a*

*manufacturer has deliberately falsified the data, it shall without delay require the competent authorities to correct the data and take adequate measures in line with Directive 2007/46/EC.*

## Amendment 20

### Proposal for a regulation Article 7 – paragraph 3 a (new)

*Text proposed by the Commission*

*Amendment*

**3a.** *In the event that malpractice or errors in the information and data sent to the Commission are reported, the whistleblowers concerned shall receive a specific status and protection, under the general legal framework for protection of whistleblowers, in view of the risks they face in reporting wrongdoing and in the general interest of such reports. If such malpractice has been reported to the competent authorities of a Member State and/or to the vehicle manufacturers, and it has not been duly notified to the Commission, the Commission shall be able to take punitive measures by means of the adoption of delegated acts.*

## Amendment 21

### Proposal for a regulation Article 8 – paragraph 2

*Text proposed by the Commission*

*Amendment*

2. The analysis shall indicate, as a minimum, the performance of the heavy-duty vehicle fleet of the Union as well as that of each manufacturer in terms of **the average** fuel consumption and CO<sub>2</sub> emissions. It shall also, where available, take into account data on the uptake of new and advanced CO<sub>2</sub> reducing technologies.

2. The analysis shall indicate, as a minimum, the performance of the heavy-duty vehicle fleet of the Union as well as that of each manufacturer in terms of fuel consumption and CO<sub>2</sub> emissions **for the various engine application cycles, based on the VECTO classification system**. It shall also, where available, take into account data on the uptake of new and advanced CO<sub>2</sub> reducing technologies, **including alternative engines and/or**

*alternative fuels. The comparison of manufacturers shall be made for each group of transport functions in order to ensure that comparisons are valid.*

*Justification*

*Vehicle manufacturers often offer their equipment for the purpose of performing completely different transport functions. Accordingly, manufacturers' performance cannot be measured by means of a simple performance-related comparison, because what ought to be compared, for example, is journeys by trunk road or short urban journeys.*

**Amendment 22**

**Proposal for a regulation**

**Article 8 – paragraph 3 a (new)**

*Text proposed by the Commission*

*Amendment*

**3a.** *The Commission shall review the VECTO test procedure without undue delay to include, in a technologically neutral manner, all heavy goods vehicles categories, trailers and all alternatively powered vehicles, such as hybrid and zero emission powertrains at the latest by 2020 and to report all the relevant data.*

**Amendment 23**

**Proposal for a regulation**

**Article 9**

*Text proposed by the Commission*

*Amendment*

*Article 9*

*deleted*

**Conferral of implementing powers**

*The Commission may, by means of implementing acts, determine the verification and correction measures referred to in paragraphs 2 and 3 of Article 7. Those implementing acts shall be adopted in accordance with the examination procedure referred to in*

**Article 11.**

*Justification*

*It is very important to ensure that the Commission has the appropriate means, procedures and measures to carry out its task of verifying the quality of the monitored and reported data and of correcting them. Those measures should therefore be adopted via delegated acts.*

**Amendment 24**

**Proposal for a regulation**

**Article 10 – paragraph 1 a (new)**

*Text proposed by the Commission*

*Amendment*

***1a. The Commission is empowered to adopt delegated acts in accordance with Article 12 in order to supplement this Regulation with a view to determining the verification and correction measures referred to in Article 7(2) and (3).***

*Justification*

*It is very important to ensure that the Commission has the appropriate means, procedures and measures to carry out its task of verifying the quality of the monitored and reported data and of correcting them. Those measures should therefore be adopted via delegated acts.*

**Amendment 25**

**Proposal for a regulation**

**Article 11**

*Text proposed by the Commission*

*Amendment*

***Article 11***

***deleted***

***Committee procedure***

***The Commission shall be assisted by the Climate Change Committee established by Article 9 of Decision No 280/2004/EC of the European Parliament and of the Council. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.***

***Where reference is made to this paragraph, Article 5 of Regulation (EU)***



*No 182/2011 shall apply.*

*Justification*

*It is very important to ensure that the Commission has the appropriate means, procedures and measures to carry out its task of verifying the quality of the monitored and reported data and of correcting them. Those measures should therefore be adopted via delegated acts.*

**Amendment 26**

**Proposal for a regulation**

**Annex I – part B – table – row 26 a (new)**

*Text proposed by the Commission*

*Amendment*

**26a. transmission efficiency**

**Amendment 27**

**Proposal for a regulation**

**Annex I – part B – table – row 34 a (new)**

*Text proposed by the Commission*

*Amendment*

**34a. axle efficiency**

## PROCEDURE – COMMITTEE ASKED FOR OPINION

<b>Title</b>	Monitoring and reporting of CO2 emissions from and fuel consumption of new heavy-duty vehicles
<b>References</b>	COM(2017)0279 – C8-0168/2017 – 2017/0111(COD)
<b>Committee responsible</b> Date announced in plenary	ENVI 15.6.2017
<b>Opinion by</b> Date announced in plenary	TRAN 15.6.2017
<b>Rapporteur</b> Date appointed	Nicola Caputo 30.6.2017
<b>Discussed in committee</b>	11.10.2017
<b>Date adopted</b>	4.12.2017
<b>Result of final vote</b>	+: 28 -: 4 0: 0
<b>Members present for the final vote</b>	Lucy Anderson, Inés Ayala Sender, Georges Bach, Izaskun Bilbao Barandica, Deirdre Clune, Michael Cramer, Andor Deli, Isabella De Monte, Ismail Ertug, Jacqueline Foster, Dieter-Lebrecht Koch, Miltiadis Kyrkos, Marian-Jean Marinescu, Jens Nilsson, Salvatore Domenico Pogliese, Gabriele Preuß, Christine Revault d'Allonnes Bonnefoy, Dominique Riquet, Massimiliano Salini, Keith Taylor, Pavel Telička, Wim van de Camp, Janusz Zemke, Roberts Zīle
<b>Substitutes present for the final vote</b>	Nicola Caputo, Jakop Dalunde, Mark Demesmaeker, Michael Gahler, Jozo Radoš, Henna Virkkunen
<b>Substitutes under Rule 200(2) present for the final vote</b>	Mike Hookem, Claudiu Ciprian Tănăsescu

## FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

28	+
ALDE	Izaskun Bilbao Barandica, Jozo Radoš, Dominique Riquet, Pavel Telička
ECR	Mark Demesmaeker, Jacqueline Foster, Roberts Zīle
PPE	Georges Bach, Deirdre Clune, Andor Deli, Michael Gahler, Dieter-Lebrecht Koch, Marian-Jean Marinescu, Salvatore Domenico Pogliese, Massimiliano Salini, Henna Virkkunen, Wim van de Camp
S&D	Lucy Anderson, Inés Ayala Sender, Nicola Caputo, Isabella De Monte, Ismail Ertug, Miltiadis Kyrkos, Jens Nilsson, Gabriele Preuß, Christine Revault d'Allonnes Bonnefoy, Claudiu Ciprian Tănăsescu, Janusz Zemke

4	-
EFDD	Mike Hookem
VERTS/ALE	Michael Cramer, Jakop Dalunde, Keith Taylor

0	0

**Key to symbols:**

- + : in favour
- : against
- 0 : abstention

## PROCEDURE – COMMITTEE RESPONSIBLE

<b>Title</b>	Monitoring and reporting of CO2 emissions from and fuel consumption of new heavy-duty vehicles		
<b>References</b>	COM(2017)0279 – C8-0168/2017 – 2017/0111(COD)		
<b>Date submitted to Parliament</b>	31.5.2017		
<b>Committee responsible</b> Date announced in plenary	ENVI 15.6.2017		
<b>Committees asked for opinions</b> Date announced in plenary	BUDG 15.6.2017	ITRE 15.6.2017	TRAN 15.6.2017
<b>Not delivering opinions</b> Date of decision	BUDG 29.6.2017	ITRE 21.6.2017	
<b>Rapporteurs</b> Date appointed	Damiano Zoffoli 21.6.2017		
<b>Discussed in committee</b>	6.11.2017		
<b>Date adopted</b>	24.1.2018		
<b>Result of final vote</b>	+: –: 0:	36 24 3	
<b>Members present for the final vote</b>	Marco Affronte, Pilar Ayuso, Catherine Bearder, Ivo Belet, Simona Bonafè, Biljana Borzan, Paul Brannen, Soledad Cabezón Ruiz, Nessa Childers, Alberto Cirio, Birgit Collin-Langen, Seb Dance, Mark Demesmaeker, Stefan Eck, José Inácio Faria, Francesc Gambús, Elisabetta Gardini, Gerben-Jan Gerbrandy, Arne Gericke, Jens Gieseke, Julie Girling, Françoise Grossetête, Andrzej Grzyb, Jytte Guteland, Anneli Jäätteenmäki, Karin Kadenbach, Kateřina Konečná, Urszula Krupa, Giovanni La Via, Jo Leinen, Peter Liese, Joëlle Mélin, Susanne Melior, Miroslav Mikolášik, Gilles Pargneaux, Bolesław G. Piecha, John Procter, Julia Reid, Frédérique Ries, Daciana Octavia Sârbu, Annie Schreijer-Pierik, Renate Sommer, Claudiu Ciprian Tănăsescu, Ivica Tolić, Adina-Ioana Vălean, Jadwiga Wiśniewska, Damiano Zoffoli		
<b>Substitutes present for the final vote</b>	Nikos Androulakis, Eleonora Evi, Elena Gentile, Rebecca Harms, Martin Häusling, Norbert Lins, Nuno Melo, Ulrike Müller, Marijana Petir, Christel Schaldemose, Bart Staes, Keith Taylor, Carlos Zorrinho		
<b>Substitutes under Rule 200(2) present for the final vote</b>	France Jamet, Teresa Jiménez-Becerril Barrio, Jiří Maštálka		
<b>Date tabled</b>	30.1.2018		

## FINAL VOTE BY ROLL CALL IN COMMITTEE RESPONSIBLE

36	+
ALDE	Catherine Bearder, Gerben-Jan Gerbrandy, Anneli Jäätteenmäki, Ulrike Müller, Frédérique Ries
ECR	Mark Demesmaeker, Arne Gericke, Julie Girling, John Procter
EFDD	Eleonora Evi
GUE/NGL	Stefan Eck, Kateřina Konečná, Jiří Maštálka
S&D	Nikos Androulakis, Simona Bonafè, Biljana Borzan, Paul Brannen, Soledad Cabezón Ruiz, Nessa Childers, Seb Dance, Elena Gentile, Jytte Guteland, Karin Kadenbach, Jo Leinen, Susanne Melior, Gilles Pargneaux, Christel Schaldemose, Daciana Octavia Sârbu, Claudiu Ciprian Tănăsescu, Damiano Zoffoli, Carlos Zorrinho
Verts/ALE	Marco Affronte, Rebecca Harms, Martin Häusling, Bart Staes, Keith Taylor

24	-
ECR	Bolesław G. Piecha
EFDD:	Julia Reid
ENF :	France Jamet, Joëlle Mélin
PPE:	Pilar Ayuso, Ivo Belet, Alberto Cirio, Birgit Collin-Langen, Francesc Gambús, Elisabetta Gardini, Jens Gieseke, Françoise Grossetête, Andrzej Grzyb, Teresa Jiménez-Becerril Barrio, Giovanni La Via, Peter Liese, Norbert Lins, Nuno Melo, Miroslav Mikolášik, Marijana Petir, Annie Schreijer-Pierik, Renate Sommer, Ivica Tolić, Adina-Ioana Vălean

3	0
ECR	Urszula Krupa, Jadwiga Wiśniewska
EPP	José Inácio Faria

Key to symbols:

+ : in favour

- : against

0 : abstention