



**2017/0111(COD)**

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

PA\_Legam

## 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

(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**

(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.

(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.

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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> [Opoce 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 whistle-blowers concerned shall receive a specific status and protection, under the general legal framework for protection of whistle-blowers, 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>	<table> <tr> <td>+:                   </td><td>28</td></tr> <tr> <td>–:                   </td><td>4</td></tr> <tr> <td>0:                   </td><td>0</td></tr> </table>	+:	28	–:	4	0:	0
+:	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