



**2017/0111(COD)**

16.11.2017

# **AMENDMENTS**

## **30 - 158**

**Draft report**

**Damiano Zoffoli**

Monitoring and reporting of CO<sub>2</sub> emissions from and fuel consumption of new heavy-duty vehicles

Proposal for a regulation

(COM(2017)0279 – C8-0168/2017 – 2017/0111(COD))



**Amendment 30**  
**Merja Kyllönen**

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

*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 the total road transport CO<sub>2</sub> emissions by 2030. Emissions from heavy goods vehicles (HGVs) will*** increase by ***10 % between 2010 and 2030, and by 17 % from 2010 to 2050 unless taken action to prevent it***. 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 31**  
**Rebecca Harms**

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

*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 the total road transport CO<sub>2</sub> emissions by 2030, with emissions from heavy goods vehicles (HGVs) projected to*** increase by ***10% between 2010-2030 and by 17% from***

**2010 to 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.

Or. en

**Amendment 32**  
**Monika Beňová**

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

*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. 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 33**  
**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

**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 emissions from heavy-duty vehicles need

*Amendment*

(4) Greenhouse gas emissions from lorries, buses and coaches, i.e. heavy-duty vehicles, currently represent around ***5% of total emissions, a fifth of all transport emissions and*** a quarter of road transport emissions in the Union and are expected to increase further by 2030. ***In the absence of***

to be introduced in order to contribute to the necessary emission reductions in the transport sector.

***any concrete measures, greenhouse gas emissions from heavy-duty vehicles will increase by 10% by 2030 and 17% by 2050, compared to 2010.*** Effective measures to curb emissions from heavy-duty vehicles ***thus*** need to be introduced in order to contribute to the necessary emission reductions ***and improvement of environmental performance*** in the transport sector.

Or. it

#### **Amendment 34**

**Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh**

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

###### *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 ***given the steadily increasing average distance over which goods are transported.*** 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. fr

#### **Amendment 35**

**Luke Ming Flanagan**

#### **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 are expected to increase further by 2030. Effective measures to ***independently control and*** 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 36** **Nicola Caputo**

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

##### *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, ***whilst at the same time boosting industrial competitiveness and providing transport operators with information that can help to guide them in their choices.***

Or. it

### **Amendment 37** **Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

#### **Proposal for a regulation** **Recital 4 a (new)**

*Text proposed by the Commission*

*Amendment*

**(4a) Anthropogenic activities that are still largely based on fossil fuel combustion, such as road haulage and urban transport systems, are contributing to the rapid increase of CO<sub>2</sub> in the atmosphere. According to the United Nations World Meteorological Organisation (WMO), average global atmospheric CO<sub>2</sub> concentrations are currently 145% higher than at pre-industrial levels and in 2016 they underwent the fastest increase in the last 800 000 years. The WMO has also pointed out that the sharp increase of CO<sub>2</sub> and other greenhouse gases in the atmosphere can cause unpredictable changes in the climate system and have a severe impact on social and economic activities and the maintenance of ecosystem services.**

Or. it

*Justification*

*See the World Meteorological Organisation's Greenhouse Gas Bulletin No 13 of 30 October 2017.*

#### **Amendment 38**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

#### **Proposal for a regulation**

#### **Recital 4 b (new)**

*Text proposed by the Commission*

*Amendment*

**(4b) Measures to reduce emissions from heavy-duty vehicles should concern not only greenhouse gas emissions but also emissions of atmospheric pollutants which have an effect on climate change, such as NO<sub>x</sub>. According to the 2017 report on air quality in Europe by the European Environment Agency (EEA), in 2015 the road transport sector was the**

***largest contributor to total NOx emissions and the second largest emitter of black carbon (BC) pollution.***

Or. it

*Justification*

*See the Air quality in Europe - 2017 report by the European Environment Agency (EEA) (p. 21).*

**Amendment 39**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

**Proposal for a regulation**

**Recital 4 c (new)**

*Text proposed by the Commission*

*Amendment*

***(4c) The circulation of heavy-duty vehicles contributes to the release into the atmosphere of pollutants which have a very serious impact on people's health and are responsible for the deterioration of ambient air quality in Europe, such as PM2.5, NO2 and O3, which were respectively responsible for 399 000, 75 000 and 13 600 premature deaths in the Union in 2014 owing to prolonged exposure.***

Or. it

*Justification*

*See the Air quality in Europe — 2017 report by the European Environment Agency (EEA) (p. 56-58).*

**Amendment 40**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

**Proposal for a regulation**

**Recital 4 d (new)**



**(4d) Union measures to reduce the CO<sub>2</sub> emissions and fuel consumption of heavy-duty vehicles should also encourage electro-mobility, preferably based on the decentralised generation of energy from renewable sources, and should harness the potential of intelligent and cooperative transport systems, such as trolley trucks and convoys of self-driving vehicles (platooning). These measures should thus enhance the efficiency and sustainability of road haulage transport and strengthen integrated public urban mobility.**

Or. it

*Justification*

*The European Parliament has stressed the need for these measures on several occasions. See, for example, the resolution of 23 June 2016 on the renewable energy progress report (paragraph 79) and the resolution of 18 May 2017 on road transport in the European Union (paragraph 50).*

**Amendment 41**

**Luke Ming Flanagan**

**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.

*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; ***all such emission and fuel consumption claims by the manufacturing sector need to be independently measured and verified.***

Or. en

**Amendment 42**  
**Merja Kyllönen**

**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 can account for more than a quarter of their operating costs.**

Or. en

**Amendment 43**  
**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

**Proposal for a regulation**  
**Recital 6 a (new)**

*Text proposed by the Commission*

*Amendment*

**(6a) The development and implementation of an effective, credible system for monitoring and reporting CO<sub>2</sub> emission and fuel consumption data based on the results of VECTO (Vehicle Energy Consumption Calculation Tool) simulations and accompanied by on-road testing of heavy-duty vehicle performance should reduce, upstream, the possibility of data manipulation in this area, regulated**

*by legislation that is stricter than that concerning light-duty vehicles, as highlighted in the report on the European Parliament inquiry into emission measurements in the automotive sector.*

Or. it

**Amendment 44**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

**Proposal for a regulation**

**Recital 6 b (new)**

*Text proposed by the Commission*

*Amendment*

*(6b) General government, at all levels, should consider the CO<sub>2</sub> emissions and fuel consumption data of heavy-duty vehicles, in particular buses, as a vital component of collective public mobility decisions, which should focus on options that are more efficient in terms of energy and environmental protection whilst at the same time being more sustainable in economic terms, to provide a tangible contribution to the decarbonisation of the transport sector and of society.*

Or. it

**Amendment 45**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

**Proposal for a regulation**

**Recital 6 c (new)**

*Text proposed by the Commission*

*Amendment*

*(6c) The data concerning the CO<sub>2</sub> emissions and fuel consumption of heavy-duty vehicles should be made available in a standardised format to enable transport operators, in particular SMEs, to make*

*informed purchasing decisions, based on precise, comparable data, with the ultimate aim of reducing their operational costs, thereby also helping to reduce the overall impact of greenhouse gas emissions from heavy-duty vehicles.*

Or. it

#### **Amendment 46**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

#### **Proposal for a regulation**

##### **Recital 6 d (new)**

*Text proposed by the Commission*

*Amendment*

*(6d) Any action to close the knowledge gap on CO<sub>2</sub> emissions and fuel consumption in heavy-duty vehicles should be implemented in the interest of EU citizens, who should be safeguarded from events that can, directly and indirectly, infringe their rights as consumers, whilst at the same time creating serious problems relating to public health and the preservation of a healthy environment, as in the case of the 'Dieselgate' scandal.*

Or. it

#### **Amendment 47**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

#### **Proposal for a regulation**

##### **Recital 6 e (new)**

*Text proposed by the Commission*

*Amendment*

*(6e) The EU legislation in force for heavy-duty vehicles did not, however, prevent leading heavy-duty vehicle manufacturers from forming a cartel and*

*reaching agreements for 14 years, in breach of competition rules, while passing on the costs of compliance with emission standards - from Euro III to Euro VI - to SMEs, road hauliers and EU citizens. The monitoring and reporting of CO<sub>2</sub> emission and fuel consumption data for heavy-duty vehicles should therefore increase transparency in this sector, in the public interest, while helping to prevent unlawful anti-competitive practices.*

Or. it

#### **Amendment 48**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

#### **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> [Opce to include correct reference] are monitored, reported to the Commission and made available to the public.

*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, ***boost the development of more energy-efficient vehicles and be a driving factor for*** competitiveness. That information will also provide policy makers at Union and Member State level with a sound basis for developing policies to promote ***effective measures for*** 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> [Opce to include correct reference] are monitored, reported to the Commission and made available to the public ***without***

*restriction.*

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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...,...,.).

Or. it

## **Amendment 49**

### **Luke Ming Flanagan**

#### **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> [Opoc to include correct reference] are monitored, reported to the Commission and made available to the public.

###### *Amendment*

(7) Information on a vehicle's performance in terms of CO<sub>2</sub> emissions and fuel consumption ***need to be independently verified and*** 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> [Opoc 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...,...,.).

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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...,...,.).

Or. en

## **Amendment 50**

**Monika Beňová**

### **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.

#### *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, ***ensuring highest levels 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 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. ***Transparency in the total output of emissions should incentivise investment in zero emission alternatives and facilitate innovation in existing and new technology.*** 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...,...,...).

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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...,...,...).

Or. en

## Amendment 51

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

### 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

##### *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, ***encourage modernisation in vehicle energy efficiency*** 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



vehicle pursuant to Commission Regulation (EU) [.../...] <sup>15</sup>[Opocce 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...,...,.).

determined for each new heavy-duty vehicle pursuant to Commission Regulation (EU) [.../...] <sup>15</sup>[Opocce 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...,...,.).

Or. fr

## **Amendment 52**

### **Merja Kyllönen**

#### **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

###### *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, ***drive the development towards 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>

vehicle pursuant to Commission Regulation (EU) [.../...]<sup>15</sup> [Opoc 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...,...,...).

emissions and fuel consumption values determined for each new heavy-duty vehicle pursuant to Commission Regulation (EU) [.../...]<sup>15</sup> [Opoc 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...,...,...).

Or. en

## **Amendment 53**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

### **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 **its overall, i.e.** potential **and actual**, impact **in terms of** CO<sub>2</sub> emissions, it is **necessary** 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.

Or. it

## **Amendment 54**

**Nicola Caputo**

**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 and report data on the registration of all new heavy-duty vehicles and all new trailers, including data on the powertrains, ***the relevant bodywork and mechanics***, as well as the ***type of certification used for each component within the VECTO system***.

Or. it

**Amendment 55**  
**Luke Ming Flanagan**

**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 ***independently*** 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.

Or. en

**Amendment 56**

**Claudiu Ciprian Tănăsescu**

**Proposal for a regulation**

**Recital 8 a (new)**

*Text proposed by the Commission*

*Amendment*

**(8a) The monitoring and reporting system should be easy for all companies operating in the transport sector to use, irrespective of their size and resources.**

Or. ro

**Amendment 57**

**Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh**

**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 **encouraged** to provide data on new registrations and manufacturers should be required to provide the technical data relating to those vehicles.

Or. fr

**Amendment 58**

**Luke Ming Flanagan**

**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

(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.

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 ***independently verified*** technical data relating to those vehicles.

Or. en

#### **Amendment 59**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

#### **Proposal for a regulation**

#### **Recital 9 a (new)**

*Text proposed by the Commission*

*Amendment*

***(9a) By 30 June 2018, the Commission should draw up and publish a timetable to enable the VECTO simulation software to be gradually applied to technologies and devices with a view to reducing road freight emissions. By that date the Commission should also establish the stages for extending the VECTO testing procedure to all heavy-duty vehicle categories, including hybrid, electric and zero-emission powertrains, and to all the alternative fuels available on the market, so as to facilitate the comparison of simulation results in respect of the performance of an increasing number of heavy-duty vehicles and technologies available in this sector for reducing CO<sub>2</sub> emissions and lowering fuel consumption.***

Or. it

#### **Amendment 60**

**Rebecca Harms**

**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 and trailers in order to ensure full coverage of heavy-duty vehicle range.**

Or. en

**Amendment 61**  
**Claudiu Ciprian Tănăsescu**

**Proposal for a regulation**  
**Recital 9 a (new)**

*Text proposed by the Commission*

*Amendment*

**(9a) The Commission should update the VECTO (Vehicle Energy Consumption Calculation Tool) system so that it can be used for all new heavy-duty vehicle categories.**

Or. ro

**Amendment 62**  
**Claudiu Ciprian Tănăsescu**

**Proposal for a regulation**  
**Recital 10**

*Text proposed by the Commission*

*Amendment*

(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.**

(10) Technical data essential for determining the CO<sub>2</sub> emissions and fuel consumption performance of a vehicle should be publicly available **so as to ensure greater** transparency of the vehicle specifications and the related performance and to foster competition among manufacturers, **but this must be in line with EU legislation on confidentiality and the protection of personal data and data sensitive on grounds of fair competition.** Technical data essential for determining the performance of vehicles **should also be made available to the public.**

Or. ro

### Amendment 63

Eleonora Evi, Piernicola Pedicini, Dario Tamburrano

### 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 for determining the CO<sub>2</sub> emissions and fuel consumption performance of a vehicle should be publicly available, **without restriction**, to increase the transparency of the vehicle specifications and the related performance, **to enable the calculation of the carbon footprint throughout the vehicle's life cycle** 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, **rather**, in the public interest that **all** technical data for determining the **CO<sub>2</sub> emissions and fuel consumption** of vehicles **are available and such data should therefore be published without restriction.**

Or. it

## Amendment 64

Françoise Grossetête, Angélique Delahaye, Michel Dantin

### 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 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. **It is vital, however, that** data that are sensitive on the grounds of personal data protection and fair competition **are** not published. **On the other hand**, it is clearly in the public interest that **information concerning** the **overall** performance of vehicles is available. Such data should therefore not be exempt from public access.

Or. fr

##### *Justification*

*The public want to have clear and verified information on the overall performance of vehicles, particularly on their CO<sub>2</sub> emissions and fuel consumption. The specific data used by manufacturers to calculate these performance levels, which in any case are certified by the authorities, are of little interest to the public and often involve commercial secrets.*

## Amendment 65

Christofer Fjellner

### 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

##### *Amendment*

(10) Technical data essential for determining the CO<sub>2</sub> emissions and fuel consumption performance of a vehicle should, **where appropriate**, be publicly



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.

available to increase the transparency of the vehicle specifications and the related performance, and to foster competition among manufacturers. 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.

Or. en

### *Justification*

*Some monitoring data in Annex I (Part B) are of sensitive nature and should not be publicly disclosed.*

## **Amendment 66** **Luke Ming Flanagan**

### **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 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. ***It is necessary, therefore, that such data is*** not exempt from public access.

Or. en

**Amendment 67**  
**Mireille D'Ornano**

**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 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 – ***in accordance with a very restrictive and precise definition*** – 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.

Or. fr

**Amendment 68**  
**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

**Proposal for a regulation**  
**Recital 10 a (new)**

*Text proposed by the Commission*

*Amendment*

***(10a) The results of the simulation performed by manufacturers on the basis of the certified input data entered into the VECTO (Vehicle Energy Consumption Calculation Tool) simulation software should be monitored and reported to the Commission which, in turn, should make them publicly available without***

*restriction.*

Or. it

**Amendment 69**

**Rebecca Harms**

**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 be monitored and reported to the Commission, and made publicly available.***

Or. en

**Amendment 70**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

**Proposal for a regulation**

**Recital 10 b (new)**

*Text proposed by the Commission*

*Amendment*

***(10b) The information collected by the fuel consumption measurement tools in heavy-duty vehicles should be systematised and reported to the Commission. This would enable any discrepancies between on-road test results and fuel consumption in real driving conditions to be assessed.***

Or. it

**Amendment 71**

**Rebecca Harms**

**Proposal for a regulation**

## Recital 10 b (new)

*Text proposed by the Commission*

*Amendment*

***(10b) Fuel consumption information provided through fuel consumption meters should be gathered, anonymised and reported to the Commission to assess any gap between on-road test results and real world fuel consumption.***

Or. en

## Amendment 72

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

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

(11) It is ***vital*** to ensure that the data monitored and reported is robust and reliable. The Commission should therefore ***be able*** to verify and, where necessary, correct the final data. ***Where the Commission's verification of the accuracy and quality of the data reported indicates an infringement of the provisions laid down in this Regulation, it should impose on the manufacturer concerned a penalty that is 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. it

## Amendment 73

**Merja Kyllönen**

### 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 non-compliance with any of the requirements laid down in this Regulation, the Commission should be able to 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 74**

**Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh**

**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, correct the final data. ***Where the Commission's verification of the correctness of the data reveals non-compliance with the requirements laid down in this Regulation, the Commission should be able to call on the Member States to penalise the manufacturer by means of a dissuasive fine.*** Parameters allowing the data to be adequately traced

and verified should therefore also be provided for in the monitoring requirements.

Or. fr

**Amendment 75**  
**Claudiu Ciprian Tănăsescu**

**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 ***and procedures*** to verify and, where necessary, to correct the final data. ***Where the data is found to be erroneous, the Commission should apply effective administrative sanctions commensurate with what the manufacturer has done – be this on purpose or unintentionally – to infringe this Regulation.*** Parameters allowing the data to be adequately traced and verified should therefore also be provided for in the monitoring requirements.

Or. ro

**Amendment 76**  
**Monika Beňová**

**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

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

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. *Final data showing, conclusively, levels of emissions in conflict with the aims and goals of mitigating climate change have to be appropriately acted on, in effect, by bringing the emissions within the levels laid down by the Union and by this Regulation.*

Or. en

**Amendment 77**  
**Mireille D'Ornano**

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

*Amendment*

(12) *In view of the doubts over the Commission's independence vis-à-vis car industry pressure groups, particularly those from Germany, as evidenced by its recent decision on a reduction of just 30% by 2030 in CO<sub>2</sub> emissions from cars and vans, and not to impose on vehicle manufacturers quotas for zero- or low-emission vehicles, it shall be up to each Member State to collect data on CO<sub>2</sub> emissions and fuel consumption for all heavy-duty vehicles registered in their territory, to manage that database and to monitor and publish the data.*

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

Or. fr

#### **Amendment 78**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

#### **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 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 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 appropriate to align the monitoring and reporting procedures for heavy-duty vehicles with those already existing for light-duty vehicles. *It is also necessary to ensure that the database entrusted to the European Environment Agency (EEA)*



*can be consulted without restriction and free of charge, both by transport operators and third parties, who should be able to use the data in an electronic format.*

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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.

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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.

Or. it

## **Amendment 79**

### **Merja Kyllönen**

#### **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

##### *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

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.

database, *which should be accessible to transport 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.

<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.

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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.

Or. en

## **Amendment 80**

### **Rebecca Harms**

## **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

#### *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 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.

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 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.

<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.

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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.

Or. en

## **Amendment 81**

### **Rebecca Harms**

#### **Proposal for a regulation**

#### **Recital 12 a (new)**

*Text proposed by the Commission*

*Amendment*

***(12a) According to expert analysis by, inter alia, the International Energy Agency, the improvement of the efficiency of road-freight transport is critical to reducing the growth in oil demand, carbon emissions and air pollution over***

*the next decades. Studies have also identified significant potential to reduce fuel consumption by freight trucks from the current Union average. The Commission should come forward with proposals for ambitious CO<sub>2</sub> targets for 2025 in respect of heavy-duty vehicles as soon as possible, in order to ensure that the sector contributes its fair share to Union climate commitments under the Paris Agreement.*

Or. en

**Amendment 82**  
**Rebecca Harms**

**Proposal for a regulation**  
**Recital 12 b (new)**

*Text proposed by the Commission*

*Amendment*

*(12b) The Commission should develop, without delay, an on-road compliance test that is carried out on a mandatory basis by the OEMs and under the supervision of independent bodies, in order to supplement the simulated CO<sub>2</sub> values of a complete heavy-duty vehicle. Third parties should be able to perform independent testing and have access to the necessary data. Results of such tests should be monitored and reported in accordance with this Regulation and made publicly available.*

Or. en

**Amendment 83**  
**Sirpa Pietikäinen**

**Proposal for a regulation**  
**Recital 12 a (new)**

***(12a) The Commission should develop, without delay, an on-road compliance verification test, carried out by the OEM on a mandatory basis, under the supervision of independent bodies, in order to identify possible discrepancies between the simulated and actual CO<sub>2</sub> values of a complete heavy-duty vehicle. Third parties should be allowed to perform independent testing and be guaranteed access to the necessary data. The Commission should ensure that the results of those tests are monitored and reported in accordance with this Regulation.***

Or. en

**Amendment 84**  
**Seb Dance**

**Proposal for a regulation**  
**Recital 12 a (new)**

***(12a) The Commission should develop, without delay, an on-road compliance verification test, carried out on a mandatory basis by the OEM and under the supervision of independent bodies, in order to identify possible discrepancies between the simulated and actual CO<sub>2</sub> values of a complete heavy-duty vehicle. Third parties should be allowed to perform independent testing and have access to the necessary data. The Commission should ensure that the results of those tests are monitored and reported in accordance with this Regulation.***

Or. en

**Amendment 85**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

**Proposal for a regulation**

**Recital 12 a (new)**

*Text proposed by the Commission*

*Amendment*

***(12a) By 31 March 2018, the Commission should submit a legislative proposal to lay down legally binding objectives in relation to the ambitious reduction of CO<sub>2</sub> emissions for heavy-duty vehicles by 2025, as announced in the 2017 mobility package ‘Europe on the Move’, so that this sector can contribute to achieving the Union's climate targets.***

Or. it

**Amendment 86**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

**Proposal for a regulation**

**Recital 12 b (new)**

*Text proposed by the Commission*

*Amendment*

***(12b) The Commission should take action, as soon as possible, to develop an on-road test, so that any discrepancies between the results obtained through VECTO simulations and real CO<sub>2</sub> emissions and fuel consumption in heavy-duty vehicles can be identified. It should be mandatory for manufacturers to carry out on-road tests under the supervision of independent bodies, and third parties should have the option of carrying out independent checks, on the basis of guaranteed access to the necessary data. The results of all on-road tests should be collected, monitored and reported to the Commission for the purposes of this***

***Regulation. The Commission, in turn, should make them available without restriction, in the public interest.***

Or. it

**Amendment 87**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

**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 how important the role of independent bodies is 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 this helps to increase the transparency, credibility and performance of the verification, monitoring and reporting systems.***

Or. it

**Amendment 88**

**Mireille D'Ornano**

**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***

***deleted***

*accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council<sup>18</sup>.*

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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).*

Or. fr

## **Amendment 89**

**Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh**

### **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).*

Or. fr



**Amendment 90**  
**Claudiu Ciprian Tănăsescu**

**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).

Or. ro

**Amendment 91**  
**Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh**

**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**

**(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 CO2 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 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.

new and advanced CO2 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 *independent* 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.

Or. fr

## Amendment 92 Mireille D'Ornano

### Proposal for a regulation Recital 15

#### *Text proposed by the Commission*

(15) Since the objective of this Regulation, namely the monitoring and reporting of CO2 emissions and fuel consumption from new heavy-duty vehicles in the Union, ***cannot*** be achieved ***by the Member States but can rather, by reason of its scale and effects, be better achieved*** at Union level, the Union may adopt ***measures***, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union.

#### *Amendment*

(15) Since the objective of this Regulation, namely the monitoring and reporting of CO2 emissions and fuel consumption from new heavy-duty vehicles in the Union, ***can*** be achieved ***perfectly well by each Member State in its own territory and not*** at Union level, the Union may ***not*** adopt ***any measure***, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance

In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve that objective,

with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve that objective,

Or. fr

**Amendment 93**  
**Luke Ming Flanagan**

**Proposal for a regulation**  
**Recital 15**

*Text proposed by the Commission*

(15) Since the objective of this Regulation, namely the monitoring and reporting of CO<sub>2</sub> emissions and fuel consumption from new heavy-duty vehicles in the Union, cannot be achieved by the Member States but can rather, by reason of its scale and effects, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve that objective,

*Amendment*

(15) Since the objective of this Regulation, namely the *independently-verified* monitoring and reporting of CO<sub>2</sub> emissions and fuel consumption from new heavy-duty vehicles in the Union, cannot be achieved by the Member States but can rather, by reason of its scale and effects, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve that objective,

Or. en

**Amendment 94**  
**Luke Ming Flanagan**

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

*Text proposed by the Commission*

This Regulation lays down the

*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.

requirements for the ***independently-verified*** monitoring and reporting of CO<sub>2</sub> emissions from and fuel consumption of new heavy-duty vehicles registered in the European Union.

Or. en

## **Amendment 95**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

### **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, ***in addition to the data concerning the outcome of simulations performed through the VECTO software.***

Or. it

## **Amendment 96**

**Luke Ming Flanagan**

### **Proposal for a regulation**

#### **Article 2 – paragraph 1**

##### *Text proposed by the Commission*

This Regulation shall apply to the monitoring and reporting by Member States and manufacturers of heavy-duty vehicles of data on new vehicles.

##### *Amendment*

This Regulation shall apply to the ***independently-verified*** monitoring and reporting by Member States and manufacturers of heavy-duty vehicles of data on new vehicles.

Or. en

**Amendment 97**  
**Christofer Fjellner**

**Proposal for a regulation**  
**Article 2 – paragraph 2 – introductory part**

*Text proposed by the Commission*

It shall apply with regard to ***the following vehicle categories:***

*Amendment*

It shall apply with regard to ***vehicles falling within 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 the 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 ..., xx.xx.xxxx, p. xx). [OJ: Please add the number and publication reference of the Regulation contained in document Ares(2017)1900557].***

Or. en

*Justification*

*The scope of the regulation should correlate with that one of the Certification regulation as stated above and not extend to all classes of vehicles of categories M3 and N3. Some of these vehicle classes are not subject to collect and submit data for CO<sub>2</sub> certification. An extension of the scope to these classes is therefore not justified or proportionate.*

**Amendment 98**  
**Christofer Fjellner**

**Proposal for a regulation**  
**Article 2 – paragraph 2 – point a**

*Text proposed by the Commission*

***(a) heavy-duty vehicles of categories M1, M2, N1 and N2 with a reference***

*Amendment*

***deleted***

*mass exceeding 2 610 kg not falling within the scope of Regulation (EC) No 715/2007 of the European Parliament and of the Council<sup>19</sup>, and all vehicles of categories M3 and N3;*

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*<sup>19</sup> Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information (OJ L 171, 29.6.2007, p. 1).*

Or. en

*Justification*

*The scope of the regulation should correlate with that one of the Certification regulation as stated above and not extend to all classes of vehicles of categories M3 and N3. Some of these vehicle classes are not subject to collect and submit data for CO2 certification. An extension of the scope to these classes is therefore not justified or proportionate.*

**Amendment 99**  
**Christofer Fjellner**

**Proposal for a regulation**  
**Article 2 – paragraph 2 – point b**

*Text proposed by the Commission*

*Amendment*

**(b) vehicles of categories O3 and O4. deleted**

Or. en

*Justification*

*For clarification the scope of the regulation should correlate with that one of the Certification regulation.*

**Amendment 100**  
**Claudiu Ciprian Tănăsescu**

**Proposal for a regulation**  
**Article 3 – paragraph 1**

*Text proposed by the Commission*

For the purposes of this Regulation, the definitions set out in Directive 2007/46/EC of the European Parliament and of the Council<sup>20</sup> and ***Regulation (EC) No 595/2009 of the European Parliament and of the Council*** shall apply.

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<sup>20</sup>Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive) (OJ L 263, 9.10.2007, p. 1).

*Amendment*

For the purposes of this Regulation, the definitions set out in ***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<sup>20</sup> and Commission Regulation (EU) No 582/2011*** shall apply.

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<sup>20</sup> Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive) (OJ L 263, 9.10.2007, p. 1).

Or. ro

**Amendment 101**  
**Claudiu Ciprian Tănăsescu**

**Proposal for a regulation**  
**Article 4 – paragraph 1**

*Text proposed by the Commission*

1. By 28 February each year, starting in [2020], the competent authorities of the Member States shall collect the data specified in Part A of Annex I for the preceding calendar year relating to new vehicles registered for the first time in the ***Union. Data relating to new vehicles that were registered previously outside the Union shall not be monitored and***

*Amendment*

1. By 28 February each year, starting in [2020], the competent authorities of the Member States shall collect the data specified in Part A of Annex I for the preceding calendar year relating to new vehicles registered for the first time in the ***respective Member State***. The data shall be communicated to the Commission in accordance with the reporting procedure

***reported, unless that registration was made less than three months before registration in the Union.*** The data shall be communicated to the Commission in accordance with the reporting procedure set out in Annex II.

set out in Annex II.

Or. ro

**Amendment 102**  
**Mireille D'Ornano**

**Proposal for a regulation**  
**Article 4 – paragraph 1**

*Text proposed by the Commission*

1. By 28 February each year, starting in [2020], the competent authorities of the Member States shall collect the data specified in Part A of Annex I for the preceding calendar year relating to new vehicles registered for the first time in the Union. Data relating to new vehicles that were registered previously outside the Union shall not be monitored and reported, unless that registration was made less than ***three*** months before registration in the Union. ***The data shall be communicated to the Commission in accordance with the reporting procedure set out in Annex II.***

*Amendment*

1. By 28 February each year, starting in [2020], the competent authorities of the Member States shall collect the data specified in Part A of Annex I for the preceding calendar year relating to new vehicles registered for the first time in the Union. Data relating to new vehicles that were registered previously outside the Union shall not be monitored and reported, unless that registration was made less than ***six*** months before registration in the Union.

Or. fr

**Amendment 103**  
**Rebecca Harms**

**Proposal for a regulation**  
**Article 4 – paragraph 1 a (new)**

*Text proposed by the Commission*

*Amendment*

***1a. The competent authorities of the Member States shall also gather fuel***



*consumption information provided through fuel consumption meters and report it to the Commission in an anonymised form for an assessment of a possible gap between on-road test results and real world fuel consumption.*

Or. en

#### **Amendment 104**

**Françoise Grossetête, Angélique Delahaye, Michel Dantin**

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

##### *Amendment*

The date of production shall be the date of *issue* of the *client information file, as laid down in Commission Regulation (EU).../.... implementing Regulation (EU) 595/2009 of the European Parliament and of the Council on type approval of motor vehicles and engines with respect to emissions from heavy-duty vehicles (Euro VI) and on access to vehicle repair and maintenance information*.

Or. fr

##### *Justification*

*From when a vehicle leaves the factory until the individual approval certificate is signed a certain time may elapse, over which manufacturers have no control. The date of production should therefore be the date of issue of the client information file, which has to be issued at the moment the vehicle leaves the factory.*

#### **Amendment 105**

**Christofer Fjellner, Françoise Grossetête**

#### **Proposal for a regulation**

#### **Article 5 – paragraph 1 – subparagraph 2**

##### *Text proposed by the Commission*

##### *Amendment*

The date of production shall be the date of *signature* of the *certificate of conformity* or, where applicable, the date of signature of the *individual approval certificate*.

The date of production shall be the date of *the simulation* of the *customer file* as specified in Annex IV to Part II of *Commission Regulation (EU) .../... [OJ: Please add the number of the Regulation contained in document Ares(2017)1900557]*.

Or. en

#### *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 therefore 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 CO2 costumer file date correspond to the date of the conformity production for vehicles under the While Vehicle Type Approval.*

#### **Amendment 106**

**Claudiu Ciprian Tănăsescu**

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

##### *Amendment*

The date of *manufacture of the vehicle* shall be *the date indicated on the certificate of conformity* or the date of signature of the certificate of conformity, *when the date of manufacture of the vehicle is not available* or, where applicable, the date of signature of the individual approval certificate. *This information shall be notified to the Commission in accordance with the reporting procedure set out in Annex II.*

Or. ro

#### **Amendment 107**

**Claudiu Ciprian Tănăsescu**

**Proposal for a regulation**  
**Article 5 – paragraph 1 a (new)**

*Text proposed by the Commission*

*Amendment*

***1a. The reporting requirement shall not apply to vehicles approved using a national small series type-approval procedure or the individual approval procedure.***

Or. ro

**Amendment 108**  
**Mireille D'Ornano**

**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. ***In each Member State, the competent authorities*** 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.

Or. fr

**Amendment 109**  
**Rebecca Harms**

**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,***

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.

**39 and 40 specified in Part B of Annex I.**

Or. en

#### **Amendment 110**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

#### **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, ***free of charge and without restriction.***

Or. it

#### **Amendment 111**

**Sirpa Pietikäinen**

#### **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, ***21a, 21b, 24, 25, 26a***, 32, 33, ***34a, 39, 40 and 74*** specified in Part B of Annex I.

Or. en

#### **Amendment 112**

**Julie Girling**

**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, **21a, 21b, 24, 25, 31a, 32, 33, 36a**, 39 and 40 specified in Part B of Annex I.

Or. en

**Amendment 113**  
**Christofer Fjellner**

**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 **1-9, 23-25**, 32, 33, 39 and 40 specified in Part B of Annex I.

Or. en

*Justification*

*A broader scope of data under Annex I (Part B) should be covered by this exception as they equally bear sensitive parameters where the publication of such data would be harmful to manufacturers of component and have detrimental effects on competition on the market. For the same reasons some monitoring data should be completely removed from Annex I (Part B).*

**Amendment 114**  
**Seb Dance**

**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, **21a, 21b**, 24, 25, 32, 33, 39, **40, 73a and 74** 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.**

Or. en

**Amendment 115**

**Nils Torvalds, Frédérique Ries, Gerben-Jan Gerbrandy**

**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 73a** specified in Part B of Annex I, **for which upon request, the Commission shall provide data to third parties and in accordance with Regulation (EC) No 1367/2006 of the European Parliament and of the Council.**

Or. en

**Amendment 116**

**Claudiu Ciprian Tănăsescu**

**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 ***the*** data entries ***specified in letters (a), (b) and (c) of Part A of Annex I, and in points 1, 14, 15,*** 24, 25, 32, 33, 39, 40 **and 73a** of Part B of Annex I.

Or. ro

**Amendment 117**

**Françoise Grossetête, Angélique Delahaye, Michel Dantin**

**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, **4, 5, 23,** 24, 25, 32, 33, 39 and 40 specified in Part B of Annex I.

Or. fr

*Justification*

*Entries 4 and 5 concern the transmission and axle certification numbers, which is sensitive information and would make it easy to identify the supplier, which would pose problems in terms of competition. Entry 23 concerns aerodynamic data, which is also very sensitive from a commercial point of view.*

**Amendment 118**

**Mireille D'Ornano**

**Proposal for a regulation**

**Article 6 – paragraph 2**

*Text proposed by the Commission*

2. *The* register shall be managed by the **European Environment Agency (EEA)** on behalf of the Commission.

*Amendment*

2. ***In each Member State, the*** register shall be managed by the ***competent national authorities***.

Or. fr

**Amendment 119**  
**Julie Girling**

**Proposal for a regulation**  
**Article 6 – paragraph 2 a (new)**

*Text proposed by the Commission*

*Amendment*

***2a. By 30 June each year, the Commission shall notify Member States and manufacturers of the data which is to be made publicly available. Member States and manufacturers may, within two months of being notified of the draft register, notify the Commission of errors in the data which has been reported in accordance with Articles 4 and 5.***

Or. en

**Amendment 120**  
**Mireille D'Ornano**

**Proposal for a regulation**  
**Article 7 – paragraph 1**

*Text proposed by the Commission*

*Amendment*

1. The competent authorities and manufacturers shall be responsible for the correctness and quality of the data they report pursuant to Articles 4 and 5. ***They shall inform the Commission of any errors detected in the data reported without delay.***

1. The competent authorities and manufacturers shall be responsible for the correctness and quality of the data they report pursuant to Articles 4 and 5.



**Amendment 121**

**Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh**

**Proposal for a regulation**

**Article 7 – paragraph 1**

*Text proposed by the Commission*

1. The competent authorities and manufacturers shall be responsible for the correctness and quality of the data they report pursuant to Articles 4 and 5. They shall inform the Commission of any errors ***detected*** in the data ***reported*** without delay.

*Amendment*

1. The competent authorities and manufacturers shall be responsible for the correctness and quality of the data they report pursuant to Articles 4 and 5. They shall inform the Commission of any errors ***they have made*** in ***reporting*** the data without delay.

**Amendment 122**

**Luke Ming Flanagan**

**Proposal for a regulation**

**Article 7 – paragraph 1**

*Text proposed by the Commission*

1. The competent authorities and manufacturers shall be responsible for the correctness and quality of the data they report pursuant to Articles 4 and 5. They shall inform the Commission of any errors detected in the data reported without delay.

*Amendment*

1. The competent authorities and manufacturers shall be responsible for the correctness and quality of the data they report pursuant to Articles 4 and 5; ***all such data relating to CO<sub>2</sub> emissions and to fuel consumption shall be independently verified***. They shall inform the Commission of any errors detected in the data reported without delay.

**Amendment 123**

**Mireille D'Ornano**

**Proposal for a regulation**  
**Article 7 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

2. *The Commission may carry out its own verification of the quality of the data reported pursuant to Articles 4 and 5.*

*deleted*

Or. fr

**Amendment 124**  
**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

**Proposal for a regulation**  
**Article 7 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

2. The Commission **may** carry out its own verification of the quality of the data reported pursuant to Articles 4 and 5.

2. The Commission **shall** carry out its own verification of the **accuracy and** quality of the data reported pursuant to Articles 4 and 5.

Or. it

**Amendment 125**  
**Julie Girling**

**Proposal for a regulation**  
**Article 7 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

2. The Commission **may** carry out its own verification of the quality of the data reported pursuant to Articles 4 and 5.

2. The Commission **shall** carry out its own verification of the 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.***

Or. en

**Amendment 126**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

**Proposal for a regulation**

**Article 7 – paragraph 2 – subparagraph 1 (new)**

*Text proposed by the Commission*

*Amendment*

*The Commission shall impose penalties on the manufacturers of heavy-duty vehicles where the verification carried out in accordance with paragraph 2, on the accuracy and quality of the data reported pursuant to Article 5, identifies an infringement of the requirements laid down in this Regulation. The penalties shall be effective, proportionate and dissuasive.*

Or. it

**Amendment 127**

**Mireille D'Ornano**

**Proposal for a regulation**

**Article 7 – paragraph 3**

*Text proposed by the Commission*

*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.*

*deleted*

Or. fr

**Amendment 128**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

**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 Register referred to in Article 6.

Or. it

**Amendment 129**  
**Merja Kyllönen**

**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 Register referred to in Article 6.

Or. en

**Amendment 130**  
**Julie Girling**

**Proposal for a regulation**  
**Article 7 – paragraph 3 a (new)**

*Text proposed by the Commission*

*Amendment*

***3a. The Commission shall impose an administrative fine on a manufacturer that intentionally or***

*negligently reports to the Commission data that is non-compliant with the requirements laid down in Annex I or Annex II to 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 for the purposes of determining intentionality or negligence with regards to non-compliance, calculation of the administrative fines and the method by which the fines are collected.*

Or. en

**Amendment 131**  
**Mireille D'Ornano**

**Proposal for a regulation**  
**Article 8 – paragraph 1**

*Text proposed by the Commission*

1. *The Commission* shall, as part of *its* annual report *under [Article 29 of the proposed regulation on the Energy Union Governance]*, publish *its* analysis of the data transmitted *by Member States and manufacturers* for the preceding calendar year.

*Amendment*

1. *In each Member State the competent authorities* shall, as part of *an* annual report, publish *their* analysis of the data transmitted for the preceding calendar year.

Or. fr

**Amendment 132**  
**Mireille D'Ornano**

**Proposal for a regulation**  
**Article 8 – paragraph 2**

*Text proposed by the Commission*

2. The analysis shall indicate, as a

*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.

minimum, the performance of the heavy-duty vehicle fleet of the **Member State** 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.

Or. fr

## Amendment 133

Julie Girling

### 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 terms of the average fuel consumption and CO<sub>2</sub> emissions. ***The analysis shall take into account the wide variety of mission profiles associated with the heavy-duty vehicle fleet.*** It shall also, where available, take into account data on the uptake of new and advanced CO<sub>2</sub> reducing technologies, ***including advanced biofuels, hydrogen and electric vehicles.***

***The Commission shall offer an assessment within the annual report on the quality of the data provided by manufacturers pursuant to Articles 5 and 7.***

***The Commission shall report on non- CO<sub>2</sub> emissions, including NO<sub>2</sub> and NO<sub>x</sub>, to ensure coherence between Union and national law on climate change and air quality.***

Or. en

**Amendment 134**  
**Rebecca Harms**

**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 terms of the average fuel consumption and CO<sub>2</sub> emissions.

***The Commission shall report on an annual basis on any gap between on-road test results and real world fuel consumption based on Member States reports under Article 4(1a) new on information that has been provided through fuel consumption meters and shall make that report publicly available.***  
It shall also, where available, take into account data on the uptake of new and advanced CO<sub>2</sub> reducing technologies.

Or. en

*(Linked to an amendment to Article 4 (1a) new)*

**Amendment 135**  
**Monika Beňová**

**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 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 ***including technologies, where available,***

*with a potential to have significant impact on CO<sub>2</sub> reduction over the mid- and long-term future.*

Or. en

#### **Amendment 136**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

#### **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 terms of the average fuel consumption and CO<sub>2</sub> emissions. It shall also take into account *available* data on the uptake of new and advanced CO<sub>2</sub> reducing technologies.

Or. it

#### **Amendment 137**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

#### **Proposal for a regulation**

#### **Article 8 – paragraph 2 a (new)**

##### *Text proposed by the Commission*

##### *Amendment*

**2a. The analysis shall report the results of the tests on CO<sub>2</sub> emissions and fuel consumption of heavy-duty vehicles carried out by third parties, independently, where available.**

Or. it



**Amendment 138**  
**Mireille D'Ornano**

**Proposal for a regulation**  
**Article 8 – paragraph 3**

*Text proposed by the Commission*

*Amendment*

**3. The Commission shall prepare the analysis with the support of the EEA.**

**deleted**

Or. fr

**Amendment 139**  
**Julie Girling**

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

*Text proposed by the Commission*

*Amendment*

**3a. The Commission shall develop a mandatory on-road compliance verification test with support from manufacturers, designated national authorities and third parties to ensure the accuracy of the data reported under Article 5. The on-road compliance verification test shall be developed and implemented no later than 28 February 2020.**

**The Commission shall adopt delegated acts in accordance with Article 12 in order to supplement Annex I to this Regulation with the data collected from the on-road compliance verification test.**

**This on-road compliance verification system shall also include non-CO<sub>2</sub> emissions to ensure coherence between Union and national law on climate change and air quality.**

Or. en

**Amendment 140**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

**Proposal for a regulation**

**Article 8 – paragraph 3 a (new)**

*Text proposed by the Commission*

*Amendment*

**3a. The Commission shall adopt, by 30 May 2018, the calendar for the application of the VECTO simulation software to emissions-reducing technologies for heavy-duty vehicles. The Commission shall also gradually extend the VECTO conformity procedure to all types of heavy-duty vehicles, including hybrid, electric and zero-emission powertrains, in addition to all emissions-reducing technologies available on the market.**

Or. it

**Amendment 141**

**Annie Schreijer-Pierik**

**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 all heavy goods vehicle categories, hybrid and zero emission powertrains and trailers and report all the relevant data.**

Or. en

**Amendment 142**

**Françoise Grossetête, Angélique Delahaye, Michel Dantin**

**Proposal for a regulation**

**Article 8 – paragraph 3 a (new)**

*Text proposed by the Commission*

*Amendment*

**3a. The Commission shall publish, by no later than 31 July 2019, the timetable for applying VECTO to key technologies and innovations in connection with reducing road transport.**

Or. fr

**Amendment 143**

**Rebecca Harms**

**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, 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 shall also update, without delay, the VECTO test procedure to include all heavy-duty vehicle categories and trailers in order to ensure full coverage of heavy-duty vehicle range.**

Or. en

**Amendment 144**

**Rebecca Harms**

**Proposal for a regulation**

**Article 8 a (new)**

*Text proposed by the Commission*

*Amendment*

**Article 8a**

*CO2 standards for heavy-duty vehicles*

*By 31 March 2018, the Commission shall come forward with a legislative proposal for setting CO2 standards for heavy-duty vehicles for 2025 for all heavy-duty vehicle categories, including trailers, corresponding to an average annual fuel consumption reduction of at least 4%, and introduce, if appropriate, a 2025 Zero Emission Vehicle mandate for manufacturers.*

*The Commission shall adopt, without delay, delegated acts in accordance with Article 12 supplementing this Regulation by laying down an on-road compliance verification test to be carried out on a mandatory basis under the supervision of independent bodies to assess compliance with the CO2 standards. Third parties shall be able to perform independent testing and shall have access to the necessary data. The Commission shall ensure that the results of those tests are monitored and reported in accordance with this Regulation and made publicly available.*

Or. en

**Amendment 145**  
**Sirpa Pietikäinen**

**Proposal for a regulation**  
**Article 8 a (new)**

*Text proposed by the Commission*

*Amendment*

*Article 8a*

*CO2 standards for heavy-duty vehicles*

*By 31 June 2018, the Commission shall 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.*

*The Commission shall, without delay, develop an on-road compliance verification test, carried out on a mandatory basis by the OEM and under the supervision of independent bodies, in order to identify possible discrepancies between the simulated and actual CO<sub>2</sub> values of a complete heavy-duty vehicle. Third parties shall be allowed to perform independent testing and shall have guaranteed access to all the necessary data. The Commission shall ensure that the results of those tests are monitored and reported in accordance with this Regulation.*

*Where independent verification reveals non-compliance with any of the requirements laid down in this Regulation, the Commission shall take action to verify the results and shall follow-up cases of non-compliance with appropriate action in line with Article 7 (3a) (new).*

Or. en

#### **Amendment 146**

**Nils Torvalds, Frédérique Ries, Gerben-Jan Gerbrandy**

#### **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**

*By 30 June 2018, the Commission shall come forward with a legislative proposal on standards for CO<sub>2</sub> emissions from heavy-duty vehicles by 2025 in line with the European Union's climate goals. The Commission shall develop an on-road compliance verification test carried out by*

*the OEM on a mandatory basis. To ensure that there is no discrepancy between the simulated and actual CO<sub>2</sub> values of a complete heavy-duty vehicle the test shall be carried out under the supervision of an independent body. The possibility of having third parties performing independent testing shall be allowed. The tests and results shall be monitored and reported in accordance with this Regulation. The Commission shall ensure that the results are available on request to third parties.*

Or. en

**Amendment 147**  
**Seb Dance**

**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**

*By 30 June 2018, the Commission shall come forward with a legislative proposal for setting ambitious CO<sub>2</sub> 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 on a mandatory basis by the OEM and under the supervision of independent bodies, in order to identify possible discrepancies between the simulated and actual CO<sub>2</sub> values of a complete heavy-duty vehicle. Third parties shall be allowed to perform independent testing and shall have access to all the necessary data. The Commission shall ensure that the results of those tests are monitored and reported in accordance with this*

***Regulation.***

Or. en

**Amendment 148**  
**Christofer Fjellner**

**Proposal for a regulation**  
**Article 8 a (new)**

*Text proposed by the Commission*

*Amendment*

***Article 8a***

***Heavy-duty vehicle CO<sub>2</sub> standards***

***The Commission shall, come forward, if appropriate, with a legislative proposal setting CO<sub>2</sub> standards for 2025 vehicles falling within the scope of Commission Regulation (EU) .../... [OJ: Please add the number of the Regulation contained in document Ares(2017)1900557].***

***Complementing the legislative proposal, the Commission shall publish a study on other 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.***

Or. en

***Justification***

***For conformity with the Certification regulation the Commission should for 2025 set CO<sub>2</sub> standards for heavy-duty vehicle categories and relevant classes falling within the scope of the Certification legislation.***

**Amendment 149**  
**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

**Proposal for a regulation**  
**Article 8 a (new)**

*Text proposed by the Commission*

*Amendment*

**Article 8a**

***Binding targets for reducing the CO<sub>2</sub> emissions of heavy-duty vehicles***

***By 31 March 2018 the Commission shall put forward a legislative proposal to set binding targets up to the year 2025 to reduce the CO<sub>2</sub> emissions of heavy-duty vehicles. The aim of this proposal shall be to determine this sector's contribution to meeting the Union's climate and energy targets and it shall also require that manufacturers manage to build up a European zero-emission heavy-duty vehicle fleet as soon as possible.***

Or. it

**Amendment 150**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

**Proposal for a regulation**

**Article 8 b (new)**

*Text proposed by the Commission*

*Amendment*

**Article 8b**

***Procedures for the on-road testing of CO<sub>2</sub> emissions***

***The Commission shall, as soon as possible, develop a procedure for the on-road testing of CO<sub>2</sub> emissions. This procedure shall be followed by heavy-duty vehicle manufacturers as a mandatory requirement, with the supervision of independent bodies, in order to identify possible discrepancies between simulated CO<sub>2</sub> values and the CO<sub>2</sub> actually emitted by heavy-duty vehicles.***

***Third parties may carry out independent checks, on the basis of guaranteed access to the necessary data. The Commission shall ensure that the results of those***



*independent checks, where available, are set out in the annual report under Article 8 of this Regulation.*

Or. it

**Amendment 151**  
**Christofer Fjellner**

**Proposal for a regulation**  
**Article 8 b (new)**

*Text proposed by the Commission*

*Amendment*

**Article 8b**

***Vehicle Energy Consumption Calculation Tool (VECTO)***

***The Commission shall publish a roadmap for the inclusions of key technology and innovations that reduce emissions from road freight VECTO.***

***The Commission shall, without delay, update the VECTO test procedure to cover all relevant heavy-duty vehicle categories, alternative powertrains and any new types of alternative fuels available on the market.***

Or. en

*Justification*

*The VECTO test procedure needs to be robust. Therefore it needs to include all relevant vehicle categories and reflect the use of alternative power trains such as hybrid, electric and zero emission power systems, as well as alternative fuels such as biofuels.*

**Amendment 152**  
**Mireille D'Ornano**

**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.*

Or. fr

#### **Amendment 153**

**Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh**

#### **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.*

Or. fr

#### **Amendment 154**

**Mireille D'Ornano**

#### **Proposal for a regulation**

##### **Article 10**

*Text proposed by the Commission*

*Amendment*

##### **Article 10**

*deleted*

##### **Delegation of powers**

*1. The Commission is empowered to adopt delegated acts in accordance with Article 12 with a view to amending Annex I for the purpose of updating or adjusting the data requirements specified therein where this is deemed necessary in order to provide for a thorough analysis in accordance with Article 8.*

*2. The Commission is empowered to adopt delegated acts in accordance with Article 12 with a view to amending Annex II for the purpose of adjusting the monitoring and reporting procedure set out therein in order to take into account the experience gained from the application of this Regulation.*

Or. fr

**Amendment 155**  
**Mireille D'Ornano**

**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).*

Or. fr

**Amendment 156**  
**Mireille D'Ornano**

**Proposal for a regulation**  
**Article 12**

*Text proposed by the Commission*

*Amendment*

**Article 12**

*deleted*

***Exercise of delegation***

- 1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.***
- 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].***
- 3. The delegation of power referred to in Article 10 may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.***
- 4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016.***

5. *As soon as it adopts a delegated act the Commission shall notify it simultaneously to the European Parliament and to the Council.*

6. *A delegated act adopted pursuant to Article 10 shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.*

Or. fr

**Amendment 157**  
**Claudiu Ciprian Tănăsescu**

**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 Article 10 shall be conferred on the Commission for *a period of five years* from [the date of entering into force of this Regulation].

Or. ro

**Amendment 158**  
**Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh**

**Proposal for a regulation**  
**Article 12 – paragraph 4**

*Text proposed by the Commission*

4. Before adopting a delegated act, the Commission shall consult experts

*Amendment*

4. Before adopting a delegated act, the Commission shall consult *independent*

designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016.

experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016.

Or. fr