Commission Delegated Regulation (EU) 2019/986 of 7 March 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)

COMMISSION DELEGATED REGULATION (EU) 2019/986

of 7 March 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 CO_2 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 CO_2 emissions from light-duty vehicles[(1)], 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 CO_2 emissions and fuel consumption from light duty vehicles, the World Harmonised Light Vehicles Test Procedure (WLTP) set out in Commission Regulation (EU) 2017/1151[(2)], replacing the New European Test Cycle (NEDC) set out in Commission Regulation (EC) No 692/2008[(3)]. A new methodology for determining the CO_2 emissions and fuel consumption from category N_1 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 CO_2 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 ensures that the CO_2 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 CO_2 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 CO_2 emissions and mass values that are as representative as possible of those values subsequently determined for the

Changes to legislation: *There are currently no known outstanding effects for the Commission Delegated Regulation (EU) 2019/986. (See end of Document for details)*

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 CO_2 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 CO_2 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 CO_2 emission values and inform the manufacturers of any divergences found. In the case of a significant and continued divergence between the average specific CO_2 emissions of the final completed vehicle and the average of the monitoring CO_2 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 March 2019.

For the Commission

The President

Jean-Claude JUNCKER

***Changes to legislation:** There are currently no known outstanding effects for the Commission Delegated Regulation (EU) 2019/986. (See end of Document for details)*

ANNEX

Annexes I and II to Regulation (EU) No 510/2011 are amended as follows:

(1) In Annex I, in point 1(c), the following paragraph is added:

In the case of incomplete multi-stage vehicles referred to in point 1a of Part A of Annex II, the monitoring mass (M_{mon}) shall be used instead of the value M. The monitoring mass shall be calculated in accordance with the following formula:

$M_{mon} = MRO_{base} \times B_0$

Where,

MRO_{base} and B_0 are as defined in point 1a.1(a) of Part A of Annex II..

(2) In Annex II, Part A is amended as follows:

(a) point 1.2 is deleted with effect from 1 January 2021;

(b) the following points 1a, 1a.1, 1b and 1c are inserted:

1a. **Specific emissions of CO_2 of multi-stage vehicles of category N_1 determined pursuant to Regulation (EU) 2017/1151**

With effect from 1 September 2019, a manufacturer shall, for each incomplete base vehicle of category N_1 subject to multi-stage type-approval pursuant to Directive 2007/46/EC, determine and report to the Commission the specific emissions of CO_2 of that base vehicle, hereinafter 'the monitoring CO_2 emissions' in accordance with the methodology set out in point 1a.1.

The Commission shall use the monitoring CO_2 emissions of the incomplete base vehicle reported to it pursuant to the first paragraph to calculate the base vehicle manufacturer's average specific emissions of CO_2 in the calendar year in which the completed multi-stage vehicle is registered, except where the conditions referred to in point 1b. are met.

For complete base vehicles, the CO_2 emissions and mass in running order of that vehicle shall be used for the purpose of the CO_2 monitoring.

1a.1 **Calculation of the specific emissions of CO_2 of the incomplete base vehicle**

The base vehicle manufacturer shall calculate the monitoring CO_2 value of an individual incomplete base vehicle in accordance with the interpolation method referred to in points 3.2.3.2 or 3.2.4 of Sub-Annex 7 to Annex XXI to Regulation (EU) 2017/1151 depending on the methodology applied for the base vehicle emissions type approval, where the terms shall be as defined in that point with the following exceptions:

(a) Mass of the individual vehicle

The term 'TM_{ind}' referred to in points 3.2.3.2.2.1. or 3.2.4.1.1.1 of Sub-Annex 7 to Annex XXI to Regulation (EU) 2017/1151 shall be replaced by the base vehicle default mass, DM_{base}, or, where applicable, by the test mass of vehicle low, TM_L or test mass of vehicle high, TM_H.

Changes to legislation: *There are currently no known outstanding effects for the Commission Delegated Regulation (EU) 2019/986. (See end of Document for details)*

DM_{base} shall be determined in accordance with the following formula:

$DM_{base} = MRO_{base} \times B_0 + 25\ kg + M_{VL}$

Where,

MRO_{base}	is the mass in running order of the base vehicle as defined in point 3.2.5 of Annex XXI to Regulation (EU) 2017/1151
B_0	is the body mass value of 1.375
M_{VL}	is the mass representative of the vehicle load, which means 28 per cent of the maximum vehicle load, where maximum vehicle load is defined as the technically permissible maximum laden mass minus the mass in running order of the base vehicle multiplied by B_0, minus 25 kg.

The B_0 figure is calculated as the weighted average of the ratio between the sum of the mass in running order of the incomplete base vehicles for all multi-stage vehicles registered in the calendar year and the default added mass calculated in accordance with Section 5 of Annex XII to Regulation (EC) No 692/2008, and the mass in running order of the base vehicles for all multi-stage vehicles registered in calendar years 2015, 2016, and 2017.

The figure B_0 shall be adjusted by 31 October 2021 on the basis of the relevant mass values of multi-stage vehicles registered in calendar years 2018, 2019, and 2020 calculated in accordance with the following formulae:

Formula 1:

$$A_y = \frac{\sum_n^{i=1} Mf_i}{\sum_n^{i=1} Mb_i}$$

Where,

A_y	is the weighted

M_{fi}	average of the ratio between M_{fi} and M_{bi} is the mass in running order of the base vehicle increased by the default added mass as defined in Section 5 of Annex XII to Regulation (EC) No 692/2008.
M_{bi}	is the mass in running order of the base vehicle
n	is the number of base vehicles for