



EUROPEAN COMMISSION

*Brussels, 12.11.2018
C(2018) 7497 final*

Dear President,

The Commission would like to thank the Senát for its Opinion on the proposal for a Regulation of the European Parliament and of the Council setting CO₂ emission performance standards for new heavy-duty vehicles {COM(2018) 284 final}.

The Commission welcomes the Senát's support for the proposal as a measure contributing to the reduction of the negative impact of heavy-duty vehicles on the environment. It has taken good note of the Senát's concerns and recommendations on the proposal and would like to provide the following clarifications.

Concerning the Senát's consideration on the level of ambition of the targets for reduction of CO₂ emissions of new heavy-duty vehicles, the Commission would like to point out that these targets have been set on the basis of an in-depth quantitative and qualitative analysis, the results of which are summarised in the Impact Assessment accompanying the proposal.

In particular, the Commission believes that the proposed 15% target in 2025 compared to 2019 strikes the right balance between being ambitious and realistic. First, it is based on the deployment of readily available cost-effective technologies, which are currently not widely implemented due to the existing market barriers. Second, the additional technology costs for meeting the target are very limited, less than 2% of the average purchase price. Third, these upfront costs will by far be outweighed by the large fuel savings, estimated at around EUR 25 000 in the first five years of use for a new lorry bought in 2025. Finally, flexibilities, such as banking and borrowing, have been introduced so that manufacturers can cost-effectively meet the target.

With reference to 2030, the proposed emission reduction target of at least 30% compared to 2019 is aspirational, as there is currently a lack of robust information on how the performance and costs of more innovative technologies might evolve in the medium term. The Commission has therefore proposed to review the 2030 CO₂ emission target in 2022,

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once sufficient CO₂ emission data and more information is available on the costs and savings of the prospective technologies.

As regards the Senát's concerns on technological neutrality, the Commission would like to refer to the proposal's approach: the definitions of zero and low-emission vehicles are based on quantitative thresholds, and as such they do not favour any specific technology.

On the matter of 'supercredits', the Commission recalls that it has introduced a number of safeguards to preserve the environmental integrity of the proposal while incentivising zero- and low-emission vehicles. A more flexible approach in the application of supercredits would increase the risks of weakening the targets.

The points made above are based on the initial proposal presented by the Commission, which is currently in the legislative process involving both the European Parliament and the Council.

The Commission hopes that these clarifications address the issues raised by the Senát and looks forward to continuing the political dialogue in the future.

Yours faithfully,

*Frans Timmermans
First Vice-President*

*Miguel Arias Cañete
Member of the Commission*