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COVER NOTE

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

date of receipt: 7 March 2019

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

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Subject: COMMISSION DELEGATED REGULATION (EU) .../... of 7.3.2019
amending Annexes I and II to Regulation (EU) No 510/2011 of the
European Parliament and of the Council as regards the monitoring of CO₂
emissions from new light commercial vehicles type-approved in a multi-
stage process

Delegations will find attached document C(2019) 1710 final.

Encl.: C(2019) 1710 final



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

of 7.3.2019

amending Annexes I and II to Regulation (EU) No 510/2011 of the European Parliament and of the Council as regards the monitoring of CO₂ emissions from new light commercial vehicles type-approved in a multi-stage process

(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) will replace the New European Test Cycle (NEDC) from 1 September 2019. The existing methodology for determining of CO₂ emissions and fuel consumption from N1 vehicles which are type-approved in a multi-stage process must therefore be replaced.

Regulation (EU) No 510/2011 specifies that the specific emissions of CO₂ of a multi-stage vehicle are to be allocated to the manufacturer of the base vehicle. As a consequence, a new procedure has been developed in order to allow the base vehicle manufacturer to plan effectively and with sufficient certainty its compliance with its specific CO₂ target.

The new procedure builds on the interpolation method provided for in Regulation (EU) 2017/1151 and is designed so as to result in CO₂ emissions values that are as representative as possible of those values determined for the final completed vehicle. The Commission will continuously assess the representativeness of the CO₂ emission values. In the case of a significant and continued divergence, the CO₂ emission values for the final completed vehicles will be used for target compliance purposes.

2. CONSULTATIONS PRIOR TO THE ADOPTION OF THE ACT

A Working Group established under the Expert Group on CO₂ emissions from motor vehicles was consulted and closely involved in the development of the approach for determining of CO₂ emissions and fuel consumption from N1 vehicles which are type-approved in a multi-stage process.

3. LEGAL ELEMENTS OF THE DELEGATED ACT

Annexes I and II to Regulation (EU) No 510/2011 is amended with a view to applying the new methodology for determining of CO₂ emissions and fuel consumption from N1 vehicles which are type-approved in a multi-stage process from 1 September 2019.

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

of 7.3.2019

amending Annexes I and II to Regulation (EU) No 510/2011 of the European Parliament and of the Council as regards the monitoring of CO₂ emissions from new light commercial vehicles type-approved in a multi-stage process

(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) From 1 September 2019 all light-duty vehicles will be subject to 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) 2017/1151², replacing the New European Test Cycle (NEDC) set out in Commission Regulation (EC) No 692/2008³. A new methodology for determining the CO₂ emissions and fuel consumption from category N₁ vehicles which are type-approved in a multi-stage process ('multi-stage vehicles') should therefore be established.
- (2) Under Regulation (EU) No 510/2011 the specific emissions of CO₂ of a multi-stage vehicle are to be allocated to the manufacturer of the base vehicle. In order to allow the base vehicle manufacturer to plan effectively and with sufficient certainty its compliance with its specific emissions targets, a methodology should be set up that

¹ OJ L 145, 31.5.2011, p. 1.

² Commission Regulation (EU) 2017/1151 of 1 June 2017 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 Commission Regulation (EC) No 692/2008 (OJ L 175, 7.7.2017, p. 1).

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).

ensures that the CO₂ emissions and mass of incomplete base vehicles that will be allocated to that manufacturer are known at the moment of the production and sale of the incomplete base vehicle, and not only at the moment when the final stage manufacturer places the completed vehicle on the market.

- (3) In determining the incomplete base vehicle CO₂ emissions, it is appropriate to use the interpolation method provided for in Regulation (EU) 2017/1151, where the specific input values should be designed so as to result in CO₂ emissions and mass values that are as representative as possible of those values subsequently determined for the final completed vehicle. In order to ensure consistency, the calculation of the base vehicle manufacturer's specific emission target should take into account the mass values determined for that purpose.
- (4) The base vehicle manufacturer should report the input values used for the interpolation method as well as the incomplete base vehicle CO₂ emissions and the mass values to the Commission. At the same time, Member States should continue to report to the Commission the specific emissions of CO₂ and mass of the final completed vehicles.
- (5) On the basis of those reported data, the Commission should continuously assess the representativeness of the base vehicle CO₂ emission values and inform the manufacturers of any divergences found. In the case of a significant and continued divergence between the average specific CO₂ emissions of the final completed vehicle and the average of the monitoring CO₂ values determined for the base vehicle manufacturer, the values for the final completed vehicles should be used for the purposes of determining whether manufacturers comply with their specific emissions targets.
- (6) 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, 7.3.2019

*For the Commission
The President
Jean-Claude JUNCKER*