



2017/0111(COD)

11.10.2017

*****I**

DRAFT REPORT

on the proposal for a regulation of the European Parliament and of the Council
on the monitoring and reporting of CO₂ emissions from and fuel consumption
of new heavy-duty vehicles
(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 CO₂ 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 xxx,
 - having regard to the opinion of the Committee of the Regions of xxx,
 - 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 (A8-0000/2017),
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 4

Text proposed by the Commission

(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

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, **if no additional measures are taken**, are expected to **account for 30 % of**

emissions from heavy-duty vehicles need to be introduced in order to contribute to the necessary emission reductions in the transport sector.

the total road transport CO2 emissions 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.

Or. en

Amendment 2

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 and operate only a few vehicles. 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.

Or. en

Amendment 3

Proposal for a regulation Recital 7

Text proposed by the Commission

Amendment

(7) Information on a vehicle's performance in terms of CO₂ 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.

(7) Information on a vehicle's performance in terms of CO₂ 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 CO₂ emissions and fuel consumption values determined for each new heavy-duty vehicle pursuant to Commission Regulation (EU) [.../...]¹⁵ [Opoce to include correct reference] are monitored, reported to the Commission and made available to the public.

¹⁵ 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...,...,..).

This will increase the incentives for innovation, ***drive the development towards more energy efficiency 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 CO₂ emissions and fuel consumption values determined for each new heavy-duty vehicle pursuant to Commission Regulation (EU) [.../...]¹⁵ [Opoce to include correct reference] are monitored, reported to the Commission and made available to the public.

¹⁵ 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...,...,..).

Or. en

Amendment 4

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 CO₂ 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

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 CO₂ 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.

bodywork. *The dedicated responsibilities for monitoring and reporting are described in Articles 4 and 5.*

Or. en

Amendment 5

Proposal for a regulation

Recital 9

Text proposed by the Commission

(9) Data on CO₂ 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 CO₂ 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) [.../...]*^{1a+}.

^{1a} *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.....).*

⁺ *OJ: Please insert the correct reference.*

Or. en

Amendment 6

Proposal for a regulation

Recital 9 a (new)

Text proposed by the Commission

Amendment

(9a) The Commission should publish, no later than 30 June 2018, a calendar for the application of the Vehicle Energy Consumption Calculation Tool (“VECTO”) software to key technologies and innovations that reduce road freight emissions. The Commission should also update, without delay, the VECTO test procedure to include all heavy-duty vehicle categories, hybrid, electric and zero emission powertrains, trailers and any new types of alternative fuels which will become available on the market, such as advanced biofuels or hydrogen, in order to cover the whole range of possible heavy-duty vehicles.

Or. en

Amendment 7

Proposal for a regulation Recital 9 b (new)

Text proposed by the Commission

Amendment

(9b) The monitoring and reporting system should be 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.

Or. en

Amendment 8

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.

Or. en

Amendment 9

Proposal for a regulation Recital 10 b (new)

Text proposed by the Commission

Amendment

(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 which will clearly show the performance of the heavy-duty vehicle fleet of the Union and of each Member state as well as that of each manufacturer in a comparable way in terms of the average fuel consumption and CO2 emissions, taking into account also the differences in the manufacturers' product portfolio and the mission profile declared.

Or. en

Amendment 10

Proposal for a regulation Recital 11

Text proposed by the Commission

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, correct the final data.

(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***

Parameters allowing the data to be adequately traced and verified should therefore also be provided for in the monitoring requirements.

the verification by the Commission of the correctness and quality of the data reported reveals 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.

Or. en

Amendment 11

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 CO₂ emissions pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council¹⁶ for new passenger cars and Regulation (EU) No 510/2011 of the European Parliament and of the Council¹⁷ 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.

Amendment

(12) Based on the experience gained from the monitoring and reporting of data on CO₂ emissions pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council¹⁶ for new passenger cars and Regulation (EU) No 510/2011 of the European Parliament and of the Council¹⁷ 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 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.

¹⁶ 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 CO₂ emissions from light-duty vehicles, OJ L 140, 5.2.2009, p.1.

¹⁷ 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 CO₂ emissions from light-duty vehicles, OJ L 145, 31.5.2011, p.1.

¹⁶ 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 CO₂ emissions from light-duty vehicles, OJ L 140, 5.2.2009, p.1.

¹⁷ 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 CO₂ emissions from light-duty vehicles, OJ L 145, 31.5.2011, p.1.

Or. en

Amendment 12

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 CO₂ standards for HDV for the first half of 2018. Ambitious CO₂ 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 June 2018.

Or. en

Amendment 13

Proposal for a regulation Recital 12 b (new)

Text proposed by the Commission

Amendment

(12b) If appropriate, the Commission should develop, without delay, an on-road compliance verification test, carried out under the supervision of independent bodies, in order to identify possible discrepancies between the simulated and actual CO2 values of a complete heavy-duty vehicle.

Or. en

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 Council¹⁸.

deleted

¹⁸ ***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).***

Or. en

Amendment 15

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 CO₂ 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 CO₂ emissions from and fuel consumption of new heavy-duty vehicles registered in the European Union **and the results of the conformity of production testing of VECTO input files.**

Or. en

Amendment 16

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 [.../...]⁺.

+ 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.....).

Or. en

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 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, 40 and 73 a**, specified in Part B of Annex I, **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^{1a}.**

^{1a} **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)**

Or. en

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.

Amendment 19**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 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 with a view to supplementing this Regulation for the purpose of laying down the methods for the calculation and collection of the administrative fines referred to in the first subparagraph.

Or. en

Amendment 20**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 CO₂ emissions. It shall also, where available, take into account data on the uptake of new and advanced CO₂ reducing technologies.

2. The analysis shall indicate, as a minimum, the performance of the heavy-duty vehicle fleet of the Union, ***of each Member state*** as well as that of each manufacturer ***in a comparable way*** in terms of the average fuel consumption and CO₂ emissions, ***taking into account also the differences in the manufacturers'***

product portfolio and the mission profile declared. It shall also, where available, take into account data on the uptake of new and advanced CO₂ reducing technologies.

Or. en

Amendment 21

Proposal for a regulation Article 8 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. *The Commission shall publish, no later than 30 June 2018, the calendar for the application of VECTO to key technologies and innovations that reduce road freight emissions. The Commission shall also update, without delay, the VECTO test procedure to include all heavy-duty vehicle categories, hybrid, electric and zero emission powertrains, trailers and any new types of alternative fuels which will become available on the market, such as advanced biofuels or hydrogen.*

Or. en

Amendment 22

Proposal for a regulation Article 8 a (new)

Text proposed by the Commission

Amendment

Article 8 a

CO₂ standards for heavy-duty vehicles
The Commission shall, no later than 30 June 2018, come forward, if appropriate, with a legislative proposal for setting ambitious CO₂ standards for heavy-duty vehicles for 2025, in line with the

European Union climate goals.

If appropriate, the Commission shall, without delay, develop an on-road compliance verification test, carried out under the supervision of independent bodies, in order to identify possible discrepancies between the simulated and actual CO2 values of a complete heavy-duty vehicle. The Commission shall ensure that the results of those tests are monitored and reported under this Regulation.

Or. en

Amendment 23

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.

Or. en

Amendment 24

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).

Or. en

Amendment 25

Proposal for a regulation Article 11 – paragraph 1

Text proposed by the Commission

Amendment

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 Council²¹. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.

deleted

²¹ 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).

Or. en

Amendment 26

Proposal for a regulation Article 11 – paragraph 2

Text proposed by the Commission

Amendment

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

deleted

Or. en

Amendment 27

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

Text proposed by the Commission

Amendment

Source

Source

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

Or. en

Amendment 28

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

Text proposed by the Commission

56	mission profile (long haul, regional, urban, construction)	2.1.1	Simulation parameters (for each mission profile/load/fuel combination)
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Amendment

56	mission profile (long haul, long haul (EMS) , regional, regional (EMS) urban, construction)	2.1.1	Simulation parameters (for each mission profile/load/fuel combination)
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Or. en

Amendment 29

**Proposal for a directive
Annex I – Part B – line 73 a (new)**

Text proposed by the Commission

Amendment

<i>73 a</i>	<i>Results of conformity of production tests</i>		
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Or. en

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 CO₂ 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 CO₂ 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 CO₂ emission and consumption data for heavy-duty vehicles with a view to setting CO₂ emission limits for them.

The Commission has firstly developed the 'VECTO' simulation software as a cost-effective means of obtaining comparable fuel consumption and CO₂ emission figures for heavy vehicles.

Secondly, it has proposed a new regulation on the determination of CO₂ 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 CO₂ 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 CO₂ 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 CO₂ 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 CO₂ 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.