



**2018/0143(COD)**

10.9.2018

# **AMENDMENT 74 - 254**

**Draft report**

**Bas Eickhout**

(PE625.231v01-00)

on the proposal for a regulation of the European Parliament and of the Council setting CO<sub>2</sub> emission performance standards for new heavy-duty vehicles

Proposal for a regulation

(COM(2018)0284 – C8-0197/2018 – 2018/0143(COD))



## Amendment 74

Eleonora Evi, Piernicola Pedicini, Dario Tamburrano

### Proposal for a regulation

#### Recital 1

*Text proposed by the Commission*

(1) ***The European Strategy for Low-Emission Mobility sets a clear ambition: by mid-century, greenhouse gas emissions from transport will need to be at least 60% lower than in 1990 and*** be firmly on the path towards zero. Emissions of air pollutants from transport that harm our health need also to be drastically reduced without delay.

*Amendment*

(1) ***In order to meet the commitments taken by the Union at the 21st Conference of the Parties to the United Nations Framework Convention on Climate Change (UNFCCC), the decarbonisation of the transport sector needs to be accelerated and*** greenhouse gas emissions from transport need to be firmly on the path towards zero ***by 2050***. Emissions of air pollutants from transport that harm our health ***by causing the premature death of more than 400.000 Europeans per year and pollute the environment*** need also to be drastically reduced without delay. ***This requires a further reduction of emissions from conventional combustion engines after 2020 as well as the deployment of zero- and low-emission heavy duty vehicles, which will need to be developed, produced and marketed in order to achieve a substantial share of the market in the Union by 2030.***

Or. en

## Amendment 75

Eleonora Evi, Piernicola Pedicini, Dario Tamburrano

### Proposal for a regulation

#### Recital 1 a (new)

*Text proposed by the Commission*

*Amendment*

(1a) ***The deployment of zero-emission heavy duty vehicles should contribute to the solution of major urban mobility problems. While being essential for***

*reducing CO2 emissions from road transport, the promotion of such vehicles by manufacturers is also crucial for the effective reduction of air pollutants and excessive noise levels in cities and urban areas.*

Or. en

**Amendment 76**  
**Stefan Eck**

**Proposal for a regulation**  
**Recital 3**

*Text proposed by the Commission*

(3) This Regulation is part of the third "Europe on the Move" Package, which delivers on the new industrial policy strategy of September 2017<sup>21</sup>, and is designed to complete the process of enabling the Union to reap the full benefits of the modernisation and decarbonisation of mobility. The aim of the Package is to make European mobility safer and more accessible, European industry more competitive, European jobs more secure, and the mobility system to be cleaner **and better adapted to the imperative of tackling climate change. This will require the full commitment of the Union, Member States and stakeholders, not least in strengthening efforts to reduce CO<sub>2</sub> emissions and air pollution.**

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<sup>21</sup> Investing in a smart, innovative and sustainable Industry A renewed EU Industrial Policy Strategy, COM(2017) 0479 final

*Amendment*

(3) This Regulation is part of the third "Europe on the Move" Package, which delivers on the new industrial policy strategy of September 2017<sup>21</sup>, and is designed to complete the process of enabling the Union to reap the full benefits of the modernisation and decarbonisation of mobility. The aim of the Package is to **have better air by clamping down on transports emissions, achieve public health benefits and** make European mobility safer and more accessible, European industry more competitive, European jobs more secure, and the mobility system to be cleaner **in line with the Union and its Member States' commitments under the Paris Agreement.**

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<sup>21</sup> Investing in a smart, innovative and sustainable Industry A renewed EU Industrial Policy Strategy, COM(2017) 0479 final

Or. en

## Justification

*Outdoor air pollution leads to significant reductions of life expectancy and productivity. Emissions from road transport and logistics supply chain are a major contributor to the health burden and cost of air pollution.*

### Amendment 77

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

#### Proposal for a regulation

##### Recital 3

###### *Text proposed by the Commission*

(3) This Regulation is part of the third "Europe on the Move" Package, which delivers on the new industrial policy strategy of September 2017<sup>21</sup>, and is designed to complete the process of enabling the Union to reap the full benefits of the modernisation and decarbonisation of mobility. The aim of the Package is to make European mobility safer and more accessible, European industry more competitive, European jobs more secure, and the *mobility system* to be *cleaner and better adapted to the imperative of tackling climate change*. This will require the full commitment of the Union, Member States and stakeholders, not least in strengthening efforts to reduce CO<sub>2</sub> emissions and air pollution.

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<sup>21</sup> Investing in a smart, innovative and sustainable Industry A renewed EU Industrial Policy Strategy, COM(2017) 0479 final

###### *Amendment*

(3) This Regulation is part of the third "Europe on the Move" Package, which delivers on the new industrial policy strategy of September 2017<sup>21</sup>, and is designed to complete the process of enabling the Union to reap the full benefits of the modernisation and decarbonisation of mobility. The aim of the Package is to make European mobility safer and more accessible, European industry more competitive, European jobs more secure, and the *sector* to be *firmly on the path towards zero emission by mid-century in line with the Paris Agreement*. This will require the full commitment of the Union, Member States and stakeholders, not least in strengthening efforts to reduce CO<sub>2</sub> emissions and air pollution.

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<sup>21</sup> Investing in a smart, innovative and sustainable Industry A renewed EU Industrial Policy Strategy, COM(2017) 0479 final

Or. en

### Amendment 78

**Kateřina Konečná**

#### Proposal for a regulation

##### Recital 8 a (new)

*Text proposed by the Commission*

*Amendment*

**(8a)** *Reducing CO<sub>2</sub> and pollutant emissions usually require conflicting measures. Therefore, as this proposed regulation is considered under the scope of the current emission Regulation (so-called "EURO VI") as set out by Regulation (EC) 595/2009, any revision of the latter should be considered in the mid-term review and shall trigger a revision of the proposed ambition levels for 2025 and 2030.*

Or. en

*Justification*

*Reducing CO<sub>2</sub> and pollutant emissions usually require conflicting measures. Therefore, the impact of possible new EURO standard should be considered in the definition of future CO<sub>2</sub> reduction standards.*

**Amendment 79**  
**Elisabetta Gardini**

**Proposal for a regulation**  
**Recital 8 a (new)**

*Text proposed by the Commission*

*Amendment*

**(8a)** *Reducing CO<sub>2</sub> and pollutant emissions usually require conflicting measures. Therefore, as this proposed regulation is considered under the scope of the current emission Regulation (so-called "EURO VI") as set out by Regulation (EC) 595/2009, any revision of the latter should be considered in the mid-term review and shall trigger a revision of the proposed ambition levels for 2025 and 2030.*

Or. en

## *Justification*

*Reducing CO2 and pollutant emissions usually require conflicting measures. Therefore, the impact of possible new EURO standard should be considered in the definition of future CO2 reduction standards.*

### **Amendment 80** **Damiano Zoffoli**

#### **Proposal for a regulation** **Recital 11 a (new)**

*Text proposed by the Commission*

*Amendment*

***(11a) Considering that today trucks could be up to 18% more fuel efficient, saving hauliers euro 5700 a year by using technologies that are already available. Considering that these technologies are only being deployed in around 15% of new trucks mainly because the OMEs only sell many of these technologies as expansive optional extras.***

Or. en

### **Amendment 81** **Damiano Zoffoli**

#### **Proposal for a regulation** **Recital 12 a (new)**

*Text proposed by the Commission*

*Amendment*

***(12a) A successful transition to zero-emission mobility requires a favourable global environment, through the deployment of alternative fuels infrastructure, coupled with the strong enforcement of air quality and climate change mitigation standards. Strong support schemes for workers in the automotive industry are needed to ensure a just transition. That transition further requires a common policy framework for vehicles, infrastructures, electricity grids,***

*employment and economic incentives working across Union, national, regional and local levels. All of this requires stronger Union funding instruments.*

Or. it

**Amendment 82**  
**Damiano Zoffoli**

**Proposal for a regulation**  
**Recital 12 b (new)**

*Text proposed by the Commission*

*Amendment*

*(12b) It is of critical importance to consider the inevitable social impacts of the low-carbon transition in the automotive sector and to be proactive in addressing the unavoidable job implications that will be particularly pronounced in some of the most affected regions. It is paramount therefore that current measures facilitating the low-carbon transition are also accompanied by targeted programmes for the redeployment, re-skilling and up-skilling of workers, as well as education and job-seeking initiatives conducted in close dialogue with the social partners. These efforts should be co-funded through revenue from excess emission premiums.*

Or. it

**Amendment 83**  
**Damiano Zoffoli**

**Proposal for a regulation**  
**Recital 12 c (new)**

*Text proposed by the Commission*

*Amendment*

*(12c) Recharging and refuelling infrastructure needs to be put in place*



*quickly in order to ensure consumer confidence in zero- and low- emission vehicles, while the various support instruments at both Union and Member State level need to effectively work together to mobilise significant public and private investment.*

Or. it

**Amendment 84**  
**Damiano Zoffoli**

**Proposal for a regulation**  
**Recital 12 d (new)**

*Text proposed by the Commission*

*Amendment*

*(12d) The low-emission mobility strategy stressed the importance of ensuring that electric vehicles are powered by electricity from sustainable energy sources and that a long-term European next-generation batteries initiative is launched as soon as possible. In order to meet these objectives, it will be necessary to step up funding for technological research into the production, management and disposal of electric motor batteries, making them increasingly environmentally sustainable;*

Or. it

**Amendment 85**  
**Nils Torvalds, Fredrick Federley, Gerben-Jan Gerbrandy, Carolina Punset**

**Proposal for a regulation**  
**Recital 13**

*Text proposed by the Commission*

*Amendment*

(13) In the light of innovation and to take account of the implementation of new technologies improving the fuel efficiency of heavy-duty vehicles, the VECTO

(13) In the light of innovation and to take account of the implementation of new technologies improving the fuel efficiency of heavy-duty vehicles, the VECTO

simulation tool as well as Regulation (EU) 2017/2400 will be *continuously and timely* updated.

simulation tool as well as Regulation (EU) 2017/2400 will be updated *annually*.  
***Taking into account the role these new technologies can have on the CO2 emission reduction potential of the transport sector, the update of the VECTO simulation tool should be taken into account and be a key criterion for the review in 2022.***

Or. en

#### *Justification*

*VECTO should be updated regularly to enable further technological solutions as well as additional types of vehicles and trailers to be covered. The review of VECTO should be an essential part also for determining the 2030 CO2 emission reduction target.*

### **Amendment 86** **Elisabetta Gardini**

#### **Proposal for a regulation** **Recital 13**

##### *Text proposed by the Commission*

(13) In the light of innovation and to take account of the implementation of new technologies improving the fuel efficiency of heavy-duty vehicles, the VECTO simulation tool as well as Regulation (EU) 2017/2400 will be continuously and timely updated.

##### *Amendment*

(13) In the light of innovation and to ***stimulate and*** take account of the implementation of new technologies improving the fuel efficiency of heavy-duty vehicles, the VECTO simulation tool as well as Regulation (EU) 2017/2400 will be continuously and timely updated ***to reflect the introduction of fuel saving technologies as well as the improvements to rigid bodies, trailers and semi-trailers. In order to keep VECTO on par with the state-of -the-art technologies, this update must take place on a yearly basis and sufficient budget must be allocated accordingly by the European Institutions.***

Or. en

### *Justification*

*It is essential that VECTO is continuously updated to stimulate the market introduction of available fuel-efficient technologies. Improvements to rigid-bodies, trailers and semi-trailers should also be considered in the update of VECTO.*

#### **Amendment 87** **Kateřina Konečná**

#### **Proposal for a regulation** **Recital 13**

##### *Text proposed by the Commission*

(13) In the light of innovation and to take account of the implementation of new technologies improving the fuel efficiency of heavy-duty vehicles, the VECTO simulation tool as well as Regulation (EU) 2017/2400 will be continuously and timely updated.

##### *Amendment*

(13) In the light of innovation and to ***stimulate and*** take account of the implementation of new technologies improving the fuel efficiency of heavy-duty vehicles, the VECTO simulation tool as well as Regulation (EU) 2017/2400 will be continuously and timely updated ***to reflect the introduction of fuel saving technologies as well as the improvements to rigid bodies, trailers and semi-trailers. In order to keep VECTO on par with the state-of -the-art technologies, this update must take place on a yearly basis and sufficient budget must be allocated accordingly by the EU.***

Or. en

### *Justification*

*It is essential that VECTO is continuously updated to stimulate the market introduction of available fuel-efficient technologies. Improvements to rigid-bodies, trailers and semi-trailers should also be considered in the update of VECTO.*

#### **Amendment 88** **Christofer Fjellner, Norbert Lins**

#### **Proposal for a regulation** **Recital 13**

*Text proposed by the Commission*

(13) In the light of innovation and to take account of the implementation of new technologies improving the fuel efficiency of heavy-duty vehicles, the VECTO simulation tool as well as Regulation (EU) 2017/2400 will be continuously and timely updated.

*Amendment*

(13) In the light of innovation and to take account of the implementation of new technologies improving the fuel efficiency of heavy-duty vehicles, the VECTO simulation tool as well as Regulation (EU) 2017/2400 will be continuously and timely updated ***to reflect the introduction of fuel saving technologies as well as the improvements to trailers, semi-trailers and rigid bodies. This update shall take place on a yearly basis. The updates should consider discrepancies between VECTO results and real-world road CO2 emissions.***

Or. en

*Justification*

*To reflect the technical progress and stimulate development of fuel saving technologies, it is important that VECTO is updated in a continuous and timely manner. To capture the full reduction potential of the complete vehicles, VECTO should also be further developed to include improvements of trailers, semi-trailer and rigid-bodies.*

**Amendment 89**  
**Damiano Zoffoli**

**Proposal for a regulation**  
**Recital 13**

*Text proposed by the Commission*

(13) In the light of innovation and to take account of the implementation of new technologies improving the fuel efficiency of heavy-duty vehicles, the VECTO simulation tool as well as Regulation (EU) 2017/2400 will be continuously and timely updated.

*Amendment*

(13) In the light of innovation and to take account of the implementation of new technologies improving the fuel efficiency of heavy-duty vehicles, the VECTO simulation tool as well as Regulation (EU) 2017/2400 will be continuously and timely updated ***in order to set reduction targets as soon as possible for average CO2 emissions from heavy vehicles that are still unregulated.***

Or. it

**Amendment 90**  
**Rupert Matthews**

**Proposal for a regulation**  
**Recital 13**

*Text proposed by the Commission*

(13) In the light of innovation and to take account of the implementation of new technologies improving the fuel efficiency of heavy-duty vehicles, the VECTO simulation tool as well as Regulation (EU) 2017/2400 will be continuously and timely updated.

*Amendment*

(13) In the light of innovation and to take account of the implementation of new technologies improving the fuel efficiency of heavy-duty vehicles, the VECTO simulation tool as well as Regulation (EU) 2017/2400 will be continuously and timely updated, *at least on a yearly basis in order to reflect the market introduction of new and improved technologies.*

Or. en

**Amendment 91**  
**Kateřina Konečná**

**Proposal for a regulation**  
**Recital 13 a (new)**

*Text proposed by the Commission*

*Amendment*

*(13a) In order to stimulate the market introduction of new fuel-efficient features ("eco-features"), manufacturers should be entitled to get credits for technologies which are not yet reflected in the simulation tool ("VECTO"). To this purpose, a "VECTO fast track procedure" will be developed by delegated acts. This procedure will allow manufacturers to demonstrate and get benefit from new eco-features; all technical content and functionality will be revealed to the Commission only, prior to the implementation of the feature in VECTO.*

Or. en

### *Justification*

*Adding a new fuel-efficient technology into VECTO is a long regulatory process, which may take up to three years. Hence, a manufacturer should be entitled to get early credits for the innovative vehicle technologies he implements before it is actually calculated by VECTO. Such a process would enhance innovation while incentivizing the uptake of cleaner technologies as fast as possible.*

#### **Amendment 92** **Elisabetta Gardini**

#### **Proposal for a regulation** **Recital 13 a (new)**

*Text proposed by the Commission*

*Amendment*

***(13a) In order to stimulate the market introduction of new fuel-efficient features ("eco-features"), manufacturers should be entitled to get credits for technologies which are not yet reflected in the simulation tool ("VECTO"). To this purpose, a "VECTO fast track procedure" will be developed by delegated acts. This procedure will allow manufacturers to demonstrate and get benefit from new eco-features; all technical content and functionality will be revealed to the Commission only, prior to the implementation of the feature in VECTO.***

Or. en

### *Justification*

*Adding a new fuel-efficient technology into VECTO is a long regulatory process, which may take up to three years. Hence, a manufacturer should be entitled to get early credits for the innovative vehicle technologies he implements before it is actually calculated by VECTO. Such a process would enhance innovation while incentivizing the uptake of cleaner technologies as fast as possible.*

#### **Amendment 93** **Rebecca Harms**

**Proposal for a regulation**  
**Recital 15**

*Text proposed by the Commission*

(15) A reduction **target** should be set for 2025 as a relative reduction based on the average CO<sub>2</sub> emissions of those heavy-duty vehicles in 2019, reflecting the deployment of readily available cost-effective technologies for conventional vehicles. ***The 2030 target should be considered aspirational and the final target should be determined*** pursuant to a review to be carried out in 2022 ***as there are more uncertainties on the uptake of more advanced technologies which are not yet readily available.***

*Amendment*

(15) Reduction **targets** should be set for 2025 **and 2030** as a relative reduction based on the average CO<sub>2</sub> emissions of those heavy-duty vehicles in 2019, reflecting the deployment of readily available cost-effective technologies for conventional vehicles **and** pursuant to a review to be carried out in 2022 ***to take into account the rapid development of the market for zero- and low-emission vehicles.***

Or. en

**Amendment 94**  
**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

**Proposal for a regulation**  
**Recital 15**

*Text proposed by the Commission*

(15) A reduction target should be set for 2025 as a relative reduction based on the average CO<sub>2</sub> emissions of those heavy-duty vehicles in 2019, reflecting the deployment of readily available cost-effective technologies for conventional vehicles. ***The 2030 target should be considered aspirational and the final target should be determined*** pursuant to a review to be carried out in 2022 ***as there are more uncertainties on the uptake of more advanced technologies which are not yet readily available.***

*Amendment*

(15) A **binding** reduction target should be set for 2025 as a relative reduction based on the average CO<sub>2</sub> emissions of those heavy-duty vehicles in 2019, reflecting the deployment of readily available cost-effective technologies for conventional vehicles. ***A reduction target should be also be set for 2030***, pursuant to a review to be carried out in 2022, ***taking into account the current*** uncertainties on the uptake of more advanced technologies which are not yet readily available.

Or. en

**Amendment 95**

**Proposal for a regulation**

**Recital 15**

*Text proposed by the Commission*

(15) A reduction target should be set for 2025 as a relative reduction based on the average CO<sub>2</sub> emissions of those heavy-duty vehicles in 2019, reflecting the deployment of readily available cost-effective technologies for conventional vehicles. ***The 2030 target should be considered aspirational and the final target should be determined*** pursuant to a review to be carried out in 2022 ***as*** there are more uncertainties on the uptake of more advanced technologies which are not yet readily available.

*Amendment*

(15) A reduction target should be set for 2025 as a relative reduction based on the average CO<sub>2</sub> emissions of those heavy-duty vehicles in 2019, reflecting the deployment of readily available cost-effective technologies for conventional vehicles. ***A minimum reduction target should also be set for 2030***, pursuant to a review to be carried out in 2022, ***that takes account of the fact that*** there are more uncertainties on the uptake of more advanced technologies which are not yet readily available.

Or. en

**Amendment 96**

**Damiano Zoffoli**

**Proposal for a regulation**

**Recital 15**

*Text proposed by the Commission*

(15) A reduction target should be set for 2025 as a relative reduction based on the average CO<sub>2</sub> emissions of those heavy-duty vehicles in 2019, reflecting the deployment of readily available cost-effective technologies for conventional vehicles. The 2030 target should be considered aspirational and the final target should be determined pursuant to a review to be carried out in 2022 as there are more uncertainties on the uptake of more advanced technologies which are not yet readily available.

*Amendment*

(15) A reduction target should be set for 2025 as a relative reduction based on the average CO<sub>2</sub> emissions of those heavy-duty vehicles in 2019, reflecting the deployment of readily available cost-effective technologies for conventional vehicles. The 2030 target should be considered aspirational and the final target should be determined pursuant to a review to be carried out in 2022 as there are more uncertainties on the uptake of more advanced technologies which are not yet readily available. ***For the purposes of the review, the CO<sub>2</sub> emission reduction target for 2030 should not be lower than set out in this Regulation.***



**Amendment 97**  
**Christofer Fjellner, Francesc Gambús**

**Proposal for a regulation**  
**Recital 15 a (new)**

*Text proposed by the Commission*

*Amendment*

***(15a) The accounting of CO<sub>2</sub> emissions should be based on a well-to-wheel approach in order to take into account renewable or fossil nature of fuel or energy and the end use in vehicles. This will assess the environmental performance of vehicles in a more realistic way. Therefore, the Commission should establish a methodology for recording well-to-wheel emissions by 1 January 2022 at the latest, and propose adjusting the targets of this regulation accordingly as part of the review foreseen in Article 13.***

Or. en

*Justification*

*The current regulation is effectively a tail-pipe emissions reduction instrument, it should evolve towards taking into account well-to-wheel emissions. There is a lack of understanding about the overall emissions of various forms of energy. In this context, energy consumption per tonne kilometre metric could be considered for vehicle manufacturers, as they are not in control of the CO<sub>2</sub> content of fuels, which is regulated under RED II.*

**Amendment 98**  
**Nils Torvalds, Gerben-Jan Gerbrandy, Carolina Punset, Anneli Jäätteenmäki**

**Proposal for a regulation**  
**Recital 16**

*Text proposed by the Commission*

*Amendment*

***(16) Liquefied natural gas (LNG) is an available alternative fuel to diesel for***

***(16) Efficient, technology neutral and sufficient refuelling and recharging***

**heavy duty vehicles. The deployment of current and upcoming more innovative LNG-based technologies will contribute to meeting the CO2 emission targets in the short and medium term as the use of LNG technologies leads to lower CO2 emissions as compared to diesel vehicles. The CO2 emission reduction potential of LNG vehicles is already fully reflected in VECTO. In addition, current LNG technologies ensure a low level of air pollutant emissions such as NOx and particulate matters. A sufficient minimum refuelling infrastructure is also in place and being further deployed as part of national policy frameworks for alternative fuel infrastructure.**

**infrastructure should, in line with the ambitions of this regulation, be further deployed as part of national policy frameworks for alternative fuel infrastructure.**

Or. en

#### *Justification*

*Creating investment certainty for infrastructure providers and for the roll out of sufficient technology-neutral infrastructure is key in meeting the ambitions of this regulation.*

#### **Amendment 99**

**Gesine Meissner, Ulrike Müller**

#### **Proposal for a regulation**

#### **Recital 16 a (new)**

*Text proposed by the Commission*

*Amendment*

***(16a) Alternative fuels, especially synthetic and advanced renewable fuels as defined in article 2(s) and 2(ee) of Directive 2016/0382, can play a crucial role in the long-term decarbonisation of the transport sector. In order for these fuels to reach competitive prices, technological development and high-scale industrialization are essential. Acknowledging the CO<sub>2</sub>-benefits of these fuels in this regulation further encourages this process.***

**Amendment 100**

**Bernd Lange**

**Proposal for a regulation**

**Recital 16 a (new)**

*Text proposed by the Commission*

*Amendment*

***(16a) Achieving a long-term decarbonisation of the transport sector requires investments and development of new alternative renewable fuels, such as synthetic and advanced renewable fuels. By recognizing the CO<sub>2</sub>-saving benefits of these fuels as defined in article 2(s) and 2(ee) of Directive 2016/0382 in this regulation, industrialization of future renewable fuels will be further encouraged.***

Or. en

**Amendment 101**

**Elisabetta Gardini**

**Proposal for a regulation**

**Recital 16 a (new)**

*Text proposed by the Commission*

*Amendment*

***(16a) Truck platooning technology is a technology that allows to significantly reduce fuel consumption and CO<sub>2</sub> emissions of heavy-duty vehicles when platooning. The introduction of platooning-based technologies will contribute to reducing fuel-consumption and CO<sub>2</sub> emissions.***

Or. en

### *Justification*

*Truck platooning is the linking of two or more trucks in convoy, using connectivity technology and automated driving support systems. Truck platooning holds great potential to make road transport safer, cleaner and more efficient in the future. Given that trucks can drive closer together safely with automated and connected technologies, the air-drag friction is reduced significantly and therefore the fuel consumption and the CO2 emissions are significantly reduced.*

#### **Amendment 102** **Kateřina Konečná**

#### **Proposal for a regulation** **Recital 16 a (new)**

*Text proposed by the Commission*

*Amendment*

***(16a) Truck platooning technology is a technology that allows to significantly reduce fuel consumption and CO2 emissions of heavy-duty vehicles when platooning. The introduction of platooning-based technologies will contribute to reducing fuel-consumption and CO2 emissions.***

Or. en

### *Justification*

*Truck platooning is the linking of two or more trucks in convoy, using connectivity technology and automated driving support systems. Truck platooning holds great potential to make road transport safer, cleaner and more efficient in the future. Given that trucks can drive closer together safely with automated and connected technologies, the air-drag friction is reduced significantly and therefore the fuel consumption and the CO2 emissions are significantly reduced*

#### **Amendment 103** **Ivo Belet**

#### **Proposal for a regulation** **Recital 16 a (new)**

*Text proposed by the Commission*

*Amendment*

***(16a) Experience with truck platooning technology confirms its potential to significantly reduce fuel consumption and CO2 emissions of heavy-duty vehicles. The introduction of platooning-based technologies could contribute to reducing fuel-consumption and CO2 emissions.***

Or. en

#### *Justification*

*Truck platooning is the linking of two or more trucks in convoy, using connectivity technology and automated driving support systems. Given that trucks can drive closer together safely with automated and connected technologies, the air-drag friction is reduced significantly and therefore the fuel consumption and the CO2 emissions are significantly reduced. According to the FP7 project “SARTRE”, a truck platooning can save up to 2.8 tons of CO2eq in a single year.*

#### **Amendment 104**

**Nils Torvalds, Gerben-Jan Gerbrandy, Carolina Punset, Anneli Jäätteenmäki**

#### **Proposal for a regulation**

#### **Recital 17**

##### *Text proposed by the Commission*

(17) In calculating the 2019 reference emissions serving as basis for determining the 2025 and 2030 reduction targets, the expected reduction potential of the heavy-duty fleet in that period should be taken into account. ***It is therefore appropriate to exclude from that calculation, vocational vehicles such as vehicles used for garbage collection or construction works. Those vehicles have a comparatively low mileage, and due to their specific driving pattern, technical measures for reducing CO<sub>2</sub> emissions and fuel consumption do not appear to be cost effective in the same way as for heavy-duty vehicles used for the delivery of goods.***

##### *Amendment*

(17) In calculating the 2019 reference emissions serving as basis for determining the 2025 and 2030 reduction targets, the expected reduction potential of the heavy-duty fleet in that period should be taken into account.

Or. en

*Justification*

*Vocational vehicles should not be excluded.*

**Amendment 105**

**Damiano Zoffoli**

**Proposal for a regulation**

**Recital 17 a (new)**

*Text proposed by the Commission*

*Amendment*

*(17a) Regarding commercial vehicles and vehicles in the M2 and M3 categories, the Commission should specify as soon as possible the technical criteria for the definition of the commercial purpose of a vehicle and for the definition of buses covered by the Regulation. In addition, commercial vehicles should be subject to a specific engine performance standard.*

Or. it

**Amendment 106**

**Nils Torvalds, Fredrick Federley, Gerben-Jan Gerbrandy, Carolina Punset**

**Proposal for a regulation**

**Recital 17 a (new)**

*Text proposed by the Commission*

*Amendment*

*(17a) A validation mechanism for the 2019 baseline should be developed in order to guarantee the accuracy and benefits of this regulation.*

Or. en

**Amendment 107**

**Nils Torvalds, Gerben-Jan Gerbrandy, Carolina Punset, Anneli Jäätteenmäki**

**Proposal for a regulation**

**Recital 20**

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*Text proposed by the Commission*

(20) A manufacturer's compliance with its annual specific targets should be assessed on the basis of its average CO<sub>2</sub> emissions. In determining the average specific emissions, the specificities that are reflected in the different vehicle sub-group targets should also be considered. As a consequence, the average specific CO<sub>2</sub> emissions of a manufacturer should be based on the average emissions determined for each sub-group including a weighting based on their assumed average annual mileage and average payload, which reflects the total lifetime CO<sub>2</sub> emissions.  
***Due to the limited reduction potential of vocational vehicles, those vehicles should not be taken into account for the calculation of the average specific emissions.***

*Amendment*

(20) A manufacturer's compliance with its annual specific targets should be assessed on the basis of its average CO<sub>2</sub> emissions. In determining the average specific emissions, the specificities that are reflected in the different vehicle sub-group targets should also be considered. As a consequence, the average specific CO<sub>2</sub> emissions of a manufacturer should be based on the average emissions determined for each sub-group including a weighting based on their assumed average annual mileage and average payload, which reflects the total lifetime CO<sub>2</sub> emissions.

Or. en

*Justification*

*Vocational vehicles should not be excluded.*

**Amendment 108**  
**Elisabetta Gardini**

**Proposal for a regulation**  
**Recital 20**

*Text proposed by the Commission*

(20) A manufacturer's compliance with its annual specific targets should be assessed on the basis of its average CO<sub>2</sub> emissions. In determining the average specific emissions, the specificities that are reflected in the different vehicle sub-group targets should also be considered. As a consequence, the average specific CO<sub>2</sub> emissions of a manufacturer should be based on the average emissions determined

*Amendment*

(20) A manufacturer's compliance with its annual specific targets should be assessed on the basis of its average CO<sub>2</sub> emissions. In determining the average specific emissions, the specificities that are reflected in the different vehicle sub-group targets should also be considered. As a consequence, the average specific CO<sub>2</sub> emissions of a manufacturer should be based on the average emissions determined

for each sub-group including a weighting based on their assumed average annual mileage and average payload, which reflects the total lifetime CO<sub>2</sub> emissions. Due to the limited reduction potential of vocational vehicles, those vehicles should not be taken into account for the calculation of the average specific emissions.

for each sub-group including a weighting based on their assumed average annual mileage and average payload, which reflects the total lifetime CO<sub>2</sub> emissions. Due to the limited reduction potential of vocational vehicles, those vehicles should not be taken into account for the calculation of the average specific emissions, ***unless they are low- or zero-emission vehicles.***

Or. en

### *Justification*

*Today, due to their low mileage and their specific driving pattern, it is true that municipal and construction driving cycles are the cycles that would mainly apply to those vocational vehicles. Nevertheless, it cannot define the vocational vehicles as such, as the vehicle manufacturer cannot know in advance how the vehicle will be body worked. So clear criteria should be further defined to allocate a vehicle into this sub-group.*

## **Amendment 109** **Ivo Belet**

### **Proposal for a regulation** **Recital 20 a (new)**

*Text proposed by the Commission*

*Amendment*

***(20a) In order to provide for flexibility for the purposes of meeting their targets under this Regulation, manufacturers may agree to form a pool on an open, transparent and non-discriminatory basis. An agreement to form a pool should not exceed five years but may be renewed. Where manufacturers form a pool, they should be deemed to have met their targets under this Regulation provided that the average emissions of the pool as a whole do not exceed the specific emissions target for the pool.***

Or. en



## Justification

Regulation 2009/443 allows manufacturers and manufacturer groups of passenger cars and light commercial vehicles to pool and file for compliance together. Pooling can further enhance effectiveness and cost effectiveness of the regulation. Even considering possible risks with regard to technological competition and concentration in the sector, it seems appropriate to apply this approach to heavy duty vehicles in order to create a level playing field between manufacturers.

### Amendment 110

Nils Torvalds, Fredrick Federley, Gerben-Jan Gerbrandy, Carolina Punset

#### Proposal for a regulation

##### Recital 21

*Text proposed by the Commission*

(21) *Contrary to cars and vans, zero- and low-emission heavy-duty vehicles are not yet available on the market, except for buses.* A dedicated mechanism, *in the form of super credits*, should *therefore* be introduced to facilitate *a smooth* transition towards zero-emission mobility. This *will provide incentives for* the development and deployment on the Union market of zero- and low-emission *heavy-duty* vehicles *that would complement demand-side instruments, such as the Clean Vehicle Directive 2009/33/EC of the European Parliament and of the Council*<sup>26</sup> .

*Amendment*

(21) *In order to retain the Union's global competitiveness and access to markets, to strengthen the technological and innovative leadership of the Union's manufacturers and component suppliers, and to create investment certainty*, a dedicated *policy* mechanism should be introduced to facilitate *the* transition towards zero-emission mobility. This *crediting and debiting mechanism should be designed so as to promote* the development and deployment on the Union market of zero- and low-emission vehicles.

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<sup>26</sup> *Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean and energy-efficient road transport vehicles as amended by Directive .../.../EU [COM(2017) 653 final] (OJ L 120, 15.5.2009, p. 5).*

Or. en

### Amendment 111

Eleonora Evi, Piernicola Pedicini, Dario Tamburrano

**Proposal for a regulation**  
**Recital 21**

*Text proposed by the Commission*

(21) **Contrary to cars and vans, zero- and low-emission heavy-duty vehicles are not yet available on the market, except for buses. A dedicated mechanism, in the form of super credits, should therefore be introduced to facilitate** a smooth transition towards zero-emission mobility. **This will** provide incentives for the development **and** deployment on the Union market of zero- and low-emission heavy-duty vehicles that would complement demand-side instruments, such as the Clean Vehicle Directive 2009/33/EC of the European Parliament and of the Council<sup>26</sup> .

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<sup>26</sup> Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean and energy-efficient road transport vehicles as amended by Directive .../.../EU [COM(2017) 653 final] (OJ L 120, 15.5.2009, p. 5).

*Amendment*

(21) **In order to guarantee** a smooth transition towards zero-emission mobility **and to** provide incentives for the development, **the** deployment **and the sale** on the Union market of zero- and low-emission heavy-duty vehicles that would complement demand-side instruments, such as the Clean Vehicle Directive 2009/33/EC of the European Parliament and of the Council<sup>26</sup> , **binding minimum shares of zero- and low-emission vehicles in a manufacturer's fleet of new heavy duty vehicles should be set for 2025 and 2030.**

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<sup>26</sup> Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean and energy-efficient road transport vehicles as amended by Directive .../.../EU [COM(2017) 653 final] (OJ L 120, 15.5.2009, p. 5).

Or. en

**Amendment 112**  
**Stefan Eck**

**Proposal for a regulation**  
**Recital 21**

*Text proposed by the Commission*

(21) Contrary to cars and vans, zero- and low-emission heavy-duty vehicles are not yet available on the market, except for buses. A dedicated mechanism, **in the form of super credits**, should therefore be introduced to facilitate **a smooth** transition towards zero-emission mobility. This will **provide incentives for** the development and deployment on the Union market of zero-

and low-emission heavy-duty vehicles *that would complement* demand-side instruments, such as the Clean Vehicle Directive 2009/33/EC of the European Parliament and of the Council<sup>26</sup>.

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<sup>26</sup> Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean and energy-efficient road transport vehicles as amended by Directive .../.../EU [COM(2017) 653 final] (OJ L 120, 15.5.2009, p. 5).

therefore be introduced to facilitate *the* transition towards zero-emission mobility. This will *promote* the development and deployment on the Union market of zero- and low-emission heavy-duty vehicles *together with the* demand-side instruments, such as the Clean Vehicle Directive 2009/33/EC of the European Parliament and of the Council<sup>26</sup>.

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<sup>26</sup> Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean and energy-efficient road transport vehicles as amended by Directive .../.../EU [COM(2017) 653 final] (OJ L 120, 15.5.2009, p. 5).

Or. en

## **Amendment 113**

### **Damiano Zoffoli**

#### **Proposal for a regulation**

##### **Recital 21**

###### *Text proposed by the Commission*

(21) Contrary to cars and vans, zero- and low-emission heavy-duty vehicles are not yet available on the market, except for buses. A dedicated mechanism, in the form of super credits, should therefore be introduced to facilitate a smooth transition towards zero-emission mobility. This will provide incentives for the development and deployment on the Union market of zero- and low-emission heavy-duty vehicles that would complement demand-side instruments, such as the Clean Vehicle Directive 2009/33/EC of the European Parliament and of the Council<sup>26</sup>.

###### *Amendment*

(21) Contrary to cars and vans, zero- and low-emission heavy-duty vehicles are not yet available on the market, except for buses. A dedicated mechanism, in the form of super credits, should therefore be introduced to facilitate a smooth transition towards zero-emission mobility. This will provide incentives for the development and deployment on the Union market of zero- and low-emission heavy-duty vehicles that would complement demand-side instruments, such as the Clean Vehicle Directive 2009/33/EC of the European Parliament and of the Council<sup>26</sup>. *The super credits mechanism should only remain in force until 31 December 2025. From that date onwards, a reference level of 5 % of the quota for new low- and zero-emission*

***heavy-duty vehicles entering the market will be introduced, accompanied by a bonus/malus performance scheme. The malus system should only apply if the manufacturer comes within 2 % of the reference level.***

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<sup>26</sup> Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean and energy-efficient road transport vehicles as amended by Directive .../.../EU [COM(2017) 653 final] (OJ L 120, 15.5.2009, p. 5).

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<sup>26</sup> Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean and energy-efficient road transport vehicles as amended by Directive .../.../EU [COM(2017) 653 final] (OJ L 120, 15.5.2009, p. 5).

Or. it

#### **Amendment 114**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

#### **Proposal for a regulation**

#### **Recital 22**

*Text proposed by the Commission*

*Amendment*

***(22) For the purpose of calculating the average specific emissions of a manufacturer, all zero- and low-emission heavy-duty vehicles should therefore be counted multiple times. The level of incentives should vary according to the actual CO<sub>2</sub> emissions of the vehicle. In order to avoid a weakening of the environmental objectives, the resulting savings should be subject to a cap.***

***deleted***

Or. en

#### **Amendment 115**

**Rebecca Harms**

#### **Proposal for a regulation**

#### **Recital 22**

*Text proposed by the Commission*

*Amendment*

**(22) For the purpose of calculating the average specific emissions of a manufacturer, all zero- and low-emission heavy-duty vehicles should therefore be counted multiple times. The level of incentives should vary according to the actual CO<sub>2</sub> emissions of the vehicle. In order to avoid a weakening of the environmental objectives, the resulting savings should be subject to a cap.**

**deleted**

Or. en

#### **Amendment 116**

**Nils Torvalds, Gerben-Jan Gerbrandy, Carolina Punset, Anneli Jäätteenmäki**

#### **Proposal for a regulation**

##### **Recital 22**

*Text proposed by the Commission*

*Amendment*

**(22) For the purpose of calculating the average specific emissions of a manufacturer, all zero- and low-emission heavy-duty vehicles should therefore be counted multiple times. The level of incentives should vary according to the actual CO<sub>2</sub> emissions of the vehicle. In order to avoid a weakening of the environmental objectives, the resulting savings should be subject to a cap.**

**(22) *Setting a rising benchmark for the share of zero- and low-emission vehicles in the EU fleet together with a mechanism for adjusting a manufacturer's specific CO<sub>2</sub> target based on the share of zero- and low-emission vehicles in the manufacturer's own fleet should provide a strong signal for the development and deployment of such vehicles while continuing to require further improvement of the efficiency of the conventional internal combustion engine.***

Or. en

#### **Amendment 117**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

#### **Proposal for a regulation**

##### **Recital 23**

*Text proposed by the Commission*

*Amendment*

**(23) Low-emission heavy-duty vehicles should only be incentivised if their CO<sub>2</sub> emissions are less than about half of the CO<sub>2</sub> emissions of the Union fleet-wide average in 2025. This is consistent with the approach taken for light-duty vehicles and would incentivise innovation in this field**

**deleted**

Or. en

### **Amendment 118**

**Nils Torvalds, Gerben-Jan Gerbrandy, Carolina Punset, Anneli Jäätteenmäki**

#### **Proposal for a regulation**

##### **Recital 23**

*Text proposed by the Commission*

*Amendment*

**(23) Low-emission *heavy-duty* vehicles should only be incentivised if their CO<sub>2</sub> emissions are less than about half of the CO<sub>2</sub> emissions of the Union fleet-wide average in 2025. This is consistent with the approach taken for light-duty vehicles and would incentivise innovation in this field**

**(23) *In determining the credits for the zero- and low-emission vehicles, it is appropriate to account for the difference in CO<sub>2</sub> emissions between the vehicles. The adjustment mechanism should ensure that that a manufacturer exceeding the benchmark level would benefit from a lower specific CO<sub>2</sub> target, whereas a manufacturer not achieving the benchmark would have to comply with a stricter CO<sub>2</sub> target. In order to ensure a balanced approach, limits should be set to the level of adjustment possible within that mechanism. This will provide for incentives, promoting a timely roll-out of recharging and refuelling infrastructure and yielding high benefits for consumers, competitiveness, and the environment.***

Or. en

#### *Justification*

*This benchmark system goes hand in hand with the CO<sub>2</sub> target.*

## Amendment 119

Eleonora Evi, Piernicola Pedicini, Dario Tamburrano

### Proposal for a regulation

#### Recital 24

*Text proposed by the Commission*

(24) In designing the incentive mechanism for the deployment of zero-emission heavy-duty vehicles, also smaller lorries, buses and coaches that are not subject to the CO<sub>2</sub> emission targets under this Regulation should be included. ***These vehicles also have significant benefits in terms of helping to address air pollution problems in cities. However, it should be noted that zero-emission buses are already on the market and are incentivised through demand-side measures such as public procurement. In order to ensure that the incentives are well balanced between the different types of vehicles, the savings resulting from the zero-emission smaller lorries, buses and coaches should therefore also be subject to a cap.***

*Amendment*

(24) In designing the incentive mechanism for the deployment of zero-emission heavy-duty vehicles, also smaller lorries, buses and coaches that are not subject to the CO<sub>2</sub> emission targets under this Regulation should be included ***by virtue of the*** significant benefits that zero-emission ***models of such*** vehicles ***can generate to help solving the problems caused by air pollution in cities and urban areas.***

Or. en

## Amendment 120

Damiano Zoffoli

### Proposal for a regulation

#### Recital 24

*Text proposed by the Commission*

(24) In designing the incentive mechanism for the deployment of zero-emission heavy-duty vehicles, also smaller lorries, ***buses and coaches*** that are not subject to the CO<sub>2</sub> emission targets under this Regulation should be included. These vehicles also have significant benefits in terms of helping to address air pollution problems in cities. ***However, it should be***

*Amendment*

(24) In designing the incentive mechanism for the deployment of zero-emission heavy-duty vehicles, also smaller lorries ***and other categories of heavy-duty vehicles*** that are not ***yet*** subject to the CO<sub>2</sub> emission targets under this Regulation should be included. These vehicles also have significant benefits in terms of helping to address air pollution problems in

*noted that zero-emission buses are already on the market and are incentivised through demand-side measures such as public procurement. In order to ensure that the incentives are well balanced between the different types of vehicles, the savings resulting from the zero-emission smaller lorries, buses and coaches should therefore also be subject to a cap.*

cities.

Or. it

#### **Amendment 121**

**Nils Torvalds, Gerben-Jan Gerbrandy, Carolina Punset**

#### **Proposal for a regulation**

##### **Recital 24**

*Text proposed by the Commission*

(24) In designing the incentive mechanism for the deployment of zero-emission heavy-duty vehicles, also smaller lorries, *buses and coaches* that are not subject to the CO<sub>2</sub> emission targets under this Regulation should be included. These vehicles also have significant benefits in terms of helping to address air pollution problems in cities. *However, it should be noted that zero-emission buses are already on the market and are incentivised through demand-side measures such as public procurement. In order to ensure that the incentives are well balanced between the different types of vehicles, the savings resulting from the zero-emission smaller lorries, buses and coaches should therefore also be subject to a cap.*

*Amendment*

(24) In designing the incentive mechanism for the deployment of zero-emission heavy-duty vehicles, also smaller lorries *and other types of heavy duty vehicles* that are not *yet* subject to the CO<sub>2</sub> emission targets under this Regulation should be included. These vehicles also have significant benefits in terms of helping to address air pollution problems in cities.

Or. en

#### **Amendment 122**

**Rebecca Harms**

#### **Proposal for a regulation**



## Recital 24

*Text proposed by the Commission*

(24) In designing the incentive mechanism for the deployment of zero-emission heavy-duty vehicles, also smaller lorries, **buses and coaches** that are not subject to the CO<sub>2</sub> emission targets under this Regulation should be included. These vehicles also have significant benefits in terms of helping to address air pollution problems in cities. **However, it should be noted that zero-emission buses are already on the market and are incentivised through demand-side measures such as public procurement. In order to ensure that the incentives are well balanced between the different types of vehicles, the savings resulting from the zero-emission smaller lorries, buses and coaches should therefore also be subject to a cap.**

*Amendment*

(24) In designing the incentive mechanism for the deployment of zero-emission heavy-duty vehicles, also smaller lorries **and other categories of heavy-duty vehicles** that are not **yet** subject to the CO<sub>2</sub> emission targets under this Regulation should be included. These vehicles also have significant benefits in terms of helping to address air pollution problems in cities.

Or. en

## Amendment 123

Seb Dance

### Proposal for a regulation

#### Recital 24

*Text proposed by the Commission*

(24) In designing the incentive mechanism for the deployment of zero-emission heavy-duty vehicles, also smaller lorries, **buses** and coaches that are not subject to the CO<sub>2</sub> emission targets under this Regulation should be included. These vehicles also have significant benefits in terms of helping to address air pollution problems in cities. **However, it should be noted that zero-emission buses are already on the market and are incentivised through demand-side measures such as public procurement. In order to ensure that the incentives are well balanced**

*Amendment*

(24) In designing the incentive mechanism for the deployment of zero-emission heavy-duty vehicles, also smaller lorries and coaches that are not subject to the CO<sub>2</sub> emission targets under this Regulation should be included. These vehicles also have significant benefits in terms of helping to address air pollution problems in cities.

*between the different types of vehicles, the savings resulting from the zero-emission smaller lorries, buses and coaches should therefore also be subject to a cap.*

Or. en

**Amendment 124**  
**Stefan Eck**

**Proposal for a regulation**  
**Recital 24**

*Text proposed by the Commission*

(24) In designing the incentive mechanism for the deployment of zero-emission heavy-duty vehicles, also smaller lorries, buses and coaches that are not subject to the CO<sub>2</sub> emission targets under this Regulation should be included. These vehicles also have significant benefits in terms of helping to address air pollution problems in cities. However, it should be noted that zero-emission buses are already on the market and are incentivised through demand-side measures such as public procurement. In order to ensure that the incentives are well balanced between the different types of vehicles, the savings resulting from the zero-emission smaller lorries, buses and coaches should therefore also be subject to a cap.

*Amendment*

(24) In designing the incentive mechanism for the deployment of zero-emission heavy-duty vehicles, also smaller lorries, buses and coaches ***and vocational vehicles such as garbage trucks*** that are not subject to the CO<sub>2</sub> emission targets under this Regulation should be included. These vehicles also have significant benefits in terms of helping to address air pollution problems in cities. However, it should be noted that zero-emission buses are already on the market and are incentivised through demand-side measures such as public procurement. In order to ensure that the incentives are well balanced between the different types of vehicles, the savings resulting from the zero-emission smaller lorries, buses and coaches ***and vocational vehicles such as garbage trucks*** should therefore also be subject to a cap.

Or. en

**Amendment 125**  
**Elisabetta Gardini**

**Proposal for a regulation**  
**Recital 24**

*Text proposed by the Commission*

(24) In designing the incentive mechanism for the deployment of zero-emission heavy-duty vehicles, also smaller lorries, buses and coaches that are not subject to the CO<sub>2</sub> emission targets under this Regulation should be included. These vehicles also have significant benefits in terms of helping to address air pollution problems in cities. However, it should be noted that zero-emission buses are already on the market and are incentivised through demand-side measures such as public procurement. In order to ensure that the incentives are well balanced between the different types of vehicles, the savings resulting from the zero-emission smaller lorries, buses and coaches should therefore also be subject to a cap.

*Amendment*

(24) In designing the incentive mechanism for the deployment of zero-emission heavy-duty vehicles, also smaller lorries, buses and coaches that are not subject to the CO<sub>2</sub> emission targets under this Regulation should be included. These vehicles also have significant benefits in terms of helping to address air pollution problems in cities. However, it should be noted that zero-emission buses are already on the market and are incentivised through demand-side measures such as public procurement. In order to ensure that the incentives are well balanced between the different types of vehicles, the savings resulting from the zero-emission smaller lorries, buses and coaches should therefore also be subject to a cap. ***As legal entities for buses and coaches and trucks may differ within the same manufacturer, it is necessary to allow a "group of connected manufacturers", as defined in the 510/2011 regulation to act as a manufacturer.***

Or. en

*Justification*

*Heavy-duty vehicle manufacturers within the same group may have different brands or different legal entities between trucks and buses. This proposal to create a "group of connected manufacturers", as already foreseen in Regulation 510/2011 for light-duty vehicles, is intrinsically linked to the provisions set out in Article 5, paragraph 3, allowing for the contribution for ZEV of other vehicle categories such as buses.*

**Amendment 126**  
**Rupert Matthews**

**Proposal for a regulation**  
**Recital 24**

*Text proposed by the Commission*

(24) In designing the incentive mechanism for the deployment of zero-

*Amendment*

(24) In designing the incentive mechanism for the deployment of zero-

emission heavy-duty vehicles, also smaller lorries, buses and coaches that are not subject to the CO<sub>2</sub> emission targets under this Regulation should be included. These vehicles also have significant benefits in terms of helping to address air pollution problems in cities. However, it should be noted that zero-emission buses are already on the market and are incentivised through demand-side measures such as public procurement. In order to ensure that the incentives are well balanced between the different types of vehicles, the savings resulting from the zero-emission smaller lorries, buses and coaches should therefore also be subject to a cap.

emission heavy-duty vehicles, also smaller lorries, buses and coaches that are not subject to the CO<sub>2</sub> emission targets under this Regulation should be included. These vehicles also have significant benefits in terms of helping to address air pollution problems in cities. However, it should be noted that zero-emission buses are already on the market and are incentivised through demand-side measures such as public procurement. In order to ensure that the incentives are well balanced between the different types of vehicles, the savings resulting from the zero-emission smaller lorries, buses and coaches should therefore also be subject to a cap. *As legal entities for buses and coaches and trucks may differ within the same manufacturer, it is necessary to allow a "group of connected manufacturers" as defined in Regulation 510/2011 to act as a manufacturer.*

Or. en

#### *Justification*

*Heavy-duty vehicle manufacturers within the same group may have different legal entities between trucks and buses. As the possibility to form a "group of connected manufacturers" already exists for light-duty vehicle manufacturers, it is appropriate to also foresee it for heavy-duty vehicles.*

#### **Amendment 127** **Damiano Zoffoli**

#### **Proposal for a regulation** **Recital 24 a (new)**

*Text proposed by the Commission*

*Amendment*

*(24a) As zero-emission buses are already available on the market and are being encouraged through demand-side measures, a binding target of 50% regarding the proportion of zero-emission buses in a manufacturer's fleet should be set for 2025 and 75% regarding the*

*proportion of new buses in the fleet that are zero-emission for 2030, in order to ensure adequate supply of such vehicles on the Union market. The binding target for 2030 will be subject to review in 2022.*

Or. it

**Amendment 128**  
**Seb Dance**

**Proposal for a regulation**  
**Recital 24 a (new)**

*Text proposed by the Commission*

*Amendment*

*(24a) As zero-emission buses are already on the market and are incentivised through demand-side measures such as public procurement, a binding target of 25% of zero-emission buses in a manufacturer's fleet of new vehicles by 2025, rising to 50% by 2030, should be established to ensure sufficient supply of these vehicles on the Union market.*

Or. en

**Amendment 129**  
**Elisabetta Gardini**

**Proposal for a regulation**  
**Recital 26**

*Text proposed by the Commission*

*Amendment*

(26) In order to incentivise early reduction achievements, a manufacturer, whose average specific emissions are below *the emission reduction trajectory defined by the reference emissions in 2019 and the 2025 target*, should be able to bank those emission credits *for the purpose of target compliance in 2025. Similarly, a manufacturer, whose average specific*

(26) In order to incentivise early reduction achievements, a manufacturer, whose average specific emissions are below *its specific emissions targets from calendar year 2020 and onwards*, should be able to bank those emission credits *and to carry them over from one calendar year to another for a period of maximum five years.*

*emissions are below the emission reduction trajectory between the 2025 and the 2030 targets, should be able to bank those emission credits for the purpose of target compliance in the period 2025 to 2029.*

Or. en

#### *Justification*

*A credit and debit banking system allows OEMs to balance unavoidable changes in market demand from one year to another with negative impact on CO2 emissions and new technologies. The earlier a CO2 saving technology is introduced in the market, the more CO2 emissions can be avoided overall. To incentivise early reduction achievements by allowing credits to be earned from 2020 is therefore welcome. The proposed system is similar to the EPA/NHTSA GHG rule for heavy-duty vehicles in US.*

### **Amendment 130** **Christofer Fjellner**

#### **Proposal for a regulation** **Recital 26**

##### *Text proposed by the Commission*

(26) In order to incentivise early reduction achievements, a manufacturer, whose average specific emissions are below the emission reduction trajectory defined by the reference emissions in 2019 and the 2025 target, should be able to bank those emission credits for the purpose of target compliance *in 2025*. Similarly, a manufacturer, whose average specific emissions are below the emission reduction trajectory between the 2025 and the 2030 targets, should be able to bank those emission credits for the purpose of target compliance *in the period 2025 to 2029*.

##### *Amendment*

(26) In order to incentivise early reduction achievements, a manufacturer, whose average specific emissions are below the emission reduction trajectory defined by the reference emissions in 2019 and the 2025 target, should be able to bank those emission credits for the purpose of target compliance. Similarly, a manufacturer, whose average specific emissions are below the emission reduction trajectory between the 2025 and the 2030 targets, should be able to bank those emission credits for the purpose of target compliance.

Or. en

#### *Justification*

*The industry's product cycles are significantly longer than one year and therefore a credit*

*and debit banking system allows manufacturers to balance product launches and fluctuations in market demand from one year to another in a way that makes the markets more effective. To incentivise early reduction achievements by allowing credits to be earned from 2019 it will reduce the emissions more than would otherwise be the case.*

## **Amendment 131**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

### **Proposal for a regulation**

#### **Recital 27**

*Text proposed by the Commission*

(27) In case of non-compliance with its specific emission target in any of the years 2025 to 2029, a manufacturer should also have the possibility to acquire a limited emission debt. However, **by 2029** manufacturers should clear any remaining emission debt.

*Amendment*

(27) In case of non-compliance with its specific emission target in any of the years 2025 to 2029, a manufacturer should also have the possibility to acquire a limited emission debt. However, manufacturers should clear any remaining emission debt **by 2025 and by 2029**.

Or. en

## **Amendment 132**

**Stefan Eck**

### **Proposal for a regulation**

#### **Recital 29**

*Text proposed by the Commission*

(29) The Commission should impose a financial penalty, in the form of an excess emissions premium, where a manufacturer is found to have excess emissions, taking into account the emission credits and debts. In order to provide manufacturers with a sufficient incentive to take measures to reduce the specific CO<sub>2</sub> emissions from heavy-duty vehicles, the premium should exceed the average marginal costs of the technologies needed to meet the targets. The premium should be considered as revenue for the general budget of the Union. The methodology for collecting the premiums should be determined by means

*Amendment*

(29) The Commission should impose a financial penalty, in the form of an excess emissions premium, where a manufacturer is found to have excess emissions, taking into account the emission credits and debts. In order to provide manufacturers with a sufficient incentive to take measures to reduce the specific CO<sub>2</sub> emissions from heavy-duty vehicles, the premium should exceed **significantly** the average marginal costs of the technologies needed to meet the targets. The premium should be considered as revenue for the general budget of the Union. The methodology for collecting the premiums should be

of an implementing act, taking into account the methodology adopted pursuant to Regulation (EC) No 443/2009.

determined by means of an implementing act, taking into account the methodology adopted pursuant to Regulation (EC) No 443/2009.

Or. en

### **Amendment 133**

**Christofer Fjellner, Francesc Gambús**

#### **Proposal for a regulation**

##### **Recital 31**

###### *Text proposed by the Commission*

(31) It is essential for achieving the CO<sub>2</sub> reductions pursuant to this Regulation that the CO<sub>2</sub> emissions of heavy-duty vehicles *in use* are in conformity with the values determined pursuant to Regulation (EC) No 595/2009 and its implementing measures. It should therefore be possible for the Commission to take into account, in the calculation of the average specific emissions of a manufacturer, any systematic non-conformity found by type approval authorities with regard to the CO<sub>2</sub> emissions of heavy-duty vehicles *in use*.

###### *Amendment*

(31) It is essential for achieving the CO<sub>2</sub> reductions pursuant to this Regulation that the CO<sub>2</sub> emissions of heavy-duty vehicles are in conformity with the values determined pursuant to Regulation (EC) No 595/2009 and its implementing measures. It should therefore be possible for the Commission to take into account, in the calculation of the average specific emissions of a manufacturer, any systematic non-conformity found by type approval authorities with regard to the CO<sub>2</sub> emissions of heavy-duty vehicles.

Or. en

###### *Justification*

*CO<sub>2</sub> values are determined for new vehicles with standard bodies on standard routes in a certified process with certified components according to Regulation 207/2400. For vehicles in use with non-standard bodies driving on non-standard routes in ambient conditions the emissions can differ for many reasons. Because many of these reasons are outside of manufacturer control there should not be a legal requirement for in-use vehicles on real roads to conform to declared CO<sub>2</sub> values on different roads.*

### **Amendment 134**

**Elisabetta Gardini**

#### **Proposal for a regulation**



## Recital 31

*Text proposed by the Commission*

(31) It is essential for achieving the CO<sub>2</sub> reductions pursuant to this Regulation that the CO<sub>2</sub> emissions of heavy-duty vehicles *in use* are in conformity with the values determined pursuant to Regulation (EC) No 595/2009 and its implementing measures. It should therefore be possible for the Commission to take into account, in the calculation of the average specific emissions of a manufacturer, any systematic non-conformity found by type approval authorities with regard to the CO<sub>2</sub> emissions of heavy-duty vehicles *in use*.

*Amendment*

(31) It is essential for achieving the CO<sub>2</sub> reductions pursuant to this Regulation that the CO<sub>2</sub> emissions of heavy-duty vehicles are in conformity with the values determined pursuant to Regulation (EC) No 595/2009 and its implementing measures. It should therefore be possible for the Commission to take into account, in the calculation of the average specific emissions of a manufacturer, any systematic non-conformity found by type approval authorities with regard to the CO<sub>2</sub> emissions of heavy-duty vehicles.

Or. en

## *Justification*

*Deviations between CO<sub>2</sub> emissions in service and those reported according to the certified process can differ for many reasons independent from the manufacturers. CO<sub>2</sub> values are determined for new vehicles with standard bodies on standard routes in a certified process with certified components and with the possibility to declare standard values with VECTO - it would not be representative nor robust to request in-use vehicles to conform to those standard conditions.*

## **Amendment 135**

**Nils Torvalds, Fredrick Federley, Gerben-Jan Gerbrandy, Carolina Punset, Anneli Jäätteenmäki**

### **Proposal for a regulation**

#### **Recital 31**

*Text proposed by the Commission*

(31) It is essential for achieving the CO<sub>2</sub> reductions pursuant to this Regulation that the CO<sub>2</sub> emissions of heavy-duty vehicles in use are in conformity with the values determined pursuant to Regulation (EC) No 595/2009 and its implementing measures. It should therefore be possible for the Commission to take into account, in the calculation of the average specific emissions of a manufacturer, any

*Amendment*

(31) It is essential for achieving the CO<sub>2</sub> reductions pursuant to this Regulation that the CO<sub>2</sub> emissions of heavy-duty vehicles in use *and on road* are in conformity with the values determined pursuant to Regulation (EC) No 595/2009 and its implementing measures. It should therefore be possible for the Commission to take into account, in the calculation of the average specific emissions of a manufacturer, any

systematic non-conformity found by type approval authorities with regard to the CO<sub>2</sub> emissions of heavy-duty vehicles in use.

systematic non-conformity found by type approval authorities with regard to the CO<sub>2</sub> emissions of heavy-duty vehicles in use ***and on road. Third party independent testing of vehicles in use and on road should also be introduced.***

Or. en

### **Amendment 136**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

#### **Proposal for a regulation**

##### **Recital 31**

*Text proposed by the Commission*

(31) It is essential for achieving the CO<sub>2</sub> reductions pursuant to this Regulation that the CO<sub>2</sub> emissions of heavy-duty vehicles in use are in conformity with the values determined pursuant to Regulation (EC) No 595/2009 and its implementing measures. It should therefore be possible for the Commission to take into account, in the calculation of the average specific emissions of a manufacturer, any systematic non-conformity found by type approval authorities with regard to the CO<sub>2</sub> emissions of heavy-duty vehicles in use.

*Amendment*

(31) It is essential for achieving the CO<sub>2</sub> reductions pursuant to this Regulation that the CO<sub>2</sub> emissions of heavy-duty vehicles in use ***and on road*** are in conformity with the values determined pursuant to Regulation (EC) No 595/2009 and its implementing measures. It should therefore be possible for the Commission to take into account, in the calculation of the average specific emissions of a manufacturer, any systematic non-conformity found by type approval authorities with regard to the CO<sub>2</sub> emissions of heavy-duty vehicles in use ***and on road. Third party independent testing of vehicles in use and on road should be introduced.***

Or. en

### **Amendment 137**

**Damiano Zoffoli**

#### **Proposal for a regulation**

##### **Recital 32**

*Text proposed by the Commission*

(32) In order to be in a position to take

*Amendment*

(32) In order to be in a position to take

such measures the Commission should have the powers to prepare and implement a procedure for verifying the in-service conformity of the CO<sub>2</sub> emissions of heavy-duty vehicles on the market. For that purpose Regulation (EC) No 595/2009 should be amended.

such measures the Commission should have the powers to prepare and implement a procedure for verifying the in-service conformity of the CO<sub>2</sub> emissions of heavy-duty vehicles on the market. For that purpose Regulation (EC) No 595/2009 should be amended. ***Accredited independent third parties should also be authorised to carry out such verification under Regulation (EU) No 858/2018.***

Or. it

### **Amendment 138**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

#### **Proposal for a regulation**

##### **Recital 33**

###### *Text proposed by the Commission*

(33) The effectiveness of the targets set out in this Regulation in reducing CO<sub>2</sub> emissions is strongly dependent on the representativeness of the methodology used for determining the CO<sub>2</sub> emissions. In line with the Opinion of the Scientific Advice Mechanism (SAM)<sup>27</sup> as regards light duty vehicles, it is appropriate also in the case of heavy-duty vehicles to put in place a mechanism to assess the real-world representativeness of the CO<sub>2</sub> emissions and energy consumption values determined pursuant to Regulation (EU) 2017/2400. The Commission should have the powers to ensure the public availability of such data and, where necessary, develop the procedures needed for identifying and collecting the data required for such assessments.

###### *Amendment*

(33) The effectiveness of the targets set out in this Regulation in reducing CO<sub>2</sub> emissions is strongly dependent on the representativeness of the methodology used for determining the CO<sub>2</sub> emissions. In line with the Opinion of the Scientific Advice Mechanism (SAM)<sup>27</sup> as regards light duty vehicles, it is appropriate also in the case of heavy-duty vehicles to put in place a mechanism to assess the real-world representativeness of the CO<sub>2</sub> emissions and energy consumption values determined pursuant to Regulation (EU) 2017/2400. The Commission should have the powers to ensure the public availability of such data and, where necessary, develop the procedures needed for identifying and collecting the data required for such assessments. ***Where a significant gap is identified between real-world emissions values and those determined in accordance with Regulation (EU) n° 2017/2400, the Commission should be empowered to adapt the 2019 reference emissions as well as the specific emissions targets used for the purpose of***

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<sup>27</sup> High Level Group of Scientific Advisors, Scientific Opinion 1/2016 “Closing the gap between light-duty vehicle real-world CO<sub>2</sub> emissions and laboratory testing”

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<sup>27</sup> High Level Group of Scientific Advisors, Scientific Opinion 1/2016 “Closing the gap between light-duty vehicle real-world CO<sub>2</sub> emissions and laboratory testing”

Or. en

## **Amendment 139**

**Nils Torvalds, Fredrick Federley, Gerben-Jan Gerbrandy, Carolina Punset**

### **Proposal for a regulation**

#### **Recital 33**

##### *Text proposed by the Commission*

(33) The effectiveness of the targets set out in this Regulation in reducing CO<sub>2</sub> emissions is strongly dependent on the representativeness of the methodology used for determining the CO<sub>2</sub> emissions. In line with the Opinion of the Scientific Advice Mechanism (SAM)<sup>27</sup> as regards light duty vehicles, it is appropriate also in the case of heavy-duty vehicles to put in place a mechanism to assess the real-world representativeness of the CO<sub>2</sub> emissions and energy consumption values determined pursuant to Regulation (EU) 2017/2400. The Commission should have the powers to ensure the public availability of such data and, where necessary, develop the procedures needed for identifying and collecting the data required for such assessments.

##### *Amendment*

(33) The effectiveness of the targets set out in this Regulation in reducing CO<sub>2</sub> emissions is strongly dependent on the representativeness of the methodology used for determining the CO<sub>2</sub> emissions. In line with the Opinion of the Scientific Advice Mechanism (SAM)<sup>27</sup> as regards light duty vehicles, it is appropriate also in the case of heavy-duty vehicles to put in place a mechanism to assess the real-world representativeness of the CO<sub>2</sub> emissions and energy consumption values determined pursuant to Regulation (EU) 2017/2400. The Commission should have the powers to ensure the public availability of such data and, where necessary, develop the procedures needed for identifying and collecting the data required for such assessments. ***Where a significant gap is identified between real-world emission values and those determined pursuant to Regulation (EU) 2017/2400, the Commission should have the powers to adapt accordingly the 2019 reference emissions as well as the specific emissions targets used for the purpose of compliance with this Regulation.***

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<sup>27</sup> High Level Group of Scientific Advisors, Scientific Opinion 1/2016 “Closing the gap between light-duty vehicle real-world CO<sub>2</sub> emissions and laboratory testing”

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<sup>27</sup> High Level Group of Scientific Advisors, Scientific Opinion 1/2016 “Closing the gap between light-duty vehicle real-world CO<sub>2</sub> emissions and laboratory testing”

Or. en

## **Amendment 140**

### **Damiano Zoffoli**

#### **Proposal for a regulation**

#### **Recital 33**

##### *Text proposed by the Commission*

(33) The effectiveness of the targets set out in this Regulation in reducing CO<sub>2</sub> emissions is strongly dependent on the representativeness of the methodology used for determining the CO<sub>2</sub> emissions. In line with the Opinion of the Scientific Advice Mechanism (SAM) <sup>27</sup>as regards light duty vehicles, it is appropriate also in the case of heavy-duty vehicles to put in place a mechanism to assess the real-world representativeness of the CO<sub>2</sub> emissions and energy consumption values determined pursuant to Regulation (EU) 2017/2400. The Commission should have the powers to ensure the public availability of such data and, where necessary, develop the procedures needed for identifying and collecting the data required for such assessments.

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<sup>27</sup> High Level Group of Scientific Advisors, Scientific Opinion 1/2016 “Closing the gap between light-duty vehicle real-world CO<sub>2</sub> emissions and laboratory testing”

##### *Amendment*

(33) The effectiveness of the targets set out in this Regulation in reducing CO<sub>2</sub> emissions is strongly dependent on the representativeness of the methodology used for determining the CO<sub>2</sub> emissions. In line with the Opinion of the Scientific Advice Mechanism (SAM) <sup>27</sup>as regards light duty vehicles, it is appropriate also in the case of heavy-duty vehicles to put in place a mechanism to assess the real-world representativeness of the CO<sub>2</sub> emissions and energy consumption values determined pursuant to Regulation (EU) 2017/2400. The Commission should have the powers to ensure the public availability of such data and, where necessary, develop the procedures needed for identifying and collecting the data required for such assessments. ***Ideally, such data should also be transmitted by compulsory standard fuel consumption gauges to be installed on all heavy-duty vehicles.***

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<sup>27</sup> High Level Group of Scientific Advisors, Scientific Opinion 1/2016 “Closing the gap between light-duty vehicle real-world CO<sub>2</sub> emissions and laboratory testing”

**Amendment 141**  
**Jytte Guteland**

**Proposal for a regulation**  
**Recital 34**

*Text proposed by the Commission*

(34) In 2022, the Commission should assess the effectiveness of the CO<sub>2</sub> emission standards laid down in this Regulation and in particular the level of the reductions to be achieved by 2030, the modalities that should be available for achieving that target and beyond, as well as the setting of CO<sub>2</sub> reduction targets to other types of heavy-duty vehicles such as smaller lorries, buses, coaches and trailers. ***That assessment should also include, strictly for the purpose of this Regulation, considerations of heavy-duty vehicles and vehicle combinations beyond standard weights and dimensions applicable to national transport, for example Modular Concepts.***

*Amendment*

(34) In 2022, the Commission should assess the effectiveness of the CO<sub>2</sub> emission standards laid down in this Regulation and in particular the level of the reductions to be achieved by 2030, the modalities that should be available for achieving that target and beyond, as well as the setting of CO<sub>2</sub> reduction targets to other types of heavy-duty vehicles such as smaller lorries, buses, coaches and trailers.

**Amendment 142**  
**Damiano Zoffoli**

**Proposal for a regulation**  
**Recital 34**

*Text proposed by the Commission*

(34) In 2022, the Commission should assess the effectiveness of the CO<sub>2</sub> emission standards laid down in this Regulation and in particular the level of the reductions to be achieved by 2030, the modalities that should be available for achieving that target and beyond, as well as the setting of CO<sub>2</sub> reduction targets to other types of heavy-duty vehicles such as smaller lorries, buses, coaches and trailers.

*Amendment*

(34) In 2022, the Commission should assess the effectiveness of the CO<sub>2</sub> emission standards laid down in this Regulation and in particular the level of the reductions to be achieved by 2030 ***which should be only revised upwards***, the modalities that should be available for achieving that target and beyond, as well as the setting of CO<sub>2</sub> reduction targets to other types of heavy-duty vehicles such as

That assessment should also include, strictly for the purpose of this Regulation, considerations of heavy-duty vehicles and vehicle combinations beyond standard weights and dimensions applicable to national transport, for example Modular Concepts.

smaller lorries, buses, coaches and trailers. That assessment should also include, strictly for the purpose of this Regulation, considerations of heavy-duty vehicles and vehicle combinations beyond standard weights and dimensions applicable to national transport, for example Modular Concepts. ***It should also include a comprehensive study assessing the wider policy framework coherency and an impact assessment examining the potential to change to a well-to - wheel methodology for the 2030 target.***

Or. en

## **Amendment 143**

### **Elisabetta Gardini**

#### **Proposal for a regulation**

#### **Recital 34**

##### *Text proposed by the Commission*

(34) In 2022, the Commission should assess the effectiveness of the CO<sub>2</sub> emission standards laid down in this Regulation and in particular the level of the reductions to be achieved by 2030, the modalities that should be available for achieving that target and beyond, as well as the setting of CO<sub>2</sub> reduction targets to other types of heavy-duty vehicles such as smaller lorries, buses, coaches and trailers. That assessment should also include, strictly for the purpose of this Regulation, considerations of heavy-duty vehicles and vehicle combinations beyond standard weights and dimensions applicable to national transport, for example Modular Concepts.

##### *Amendment*

(34) In 2022, the Commission should assess the effectiveness of the CO<sub>2</sub> emission standards laid down in this Regulation and in particular the level of the reductions to be achieved by 2030, the modalities that should be available for achieving that target and beyond, as well as the setting of CO<sub>2</sub> reduction targets to other types of heavy-duty vehicles such as smaller lorries, buses, coaches and trailers. That assessment should also include, strictly for the purpose of this Regulation, considerations of heavy-duty vehicles and vehicle combinations beyond standard weights and dimensions applicable to national transport, for example Modular Concepts. ***In case of the latter, when these trucks are used for high-volume transport they shall be clearly identifiable (for example with a specific Gross Combination Weight) and the European Commission should acknowledge the CO<sub>2</sub> benefit of this transport concept and***

*should develop a specific methodology to recognise it.*

Or. en

*Justification*

*EMS have environmental effects on the transport system. Previous research demonstrated that moving a fixed amount of freight by as few vehicles as possible improves road transport efficiency with lower fuel and energy consumption per tonne-km, which also is reflected in lower transportation costs. With lower fuel consumption on roads, EMS reduce emissions of air pollutants and CO<sub>2</sub> per tonne-km. These trucks should be rewarded by having a separate sub-group.*

**Amendment 144**

**Christofer Fjellner, Francesc Gambús**

**Proposal for a regulation**

**Recital 34**

*Text proposed by the Commission*

(34) In 2022, the Commission should assess the effectiveness of the CO<sub>2</sub> emission standards laid down in this Regulation and in particular the level of the reductions to be achieved by 2030, the modalities that should be available for achieving that target and beyond, as well as the setting of CO<sub>2</sub> reduction targets to other types of heavy-duty vehicles such as smaller lorries, buses, coaches and trailers. That assessment should also include, strictly for the purpose of this Regulation, considerations of heavy-duty vehicles and vehicle combinations beyond standard weights and dimensions applicable to national transport, for example Modular Concepts.

*Amendment*

(34) In 2022, the Commission should assess the effectiveness of the CO<sub>2</sub> emission standards laid down in this Regulation and in particular the level of the reductions to be achieved by 2030, the modalities that should be available for achieving that target and beyond, as well as the setting of CO<sub>2</sub> reduction targets to other types of heavy-duty vehicles such as smaller lorries, buses, coaches and trailers. That assessment should also include, strictly for the purpose of this Regulation, considerations of heavy-duty vehicles and vehicle combinations beyond standard weights and dimensions applicable to national transport, for example Modular Concepts. ***In case of the latter, when these trucks are used for high capacity transport, they shall be clearly identifiable by technical criteria and the European Commission should acknowledge the CO<sub>2</sub> benefit of this heavier transport.***

Or. en



## *Justification*

*European Modular System have positive effects on the transport system, in economical and environmental terms . Previous research demonstrated that moving a fixed amount of freight by as few vehicles as possible (i.e. with EMS) improves road transport efficiency with lower fuel and energy consumption per tonne-kilometre, which also is reflected in lower transportation costs. With lower fuel consumption on roads, high capacity vehicles reduce emissions of air pollutants and CO2 per tonne-kilometre. These trucks for heavier transport mission should be rewarded.*

### **Amendment 145** **Fredrick Federley**

#### **Proposal for a regulation** **Recital 34**

##### *Text proposed by the Commission*

(34) In 2022, the Commission should assess the effectiveness of the CO<sub>2</sub> emission standards laid down in this Regulation and in particular the level of the reductions to be achieved by 2030, the modalities that should be available for achieving that target and beyond, as well as the setting of CO<sub>2</sub> reduction targets to other types of heavy-duty vehicles such as smaller lorries, buses, coaches and trailers. That assessment should also include, strictly for the purpose of this Regulation, considerations of heavy-duty vehicles and vehicle combinations beyond standard weights and dimensions applicable to national transport, for example Modular Concepts.

##### *Amendment*

(34) In 2022, the Commission should assess the effectiveness of the CO<sub>2</sub> emission standards laid down in this Regulation and in particular the level of the reductions to be achieved by 2030, the modalities that should be available for achieving that target and beyond, as well as the setting of CO<sub>2</sub> reduction targets to other types of heavy-duty vehicles such as smaller lorries, buses, coaches and trailers. That assessment should also include, strictly for the purpose of this Regulation, considerations of heavy-duty vehicles and vehicle combinations beyond standard weights and dimensions applicable to national transport, for example Modular Concepts. ***The assessment should also consider the CO<sub>2</sub>-benefits that these trucks can have from a full transport system approach, with the aim to recognize them and their benefits, in an appropriate way, in this Regulation.***

Or. en

## *Justification*

*It is important to assess, from a transport system perspective, how for examples trucks with bigger load volume can contribute to reduction of CO2-emissions, and how that can be*

*recognized and included in this Regulation.*

#### **Amendment 146**

**Gesine Meissner, Ulrike Müller**

#### **Proposal for a regulation**

##### **Recital 34**

###### *Text proposed by the Commission*

(34) In 2022, the Commission should assess the effectiveness of the CO<sub>2</sub> emission standards laid down in this Regulation and in particular the level of the reductions to be achieved by 2030, the modalities that should be available for achieving that target and beyond, as well as the setting of CO<sub>2</sub> reduction targets to other types of heavy-duty vehicles such as smaller lorries, buses, coaches and trailers. That assessment should also include, strictly for the purpose of this Regulation, considerations of heavy-duty vehicles and vehicle combinations beyond standard weights and dimensions applicable to national transport, for example Modular Concepts.

###### *Amendment*

(34) In 2022, the Commission should assess the effectiveness of the CO<sub>2</sub> emission standards laid down in this Regulation and in particular the level of the reductions to be achieved by 2030, the modalities that should be available for achieving that target and beyond, as well as the setting of CO<sub>2</sub> reduction targets to other types of heavy-duty vehicles such as smaller lorries, buses, coaches and trailers. That assessment should also include, strictly for the purpose of this Regulation, considerations of heavy-duty vehicles and vehicle combinations beyond standard weights and dimensions applicable to national transport, for example Modular Concepts. ***Well-to-wheel and life-cycle CO<sub>2</sub> emissions of heavy-duty vehicles should also be monitored, made transparent, and be taken into account in the review set out in Article 13.***

Or. en

#### **Amendment 147**

**Nils Torvalds, Gerben-Jan Gerbrandy, Carolina Punset**

#### **Proposal for a regulation**

##### **Recital 34**

###### *Text proposed by the Commission*

(34) In 2022, the Commission should assess the effectiveness of the CO<sub>2</sub> emission standards laid down in this Regulation and in particular the level of the

###### *Amendment*

(34) In 2022, the Commission should assess the effectiveness of the CO<sub>2</sub> emission standards laid down in this Regulation and in particular the level of the

reductions to be achieved by 2030, the modalities that should be available for achieving that target and beyond, as well as the setting of CO<sub>2</sub> reduction targets to other types of heavy-duty vehicles such as smaller lorries, buses, coaches and trailers. That assessment should also include, strictly for the purpose of this Regulation, considerations of heavy-duty vehicles and vehicle combinations beyond standard weights and dimensions applicable to national transport, for example Modular Concepts.

reductions to be achieved by 2030, the modalities that should be available for achieving that target and beyond, as well as the setting of CO<sub>2</sub> reduction targets to other types of heavy-duty vehicles such as smaller lorries, buses, coaches and trailers. That assessment should also include, strictly for the purpose of this Regulation, considerations of heavy-duty vehicles and vehicle combinations beyond standard weights and dimensions applicable to national transport, for example Modular Concepts, ***the CO<sub>2</sub> emission reduction potential of these vehicles and of a transport systems approach, and the possibility of including them under this Regulation.***

Or. en

#### **Amendment 148** **Stefan Eck**

#### **Proposal for a regulation** **Recital 34**

##### *Text proposed by the Commission*

(34) In 2022, the Commission should assess the effectiveness of the CO<sub>2</sub> emission standards laid down in this Regulation and in particular the level of the reductions to be achieved by 2030, the modalities that should be available for achieving that target and beyond, as well as the setting of CO<sub>2</sub> reduction targets to other types of heavy-duty vehicles such as smaller lorries, buses, coaches **and** trailers. That assessment should also include, strictly for the purpose of this Regulation, considerations of heavy-duty vehicles and vehicle combinations beyond standard weights and dimensions applicable to national transport, for example Modular Concepts.

##### *Amendment*

(34) In 2022, the Commission should assess the effectiveness of the CO<sub>2</sub> emission standards laid down in this Regulation and in particular the level of the reductions to be achieved by 2030, the modalities that should be available for achieving that target and beyond, as well as the setting of CO<sub>2</sub> reduction targets to other types of heavy-duty vehicles such as smaller lorries, buses, coaches, trailers **and vocational vehicles such as garbage trucks**. That assessment should also include, strictly for the purpose of this Regulation, considerations of heavy-duty vehicles and vehicle combinations beyond standard weights and dimensions applicable to national transport, for example Modular Concepts.

**Amendment 149**

**Jadwiga Wiśniewska, Bolesław G. Piecha**

**Proposal for a regulation**

**Recital 34 a (new)**

*Text proposed by the Commission*

*Amendment*

***(34a) Technologies which help to reduce CO<sub>2</sub> emissions but which are still not taken into account by VECTO should be considered ‘eco functions’ until they are incorporated into the VECTO simulation tool. The VECTO simulation tool should be updated regularly to take account of fuel-reduction technologies introduced by heavy-duty vehicle manufacturers to help meet CO<sub>2</sub> emissions targets; these updates should be carried out once a year.***

Or. pl

**Amendment 150**

**Jytte Guteland**

**Proposal for a regulation**

**Recital 34 a (new)**

*Text proposed by the Commission*

*Amendment*

***(34a) As soon as possible and no later than 2022, the Commission should assess setting specific CO<sub>2</sub> emission standards for clearly identifiable heavy-duty vehicles and vehicle combinations beyond current standard weights and dimensions applicable to national transport, for example Modular Concepts, reflecting the emission and efficiency benefits of such vehicles used for high-volume transport.***

Or. en

## *Justification*

*High-volume transport enables more environmental and efficient road transport solutions, as increased load capacity when moving freight enables lower CO2 emissions, air pollutants and fuel consumption per tonne-kilometre. Thus, a separate sub-group for such high-volume transport should be created as soon as possible under this Directive.*

### **Amendment 151** **Françoise Grossetête**

#### **Proposal for a regulation** **Recital 35**

##### *Text proposed by the Commission*

(35) In order to ensure that the specific CO<sub>2</sub> emissions of heavy-duty vehicles remain representative and fully up-to-date, amendments to Regulation (EC) No 595/2009 and its implementing legislation that affect those values need be reflected in this Regulation. For that purpose, the Commission should have the powers to determine a methodology for defining a representative heavy-duty vehicle for each vehicle sub-group, on the basis of which changes of the specific CO<sub>2</sub> emissions should be assessed.

##### *Amendment*

(35) In order to ensure that the specific CO<sub>2</sub> emissions of heavy-duty vehicles remain representative and fully up-to-date, amendments to Regulation (EC) No 595/2009 and its implementing legislation that affect those values need be reflected in this Regulation. For that purpose, the Commission should have the powers to determine a methodology for defining a representative heavy-duty vehicle for each vehicle sub-group, on the basis of which changes of the specific CO<sub>2</sub> emissions should be assessed. ***What is more, all changes to the EURO VI standards should be taken account of in the 2022 review, and it should be possible for the targets for 2025 and 2030 to be adjusted accordingly.***

Or. fr

### **Amendment 152** **Sirpa Pietikäinen**

#### **Proposal for a regulation** **Article 1 – paragraph 1 – point a**

##### *Text proposed by the Commission*

(a) From 1 January 2025 to 31

##### *Amendment*

(a) From 1 January 2025 to 31

December 2029 by **15%**;

December 2029 by **25 %**;

Or. en

### **Amendment 153**

**Nils Torvalds, Gerben-Jan Gerbrandy, Carolina Punset, Anneli Jäätteenmäki**

#### **Proposal for a regulation**

##### **Article 1 – paragraph 1 – point a**

*Text proposed by the Commission*

*Amendment*

(a) From 1 January 2025 to 31  
December 2029 by **15%**;

(a) From 1 January 2025 to 31  
December 2029 by **25%**;

Or. en

#### *Justification*

*The Commission impact assessment shows that a reduction target of at least -20% in 2025 is not only technologically feasible but also results in higher environmental, net economic and social benefits.*

### **Amendment 154**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

#### **Proposal for a regulation**

##### **Article 1 – paragraph 1 – point a**

*Text proposed by the Commission*

*Amendment*

(a) From 1 January 2025 to 31  
December 2029 by **15%**;

(a) From 1 January 2025 to 31  
December 2029 by **25%**;

Or. en

### **Amendment 155**

**José Inácio Faria**

#### **Proposal for a regulation**

##### **Article 1 – paragraph 1 – point a**

*Text proposed by the Commission*

*Amendment*

(a) From 1 January 2025 to 31 December 2029 by **15%**;

(a) From 1 January 2025 to 31 December 2029 by **25%**;

Or. en

*Justification*

*The European Commission's impact assessment clearly shows that not a 15%, but a 20% target for 2025 delivers most savings for transport users and most climate reductions. It is also, therefore, very important that the CO2 target is slightly higher to be able to land on effective 20% reductions as this is the maximum cost-effective potential, also supported by the EC impact assessment.*

**Amendment 156**  
**Rebecca Harms**

**Proposal for a regulation**  
**Article 1 – paragraph 1 – point a**

*Text proposed by the Commission*

*Amendment*

(a) From 1 January 2025 to 31 December 2029 by **15%**;

(a) From 1 January 2025 to 31 December 2029 by **25%**;

Or. en

**Amendment 157**  
**Stefan Eck**

**Proposal for a regulation**  
**Article 1 – paragraph 1 – point a**

*Text proposed by the Commission*

*Amendment*

(a) From 1 January 2025 to 31 December 2029 by **15%**;

(a) From 1 January 2025 to 31 December 2029 by **25%**;

Or. en

**Amendment 158**  
**Jytte Guteland**

**Proposal for a regulation**

## **Article 1 – paragraph 1 – point a**

*Text proposed by the Commission*

(a) From 1 January 2025 to 31 December 2029 by **15%**;

*Amendment*

(a) From 1 January 2025 to 31 December 2029 by **20%**;

Or. en

### **Amendment 159**

**Peter Liese, Karl-Heinz Florenz, Annie Schreijer-Pierik**

#### **Proposal for a regulation**

##### **Article 1 – paragraph 1 – point a**

*Text proposed by the Commission*

(a) From 1 January 2025 to 31 December 2029 by **15%**;

*Amendment*

(a) From 1 January 2025 to 31 December 2029 by **20%**;

Or. en

#### *Justification*

*According to the Commission's impact assessment, a reduction target of 20% by 2025 (compared to the 2019 reference value) is technically feasible by improving diesel trucks and brings the greatest net economic and social benefits.*

### **Amendment 160**

**Damiano Zoffoli**

#### **Proposal for a regulation**

##### **Article 1 – paragraph 1 – point a**

*Text proposed by the Commission*

(a) From 1 January 2025 to 31 December 2029 by **15%**;

*Amendment*

(a) From 1 January 2025 to 31 December 2029 by **20%**;

Or. en

### **Amendment 161**

**Christophe Hansen**

#### **Proposal for a regulation**



## Article 1 – paragraph 1 – point a

*Text proposed by the Commission*

(a) From 1 January 2025 to 31 December 2029 by **15%**;

*Amendment*

(a) From 1 January 2025 to 31 December 2029 by **10%**;

Or. fr

### *Justification*

*The list of technologies drawn up by the Commission in its impact assessment does not reflect the real technologies on the ground. The vehicles covered by this regulation and which will be sold from 2025 onwards are already being designed. Without calling into question the proposal's medium-term levels of ambition, it would perhaps be more sensible – to begin with – to keep within the limits of the technologies available on the market.*

## **Amendment 162**

**Françoise Grossetête, Norbert Lins**

### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point a**

*Text proposed by the Commission*

(a) From 1 January 2025 to 31 December 2029 by **15%**;

*Amendment*

(a) From 1 January 2025 to 31 December 2029 by **10%**;

Or. fr

### *Justification*

*Given that the reference values for the year 2019 are not yet known and that the vehicles and technologies that will be sold in 2025 are already being developed, a realistic and pragmatic target should be set for the first stage, while the level of ambition for 2030 can be legitimately higher.*

## **Amendment 163**

**Rupert Matthews**

### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point a**

*Text proposed by the Commission*

(a) From 1 January 2025 to 31

*Amendment*

(a) From 1 January 2025 to 31

December 2029 by **15%**;

December 2029 by **10%**;

Or. en

**Amendment 164**  
**Elisabetta Gardini**

**Proposal for a regulation**  
**Article 1 – paragraph 1 – point a**

*Text proposed by the Commission*

*Amendment*

(a) From 1 January 2025 to 31  
December 2029 by **15%**;

(a) From 1 January 2025 to 31  
December 2029 by **7%**;

Or. en

*Justification*

*Firstly, mature fuel-efficient technologies will already be present to a very high extent in the reference year 2019. Secondly, product development of heavy-duty vehicles to be sold in 2025 is already underway, which leaves very little space to make dramatic changes to the vehicles to meet a 2025 target of 15%. Finally, an independent study run by TML has shown that reduction levels of 7% by 2025 and 16% by 2030 are realistic and in line with expected technology upgrades.*

**Amendment 165**  
**Gesine Meissner, Ulrike Müller**

**Proposal for a regulation**  
**Article 1 – paragraph 1 – point a**

*Text proposed by the Commission*

*Amendment*

(a) From 1 January 2025 to 31  
December 2029 by 15%;

(a) From 1 January 2025 to 31  
December 2029 by **indicative** 15%;

Or. en

**Amendment 166**  
**Stefan Eck**

**Proposal for a regulation**  
**Article 1 – paragraph 1 – point b**

*Text proposed by the Commission*

*Amendment*

(b) From 1 January 2030 onwards by at least **30%** subject to the review pursuant to Article 13.

(b) From 1 January 2030 onwards by at least **50%** subject to the review pursuant to Article 13.

Or. en

**Amendment 167**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point b**

*Text proposed by the Commission*

*Amendment*

(b) From 1 January 2030 onwards by at least **30%** subject to the review pursuant to Article 13.

(b) From 1 January 2030 onwards by at least **50%** subject to the review pursuant to Article 13.

Or. en

**Amendment 168**

**Rebecca Harms**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point b**

*Text proposed by the Commission*

*Amendment*

(b) From 1 January 2030 onwards by at least **30%** subject to the review pursuant to Article 13.

(b) From 1 January 2030 onwards by at least **50%** subject to the review pursuant to Article 13.

Or. en

**Amendment 169**

**Sirpa Pietikäinen**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point b**

*Text proposed by the Commission*

*Amendment*

(b) From 1 January 2030 onwards by at least **30%** subject to the review pursuant to

(b) From 1 January 2030 onwards by at least **40 %** subject to the review pursuant to

Article 13.

Article 13.

Or. en

**Amendment 170**  
**José Inácio Faria**

**Proposal for a regulation**  
**Article 1 – paragraph 1 – point b**

*Text proposed by the Commission*

(b) From 1 January 2030 onwards by at least **30%** subject to the review pursuant to Article 13.

*Amendment*

(b) From 1 January 2030 onwards by at least **40%** subject to the review pursuant to Article 13.

Or. en

**Amendment 171**  
**Damiano Zoffoli**

**Proposal for a regulation**  
**Article 1 – paragraph 1 – point b**

*Text proposed by the Commission*

(b) From 1 January 2030 onwards by at least **30%** subject to the review pursuant to Article 13.

*Amendment*

(b) From 1 January 2030 onwards by at least **35%** subject to the review pursuant to Article 13. *The 2022 review shall confirm or revise upwards the 2030 target.*

Or. en

**Amendment 172**  
**Jytte Guteland**

**Proposal for a regulation**  
**Article 1 – paragraph 1 – point b**

*Text proposed by the Commission*

(b) From 1 January 2030 onwards by at least **30%** subject to the review pursuant to Article 13.

*Amendment*

(b) From 1 January 2030 onwards by at least **35%** subject to the review pursuant to Article 13.

**Amendment 173**

**Peter Liese, Annie Schreijer-Pierik, Karl-Heinz Florenz**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point b**

*Text proposed by the Commission*

(b) From 1 January 2030 onwards by at least **30%** subject to the review pursuant to Article 13.

*Amendment*

(b) From 1 January 2030 onwards by at least **35%** subject to the review pursuant to Article 13.

Or. en

*Justification*

*A reduction target of 35% by 2030 is technically feasible, mostly with improvements in existing technology.*

**Amendment 174**

**Nils Torvalds, Gerben-Jan Gerbrandy, Carolina Punset, Anneli Jäätteenmäki**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point b**

*Text proposed by the Commission*

(b) From 1 January 2030 onwards by at least **30%** subject to the review pursuant to Article 13.

*Amendment*

(b) From 1 January 2030 onwards by at least **35%** subject to the review pursuant to Article 13.

Or. en

*Justification*

*According to the Commission impact assessment, environmental, net economic and social benefits are highest under the most ambitious option in both 2025 and 2030.*

**Amendment 175**

**Christophe Hansen**

**Proposal for a regulation**  
**Article 1 – paragraph 1 – point b**

*Text proposed by the Commission*

(b) From 1 January 2030 onwards by *at least* 30 % subject to the review pursuant to Article 13.

*Amendment*

(b) From 1 January 2030 onwards by 30 % subject to the **2022** review pursuant to Article 13.

Or. fr

*Justification*

*This Regulation provides for a review of the reduction target for 2030 to be carried out in 2022. The review of the target, as set out under Article 13 of this regulation, should therefore be based on up-to-date technological data and an impact assessment that is up-to-date at the time of the review, and not be based on speculation.*

**Amendment 176**  
**Françoise Grossetête**

**Proposal for a regulation**  
**Article 1 – paragraph 1 – point b**

*Text proposed by the Commission*

(b) From 1 January 2030 onwards by *at least* 30 % subject to the review pursuant to Article 13.

*Amendment*

(b) From 1 January 2030 onwards by 30 % subject to the review pursuant to Article 13.

Or. fr

*Justification*

*Given that Article 13 requires a review, the 2030 target should reflect and be adjusted to match the results of that review, whether that means an increase or a decrease.*

**Amendment 177**  
**Gesine Meissner, Ulrike Müller**

**Proposal for a regulation**  
**Article 1 – paragraph 1 – point b**

*Text proposed by the Commission*

*Amendment*

(b) From 1 January 2030 onwards by **at least** 30% subject to the review pursuant to Article 13.

(b) From 1 January 2030 onwards by 30% subject to the review pursuant to Article 13.

Or. en

**Amendment 178**

**Norbert Lins**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point b**

*Text proposed by the Commission*

*Amendment*

(b) From 1 January 2030 onwards by at least **30 % subject to** the review pursuant to Article 13.

(b) From 1 January 2030 onwards by at least **25 %**. ***In accordance with*** the review pursuant to Article 13 ***and subject to the conditions set out in this Article, the target may be increased to as much as 30 %***.

Or. de

*Justification*

*A reduction target of 25% is ambitious but realistic with currently available technologies. However, in order to reach 30 %, new technologies need to be factored into the VECTO calculation tool as soon as possible. Therefore, the review of the 2030 target should be tied into such a VECTO upgrade. If the review pursuant to Article 13 shows in 2022 that new technologies factored into the VECTO make a higher reduction target possible, the latter may be adjusted accordingly.*

**Amendment 179**

**Rupert Matthews**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point b**

*Text proposed by the Commission*

*Amendment*

(b) From 1 January 2030 onwards by **at least 30%** subject to the review pursuant to Article 13.

(b) From 1 January 2030 onwards by **25%** subject to the review pursuant to Article 13.

*Justification*

*It is difficult currently to envisage exactly how many ZLEVs will have penetrated the market by 2030. As such, an indicative reduction target with the possibility of a review to revise that target upwards or downwards as appropriate is advisable.*

**Amendment 180**  
**Elisabetta Gardini**

**Proposal for a regulation**  
**Article 1 – paragraph 1 – point b**

*Text proposed by the Commission*

(b) From 1 January 2030 onwards by **at least 30%** subject to the review pursuant to Article 13.

*Amendment*

(b) From 1 January 2030 onwards by **16%** subject to the review pursuant to Article 13.

Or. en

*Justification*

*In the reference year 2019, mature fuel-efficient technologies will already be present to a very high extent. In addition, an independent study run by TML has shown that reduction levels of 16% by 2030 are realistic and in line with expected technology upgrades. Moreover, the uptake and performance potential of new technologies is highly dependent on conditions that are uncertain. Finally, one cannot prejudge the outcome of the mid-term review, hence “at least” should be remove.*

**Amendment 181**  
**Nils Torvalds, Gerben-Jan Gerbrandy, Carolina Punset, Anneli Jäätteenmäki**

**Proposal for a regulation**  
**Article 1 – paragraph 2**

*Text proposed by the Commission*

The reference CO<sub>2</sub> emissions shall be based on the 2019 monitoring data reported pursuant to Regulation (EU) No .../2018 [HDV M&R], **excluding vocational vehicles**, and shall be calculated in

*Amendment*

The reference CO<sub>2</sub> emissions shall be based on the 2019 monitoring data reported pursuant to Regulation (EU) No .../2018 [HDV M&R], and shall be calculated in accordance with Point 3 of Annex I.



accordance with Point 3 of Annex I.

Or. en

**Amendment 182**  
**Sirpa Pietikäinen**

**Proposal for a regulation**  
**Article 1 – paragraph 2 a (new)**

*Text proposed by the Commission*

*Amendment*

*This Regulation sets a rising benchmark for the share of zero- and low-emission vehicles as of 2025 whereby the specific share of zero- and low-emission heavy duty vehicles shall be increased on an annual basis in order to achieve the Union's climate targets and ensure the proper functioning of the internal market.*

*From 1 January 2025 to 31 December 2029, the rising benchmark sets a target share of the market of the sales of new heavy duty vehicles, determined in accordance with point 2.7 a of Annex I. For the purposes of meeting that target share, the benchmark shall apply to vehicles of the categories referred to in the first sub-paragraph of Article 2(1) of this Regulation, and to vehicles of category N that do not fall within the scope of Regulation (EU) No 510/2011 and do not meet the characteristics set out in points (a) to (d) of Article 2(1) of this Regulation. Vehicles of categories M2 and M3 shall be excluded.*

*Specific CO<sub>2</sub> emissions shall be adjusted based on the performance against the benchmark in accordance with point 2.7 a of Annex I.*

Or. en

**Amendment 183**

**José Inácio Faria**

**Proposal for a regulation**

**Article 1 – paragraph 2 a (new)**

*Text proposed by the Commission*

*Amendment*

***In order to ensure the smooth transition towards zero-emission mobility in this sector, and to provide incentives for the development and deployment of the Union market and infrastructure for zero- and low-emission heavy-duty vehicles, this Regulation sets a binding minimum share of zero- and low-emission vehicles in the Union's fleet of new heavy-duty vehicles of:***

***(a) At least 10% as of 1 January 2025 and for the subsequent years;***

***(b) At least 30% as of 1 January 2030 and for the subsequent years.***

***For the purpose of meeting these targets the mandate shall apply to vehicles of the category N referred to in the first subparagraph of Article 2(1)***

Or. en

*Justification*

*A recent study by McKinsey shows that electric trucks will be cost-effective well before 2025. Moreover, a large share of zero emission trucks is needed in 2025 and 2030 to meet our 2030 climate targets and be in line with the Paris climate goals.*

**Amendment 184**

**Nils Torvalds, Gerben-Jan Gerbrandy, Carolina Punset, Anneli Jäätteenmäki**

**Proposal for a regulation**

**Article 1 – paragraph 2 a (new)**

*Text proposed by the Commission*

*Amendment*

***This regulation also sets a yearly rising benchmark for the share of zero- and low-emission vehicles as of 2025. The share of***

*zero- and low-emission heavy duty vehicles shall be gradually increased until 2030.*

*The benchmark sets a target share of the market of the sales of new heavy duty vehicles as follows:*

*As of 2025, a benchmark equal to a 5% market share of the sales of new heavy duty vehicles in 2025, determined in accordance with point 2.8 of Annex I.*

*As of 2030, a benchmark equal to at least a 30% market share of the sales of new heavy duty vehicles in 2030.*

Or. en

#### *Justification*

*A rising benchmark interacts with the CO2 target and gives OEMs time for appropriate planning of investments and production capacity.*

#### **Amendment 185**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

#### **Proposal for a regulation**

**Article 1 – paragraph 2 a (new)**

*Text proposed by the Commission*

*Amendment*

*In order to ensure a smooth transition towards zero-emission mobility and to provide incentives for the development and deployment of the Union market and infrastructure for zero- and low- emission heavy-duty vehicles, this Regulation sets binding minimum shares of zero- and low-emission vehicles in all manufacturers' fleet of such new vehicles for 2025 and 2030 in accordance with Article 6 (a) of this Regulation.*

Or. en

**Amendment 186**  
**Sirpa Pietikäinen**

**Proposal for a regulation**  
**Article 1 – paragraph 2 b (new)**

*Text proposed by the Commission*

*Amendment*

*In order to ensure the appropriate level of supply of zero-emission buses and coaches in relation to side measures, such as public procurement objectives set up at local, regional, national or Union level, this Regulation sets a binding minimum share of zero-emission vehicles in the Union's fleet of new buses of:*

*(a) 75 % as of 1 January 2025;*

*(b) 100 % as of 1 January 2030.*

Or. en

**Amendment 187**  
**Eleonora Evi, Piernicola Pedicini**

**Proposal for a regulation**  
**Article 1 – paragraph 2 b (new)**

*Text proposed by the Commission*

*Amendment*

*In order to ensure the appropriate level of supply of zero emission buses in relation to side measures such as public procurement objectives established at local, regional, national and European level, this Regulation sets a binding minimum share of zero emission vehicles in the Union's fleet of new buses of:*

*(a) 75% as of 1 January 2025;*

*(b) 100% as of 1 January 2030;*

Or. en

**Amendment 188**  
**José Inácio Faria**

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**Proposal for a regulation**  
**Article 1 – paragraph 2 b (new)**

*Text proposed by the Commission*

*Amendment*

*In order to ensure the appropriate level of supply of zero emission buses and coaches in relation to side measures such as public procurement objectives set up at local, regional, national or European level, this Regulation sets a binding minimum share of zero-emission vehicles in the Union's fleet of new buses of:*

*(a) 50% as of 1 January 2025;*

*(b) 100% as of 1 January 2030.*

Or. en

*Justification*

*Cities will be at the forefront of acquisitions for zero emission road collective public transportation, following measures to provide cleaner air for their citizens. EU busmakers will also have a greater market to supply, an opportunity which also acts as an incentive to compete with international zero emission busmakers.*

**Amendment 189**  
**Sirpa Pietikäinen**

**Proposal for a regulation**  
**Article 1 – paragraph 2 c (new)**

*Text proposed by the Commission*

*Amendment*

*In order to ensure the smooth transition towards zero-emission mobility in this sector, and to provide incentives for the development and deployment of the Union market and infrastructure for zero- and low-emission heavy-duty vehicles, this Regulation sets a binding minimum share of zero- and low-emission vehicles in the Union's fleet of new heavy-duty vehicles of:*

*(a) at least 10 % as of 1 January 2025;*

*(b) 35 % as of 1 January 2030.*

*For the purpose of meeting those targets, this Regulation shall also apply to vehicles of the category N that do not fall within the scope of Regulation (EU) No 510/2011 and do not meet the characteristics set out in points (a) to (d) of Article 2(1) of this Regulation, including vocational vehicles.*

Or. en

## **Amendment 190**

**Eleonora Evi, Piernicola Pedicini**

### **Proposal for a regulation**

**Article 1 – paragraph 2 c (new)**

*Text proposed by the Commission*

*Amendment*

*In order to ensure the appropriate level of supply of zero emission vocational vehicles in relation to side measures such as public procurement objectives established at local, regional, national or European level, this Regulation sets a binding minimum share of zero-emission vehicles in the Union's fleet of new vocational vehicles of:*

*(a) 30% as of 1 January 2025;*

*(b) 70% as of 1 January 2030.*

Or. en

## **Amendment 191**

**Eleonora Evi, Piernicola Pedicini**

### **Proposal for a regulation**

**Article 1 – paragraph 2 d (new)**

*Text proposed by the Commission*

*Amendment*

*In order to ensure the appropriate level of supply of zero emission coaches, this*

*Regulation sets a binding minimum share of zero emission vehicles in the Union's fleet of new coaches of:*

*(a) 30% as of 1 January 2025;*

*(b) 60% as of 1 January 2030;*

Or. en

**Amendment 192**  
**Damiano Zoffoli**

**Proposal for a regulation**  
**Article 1 a (new)**

*Text proposed by the Commission*

*Amendment*

*Article 1 a*

*Buses*

*In order to ensure the appropriate level of supply of zero emission buses in relation to side measures such as public procurement objectives set up at local, regional, national or European level, this Regulation sets a binding minimum share of zero-emission vehicles in the Union's fleet of new buses of:*

*(a) 50 % as of 1 January 2025;*

*(b) 75 % as of 1 January 2030. The 2030 share shall be subject to review pursuant to art. 13.*

Or. en

**Amendment 193**  
**Joëlle Mélin, Jean-François Jalkh, Sylvie Goddyn**

**Proposal for a regulation**  
**Article 2 – paragraph 1 – subparagraph 1 – introductory part**

*Text proposed by the Commission*

*Amendment*

This Regulation shall apply to new vehicles of the categories N2 and N3 that

This Regulation shall apply to new *motorised* vehicles of the categories N2

meet the following characteristics:

and N3 that meet the following characteristics:

Or. fr

#### **Amendment 194**

**Joëlle Mélin, Jean-François Jalkh, Sylvie Goddyn**

#### **Proposal for a regulation**

#### **Article 2 – paragraph 1 – subparagraph 1 – point a**

*Text proposed by the Commission*

*Amendment*

(a) rigid lorries with an axle configuration of 4x2 and a technically permissible maximum laden mass exceeding 16 tons;

(a) rigid lorries with an axle configuration of 4x2 and a technically permissible maximum laden mass exceeding 16 tons, *as a secluded vehicle or a vehicle with a trailer*;

Or. fr

#### **Amendment 195**

**Joëlle Mélin, Jean-François Jalkh, Sylvie Goddyn**

#### **Proposal for a regulation**

#### **Article 2 – paragraph 1 – subparagraph 1 – point b**

*Text proposed by the Commission*

*Amendment*

(b) rigid lorries with an axle configuration of 6x2;

(b) rigid lorries with an axle configuration of 6x2, *6x4, 8x2, and 8x4*;

Or. fr

#### **Amendment 196**

**Joëlle Mélin, Jean-François Jalkh, Sylvie Goddyn**

#### **Proposal for a regulation**

#### **Article 2 – paragraph 1 – subparagraph 1 – point d**

*Text proposed by the Commission*

*Amendment*

(d) tractors with an axle configuration

(d) tractors with an axle configuration



of 6x2.

of 6x2 *and* 6x4.

Or. fr

**Amendment 197**

**Rebecca Harms**

**Proposal for a regulation**

**Article 2 – paragraph 1 – subparagraph 2**

*Text proposed by the Commission*

*Amendment*

*It shall also apply, for the purposes of Article 5 and point 2.3 of Annex I, to vehicles of the categories M2 and M3, and to vehicles of the category N that do not fall within the scope of Regulation (EU) No 510/2011 and do not meet the characteristics set out in points (a) to (d).*

*deleted*

Or. en

**Amendment 198**

**Sirpa Pietikäinen**

**Proposal for a regulation**

**Article 2 – paragraph 1 – subparagraph 2**

*Text proposed by the Commission*

*Amendment*

*It shall also apply, for the purposes of Article 5 and point 2.3 of Annex I, to vehicles of the categories M2 and M3, and to vehicles of the category N that do not fall within the scope of Regulation (EU) No 510/2011 and do not meet the characteristics set out in points (a) to (d).*

*deleted*

Or. en

**Amendment 199**

**José Inácio Faria**

**Proposal for a regulation**  
**Article 2 – paragraph 1 – subparagraph 2**

*Text proposed by the Commission*

*Amendment*

*It shall also apply, for the purposes of Article 5 and point 2.3 of Annex I, to vehicles of the categories M2 and M3, and to vehicles of the category N that do not fall within the scope of Regulation (EU) No 510/2011 and do not meet the characteristics set out in points (a) to (d).*

*deleted*

Or. en

*Justification*

*As for cars, supercredits have proven not to work. Such a measure would actually allow truckmakers to sell less zero emission trucks because of the double-counting. Given the climate challenge and competition from outside Europe, we need stronger measures.*

**Amendment 200**

**Nils Torvalds, Gerben-Jan Gerbrandy, Carolina Punset**

**Proposal for a regulation**

**Article 2 – paragraph 1 – subparagraph 2**

*Text proposed by the Commission*

*Amendment*

*It shall also apply, for the purposes of Article 5 and point 2.3 of Annex I, to vehicles of the categories M2 and M3, and to vehicles of the category N that do not fall within the scope of Regulation (EU) No 510/2011 and do not meet the characteristics set out in points (a) to (d).*

*It shall also apply, for the purposes of Article 1 (2a) and Article 5, to vehicles of the category N that do not fall within the scope of Regulation (EU) No 510/2011 and do not meet the characteristics set out in points (a) to (d).*

Or. en

**Amendment 201**

**Damiano Zoffoli**

**Proposal for a regulation**

**Article 2 – paragraph 1 – subparagraph 2**

*Text proposed by the Commission*

It shall also apply, for the purposes of Article 5 and point 2.3 of Annex I, **to vehicles of the categories M2 and M3, and** to vehicles of the category N that do not fall within the scope of Regulation (EU) No 510/2011 and do not meet the characteristics set out in points (a) to (d).

*Amendment*

It shall also apply, for the purposes of Article 5 and point 2.3 of Annex I, to vehicles of the category N that do not fall within the scope of Regulation (EU) No 510/2011 and do not meet the characteristics set out in points (a) to (d).

***Furthermore it shall apply, for the purpose of Article 1 a to vehicles of the categories M2 and M3 that meet the technical criteria referred to in paragraph 2a of this Article.***

Or. en

**Amendment 202**  
**Seb Dance**

**Proposal for a regulation**  
**Article 2 – paragraph 1 – subparagraph 2**

*Text proposed by the Commission*

It shall also apply, for the purposes of Article 5 and point 2.3 of Annex I, **to vehicles of the categories M2 and M3, and** to vehicles of the category N that do not fall within the scope of Regulation (EU) No 510/2011 and do not meet the characteristics set out in points (a) to (d).

*Amendment*

It shall also apply, for the purposes of Article 5 and point 2.3 of Annex I, to vehicles of the category N that do not fall within the scope of Regulation (EU) No 510/2011 and do not meet the characteristics set out in points (a) to (d).

Or. en

*Justification*

*The market for zero-emission buses is already more developed than that for zero-emission trucks. Furthermore the manufacture of zero-emission buses will also be incentivised through public procurement demand under the revised Clean Vehicles Directive. Thus, allowing zero-emission buses to count towards a manufacturer's zero- and low-emission factor will disincentivise the production of zero- and low-emission trucks and discriminates against truck makers not selling many, or any, buses.*

## **Amendment 203**

**Joëlle Mélin, Jean-François Jalkh, Sylvie Goddyn**

### **Proposal for a regulation**

#### **Article 2 – paragraph 1 – subparagraph 2**

##### *Text proposed by the Commission*

It shall also apply, for the purposes of Article 5 and point 2.3 of Annex I, to vehicles of the categories M2 and M3, and to vehicles of the category N that do not fall within the scope of Regulation (EU) No 510/2011 and do not meet the characteristics set out in points (a) to (d).

##### *Amendment*

It shall also apply, for the purposes of Article 5 and point 2.3 of Annex I, to **motorised** vehicles of the categories M2 and M3, and to vehicles of the category N that do not fall within the scope of Regulation (EU) No 510/2011 and do not meet the characteristics set out in points (a) to (d).

Or. fr

##### *Justification*

*For the scope of application to be defined precisely, all the different kinds of existing heavy-duty motorised vehicles and their technical configurations as determined by the nature of their axles, bodywork or semi-trailers must be distinguished, depending on whether they are carrying vehicles or towing vehicles.*

## **Amendment 204**

**Damiano Zoffoli**

### **Proposal for a regulation**

#### **Article 2 – paragraph 1 – subparagraph 2 a (new)**

##### *Text proposed by the Commission*

##### *Amendment*

***The Commission shall adopt, no later than 1 July 2019, delegated acts in accordance with Article 15 in order to supplement this Regulation by specifying the technical criteria for the definition of the vocational purpose of a vehicle and for the definition of buses covered by this Regulation.***

Or. en

**Amendment 205**  
**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

**Proposal for a regulation**  
**Article 2 – paragraph 2 a (new)**

*Text proposed by the Commission*

*Amendment*

**2a. The Commission shall adopt, no later than 1 July 2019, delegated acts in accordance with Article 15 in order to specify the technical criteria for:**

- the definition of the vocational purpose of a vehicle;**
- the definition of buses;**
- the definition of coaches that will be covered by the present Regulation.**

Or. en

**Amendment 206**  
**Elisabetta Gardini**

**Proposal for a regulation**  
**Article 3 – paragraph 1 – point h**

*Text proposed by the Commission*

*Amendment*

(h) ‘vocational vehicle’ means a heavy-duty vehicle not intended for the delivery of goods and for which ***the CO<sub>2</sub> emissions and fuel consumption have been determined, in accordance with Regulation (EC) No 595/2009 and its implementing measures, only for other mission profiles than those*** defined in ***point 2.1 of Annex I to this Regulation;***

(h) ‘vocational vehicle’ means a heavy-duty vehicle not intended for the delivery of ***consumer*** goods and for which ***one of the following body work code is allocated at the time of registration (according to Appendix 2 of Annex II of 2007/46/EC):***

- 09 Vehicles fitted with hook lift;**
- 10 Tipper;**
- 15 Concrete mixer;**
- 16 Concrete pump vehicle;**
- 18 Refuse collection vehicle;**
- 19 Street sweeper, cleansing and drain**

- clearing;*
- 20 Compressor;*
- 23 Vehicles for retail or display purposes;*
- 24 Recovery vehicle;*
- 25 Ladder vehicle;*
- 26 Crane lorry (other than a mobile crane as defined in Section 5 of Part A of Annex II);*
- 27 Aerial work platform vehicle;*
- 28 Digger derrick vehicle;*
- 31 Fire engine.*

Or. en

#### *Justification*

*Today, due to their low mileage and their specific driving pattern, it is true that municipal and construction driving cycles are the cycles that would mainly apply to those vocational vehicles. Nevertheless, it cannot define the vocational vehicles as such, as the vehicle manufacturer cannot know in advance how the vehicle will be body worked. So clear criteria should be further defined to allocate a vehicle into this sub-group, or the vehicle should be identified as a vocational vehicle at the time of its registration by the Member State.*

*Nevertheless, to secure a fair playing field for all manufacturers, vocational vehicles should be further defined. ACEA is proposing to clarify the definition of concerned vehicles but clarification of the way to detect them in the fleet should be further defined or clearly let to the manufacturer.*

#### **Amendment 207** **Damiano Zoffoli**

#### **Proposal for a regulation** **Article 3 – paragraph 1 – point h**

##### *Text proposed by the Commission*

(h) ‘vocational vehicle’ means a heavy-duty vehicle not intended for the delivery of goods and for which the CO<sub>2</sub> emissions and fuel consumption have been determined, in accordance with Regulation (EC) No 595/2009 and its implementing

##### *Amendment*

(h) ‘vocational vehicle’ means a heavy-duty vehicle not intended for the delivery of goods, ***whose vocational purpose has been defined based on the technical criteria specified in accordance with article 2, paragraph 2a***, and for which the

measures, only for other mission profiles than those defined in point 2.1 of Annex I to this Regulation;

CO<sub>2</sub> emissions and fuel consumption have been determined, in accordance with Regulation (EC) No 595/2009 and its implementing measures, only for other mission profiles than those defined in point 2.1 of Annex I to this Regulation;

Or. en

## **Amendment 208**

**Gesine Meissner, Ulrike Müller**

### **Proposal for a regulation**

#### **Article 3 – paragraph 1 – point k**

##### *Text proposed by the Commission*

(k) ‘low-emission heavy-duty vehicle’ means a heavy-duty vehicle, which is not a zero emission heavy-duty vehicle, with specific CO<sub>2</sub> emissions of less than **350 g CO<sub>2</sub>/km as determined pursuant to point 2.1 of Annex I**;

##### *Amendment*

(k) ‘low-emission heavy-duty vehicle’ means a heavy-duty vehicle, which is not a zero emission heavy-duty vehicle, with specific CO<sub>2</sub> emissions of less than **40 % below the reference value which derives from the 2019 baseline for each vehicle sub-group**;

Or. en

##### *Justification*

*For consistency with the reduction targets, the definition of low-emission heavy-duty vehicles should as well be calculated on the basis of the 2019 baseline.*

## **Amendment 209**

**Rupert Matthews**

### **Proposal for a regulation**

#### **Article 3 – paragraph 1 – point k**

##### *Text proposed by the Commission*

(k) ‘low-emission heavy-duty vehicle’ means a heavy-duty vehicle, which is not a zero emission heavy-duty vehicle, with specific CO<sub>2</sub> emissions **of less than 350 g CO<sub>2</sub>/km as determined pursuant to point**

##### *Amendment*

(k) ‘low-emission heavy-duty vehicle’ means a heavy-duty vehicle, which is not a zero emission heavy-duty vehicle, with specific CO<sub>2</sub> emissions, as determined **in accordance with point 2.1 of Annex I, which are 35% lower than the average**

2.1 of Annex I;

***CO<sub>2</sub> emissions of that vehicle's sub-group expressed in gCO<sub>2</sub>/km, as calculated pursuant to point 2.2.1 of Annex I;***

Or. en

*Justification*

*The Commission's definition of an low-emission HDV acts as a stumbling block to the development of a market for longer-haul HDVs. This revised definition by vehicle sub-group could better incentivise the production of cleaner vehicles for both smaller and larger lorries.*

**Amendment 210**

**Jadwiga Wiśniewska, Bolesław G. Piecha**

**Proposal for a regulation**

**Article 3 – paragraph 1 – point k**

*Text proposed by the Commission*

(k) ‘low-emission heavy-duty vehicle’ means a heavy-duty vehicle, which is not a zero emission heavy-duty vehicle, with specific CO<sub>2</sub> emissions ***of less than 350 g CO<sub>2</sub>/km as determined pursuant to point 2.1 of Annex I;***

*Amendment*

(k) ‘low-emission heavy-duty vehicle’ means a heavy-duty vehicle, which is not a zero emission heavy-duty vehicle, with specific CO<sub>2</sub> emissions ***that are 35% lower than the average for the relevant group of vehicles as set out in table 1 of Annex I;***

Or. pl

*Justification*

*Setting the threshold at an absolute value (350 g CO<sub>2</sub> / km) will have the result of promoting only smaller vehicles. Heavier vehicles with higher CO<sub>2</sub> absolute values in g/km may be significantly more efficient as they carry more goods. The regulation should therefore set thresholds per vehicle group by using units in g/tkm. Vehicles whose emissions are 35 % lower than the reference emissions for a given sub-group of vehicles should also be included.*

**Amendment 211**

**Christofer Fjellner, Françoise Grossetête, Norbert Lins, Francesc Gambús**

**Proposal for a regulation**

**Article 3 – paragraph 1 – point k**



*Text proposed by the Commission*

*Amendment*

(k) ‘low-emission heavy-duty vehicle’ means a heavy-duty vehicle, which is not a zero emission heavy-duty vehicle, with specific CO<sub>2</sub> emissions of ***less than 350 g CO<sub>2</sub>/km as determined pursuant to point 2.1 of Annex I;***

(k) ‘low-emission heavy-duty vehicle’ means a heavy-duty vehicle, which is not a zero emission heavy-duty vehicle, with specific CO<sub>2</sub> emissions of ***35% below the reference value of each vehicle sub-group derived from a 2019 baseline.***

Or. en

*Justification*

*The Low Emission Vehicle (LEV) definition should be fixed with the metric used in VECTO g CO<sub>2</sub>/tkm (or “gram CO<sub>2</sub> per ton-kilometre”) – and not g CO<sub>2</sub>/km. This metric reflects properly the work done by a heavy-duty vehicle which is to transport goods. While bigger vehicles might emit more in absolute value (i.e. in g CO<sub>2</sub>/km), they are more efficient as they transport more goods; in other words, less trucks are needed for the same work. The regulation must fix a threshold in g CO<sub>2</sub>/tkm, which could be different for each vehicle class and would therefore push manufacturers to introduce cleaner vehicles.*

**Amendment 212**  
**Elisabetta Gardini**

**Proposal for a regulation**  
**Article 3 – paragraph 1 – point k**

*Text proposed by the Commission*

*Amendment*

(k) ‘low-emission heavy-duty vehicle’ means a heavy-duty vehicle, which is not a zero emission heavy-duty vehicle, with specific CO<sub>2</sub> emissions of ***less than 350 g CO<sub>2</sub>/km as determined pursuant to point 2.1 of Annex I;***

(k) ‘low-emission heavy-duty vehicle’ means a heavy-duty vehicle, which is not a zero emission heavy-duty vehicle, with specific CO<sub>2</sub> emissions of ***35% below the reference value of each vehicle sub-group derived from a 2019 baseline.***

Or. en

*Justification*

*The LEV definition should be fixed with the metric used in VECTO g CO<sub>2</sub>/tkm – and not g CO<sub>2</sub>/km. While bigger vehicles might emit more in absolute value (i.e. in g CO<sub>2</sub>/km), they are more efficient as they transport more goods. The regulation must fix a threshold in g CO<sub>2</sub>/tkm, which could be different for each vehicle class and would therefore push manufacturers to introduce cleaner vehicles for both smaller and bigger lorries. The definition should be part of the 2022 review.*

**Amendment 213**  
**Rupert Matthews**

**Proposal for a regulation**  
**Article 3 – paragraph 1 – point n a (new)**

*Text proposed by the Commission*

*Amendment*

***(na) For the purposes of this Regulation, 'a group of connected manufacturers' means a manufacturer and its connected undertakings. In relation to a manufacturer, 'connected undertakings' means:***

***(a) undertakings in which the manufacturer has, directly or indirectly:***

***(i) the power to exercise more than half the voting rights; or***

***(ii) the power to appoint more than half the members of the supervisory board, board of management or bodies legally representing the undertaking; or***

***(iii) the right to manage the undertaking's affairs;***

***(b) undertakings which directly or indirectly have, over the manufacturer, the rights or powers listed in point (a);***

***(c) undertakings in which an undertaking referred to in point (b) has, directly or indirectly, the rights or powers listed in point (a);***

***(d) undertakings in which the manufacturer together with one or more of the undertakings referred to in points 9a), (b) and (c), or in which two or more of the latter undertakings, jointly have the rights or powers listed in point (a);***

***(e) undertakings in which the rights or the powers listed in point (a) are jointly held by the manufacturer or one or more of its connected undertakings referred to in points (a) to (d) and one or more third parties.***

*Justification*

*The possibility to form a "group of connected manufacturers" exists for light-duty vehicles in cases of manufacturers within the same group who may have different brands or legal entities. This possibility should also be extended to heavy-duty vehicle regulation.*

**Amendment 214**  
**Elisabetta Gardini**

**Proposal for a regulation**  
**Article 3 – paragraph 1 – point n a (new)**

*Text proposed by the Commission*

*Amendment*

***(na) ‘A group of connected manufacturers’ means a manufacturer and its connected undertakings. In relation to a manufacturer, ‘connected undertakings’ means:***

***(a) undertakings in which the manufacturer has, directly or indirectly:***

***(i) the power to exercise more than half the voting rights; or***

***(ii) the power to appoint more than half the members of the supervisory board, board of management or bodies legally representing the undertaking; or***

***(iii) the right to manage the undertaking's affairs;***

***(b) undertakings which directly or indirectly have, over the manufacturer, the rights or powers listed in point (a);***

***(c) undertakings in which an undertaking referred to in point (b) has, directly or indirectly, the rights or powers listed in point (a);***

***(d) undertakings in which the manufacturer together with one or more of the undertakings referred to in points (a), (b) or (c), or in which two or more of the latter undertakings, jointly have the***

*rights or powers listed in point (a);*  
*(e) undertakings in which the rights or the powers listed in point (a) are jointly held by the manufacturer or one or more of its connected undertakings referred to in points (a) to (d) and one or more third parties.*

Or. en

#### *Justification*

*Heavy-duty vehicle manufacturers within the same group may have different brands or different legal entities between trucks and buses. This proposal to create a “group of connected manufacturers”, as already foreseen in Regulation 510/2011 for light-duty vehicles, is intrinsically linked to the provisions set out in Article 5, paragraph 3, allowing for the contribution for ZEV of other vehicle categories such as buses.*

#### **Amendment 215** **Sirpa Pietikäinen**

#### **Proposal for a regulation** **Article 3 – paragraph 1 – point n a (new)**

*Text proposed by the Commission*

*Amendment*

*(na) ‘a group of connected manufacturers’ means a manufacturer and its connected undertakings. In relation to a manufacturer, ‘connected undertakings’ means:*

*(a) undertakings in which the manufacturer has, directly or indirectly:*

*(i) the power to exercise more than half the voting rights; or*

*(ii) the power to appoint more than half the members of the supervisory board, board of management or bodies legally representing the undertaking; or*

*(iii) the right to manage the undertaking's affairs;*

*(b) undertakings which directly or indirectly have, over the manufacturer, the rights or powers set out in point (a);*

*(c) undertakings in which an undertaking referred to in point (b) has, directly or indirectly, the rights or powers set out in point (a);*

*(d) undertakings in which the manufacturer together with one or more of the undertakings referred to in points (a), (b) or (c), or in which two or more of the latter undertakings, jointly have the rights or powers set out in point (a);*

*(e) undertakings in which the rights or the powers set out in point (a) are jointly held by the manufacturer or one or more of its connected undertakings referred to in points (a) to (d) and one or more third parties.*

Or. en

**Amendment 216**  
**José Inácio Faria**

**Proposal for a regulation**  
**Article 3 – paragraph 1 – point n a (new)**

*Text proposed by the Commission*

*Amendment*

*(na) ‘group of connected manufacturers’ means a manufacturer and its connected undertakings.*

*In relation to a manufacturer, ‘connected undertakings’ means:*

*(a) undertakings in which the manufacturer has, directly or indirectly:*

*(i) the power to exercise more than half the voting rights; or*

*(ii) the power to appoint more than half the members of the supervisory board, board of management or bodies legally representing the undertaking; or*

*(iii) the right to manage the undertaking's affairs;*

*(b) undertakings which directly or indirectly have, over the manufacturer,*

*the rights or powers listed in point (a);*

*(c) undertakings in which an undertaking referred to in point (b) has, directly or indirectly, the rights or powers listed in point (a);*

*(d) undertakings in which the manufacturer together with one or more of the undertakings referred to in points (a) to (c), or in which two or more of the latter undertakings, jointly have the rights or powers listed in point (a);*

*(e) undertakings in which the rights or the powers listed in point (a) are jointly held by the manufacturer or one or more of its connected undertakings referred to in points (a) to (d) and one or more third parties.*

Or. en

#### *Justification*

*Definitions to support proposed new Article on "Pooling". Pooling is already in place for cars and light commercial vehicles manufacturers for meeting their CO2 standards. It is consistent to apply this approach to heavy duty vehicles too because it can further enhance effectiveness and cost effectiveness of the regulation. It would allow for more ambitious CO2 standards and improve cost effectiveness because it introduces an incentive for manufacturers to exceed their targets.*

#### **Amendment 217**

**Marijana Petir, Angélique Delahaye, Norbert Erdős**

#### **Proposal for a regulation**

**Article 3 – paragraph 1 – point n a (new)**

*Text proposed by the Commission*

*Amendment*

*(na) The Carbon Correction Factor (CCF) is equal to the national share of liquid and gaseous biofuels sold at the fuelling stations, to be certified at Member State level.*

Or. en

### *Justification*

*Biofuels are one of several important tools to reduce the GHG emissions in the transport sector. In order to be sold in the EU market, these biofuels must comply with the sustainability criteria included in the EU Renewable Energy Directive. As such, all biofuels GHG emissions savings should be considered, and their share in the market should be fully accounted for when determining the CO<sub>2</sub> emissions of Heavy-Duty Vehicles. Therefore, a Carbon Correction Factor should be put in place to account for the GHG emissions savings delivered by all liquid and gaseous biofuels sold in fuelling stations.*

#### **Amendment 218** **Giovanni La Via**

#### **Proposal for a regulation** **Article 3 – paragraph 1 – point n a (new)**

*Text proposed by the Commission*

*Amendment*

***(na) CO<sub>2</sub> Correction Factor is equal to the share of renewable gas sold at the refuelling stations, to be certified at European Union level.***

Or. en

### *Justification*

*The EC acknowledges the potential of alternative fuels – and liquefied natural gas (LNG) in particular (recital 16) – to further reduce CO<sub>2</sub> emissions from heavy-duty vehicles. However, the current proposal does not sufficiently reward the potential of LNG - fuelled vehicles.*

#### **Amendment 219** **Elisabetta Gardini**

#### **Proposal for a regulation** **Article 3 – paragraph 1 – point n b (new)**

*Text proposed by the Commission*

*Amendment*

***(nb) CO<sub>2</sub> Correction Factor is to be intended equal to the national share of renewable gas sold at the refuelling stations, to be certified at Member State level, or alternatively by the vehicle manufacturers.***

**Amendment 220**

**Nils Torvalds, Gerben-Jan Gerbrandy, Carolina Punset**

**Proposal for a regulation**

**Article 4 – paragraph 1 – introductory part**

*Text proposed by the Commission*

Starting from 2020 and in each subsequent calendar year, the Commission shall, by means of implementing acts referred to in Article 10(1), determine for each manufacturer the average specific CO<sub>2</sub> emissions in g/tkm for the preceding calendar year, by taking into account the *following*:

*Amendment*

Starting from 2020 and in each subsequent calendar year, the Commission shall, by means of implementing acts referred to in Article 10(1), determine for each manufacturer the average specific CO<sub>2</sub> emissions in g/tkm for the preceding calendar year, by taking into account the *data reported pursuant to Regulation (EU) No .../2018 [monitoring & reporting HDV] for the manufacturer's new heavy-duty vehicles registered in that preceding calendar year.*

Or. en

**Amendment 221**

**Nils Torvalds, Gerben-Jan Gerbrandy, Carolina Punset, Anneli Jäätteenmäki**

**Proposal for a regulation**

**Article 4 – paragraph 1 – point a**

*Text proposed by the Commission*

(a) *the data reported pursuant to Regulation (EU) No .../2018 [monitoring & reporting HDV] for the manufacturer's new heavy-duty vehicles registered in the relevant year, excluding vocational vehicles;*

*Amendment*

*deleted*

Or. en

**Amendment 222**

**Giovanni La Via**



**Proposal for a regulation**  
**Article 4 – paragraph 1 – point a**

*Text proposed by the Commission*

(a) the data reported pursuant to Regulation (EU) No .../2018 [monitoring & reporting HDV] for the manufacturer's new heavy-duty vehicles registered in the relevant year, excluding vocational vehicles;

*Amendment*

(a) the data reported pursuant to Regulation (EU) No .../2018 [monitoring & reporting HDV] for the manufacturer's new heavy-duty vehicles registered in the relevant year, excluding vocational vehicles, ***unless they are low- or zero-emission vehicles;***

Or. en

*Justification*

*The EC acknowledges the potential of alternative fuels – and liquefied natural gas (LNG) in particular (recital 16) – to further reduce CO2 emissions from heavy-duty vehicles. However, the current proposal does not sufficiently reward the potential of LNG-fuelled vehicles.*

*The proposed change is related to vocational vehicles and linked to Article 3 – point h and Recital 20 as a way to support the uptake of low or zero-emission vehicles.*

**Amendment 223**  
**Elisabetta Gardini**

**Proposal for a regulation**  
**Article 4 – paragraph 1 – point a**

*Text proposed by the Commission*

(a) the data reported pursuant to Regulation (EU) No .../2018 [monitoring & reporting HDV] for the manufacturer's new heavy-duty vehicles registered in the relevant year, excluding vocational vehicles;

*Amendment*

(a) the data reported pursuant to Regulation (EU) No .../2018 [monitoring & reporting HDV] for the manufacturer's new heavy-duty vehicles registered in the relevant year, excluding vocational vehicles, ***unless they are low- or zero-emission vehicles;***

Or. en

**Amendment 224**  
**Rebecca Harms**

**Proposal for a regulation**  
**Article 4 – paragraph 1 – point b**

*Text proposed by the Commission*

*Amendment*

*(b) the zero- and low-emission factor  
determined in accordance with Article 5. deleted*

Or. en

**Amendment 225**

**Nils Torvalds, Gerben-Jan Gerbrandy, Carolina Punset, Anneli Jäätteenmäki**

**Proposal for a regulation**  
**Article 4 – paragraph 1 – point b**

*Text proposed by the Commission*

*Amendment*

*(b) the zero- and low-emission factor  
determined in accordance with Article 5. deleted*

Or. en

**Amendment 226**

**Gesine Meissner, Ulrike Müller**

**Proposal for a regulation**  
**Article 4 – paragraph 1 – point b a (new)**

*Text proposed by the Commission*

*Amendment*

*(ba) the CO<sub>2</sub> benefits of synthetic and  
advanced renewable fuel as defined in  
article 2(s) and 2(ee) of Directive  
2016/0382, as long as manufacturers  
introduce the fuels to the fuel market  
voluntarily and the benefits do not count  
towards other decarbonisation  
obligations.*

Or. en

**Amendment 227**

**Marijana Petir, Angélique Delahaye, Norbert Erdős**

**Proposal for a regulation**

**Article 4 – paragraph 1 – point b a (new)**

*Text proposed by the Commission*

*Amendment*

***(ba) the amount of liquid and gaseous biofuels sold at fuelling stations, which should be taken into account and shall be deducted from the CO2 emissions reported. These values are used for the calculation of the Carbon Correction Factor (CCF).***

Or. en

*Justification*

*Biofuels are one of several important tools to reduce the GHG emissions in the transport sector. In order to be sold in the EU market, these biofuels must comply with the sustainability criteria included in the EU Renewable Energy Directive. As such, all biofuels GHG emissions savings should be considered, and their share in the market should be fully accounted for when determining the CO2 emissions of Heavy-Duty Vehicles. Therefore, a Carbon Correction Factor should be put in place to account for the GHG emissions savings delivered by all liquid and gaseous biofuels sold in fuelling stations.*

**Amendment 228**

**Giovanni La Via**

**Proposal for a regulation**

**Article 4 – paragraph 1 – point b a (new)**

*Text proposed by the Commission*

*Amendment*

***(ba) c the application of the CO2 Correction Factor determined in accordance with point 2.1.1 of Annex I.***

Or. en

*Justification*

*The EC acknowledges the potential of alternative fuels – and liquefied natural gas (LNG) in particular (recital 16) – to further reduce CO2 emissions from heavy-duty vehicles. However,*

*the current proposal does not sufficiently reward the potential of LNG-fuelled vehicles. The proposed change is related to vocational vehicles and linked to Article 3 – point h and Recital 20 as a way to support the uptake of low or zero-emission vehicles..*

**Amendment 229**

**Bernd Lange**

**Proposal for a regulation**

**Article 4 – paragraph 1 – point b a (new)**

*Text proposed by the Commission*

*Amendment*

*(ba) the reducing CO<sub>2</sub> effect of synthetic and advanced renewable fuels as defined in Article 2(s) and 2(ee) of Directive 2016/0382, voluntarily introduced to the fuel market by the manufacturer in the year of registration of the new vehicles. These CO<sub>2</sub> effects are not allowed to count towards decarbonisation obligations set in other legislative acts.*

Or. en

**Amendment 230**

**Elisabetta Gardini**

**Proposal for a regulation**

**Article 4 – paragraph 1 – point b a (new)**

*Text proposed by the Commission*

*Amendment*

*(ba) the application of the CO<sub>2</sub> Correction Factor determined in accordance with point 2.1.1 of Annex I.*

Or. en

*Justification*

*The Commission acknowledges the potential of alternative fuels and liquefied natural gas (LNG) in particular (recital 16) to further reduce CO<sub>2</sub> emissions from heavy-duty vehicles.*

However the current proposal does not sufficiently reward the potential of LNG-fuelled vehicles. In addition, the proposed change regarding mention zero or low-emission vehicles is related to vocational vehicles and linked to Art 3, point h and Recital 20 as a way to support the uptake of low or zero-emission vehicles.

## **Amendment 231**

**José Inácio Faria**

### **Proposal for a regulation**

#### **Article 5**

*Text proposed by the Commission*

*Amendment*

#### **Article 5**

*deleted*

#### **Zero- and low-emission heavy-duty vehicles**

**1. Starting from 2020 and for each subsequent calendar year, the Commission shall, by means of implementing acts referred to in Article 10(1), determine for each manufacturer the zero- and low-emission factor referred to in Article 4(b) for the preceding calendar year.**

**The zero- and low-emission factor shall take into account the number and the CO<sub>2</sub> emissions of zero- and low-emission heavy-duty vehicles in the manufacturer's fleet in a calendar year, including zero-emission vehicles of the categories referred to in the second sub-paragraph of Article 2(1), as well as zero- and low-emission vocational vehicles.**

**The zero- and low-emission factor shall be calculated in accordance with point 2.3 of Annex I.**

**2. For the purpose of paragraph 1, the zero- and low-emission heavy-duty vehicles shall be counted as follows:**

**(a) a zero-emission heavy-duty vehicle shall be counted as 2 vehicles;**

**(b) a low-emission heavy-duty vehicle shall be counted as up to 2 vehicles according to a function of its specific CO<sub>2</sub>**

*emissions and the threshold emission level of 350 g CO<sub>2</sub>/km.*

*3. The zero- and low-emission factor shall reduce the average specific emissions of a manufacturer by a maximum of 3% . The contribution of zero-emission heavy-duty vehicles of the categories referred to in the second sub-paragraph of Article 2(1) to that factor shall reduce the average specific emissions of a manufacturer by a maximum of 1.5%.*

Or. en

#### *Justification*

*As for cars, supercredits have proven not to work. Such a measure would actually allow truckmakers to sell less zero emission trucks because of the double-counting. Given the climate challenge and competition from outside Europe, we need stronger measures.*

**Amendment 232**  
**Rebecca Harms**

**Proposal for a regulation**  
**Article 5**

*Text proposed by the Commission*

*Amendment*

*Article 5*

*deleted*

*Zero- and low-emission heavy-duty vehicles*

*1. Starting from 2020 and for each subsequent calendar year, the Commission shall, by means of implementing acts referred to in Article 10(1), determine for each manufacturer the zero- and low-emission factor referred to in Article 4(b) for the preceding calendar year.*

*The zero- and low-emission factor shall take into account the number and the CO<sub>2</sub> emissions of zero- and low-emission heavy-duty vehicles in the manufacturer's fleet in a calendar year, including zero-emission vehicles of the categories*

*referred to in the second sub-paragraph of Article 2(1), as well as zero- and low-emission vocational vehicles.*

*The zero- and low-emission factor shall be calculated in accordance with point 2.3 of Annex I.*

*2. For the purpose of paragraph 1, the zero- and low-emission heavy-duty vehicles shall be counted as follows:*

*(a) a zero-emission heavy-duty vehicle shall be counted as 2 vehicles;*

*(b) a low-emission heavy-duty vehicle shall be counted as up to 2 vehicles according to a function of its specific CO<sub>2</sub> emissions and the threshold emission level of 350 g CO<sub>2</sub>/km.*

*3. The zero- and low-emission factor shall reduce the average specific emissions of a manufacturer by a maximum of 3% . The contribution of zero-emission heavy-duty vehicles of the categories referred to in the second sub-paragraph of Article 2(1) to that factor shall reduce the average specific emissions of a manufacturer by a maximum of 1.5%.*

Or. en

#### **Amendment 233**

**Eleonora Evi, Piernicola Pedicini, Dario Tamburrano**

#### **Proposal for a regulation**

#### **Article 5**

*Text proposed by the Commission*

*Amendment*

#### **Article 5**

*deleted*

*Zero- and low-emission heavy-duty vehicles*

*1. Starting from 2020 and for each subsequent calendar year, the Commission shall, by means of implementing acts referred to in Article 10(1), determine for each manufacturer*

*the zero- and low-emission factor referred to in Article 4(b) for the preceding calendar year.*

*The zero- and low-emission factor shall take into account the number and the CO<sub>2</sub> emissions of zero- and low-emission heavy-duty vehicles in the manufacturer's fleet in a calendar year, including zero-emission vehicles of the categories referred to in the second sub-paragraph of Article 2(1), as well as zero- and low-emission vocational vehicles.*

*The zero- and low-emission factor shall be calculated in accordance with point 2.3 of Annex I.*

*2. For the purpose of paragraph 1, the zero- and low-emission heavy-duty vehicles shall be counted as follows:*

*(a) a zero-emission heavy-duty vehicle shall be counted as 2 vehicles;*

*(b) a low-emission heavy-duty vehicle shall be counted as up to 2 vehicles according to a function of its specific CO<sub>2</sub> emissions and the threshold emission level of 350 g CO<sub>2</sub>/km.*

*3. The zero- and low-emission factor shall reduce the average specific emissions of a manufacturer by a maximum of 3% . The contribution of zero-emission heavy-duty vehicles of the categories referred to in the second sub-paragraph of Article 2(1) to that factor shall reduce the average specific emissions of a manufacturer by a maximum of 1.5%.*

Or. en

#### **Amendment 234**

**Nils Torvalds, Gerben-Jan Gerbrandy, Carolina Punset, Anneli Jäätteenmäki**

#### **Proposal for a regulation**

**Article 5 – paragraph 1 – subparagraph 1**



*Text proposed by the Commission*

*Amendment*

**Starting from 2020 and for each subsequent calendar year, the Commission shall, by means of implementing acts referred to in Article 10(1), determine for each manufacturer the zero- and low-emission factor referred to in Article 4(b) for the preceding calendar year.**

**As of 2025, 5 % of each manufacturer's fleet of heavy duty vehicles shall consist of zero-emission and low-emission heavy duty vehicles.**

Or. en

**Amendment 235  
Damiano Zoffoli**

**Proposal for a regulation  
Article 5 – paragraph 1 – subparagraph 1**

*Text proposed by the Commission*

*Amendment*

Starting from 2020 and **for each subsequent calendar year**, the Commission shall, by means of implementing acts referred to in Article 10(1), determine for each manufacturer the zero- and low-emission factor referred to in Article 4(b) for the preceding calendar year.

Starting from 2020 and **until the 31 December 2025**, the Commission shall, by means of implementing acts referred to in Article 10(1), determine for each manufacturer the zero- and low-emission factor referred to in Article 4(b) for the preceding calendar year.

Or. en

**Amendment 236  
Sirpa Pietikäinen**

**Proposal for a regulation  
Article 5 – paragraph 1 – subparagraph 1**

*Text proposed by the Commission*

*Amendment*

Starting from 2020 and **for each subsequent calendar year**, the Commission shall, by means of implementing acts referred to in Article 10(1), determine for each manufacturer the

Starting from 2020 and **until 2024**, the Commission shall, by means of implementing acts referred to in Article 10(1), determine for each manufacturer the zero- and low-emission factor referred to in

zero- and low-emission factor referred to in Article 4(b) for the preceding calendar year.

Article 4(b) for the preceding calendar year.

Or. en

#### **Amendment 237**

**Nils Torvalds, Gerben-Jan Gerbrandy, Carolina Punset, Anneli Jäätteenmäki**

#### **Proposal for a regulation**

#### **Article 5 – paragraph 1 – subparagraph 2**

*Text proposed by the Commission*

*The zero- and low-emission factor shall take into account the number and the CO<sub>2</sub> emissions of zero- and low-emission heavy-duty vehicles in the manufacturer's fleet in a calendar year, including zero-emission vehicles of the categories referred to in the second sub-paragraph of Article 2(1), as well as zero- and low-emission vocational vehicles.*

*Amendment*

*As of 2030, at least 30 % of each manufacturer's fleet of heavy duty vehicles shall consist of zero-emission and low-emission heavy duty vehicles. That benchmark shall be subject to the review to be carried out pursuant to Article 13.*

Or. en

#### **Amendment 238**

**Sirpa Pietikäinen**

#### **Proposal for a regulation**

#### **Article 5 – paragraph 1 – subparagraph 2**

*Text proposed by the Commission*

The zero- and low-emission factor shall take into account the number and the CO<sub>2</sub> emissions of zero- and low-emission heavy-duty vehicles in the manufacturer's fleet in a calendar year, **including zero-emission vehicles** of the categories referred to in the **second** sub-paragraph of Article 2(1), **as well as zero- and low-emission vocational vehicles.**

*Amendment*

The zero- and low-emission factor shall take into account the number and the CO<sub>2</sub> emissions of zero- and low-emission heavy-duty vehicles in the manufacturer's fleet in a calendar year, of the categories referred to in the **first** sub-paragraph of Article 2(1).

Or. en

**Amendment 239**

**Nils Torvalds, Gerben-Jan Gerbrandy, Carolina Punset, Anneli Jäätteenmäki**

**Proposal for a regulation**

**Article 5 – paragraph 1 – subparagraph 3**

*Text proposed by the Commission*

*Amendment*

*The zero- and low-emission factor shall be calculated in accordance with point 2.3 of Annex I.* **deleted**

Or. en

**Amendment 240**

**Nils Torvalds, Gerben-Jan Gerbrandy, Carolina Punset, Anneli Jäätteenmäki**

**Proposal for a regulation**

**Article 5 – paragraph 2 – point a**

*Text proposed by the Commission*

*Amendment*

*(a) a zero-emission heavy-duty vehicle shall be counted as 2 vehicles;* **deleted**

Or. en

**Amendment 241**

**Christofer Fjellner, Françoise Grossetête, Norbert Lins**

**Proposal for a regulation**

**Article 5 – paragraph 2 – point a**

*Text proposed by the Commission*

*Amendment*

*(a) a zero-emission heavy-duty vehicle shall be counted as 2 vehicles;*

*(a) a zero-emission heavy-duty vehicle shall be counted as **3, 4 or 5 vehicles if it has a range respectively above 100 km, 200km, a system for on-road charging such as a pantograph, or at least 400 km range. All other zero-emission heavy-duty vehicles shall be counted as 2 vehicles;***

*Justification*

*In example, large batteries or e-highways are technologies that can have a game-changing effect on the CO2 reduction of heavy duty transport. Currently they are not cost-effective and thus it's important to stimulate the European industry shift towards these technologies. The US HDV regulation includes a super-credit of 4.5 – 5.5 for battery and hydrogen trucks and the EU passenger car regulation has for several years had a factor 3.5 for both low- and zero-emitting vehicles.*

**Amendment 242**  
**Elisabetta Gardini**

**Proposal for a regulation**  
**Article 5 – paragraph 2 – point a**

*Text proposed by the Commission*

(a) a zero-emission heavy-duty vehicle shall be counted as 2 vehicles;

*Amendment*

(a) a zero-emission heavy-duty vehicle shall be counted as **3, 4 or 5 vehicles if it has a range respectively above 100 km, 200 km or at least 400 km; all other zero-emission heavy-duty vehicles shall be counted as 2 vehicles;**

*Justification*

*The ZEV reward method could further be improved to consider the range capabilities of electric heavy-duty vehicles. Indeed, technological constraints are not the same for urban delivery trucks than for long-haul trucks. The LEV definition should be fixed with the metric used in VECTO g CO2/tkm – and not g CO2/km. While bigger vehicles might emit more in absolute value (i.e. in g CO2/km), they are more efficient as they transport more goods.*

**Amendment 243**  
**Gesine Meissner, Ulrike Müller**

**Proposal for a regulation**  
**Article 5 – paragraph 2 – point a**

*Text proposed by the Commission*

(a) a zero-emission heavy-duty vehicle

*Amendment*

(a) a zero-emission heavy-duty vehicle

shall be counted as 2 vehicles;

shall be counted *multiple times depending on its range: with a range of less than 100 km it shall be counted as 2 vehicles, with a range of more than 100 km, 200 km or 400 km it shall be counted as 3, 4 or 5 vehicles respectively*;

Or. en

#### *Justification*

*Progress in achievable range will be crucial for the roll-out of ZEV. Therefore it is justified to incentivise higher ranges with a higher multiple counting.*

#### **Amendment 244**

**Joëlle Mélin, Jean-François Jalkh, Sylvie Goddyn**

#### **Proposal for a regulation**

#### **Article 5 – paragraph 2 – point a**

##### *Text proposed by the Commission*

(a) a zero-emission heavy-duty vehicle shall be counted as **2 vehicles**;

##### *Amendment*

(a) a **motorised** zero-emission heavy-duty vehicle, **whether it is a carrying vehicle or a towing vehicle**, shall be counted as **just one vehicle**;

Or. fr

#### **Amendment 245**

**Sirpa Pietikäinen**

#### **Proposal for a regulation**

#### **Article 5 – paragraph 2 – point a**

##### *Text proposed by the Commission*

(a) a zero-emission heavy-duty vehicle shall be counted as **2 vehicles**;

##### *Amendment*

(a) a zero-emission heavy-duty vehicle shall be counted as **1,2** vehicles;

Or. en

#### **Amendment 246**

**Stefan Eck**

**Proposal for a regulation**

**Article 5 – paragraph 2 – point a**

*Text proposed by the Commission*

(a) a zero-emission heavy-duty vehicle shall be counted as **2** vehicles;

*Amendment*

(a) a zero-emission heavy-duty vehicle shall be counted as **5** vehicles;

Or. en

**Amendment 247**

**Nils Torvalds, Gerben-Jan Gerbrandy, Carolina Punset, Anneli Jäätteenmäki**

**Proposal for a regulation**

**Article 5 – paragraph 2 – point b**

*Text proposed by the Commission*

**(b) a low-emission heavy-duty vehicle shall be counted as up to 2 vehicles according to a function of its specific CO<sub>2</sub> emissions and the threshold emission level of 350 g CO<sub>2</sub>/km.**

*Amendment*

**deleted**

Or. en

**Amendment 248**

**Jadwiga Wiśniewska, Bolesław G. Piecha**

**Proposal for a regulation**

**Article 5 – paragraph 2 – point b**

*Text proposed by the Commission*

(b) a low-emission heavy-duty vehicle shall be counted as up to 2 vehicles according to a function of its specific CO<sub>2</sub> emissions **and the threshold emission level of 350 g CO<sub>2</sub>/km.**

*Amendment*

**(b) a zero-emission vehicle that can cover more than 100km shall be counted as 3 vehicles;**

**(c) a zero-emission vehicle that can cover more than 200 km shall be counted as 4 vehicles;**

***(d) a zero-emission vehicle that can cover more than 400 km shall be counted as 5 vehicles;***

***(e) a low-emission heavy-duty vehicle shall be counted as up to 2 vehicles according to a function of its specific CO<sub>2</sub> emissions.***

Or. pl

*Justification*

*These changes should serve as a very strong incentive for the development of highly efficient zero-emission and low-emission vehicles.*

**Amendment 249**

**Gesine Meissner, Ulrike Müller**

**Proposal for a regulation**

**Article 5 – paragraph 2 – point b**

*Text proposed by the Commission*

(b) a low-emission heavy-duty vehicle shall be counted as up to 2 vehicles according to a function of its specific CO<sub>2</sub> emissions and the threshold emission level of **350 g CO<sub>2</sub>/km**.

*Amendment*

(b) a low-emission heavy-duty vehicle shall be counted as up to 2 vehicles according to a function of its specific CO<sub>2</sub> emissions and the threshold emission level of **40 % below the reference value which derives from the 2019 baseline for each vehicle sub-group**.

Or. en

*Justification*

*For consistency with the reduction targets, the definition of low-emission heavy-duty vehicles should as well be calculated on the basis of the 2019 baseline.*

**Amendment 250**

**Christofer Fjellner, Françoise Grossetête, Norbert Lins, Francesc Gambús**

**Proposal for a regulation**

**Article 5 – paragraph 2 – point b**

*Text proposed by the Commission*

*Amendment*

(b) a low-emission heavy-duty vehicle shall be counted as up to 2 vehicles according to a function of its specific CO<sub>2</sub> emissions and the threshold emission level of 350 g CO<sub>2</sub>/km.

(b) a low-emission heavy-duty vehicle shall be counted as up to 2 vehicles according to a function of its specific CO<sub>2</sub> emissions and the threshold emission level of **35% below the reference value of each vehicle sub-group derived from a 2019 baseline.**

Or. en

#### *Justification*

*An absolute metric in g CO<sub>2</sub> / km would promote lighter heavy-duty vehicles, that in general are less efficient, and therefore be counter-productive. To give fair conditions for all vehicle groups the threshold for 'low-emission' should be specific to each sub-group and based on the baseline.*

#### **Amendment 251** **Elisabetta Gardini**

#### **Proposal for a regulation** **Article 5 – paragraph 2 – point b**

##### *Text proposed by the Commission*

(b) a low-emission heavy-duty vehicle shall be counted as up to 2 vehicles according to a function of its specific CO<sub>2</sub> emissions and the threshold emission level of 350 g CO<sub>2</sub>/km.

##### *Amendment*

(b) a low-emission heavy-duty vehicle shall be counted as up to 2 vehicles according to a function of its specific CO<sub>2</sub> emissions and the threshold emission level of 350 g CO<sub>2</sub>/km **35% below the reference value of each vehicle sub-group derived from a 2019 baseline.**

Or. en

#### *Justification*

*The ZEV reward method could further be improved to consider the range capabilities of electric heavy-duty vehicles. Indeed, technological constraints are not the same for urban delivery trucks than for long-haul trucks. The LEV definition should be fixed with the metric used in VECTO g CO<sub>2</sub>/tkm – and not g CO<sub>2</sub>/km. While bigger vehicles might emit more in absolute value (i.e. in g CO<sub>2</sub>/km), they are more efficient as they transport more goods.*

#### **Amendment 252** **Joëlle Mélin, Jean-François Jalkh, Sylvie Goddyn**



**Proposal for a regulation**  
**Article 5 – paragraph 2 – point b**

*Text proposed by the Commission*

(b) a low-emission heavy-duty vehicle shall be counted as ***up to 2 vehicles*** according to a function of its specific CO<sub>2</sub> emissions and the threshold emission level of 350 g CO<sub>2</sub>/km.

*Amendment*

(b) a ***motorised*** low-emission heavy-duty vehicle shall be counted as ***just one vehicle, regardless of whether it is a carrying vehicle or a towing vehicle,*** according to a function of its specific CO<sub>2</sub> emissions and the threshold emission level of 350 g CO<sub>2</sub>/km.

Or. fr

*Justification*

*The low-emission or zero-emission motorised vehicle taken into account is the motorised part of a driving ensemble (motorised towing vehicle + semi-trailer or motorised carrying vehicle + trailer), without the trailer/semi-trailer.*

**Amendment 253**  
**Rupert Matthews**

**Proposal for a regulation**  
**Article 5 – paragraph 2 – point b**

*Text proposed by the Commission*

(b) a low-emission heavy-duty vehicle shall be counted as up to 2 vehicles according to a function of its specific CO<sub>2</sub> emissions and the threshold emission ***level of 350 g CO<sub>2</sub>/km.***

*Amendment*

(b) a low-emission heavy-duty vehicle shall be counted as up to 2 vehicles according to a function of its specific CO<sub>2</sub> emissions and the threshold emission ***levels determined in accordance with Article 3(k).***

Or. en

*Justification*

*Long haul trucks represent the largest share of emissions for HDVs. Therefore, as the 350g threshold is presently an impediment to the production of long-haul ZLEVs and LEVs, the definition should be split between vehicle sub-groups.*

**Amendment 254**

**Sirpa Pietikäinen**

**Proposal for a regulation**

**Article 5 – paragraph 2 – point b**

*Text proposed by the Commission*

(b) a low-emission heavy-duty vehicle shall be counted as up to **2** vehicles according to a function of its specific CO<sub>2</sub> emissions and the threshold emission level of 350 g CO<sub>2</sub>/km.

*Amendment*

(b) a low-emission heavy-duty vehicle shall be counted as up to **1,2** vehicles according to a function of its specific CO<sub>2</sub> emissions and the threshold emission level of 350 g CO<sub>2</sub>/km.

Or. en