

European tyre industry in the front line to enable Heavy Duty Vehicles CO2 calculations, reporting and standards

Brussels, 13th June 2018 – The European Parliament by approving the Monitoring and Reporting of CO2 Emissions from Heavy Duty Vehicles, added yesterday one additional block to the complex legislative framework on heavy duty vehicles (HDVs).

This is composed of the so-called Vehicle Energy Consumption Calculation Tool (VECTO) Regulation (2017/2400, published in December 2017), the Monitoring and Reporting Regulation and the HDVs CO2 Standards recently published by the European Commission as part of the third Mobility Package.

These regulations contribute to define a wider European Commission's strategy on low emission mobility, which the European tyre industry has long actively supported. Despite their focus being on the whole vehicle, their very inception would not have been possible without the commitment from the European tyre industry, which has played an essential role not only to make it feasible but also, and more importantly, for the accuracy of the VECTO simulation tool.

As of 1 January 2019 all new HDVs placed on the market will need to be accompanied by CO2 certificates including for original equipment tyres. ETRMA member companies have already started preparing to undergo these additional strict certification procedures in order to meet the tight deadlines. The certified rolling resistance coefficient will also need to be reported and included in a Central Register for Data on Heavy Duty Vehicles (as established in the Monitoring and Reporting Regulation), which will enable the creation of full market transparency on HDVs' performances with regard to CO2 emissions and fuel consumption.

For HDVs this is the first time that EU legislation is focusing on CO2 emissions, but for tyres this has been a reality since 2012 thanks to the implementation of the tyre label which has since given consumers visibility on tyre performances related to fuel consumption (rolling resistance), safety (wet grip) and external rolling noise.

Mrs Cinaralp, Secretary General of ETRMA, said: *"the European tyre industry has taken yet another step to make a fundamental contribution to low emission mobility. Tyres already were the most regulated part of the vehicle and we hope that this further step will help the shift of purchasing decisions from price to performances, not just of the vehicles, but of tyres as well. As other pieces of legislation are currently being discussed to promote more fuel-efficient and safer vehicles, for instance through public procurement and road user charging, it is the hope of the industry that best-graded tyres will also be considered and supported"*.

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Note for the Editor:

- For more information on the tyre industry commitment to contribute to low emission mobility, please refer to the position paper on ETRMA's website: http://www.etrma.org/uploads/Modules/Documentsmanager/20161114_etrma_low-emission-mobility_focus-freight-transport.pdf

- On the European Commission legislative actions with regard to low emission mobility, please refer to this link: https://ec.europa.eu/transport/modes/road/news/2017-11-08-driving-clean-mobility_en

- On the Regulation on the Monitoring and Reporting of CO2 Emissions from and fuel consumption of new heavy-duty vehicles as well as VECTO, please find more information here: https://ec.europa.eu/clima/policies/transport/vehicles/heavy_en#tab-0-0

The industry employs directly more than 360 000 people with a turnover of €73B in 2016, which constitutes about half a point of the EU turnover. ETRMA's membership include the following tyre manufacturers: APOLLO VREDESTEIN, BRIDGESTONE EUROPE, BRISA, COOPER TIRES, CONTINENTAL, GOODYEAR DUNLOP TIRES EUROPE, HANKOOK, MARANGONI, MICHELIN, NOKIAN TYRES, PIRELLI TYRE, PROMETEON Tyre S.r.l., and TRELLEBORG WHEEL SYSTEMS. Associations in the following countries are also members of ETRMA: Belgium, Finland, France, Germany, Hungary, Italy, the Netherlands, Poland, Spain and the UK.