

Monitoring and reporting of CO₂ emissions and fuel consumption of heavy-duty vehicles

Heavy-duty vehicles (HDV) are responsible for around a quarter of CO₂ emissions from road transport in the EU. Without further action, their emissions are expected to grow due to increasing road transport volumes. To address this issue, the European Commission recently proposed targets for reducing the CO₂ emissions of new HDVs over the 2020-2030 period. These build on a 2017 proposal for a regulation on the monitoring and reporting of CO₂ emissions and fuel consumption of HDVs, on which a trilogue agreement was reached in March 2018. The European Parliament is expected to vote on the agreed text during its June 2018 plenary session.

Background

From 1990 to 2015, EU greenhouse gas emissions from transport increased by 23 % compared with 1990 levels. In order to reduce transport emissions, the EU has set CO₂ emission standards for light-duty vehicles (cars and vans). On 17 May 2018, the European Commission adopted a [proposal](#) for a regulation setting the first ever CO₂ emission standards for HDVs in the EU. It aims at reducing the average CO₂ emissions from new HDVs in 2025 by 15 % compared to 2019 levels. For 2030, it sets an indicative 30 % reduction target. This latest proposal for HDV emission standards builds on the proposal described below for monitoring and reporting CO₂ emissions and fuel consumption of HDVs.

European Commission proposal

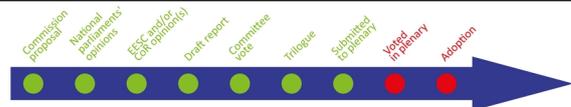
On 31 May 2017, the Commission adopted a [proposal](#) for a regulation to set up a system for monitoring and reporting CO₂ emissions and fuel consumption of HDVs, as part of the first 'Europe on the Move' mobility package. Member States would have to monitor and report data about all new HDVs registered in a calendar year, while HDV manufacturers would monitor and report information related to CO₂ emissions and fuel consumption of vehicles. As of January 2019, [EU rules](#) require manufacturers to calculate this information on the basis of a standardised simulation tool. The Commission would make the reported data publicly available, in a register managed by the European Environment Agency, with exceptions for sensitive data. A similar monitoring and reporting system is already in place for light-duty vehicles.

European Parliament position

The Parliament strongly supports measures reducing the environmental impacts of heavy-duty vehicles. In a [resolution of 9 September 2015](#), it called for 'a legislative proposal setting mandatory limits on average CO₂ emissions from newly registered heavy-duty vehicles', complemented by measures and best practices stimulating market uptake of the most efficient heavy-duty vehicles and promoting fuel efficiency.

The Committee on Environment, Public Health and Food Safety (ENVI) adopted its [report](#) on the legislative proposal on 24 January 2018. It proposes new powers for the Commission to impose administrative fines on manufacturers who fail to comply with the regulation. It also proposes the development of on-road verification tests. On 26 March 2018, the Parliament and the Council reached a [provisional agreement](#) in trilogue negotiations on the proposal, taking on board the Parliament's main amendments. The Parliament is expected to vote on the agreed text during its June 2018 plenary session.

First-reading report: [2017/0111\(COD\)](#); Committee responsible: ENVI; Rapporteur: Damiano Zoffoli (S&D, Italy).



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