



Council of the  
European Union

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**NOTE**

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From: General Secretariat of the Council  
To: Delegations

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Subject: Proposal for a Regulation of the European Parliament and of the Council  
setting CO2 emission performance standards for new heavy-duty vehicles  
- General approach  
= Delegations contributions

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With a view to the meeting of the Council (Environment) on 20 December 2018, delegations will find attached a suggestion by the Czech Republic on the above-mentioned proposal.

**CZ proposals regarding ENVI Council agenda item 3****Regulation on CO2 standards for heavy-duty vehicles****Article 8****Compliance with the specific emission targets**

1. Where a manufacturer is found to have excess emissions pursuant to paragraph 2 in a given reporting period from 2025 **to 2029**, the Commission shall impose an excess emission premium calculated in accordance with the following formula:

$$(\text{Excess emission premium}) = (\text{Excess emissions} \times 1\,000 \text{ €/gCO}_2/\text{tkm})$$

**The excess emission premium to be applied from 2030 onwards shall be calculated in accordance with the following formula:**

$$(\text{Excess emission premium}) = (\text{Excess emissions} \times 6\,800 \text{ €/gCO}_2/\text{tkm})$$

**Justification**

*When setting the level of penalties we consider a two-step approach to reflect more adequately the Commission's justification. Our proposal takes into account substantial differences and uncertainty around marginal costs of technology (in 2025 and from 2030 onwards), which were used as a basis for setting the penalties level.*

*Marginal technology costs (€ / g CO<sub>2</sub> /km) in 2025 and 2030, based on base cost assumption (Table 31 of Annex to the IA)*

Option	2025	2030
TL20	27	75
TL30NL	39	485
TL30	65	475
TL32	92	827
TL35	159	991

*Based on the Commission's calculation of marginal costs of technology as given in the Impact Assessment (see table above), 65 € per gCO<sub>2</sub>/km in 2025 would mean 780 € per gCO<sub>2</sub>/tkm in 2030 when applying the same approach considering the average payload of 12 ton. Therefore, a fair and meaningful penalty level for 2025 should be amounting to 1.000 EUR per g CO<sub>2</sub>/tkm.*