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From:	General Secretariat of the Council
To:	Permanent Representatives Committee/Council
Subject:	Draft REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL setting CO2 emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC (first reading) - Adoption of the legislative act - Statements

Statements by the Commission

1. The Commission is pursuing the technical development of the Vehicle Energy Consumption Calculation Tool (VECTO) with a view of updating it regularly and in a timely manner, in the light of innovation and to take account of the implementation of new technologies improving the fuel efficiency of heavy-duty vehicles.

2. The Commission notes the agreement of the co-legislators relating to Article 20 of this Regulation, which amends Directive 96/53/EC without setting an explicit time limit for its transposition.

The Commission also notes that other provisions of Directive 96/53/EC are being modified by the Decision of the European Parliament and of the Council amending Council Directive 96/53/EC as regards the time limit for the implementation of the special rules regarding maximum length for cabs delivering improved aerodynamic performance, energy efficiency and safety performance¹, which provides for an application of those new provisions as of 1 September 2020.

Given the situation, the Commission calls upon Member States to carry out as soon as possible and at the latest by the same date, i.e. 1 September 2020, any necessary adaptation of their national legislation to Article 20 of the present Regulation and to inform the Commission thereof in accordance with Article 11 of Directive 96/53/EC. This would obviate any need for a further legislative proposal by the Commission on this issue.

Statement by Germany

Germany supports the compromise text. We acknowledge the Presidency's committed efforts to take account of Germany's concerns. However, Germany wishes to point out that the agreement reached is ambitious and poses major challenges for vehicle manufacturers, especially with regard to the year 2025. From Germany's point of view, it is urgently necessary to expand the European charging infrastructure in order to facilitate unrestricted cross-border deployment of electric powertrain technologies. This requires a concerted strategy from the Commission and Member States. Charging infrastructure for heavy-duty vehicles, as opposed e.g. to passenger cars, presents new and different challenges. Germany would also stress the importance of a review being conducted by the Commission in 2022 without preconceived conclusions. All elements of this review, including the mandate to assess the possibility of a methodology for taking into account alternative fuels, are very important.

¹ PE-CONS 40/19