

**Question for written answer E-001043/2018  
to the Commission**

Rule 130

**Catherine Bearder (ALDE)**

Subject: Large supermarket delivery truck emissions

Large supermarket delivery trucks generally have two engines: a main engine propelling the truck, and a secondary engine powering the transport refrigeration unit (TRU).

Emissions from the main engine are well regulated by the Euro emission standards, which of course go up to tier Euro VI. However, emissions from the secondary engine powering the TRU are not covered by the Euro standards. The TRU is therefore able to emit up to six times as much nitrogen oxide and 29 times as much particulate matter as the truck's main engine.

Although the EU's latest non-road mobile machinery (NRMM) emissions regulations will apply from 1 January 2019, they will still allow TRUs to continue emitting their current level of pollution.

Additionally, the UK, France, Spain and Belgium subsidise red diesel for secondary engines powering TRUs. Access to cheaper diesel disincentivises fleet operators from switching from diesel to zero emission alternatives that are affordably available.

Is the Commission aware that under the new NRMM regulations, TRU emission levels will be comparable to the emissions of a Euro II heavy-duty truck?

Will the Commission further strengthen NRMM regulations and also encourage Member States to phase out the use of red diesel in TRUs?