

6.6.2018

A8-0010/ 001-046

**AMENDMENTS 001-046**

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

**Report**

**Damiano Zoffoli**

**A8-0010/2018**

CO2 emissions from and fuel consumption of new heavy-duty vehicles

Proposal for a regulation (COM(2017)0279 - C8-0168/2017 – 2017/0111(COD))

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**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 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> [Opoce 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...,...,...).

**Amendment 7**

**Proposal for a regulation**  
**Recital 8**

*Text proposed by the Commission*

(8) In order to acquire a complete

*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> [Opoce 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...,...,...).

*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.

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*

*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.

(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 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.*

## **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)**

*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 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

#### *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**

align as far as possible the monitoring and reporting procedures for heavy-duty vehicles with those already existing for light-duty vehicles.

***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.

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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.

<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 CO2 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)**

*Text proposed by the Commission*

*Amendment*

***(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*

*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, and that those consultations be conducted

(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**

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.

***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***

###### *Amendment*

The date of production shall be the date of ***the simulation recorded in the customer***

*or, where applicable, the date of signature of the individual approval certificate.*

*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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**<sup>+</sup> 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 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 24**

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

*Text proposed by the Commission*

*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 and 40 specified in Part B of Annex I.

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

*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, *where appropriate*, take the necessary measures to correct the data published in the Central Register referred to in Article 6.

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 specifications
<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

**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><i>WHTC g/kWh and CO<sub>2</sub></i></b>		<b><i>Main engine specifications</i></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)
<i>Amendment</i>			
56	mission profile (long haul, <b><i>long haul (EMS)</i></b> , regional, <b><i>regional (EMS)</i></b> urban, construction)	2.1.1	Simulation parameters (for each mission profile/load/fuel combination)
<b>Amendment 42</b>			
<b>Proposal for a regulation Annex I – Part B – table – row 57 a (new)</b>			

*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
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)

**Amendment 44**

**Proposal for a regulation  
Annex I – Part B – line 73 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>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	Description

		Regulation [.../...]	
<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>		