



Council of the
European Union

Brussels, 7 June 2017
(OR. en)

10022/17

CLIMA 171
ENV 584
ENT 145
DELECT 93

COVER NOTE

From: Secretary-General of the European Commission,
signed by Mr Jordi AYET PUIGARNAU, Director

date of receipt: 2 June 2017

To: Mr Jeppe TRANHOLM-MIKKELSEN, Secretary-General of the Council of
the European Union

No. Cion doc.: C(2017) 3489 final

Subject: COMMISSION DELEGATED REGULATION (EU) .../... of 2.6.2017
amending Annexes I and II to Regulation (EU) No 510/2011 of the
European Parliament and of the Council for the purpose of adapting them
to the change in the regulatory test procedure for the measurement of CO₂
from light commercial vehicles

Delegations will find attached document C(2017) 3489 final.

Encl.: C(2017) 3489 final



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COMMISSION DELEGATED REGULATION (EU) .../...

of 2.6.2017

amending Annexes I and II to Regulation (EU) No 510/2011 of the European Parliament and of the Council for the purpose of adapting them to the change in the regulatory test procedure for the measurement of CO₂ from light commercial vehicles

(Text with EEA relevance)

EXPLANATORY MEMORANDUM

1. CONTEXT OF THE DELEGATED ACT

A new regulatory test procedure for measuring CO₂ emissions and fuel consumption from light duty vehicles, the World Harmonised Light Vehicles Test Procedure (WLTP), is due to enter into force, replacing the existing out-dated New European Test Cycle (the NEDC).

The WLTP is expected to provide CO₂ emission and fuel consumption values that are more representative of real driving conditions. The CO₂ targets laid down in Regulation (EU) No 510/2011 are based on the emissions measured on the NEDC. With the new test procedure the level of emissions will change. The draft Delegated Regulation sets out a mechanism for translating the NEDC based specific emission targets into WLTP values that represent a stringency comparable to that specified for the NEDC based targets.

The change to WLTP based specific emission targets should take place as soon as the WLTP is fully implemented.

The change in test procedure will also require adjustments of the monitoring of the technical data set out in Annex II of Regulation (EU) No 510/2011.

2. CONSULTATIONS PRIOR TO THE ADOPTION OF THE ACT

The draft Regulation is the result of a three year exercise involving consultations of a wide range of technical experts from Member States, industry and NGOs. Work has been performed in ad hoc technical working groups and has been on the agenda of the Expert Group of CO₂ from motor vehicles in 2016 and 2017.

3. LEGAL ELEMENTS OF THE DELEGATED ACT

The draft Delegated Regulation amends the formulae for calculating the annual specific emission target that a manufacturer has to comply with. In exercising this competence the Commission has to ensure, in accordance with Article 13(6) of Regulation (EU) No 510/2011, that the CO₂ reduction requirements specified in that Regulation by reference to CO₂ emission levels determined in accordance with the NEDC remain comparable following the change to the WLTP.

COMMISSION DELEGATED REGULATION (EU) .../...

of 2.6.2017

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(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) No 510/2011 of the European Parliament and of the Council 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 vehicles¹, and in particular the second subparagraph of Article 8(9) and the fourth subparagraph of Article 13(6) thereof,

Whereas:

- (1) A new regulatory test procedure for measuring CO₂ emissions and fuel consumption from light duty vehicles, the World Harmonised Light Vehicles Test Procedure (WLTP), set out in Commission Regulation (EU) No [.../...] ²[WLTP] [*Opoce to add reference*], will replace the New European Test Cycle (NEDC), which is currently used pursuant to Commission Regulation (EC) No 692/2008³, with effect starting from 1 September 2017. The WLTP is expected to provide CO₂ emission and fuel consumption values that are more representative of real driving conditions.
- (2) In order to take into account the difference in the level of CO₂ emissions measured under the existing NEDC and the new WLTP procedures, a methodology for correlating those values has been put in place pursuant to Commission Implementing Regulation (EU) [.../...] ⁴[*Correlation*][*Opoce to insert reference*].
- (3) The correlation methodology is to be used during the phasing-in of the WLTP until end of 2020 to ensure that manufacturers' compliance with the CO₂ emission targets can be verified on the basis of the NEDC emission values during that period. As a

¹ OJ L , , p. .

² Commission Regulation (EU) No .../... of supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council 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, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Regulation (EC) No 692/2008 (OJ L....., p. ...).

³ Commission Regulation (EC) No 692/2008 of 18 July 2008 implementing and amending Regulation (EC) No 715/2007 of the European Parliament and of the Council 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 199, 28.7.2008, p. 1).

⁴ Commission Implementing Regulation (EU) .../... of setting out a methodology for determining the correlation parameters necessary for reflecting the change in the regulatory test procedure and amending Regulation (EU) No 1014/2010 (OJ L, ..., p. ...).

consequence, WLTP based specific CO₂ emission targets should be applied with effect from the calendar year 2021.

- (4) In 2020 the CO₂ emissions of all new vehicles registered is to be determined on the basis of both the NEDC and the WLTP in accordance with the correlation methodology. By monitoring both those CO₂ values, robust datasets should be available for comparing the level of emissions resulting from the two test procedures. Those datasets should allow for the determination of WLTP based specific emission targets that are of a stringency comparable to those determined by reference to NEDC measurements in accordance with the requirement set out in Article 13(6) of Regulation (EU) No 510/2011.
- (5) For the purpose of setting a manufacturer's specific emission target in 2021, the average WLTP CO₂ emissions of the new light commercial vehicles registered in 2020 should be used as reference value. The specific emission target should be determined by either increasing or decreasing that reference value proportionally to the manufacturer's performance in meeting its NEDC based target in 2020.
- (6) In order to ensure that the WLTP based specific emission targets remain comparable over time, account should be taken of annual changes in the average mass of the manufacturer's fleet.
- (7) A number of new parameters should be added to the detailed data that is to be monitored following the introduction of the WLTP. Under the WLTP the CO₂ emission values are to be calculated taking into account the specific configuration of each individual vehicle. In order to ensure that the vehicles can be identified and the data effectively verified by manufacturers as well as by the Commission, it is appropriate to base the monitoring on vehicle identification numbers.
- (8) Annexes I and II to Regulation (EU) No 510/2011 should therefore be amended accordingly,

HAS ADOPTED THIS REGULATION:

Article 1

Annexes I and II to Regulation (EU) No 510/2011 are amended in accordance with the Annex to this Regulation.

Article 2

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 2.6.2017

For the Commission
The President
Jean-Claude JUNCKER