



2017/0114(COD)

6.2.2018

AMENDMENTS

52 - 234

Draft opinion

Seb Dance

Charging of heavy goods vehicles for the use of certain infrastructures

Proposal for a directive

(COM(2017)0275 – C8-0171/2017 – 2017/0114(COD))

Amendment 52
Eleonora Evi, Piernicola Pedicini

Proposal for a directive
Recital 1 a (new)

Text proposed by the Commission

Amendment

(1a) *The movement of goods and passenger vehicles is a contributory factor in the release of pollutants into the atmosphere; these pollutants, which have a very serious impact on people's health and lead to the deterioration of ambient air quality in Europe, include PM2.5, NO₂, and O₃, which in 2014 caused, respectively, 399 000, 75 000, and 13 600 premature deaths in the Union owing to prolonged exposure, according to European Environment Agency estimates produced in 2017.*

Or. it

Amendment 53
Keith Taylor, Michael Cramer

Proposal for a directive
Recital 1 a (new)

Text proposed by the Commission

Amendment

(1a) *The 'Handbook on External Costs of Transport' of the Commission Directorate General for Transport and Mobility should be considered as a basis for fixing minima of amounts for the internalisation of external costs.*

Or. en

Amendment 54
Nicola Caputo

Proposal for a directive
Recital 1 a (new)

Text proposed by the Commission

Amendment

(1a) Congestion is becoming an increasingly serious problem, entailing high economic, social, and environmental costs, including delays, fuel waste, and additional CO₂ and pollutant emissions.

Or. it

Amendment 55
Eleonora Evi, Piernicola Pedicini

Proposal for a directive
Recital 1 b (new)

Text proposed by the Commission

Amendment

(1b) Electric transport systems, whether private or public, can help tackle the main mobility problems, including those occurring on out of town routes, by reducing CO₂ emissions and completely eliminating pollutants and noise in a sustainable way. The degree of sustainability of electric vehicles also depends on the use of electricity generated from renewable sources.

Or. it

Amendment 56
Eleonora Evi, Piernicola Pedicini

Proposal for a directive
Recital 1 c (new)

Text proposed by the Commission

Amendment

(1c) According to the World Health Organisation (WHO), noise from road

traffic alone ranks second among the most harmful environmental stressors in Europe, exceeded only by air pollution; at least 9 000 premature deaths a year can be attributed to heart disease caused by traffic noise.

Or. it

Amendment 57
Eleonora Evi, Piernicola Pedicini

Proposal for a directive
Recital 1 d (new)

Text proposed by the Commission

Amendment

(1d) According to the European Environment Agency's 2017 report on air quality in Europe, road transport in 2015 was the sector with the highest NOx emissions and the second largest emitter of black carbon pollution.

Or. it

Amendment 58
Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh
Proposal for a directive
Recital 3

Text proposed by the Commission

Amendment

(3) All heavy duty vehicles have significant impact on road infrastructure and contribute to air pollution, while light duty vehicles are at the source of the majority of the negative environmental and social impacts from road transport related to emissions and congestion. In the interest of equal treatment and fair competition, it should be ensured that vehicles so far not covered by the framework set out in Directive 1999/62/EC of the European

(3) All heavy duty vehicles have significant impact on road infrastructure and contribute to air pollution, while light duty vehicles are at the source of the majority of the negative environmental and social impacts from road transport related to emissions and congestion. In the interest of equal treatment and fair competition, it should be ensured that *light duty* vehicles *intended for the carriage of goods which are* so far not covered by the framework

Parliament and of the Council¹⁵ in respect of tolls and user charges are included into this framework. The scope of that Directive should therefore be extended to **heavy duty vehicles other than those intended for the carriage of goods and to light duty vehicles, including passenger cars.**

¹⁵ Directive 1999/62/EC of the European Parliament and of the Council of 17 June 1999 on the charging of heavy goods vehicles for the use of certain infrastructures (OJ L 187, 20.7.1999, p. 42).

set out in Directive 1999/62/EC of the European Parliament and of the Council¹⁵ in respect of tolls and user charges are included into this framework. The scope of that Directive should therefore be extended to light duty vehicles.

¹⁵ Directive 1999/62/EC of the European Parliament and of the Council of 17 June 1999 on the charging of heavy goods vehicles for the use of certain infrastructures (OJ L 187, 20.7.1999, p. 42).

Or. fr

Amendment 59
Mireille D'Ornano

Proposal for a directive
Recital 3 a (new)

Text proposed by the Commission

Amendment

(3a) In order to ensure the proportionality of charging, and to ensure that it applies only to the vehicles concerned, it is important to differentiate between light duty vehicles intended for the carriage of people and vans intended for the carriage of goods as regulated under Regulations (EC) No 1071/20091a and (EC) No 1072/20091b of the European Parliament and of the Council, as well as under Regulation (EC) No 165/20141c of the European Parliament and of the Council.

1a Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of

road transport operator and repealing Council Directive 96/26/EC (OJ L 300, 14.11.2009, p. 51).

Ib Regulation (EC) No 1072/2009 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international road haulage market (OJ L 300, 14.11.2009, p. 72).

Ic Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport, repealing Council Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) No 561/2006 of the European Parliament and of the Council on the harmonisation of certain social legislation relating to road transport (OJ L 60, 28.2.2014, p. 1).

Or. fr

Amendment 60
Gesine Meissner

Proposal for a directive
Recital 4

Text proposed by the Commission

(4) Time-based user charges do by nature not accurately reflect infrastructure costs actually induced and, for similar reasons, are not effective when it comes to incentivising cleaner and more efficient operations, or reducing congestion. They should therefore be gradually replaced by distance-based charges, which are fairer, more efficient and more effective.

Amendment

(4) Time-based user charges do by nature not accurately reflect infrastructure costs actually induced and, for similar reasons, are not effective when it comes to incentivising cleaner and more efficient operations, or reducing congestion. They should therefore be gradually replaced by distance-based charges, which are fairer, more efficient and more effective. ***In the long term distance-based charges for all vehicles on all roads should replace taxes on vehicles and fuel.***

Or. en

Amendment 61
Christofer Fjellner

Proposal for a directive
Recital 4

Text proposed by the Commission

(4) Time-based user charges *do by nature not accurately reflect infrastructure costs actually induced and, for similar reasons, are not effective when it comes to incentivising cleaner and more efficient operations, or reducing congestion. They should therefore be gradually replaced by distance-based charges, which are fairer, more efficient and more effective.*

Amendment

(4) *Due to geographical differences, such as sparsely populated areas, long distances and large road networks, and low traffic intensity, Member States should continuously be able to introduce or maintain* time-based user charges.

Or. en

Justification

Member States should have the flexibility to use time based user charges as they see fit due to their geographical circumstances.

Amendment 62
Luke Ming Flanagan

Proposal for a directive
Recital 4

Text proposed by the Commission

(4) Time-based user charges do *by nature* not accurately reflect infrastructure costs actually induced and, for similar reasons, are not effective when it comes to incentivising cleaner and more efficient operations, or reducing congestion. They should therefore be gradually replaced by distance-based charges, which are fairer, more efficient and more effective.

Amendment

(4) *By their very nature*, time-based user charges do not accurately reflect infrastructure costs actually induced and, for similar reasons, are not effective when it comes to incentivising cleaner and more efficient operations, or reducing congestion. They should therefore be gradually replaced by distance-based charges, which are fairer, more efficient and more effective.

Amendment 63
Nicola Caputo

Proposal for a directive
Recital 4 a (new)

Text proposed by the Commission

Amendment

(4a) *Time-based user charges, moreover, encourage drivers to travel more when their vignette is valid, thus making them misapply the ‘polluter pays’ principle and the ‘user pays’ principle.*

Or. it

Amendment 64
Michel Dantin, Françoise Grossetête, Angélique Delahaye

Proposal for a directive
Recital 5

Text proposed by the Commission

Amendment

(5) In order to secure user acceptance of future road charging schemes, Member States should be allowed to introduce adequate systems for the collection of charges as part of a wider package of mobility services. Such systems should ensure a fair distribution of infrastructure costs and reflect the ‘polluter pays’ principle. Any Member States introducing such a system should ensure that it complies with the provisions of Directive 2004/52/EC of the European Parliament and of the Council¹⁶.

(5) In order to secure user acceptance of future road charging schemes, Member States should be allowed to introduce adequate systems for the collection of charges as part of a wider package of mobility services. ***The Member States are encouraged to take into account the social acceptance of charging and socio-economic factors in their implementation, in particular to maintain the competitiveness of the transport sector, composed of many SMEs, and facilitate a relaxation of charges to users of private vehicles forced to use this infrastructure on a regular basis.*** Such systems should ensure a fair distribution of infrastructure costs and reflect the ‘polluter pays’ principle. Any Member States introducing such a system should ensure that it

complies with the provisions of Directive 2004/52/EC of the European Parliament and of the Council¹⁶.

¹⁶ Directive 2004/52/EC of the European Parliament and of the Council of 29 April 2004 on the interoperability of electronic road toll systems in the Community (Text with EEA relevance), OJ L 166, 30.4.2004, p. 124–143

¹⁶ Directive 2004/52/EC of the European Parliament and of the Council of 29 April 2004 on the interoperability of electronic road toll systems in the Community (Text with EEA relevance), OJ L 166, 30.4.2004, p. 124–143

Or. fr

Amendment 65 **Luke Ming Flanagan**

Proposal for a directive **Recital 5**

Text proposed by the Commission

(5) In order to secure user acceptance of future road charging schemes, Member States should be allowed to introduce adequate systems for the collection of charges as part of a wider package of mobility services. Such systems should ensure a fair distribution of infrastructure costs and reflect the ‘polluter pays’ principle. Any Member States introducing such a system should ensure that it complies with the provisions of Directive 2004/52/EC of the European Parliament and of the Council¹⁶.

¹⁶ Directive 2004/52/EC of the European Parliament and of the Council of 29 April 2004 on the interoperability of electronic road toll systems in the Community (Text with EEA relevance), OJ L 166, 30.4.2004, p. 124–143

Amendment

(5) In order to secure user acceptance of future road charging schemes, Member States should be allowed to introduce adequate systems for the collection of charges as part of a wider package of mobility services. Such systems should ensure a fair distribution of infrastructure costs and reflect the ‘polluter pays’ principle. ***Such toll systems, however, should also be monitored to ensure they do not cause that which they are designed to reduce - traffic jams and back-up.*** Any Member States introducing such a system should ensure that it complies with the provisions of Directive 2004/52/EC of the European Parliament and of the Council¹⁶.

¹⁶ Directive 2004/52/EC of the European Parliament and of the Council of 29 April 2004 on the interoperability of electronic road toll systems in the Community (Text with EEA relevance), OJ L 166, 30.4.2004, p. 124–143

Amendment 66

Michel Dantin, Françoise Grossetête, Angélique Delahaye

Proposal for a directive

Recital 5 a (new)

Text proposed by the Commission

Amendment

(5a) Underlines the importance for the Member States of establishing a fair charging system which does not penalise users of private vehicles which, due to their place of residence in the countryside or in areas that are difficult of access or isolated, are forced to make more regular use of roads subject to charging; considers that, under territorial development policy, Member States should levy reduced charges on users from such areas;

Or. fr

Amendment 67

Mireille D'Ornano

Proposal for a directive

Recital 5 a (new)

Text proposed by the Commission

Amendment

(5a) In order to secure user acceptance of future road charging schemes, Member States should be encouraged to take account of socio-economic factors when implementing road charging measures for passenger cars, particularly the vital role of road transport for residents of rural areas or areas that are isolated or poorly served by alternative modes of transport.

Or. fr

Amendment 68

Michel Dantin, Françoise Grossetête, Angélique Delahaye

Proposal for a directive

Recital 7

Text proposed by the Commission

(7) Pursuant to Directive 1999/62/EC, an external-cost charge may be imposed at a level close to the social marginal cost of the usage of the vehicle in question. That method has proven to be the fairest and most efficient way to take account of negative environmental and health impacts of air pollution and noise generated by heavy duty vehicles, **and** would ensure a fair contribution from heavy duty vehicles to meeting EU air quality standards and any applicable noise limits or targets. The application of such charges should therefore be facilitated.

¹⁷ Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air for Europe, OJ L 152, 11.06.2008, p. 1-44

Amendment

(7) Pursuant to Directive 1999/62/EC, an external-cost charge may be imposed at a level close to the social marginal cost of the usage of the vehicle in question. That method has proven to be the fairest and most efficient way to take account of negative environmental and health impacts of air pollution and noise generated by heavy duty vehicles, would ensure a fair contribution from heavy duty vehicles to meeting EU air quality standards and any applicable noise limits or targets, **and would make it possible to provide incentives to use clean vehicles**. The application of such charges should therefore be facilitated.

¹⁷ Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air for Europe, OJ L 152, 11.06.2008, p. 1-44

Or. fr

Amendment 69

Herbert Dorfmann

Proposal for a directive

Recital 7

Text proposed by the Commission

(7) Pursuant to Directive 1999/62/EC, an external-cost charge **may** be imposed at a level close to the social marginal cost of the usage of the vehicle in question. That

Amendment

(7) Pursuant to Directive 1999/62/EC, an external-cost charge **must** be imposed at a level close to the social marginal cost of the usage of the vehicle in question. That

method has proven to be the fairest and most efficient way to take account of negative environmental and health impacts of air pollution and noise generated by heavy duty vehicles, and would ensure a fair contribution from heavy duty vehicles to meeting EU air quality standards¹⁷ and any applicable noise limits or targets. The application of such charges should therefore be facilitated.

¹⁷ Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air for Europe, OJ L 152, 11.06.2008, p. 1-44.

method has proven to be the fairest and most efficient way to take account of negative environmental and health impacts of air pollution and noise generated by heavy duty vehicles, and would ensure a fair contribution from heavy duty vehicles to meeting EU air quality standards¹⁷ and any applicable noise limits or targets. The application of such charges should therefore be facilitated.

¹⁷ Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air for Europe, OJ L 152, 11.06.2008, p. 1-44.

Or. de

Amendment 70 **Stefan Eck**

Proposal for a directive **Recital 7**

Text proposed by the Commission

(7) Pursuant to Directive 1999/62/EC, an external-cost charge *may* be imposed at a level close to the social marginal cost of the usage of the vehicle in question. That method has proven to be the fairest and most efficient way to take account of negative environmental and health impacts of air pollution and noise generated by heavy duty vehicles, and would ensure a fair contribution from heavy duty vehicles to meeting EU air quality standards¹⁷ and any applicable noise limits or targets. The application of such charges should therefore be facilitated.

¹⁷ Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air

Amendment

(7) Pursuant to Directive 1999/62/EC, an external-cost charge *should* be imposed at a level close to the social marginal cost of the usage of the vehicle in question. That method has proven to be the fairest and most efficient way to take account of negative environmental and health impacts of air pollution and noise generated by heavy duty vehicles, and would ensure a fair contribution from heavy duty vehicles to meeting EU air quality standards¹⁷ and any applicable noise limits or targets. The application of such charges should therefore be facilitated.

¹⁷ Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air

Or. en

Amendment 71
Eleonora Evi, Piernicola Pedicini

Proposal for a directive
Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) It is essential that external-cost charging be made mandatory on the section of the road network subject to an infrastructure charge in order fully to internalise external costs, including those caused by noise and air pollution.

Or. it

Amendment 72
Mireille D'Ornano

Proposal for a directive
Recital 8

Text proposed by the Commission

Amendment

(8) To this effect, the maximum weighted average external-cost charges should be replaced by readily applicable reference values updated in light of inflation, the scientific progress made in estimating the external costs of road transport and the evolution of the fleet composition.

(8) To this effect, the maximum weighted average external-cost charges should be replaced by readily applicable reference values ***acceptable to the parties concerned and*** updated in light of inflation, the scientific progress made in estimating the external costs of road transport and the evolution of the fleet composition.

Or. fr

Amendment 73

Herbert Dorfmann

**Proposal for a directive
Recital 8**

Text proposed by the Commission

(8) To this effect, the maximum weighted average external-cost charges should be replaced by readily applicable **reference** values updated in light of inflation, the scientific progress made in estimating the external costs of road transport and the evolution of the fleet composition.

Amendment

(8) To this effect, the maximum weighted average external-cost charges should be replaced by readily applicable **minimum** values updated in light of inflation, the scientific progress made in estimating the external costs of road transport and the evolution of the fleet composition.

Or. de

**Amendment 74
Eleonora Evi, Piernicola Pedicini**

**Proposal for a directive
Recital 9**

Text proposed by the Commission

(9) *The variation of infrastructure charges according to Euro emission class has contributed to the use of cleaner vehicles. However, with the renewal of vehicle fleets, the variation of charges on this basis on the inter-urban network is expected to become obsolete by the end of 2020 and should therefore be phased out by that time. From the same point in time, external-cost charging should be applied more systematically, as a targeted means to recover external cost in respect of situations in which it matters most.*

Amendment

deleted

Or. it

**Amendment 75
Christofer Fjellner**

Proposal for a directive
Recital 9

Text proposed by the Commission

(9) The variation of infrastructure charges according to Euro emission class has contributed to the use of cleaner vehicles. ***However, with the renewal of vehicle fleets, the variation of charges on this basis on the inter-urban network is expected to become obsolete by the end of 2020 and should therefore be phased out by that time. From the same point in time, external-cost charging should be applied more systematically, as a targeted means to recover external cost in respect of situations in which it matters most.***

Amendment

(9) The variation of infrastructure charges according to Euro emission class has contributed to the use of cleaner vehicles.

Or. en

Justification

VECTO will only gradually apply, meaning that not all vehicles on the road will be CO2 certified by 2020. In order to prevent unnecessary administrative burden Euro class differentiation should therefore be maintained as an option for toll differentiation.

Amendment 76
Herbert Dorfmann

Proposal for a directive
Recital 9

Text proposed by the Commission

(9) The variation of infrastructure charges according to Euro emission class has contributed to the use of cleaner vehicles. However, with the renewal of vehicle fleets, the variation of charges on this basis on the inter-urban network is expected to become obsolete by the end of 2020 and should therefore be phased out by that time. From the same point in time, external-cost charging ***should*** be applied ***more systematically***, as a targeted means to

Amendment

(9) The variation of infrastructure charges according to Euro emission class has contributed to the use of cleaner vehicles. However, with the renewal of vehicle fleets, the variation of charges on this basis on the inter-urban network is expected to become obsolete by the end of 2020 and should therefore be phased out by that time. From the same point in time, external-cost charging ***must*** be applied as a targeted means to recover external cost in

recover external cost in respect of situations in which it matters most.

respect of situations in which it matters most.

Or. de

Amendment 77

Eleonora Evi, Piernicola Pedicini

Proposal for a directive

Recital 10

Text proposed by the Commission

(10) The share of CO₂ emissions from heavy duty vehicles is increasing. A variation of infrastructure charges according to such emissions is capable of contributing to improvements in this area and *should therefore* be introduced.

Amendment

(10) The share of CO₂ emissions from heavy duty vehicles is increasing ***and, if no appropriate measures are taken, is expected to rise, according to estimates, by 10% by 2030 and by 17% by 2050.*** A variation of infrastructure charges according to such emissions is capable of contributing to improvements in this area and ***therefore has to*** be introduced.

Or. it

Amendment 78

Keith Taylor, Michael Cramer

Proposal for a directive

Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) Calculating and estimating external costs caused by climate change should take into account the damage from extreme weather conditions for different sectors, including the transport sector, as well as investments in measures for the avoidance or reduction of the effects of climate change.

Or. en

Amendment 79

Eleonora Evi, Piernicola Pedicini

Proposal for a directive

Recital 11

Text proposed by the Commission

(11) Light duty vehicles generate two thirds of the negative environmental and health impacts of road transport. It is therefore important to incentivise the use of ***the cleanest and most fuel-efficient*** vehicles through the differentiation of road charges based on conformity factors defined in Commission Regulation (EU) 2016/427¹⁸, Commission Regulation (EU) 2016/646¹⁹, and Commission Regulation (EU) 2017/xxx²⁰.

¹⁸ Commission Regulation (EU) 2016/427 of 10 March 2016 amending Regulation (EC) No 692/2008 as regards emissions from light passenger and commercial vehicles (Euro 6) (OJ L 82, 31.3.2016, p. 1–22)

¹⁹ Commission Regulation (EU) 2016/646 of 20 April 2016 amending Regulation (EC) No 692/2008 as regards emissions from light passenger and commercial vehicles (Euro 6) (OJ L 109, 26.4.2016, p. 1–22)

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Amendment

(11) Light duty vehicles generate two thirds of the negative environmental and health impacts of road transport. It is therefore important to ***phase out vehicles powered by fossil fuels and*** incentivise the use of ***zero-emission*** vehicles through the differentiation of road charges based on conformity factors defined in Commission Regulation (EU) ***No*** 2016/427¹⁸, Commission Regulation (EU) ***No*** 2016/646¹⁹, and Commission Regulation (EU) ***No*** 2017/xxx²⁰.

¹⁸ Commission Regulation (EU) 2016/427 of 10 March 2016 amending Regulation (EC) No 692/2008 as regards emissions from light passenger and commercial vehicles (Euro 6) (OJ L 82, 31.3.2016, p. 1–22)

¹⁹ Commission Regulation (EU) 2016/646 of 20 April 2016 amending Regulation (EC) No 692/2008 as regards emissions from light passenger and commercial vehicles (Euro 6) (OJ L 109, 26.4.2016, p. 1–22)

Or. it

Amendment 80

Michel Dantin, Françoise Grossetête, Angélique Delahaye

Proposal for a directive

Recital 12

Text proposed by the Commission

(12) In order to promote the use of the cleanest and most efficient vehicles, Member States should apply significantly reduced road tolls and user charges to those vehicles.

Amendment

(12) In order to promote the use of the cleanest and most efficient vehicles **and reduce their competitive disadvantage in relation to conventional vehicles**, Member States should **as soon as possible** apply significantly reduced road tolls and user charges to those vehicles.

Or. fr

Amendment 81

Eleonora Evi, Piernicola Pedicini

Proposal for a directive

Recital 12

Text proposed by the Commission

(12) In order to promote the use of **the cleanest and most efficient** vehicles, Member States should apply significantly **reduced** road tolls and user charges to **those** vehicles.

Amendment

(12) In order to promote the use of **zero-emission** vehicles, Member States should apply significantly **higher** road tolls and user charges to **less clean and less efficient** vehicles, **exempting zero-emission vehicles**.

Or. it

Amendment 82

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Recital 12 a (new)

Text proposed by the Commission

Amendment

(12a) In order to promote vehicles whose direct emissions of CO₂ are zero (electric, hydrogen, etc.), the Member States should be allowed to remove user charges and tolls for these vehicles.

Or. fr

Amendment 83
Mireille D'Ornano

Proposal for a directive
Recital 13

Text proposed by the Commission

(13) Road congestion, to which all motor vehicles contribute in different proportions, represents a cost of about 1 % of GDP. A significant part of this cost can be attributed to interurban congestion. A specific congestion charge should therefore be allowed, on condition that it is applied to all vehicle categories. In order to be effective and proportionate, the charge should be calculated on the basis of the marginal congestion cost and differentiated according to location, time and vehicle category. In order to maximise the positive effect of congestion charges, corresponding revenues should be allocated to projects addressing the sources of the problem.

Amendment

(13) Road congestion, to which all motor vehicles contribute in different proportions, represents a cost of about 1% of GDP. A significant part of this cost can be attributed to interurban congestion. A specific congestion charge should therefore be allowed, on condition that it is applied to all vehicle categories, ***while remaining reasonable in order not to harm the economic activity of road users who, in most cases, have no other transport option besides travel by car.*** In order to be effective and proportionate, the charge should be calculated on the basis of the marginal congestion cost and differentiated according to location, time and vehicle category. In order to maximise the positive effect of congestion charges, corresponding revenues should, ***where possible,*** be allocated to projects addressing the sources of the problem.

Or. fr

Amendment 84
Andrzej Grzyb

Proposal for a directive
Recital 13

Text proposed by the Commission

(13) Road congestion, to which all motor vehicles contribute in different proportions, represents a cost of about 1% of GDP. A significant part of this cost can

Amendment

(13) Road congestion, to which all motor vehicles contribute in different proportions, represents a cost of about 1% of GDP. A significant part of this cost can

be attributed to interurban congestion. A specific congestion charge should therefore be allowed, on condition that it is applied to all vehicle categories. In order to be effective and proportionate, the charge should be calculated on the basis of the marginal congestion cost and differentiated according to location, time and vehicle category. In order to maximise the positive effect of congestion charges, corresponding revenues should be allocated to projects addressing the sources of the problem.

be attributed to interurban congestion. A specific congestion charge should therefore be allowed, on condition that it is applied to all vehicle categories. In order to be effective and proportionate, the charge should be calculated on the basis of the marginal congestion cost and differentiated according to location, time and vehicle category. In order to maximise the positive effect of congestion charges, corresponding revenues should be allocated to projects addressing the sources of the problem. ***In case of new collection infrastructure, the method of collection of congestion charges should itself not contribute to creation or further development of the congestion.***

Or. en

Amendment 85
Eleonora Evi, Piernicola Pedicini

Proposal for a directive
Recital 13

Text proposed by the Commission

(13) Road congestion, to which all motor vehicles contribute in different proportions, represents a cost of about 1% of GDP. A significant part of this cost can be attributed to interurban congestion. A specific congestion charge should therefore be allowed, on condition that it is applied to all vehicle categories. In order to be effective and proportionate, the charge should be calculated on the basis of the marginal congestion cost and differentiated according to location, time and vehicle category. In order to maximise the positive effect of congestion charges, corresponding revenues should be allocated to projects ***addressing*** the *sources* of the problem.

Amendment

(13) Road congestion, to which all motor vehicles contribute in different proportions, represents a cost of about 1% of GDP. A significant part of this cost can be attributed to interurban congestion. A specific congestion charge should therefore be allowed, on condition that it is applied to all vehicle categories. In order to be effective and proportionate, the charge should be calculated on the basis of the marginal congestion cost and differentiated according to location, time and vehicle category. In order to maximise the positive effect of congestion charges, corresponding revenues should be allocated to projects ***seeking to tackle*** the *root causes* of the problem ***and to encourage a shift of traffic towards alternative transport routes, as***

well as the greatest possible use of low-emission public transport.

Or. it

Amendment 86

Michel Dantin, Françoise Grossetête, Angélique Delahaye

Proposal for a directive

Recital 13

Text proposed by the Commission

(13) Road congestion, to which all motor vehicles contribute in different proportions, represents a cost of about 1 % of GDP. A significant part of this cost can be attributed to interurban congestion. A specific congestion charge should therefore be allowed, on condition that it is applied to all vehicle categories. In order to be effective and proportionate, the charge should be calculated on the basis of the marginal congestion cost and differentiated according to location, time and vehicle category. In order to maximise the positive effect of congestion charges, corresponding revenues should be allocated to projects addressing the sources of the problem.

Amendment

(13) Road congestion, to which all motor vehicles contribute in different proportions, represents a cost of about 1 % of GDP. A significant part of this cost can be attributed to interurban **and cross-border** congestion. A specific congestion charge should therefore be allowed, on condition that it is applied to all vehicle categories. In order to be effective and proportionate, the charge should be calculated on the basis of the marginal congestion cost and differentiated according to location, time and vehicle category. In order to maximise the positive effect of congestion charges, corresponding revenues should be allocated to projects addressing the sources of the problem, **such as cross-border infrastructure or modal shift.**

Or. fr

Amendment 87

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Recital 13

Text proposed by the Commission

(13) Road congestion, to which all

Amendment

(13) Road congestion, to which all

motor vehicles contribute in different proportions, represents a cost of about 1 % of GDP. A significant part of this cost can be attributed to interurban congestion. A specific congestion charge should therefore be allowed, on condition that it is applied to all vehicle categories. In order to be effective and proportionate, the charge should be calculated on the basis of the marginal congestion cost and differentiated according to location, time and vehicle category. In order to maximise the positive effect of congestion charges, corresponding revenues should be allocated to projects addressing the sources of the problem.

motor vehicles contribute in different proportions, represents a cost of about 1% of GDP. A significant part of this cost can be attributed to interurban congestion. A specific congestion charge should therefore be allowed, on condition that it is applied to all vehicle categories ***except for private and utility vehicles which are not transporting goods***. In order to be effective and proportionate, the charge should be calculated on the basis of the marginal congestion cost and differentiated according to location, time and vehicle category. In order to maximise the positive effect of congestion charges, corresponding revenues should be allocated to projects addressing the sources of the problem.

Or. fr

Amendment 88
Luke Ming Flanagan

Proposal for a directive
Recital 13

Text proposed by the Commission

(13) Road congestion, to which all motor vehicles contribute in different proportions, represents a cost of about 1% of GDP. A significant part of this cost can be attributed to interurban congestion. A specific congestion charge should therefore be allowed, on condition that it is applied to all vehicle categories. In order to be effective and proportionate, the charge should be calculated on the basis of the marginal congestion cost and differentiated according to location, time and vehicle category. In order to maximise the positive effect of congestion charges, corresponding revenues should be allocated to projects addressing the sources of the problem.

Amendment

(13) Road congestion, to which all motor vehicles contribute in different proportions, represents a cost of about 1% of GDP. A significant part of this cost can be attributed to interurban congestion. A specific congestion charge should therefore be allowed, on condition that it is applied to all vehicle categories. In order to be effective and proportionate, the charge should be calculated on the basis of the marginal congestion cost and differentiated according to location, time and vehicle category. In order to maximise the positive effect of congestion charges, corresponding revenues should be ***ring-fenced and*** allocated to projects addressing the sources of the problem.

Amendment 89
Nicola Caputo

Proposal for a directive
Recital 13

Text proposed by the Commission

(13) Road congestion, to which all motor vehicles contribute in different proportions, represents a cost of about **1%** of GDP. A significant part of this cost can be attributed to interurban congestion. A specific congestion charge should therefore be allowed, on condition that it is applied to all vehicle categories. In order to be effective and proportionate, the charge should be calculated on the basis of the marginal congestion cost and differentiated according to location, time and vehicle category. In order to maximise the positive effect of congestion charges, corresponding revenues should be allocated to projects addressing the sources of the problem.

Amendment

(13) Road congestion, to which all motor vehicles contribute in different proportions, represents a cost of about **1%-2%** of GDP. A significant part of this cost can be attributed to interurban congestion. A specific congestion charge should therefore be allowed, on condition that it is applied to all vehicle categories. In order to be effective and proportionate, the charge should be calculated on the basis of the marginal congestion cost and differentiated according to location, time and vehicle category. In order to maximise the positive effect of congestion charges, corresponding revenues should be allocated to projects addressing the sources of the problem.

Or. it

Amendment 90
Michel Dantin, Françoise Grossetête, Angélique Delahaye

Proposal for a directive
Recital 14

Text proposed by the Commission

(14) Congestion charges should reflect the actual costs imposed by each vehicle on other road users directly, and indirectly on society at large, in a proportionate manner. In order to avoid that they disproportionately hinder the free movement of people and goods, they should be limited to specific amounts

Amendment

(14) Congestion charges should reflect the actual costs imposed by each vehicle on other road users directly, and indirectly on society at large, in a proportionate manner. In order to avoid that they disproportionately hinder the free movement of people and goods, ***particularly in cross-border and urban***

reflecting marginal congestion cost in near capacity condition, that is to say when traffic volumes approach road capacity.

areas, they should be limited to specific amounts reflecting marginal congestion cost in near capacity condition, that is to say when traffic volumes approach road capacity.

Or. fr

Amendment 91
Andrzej Grzyb

Proposal for a directive
Recital 15

Text proposed by the Commission

Amendment

(15) *The revenue-neutral variation of infrastructure charges applied to heavy goods vehicles, a suboptimal instrument for the purpose of reducing congestion, should be phased out.*

deleted

Or. en

Amendment 92
Herbert Dorfmann

Proposal for a directive
Recital 16

Text proposed by the Commission

Amendment

(16) Mark-ups added to the infrastructure charge could also provide a useful contribution to addressing problems related to significant environmental damage or congestion caused by the use of certain roads, not only within mountainous areas. The current restriction of mark-ups to such areas should therefore be removed. *In order to avoid double charging of users, mark-ups should be excluded on road sections on which a congestion charge is applied.*

(16) Mark-ups added to the infrastructure charge could also provide a useful contribution to addressing problems related to significant environmental damage or congestion caused by the use of certain roads, not only within mountainous areas. The current restriction of mark-ups to such areas should therefore be removed.

Amendment 93
Keith Taylor, Michael Cramer

Proposal for a directive
Recital 16 a (new)

Text proposed by the Commission

Amendment

(16a) The Alpine Convention's Transport Protocol, as ratified by the EU and all Alpine Member States, should be a framework for applying the 'polluter pays principle' while setting higher amounts for the mark ups within the cross-border Alpine area.

Amendment 94
Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive
Recital 17

Text proposed by the Commission

Amendment

(17) In case a Member State introduces a system of road charging, compensations granted may, according to the case, result in the discrimination of non-resident road users. The possibility to grant compensation at such occasion should therefore be limited to the cases of tolls and should no longer be available in the case of user charges.

deleted

Amendment 95
Luke Ming Flanagan

Proposal for a directive
Recital 17

Text proposed by the Commission

(17) In case a Member State introduces a system of road charging, compensations granted may, according to the case, result in **the** discrimination **of** non-resident road users. The possibility to grant compensation **at such occasion** should therefore be limited to the cases of tolls and should no longer be available in the case of user charges.

Amendment

(17) In case a Member State introduces a system of road charging, compensations granted may, according to the case, result in discrimination **against** non-resident road users. The possibility to grant **such** compensation should therefore be limited to the cases of tolls and should no longer be available in the case of user charges.

Or. en

Amendment 96
Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive
Recital 17 a (new)

Text proposed by the Commission

Amendment

(17a) Member States should be able to set up a compensation mechanism for both road tolls and user charges in order to limit the impact of such a measure, notably on very small, small and medium-sized enterprises.

Or. fr

Amendment 97
Mireille D'Ornano

Proposal for a directive
Recital 19

Text proposed by the Commission

(19) **Road charges can mobilise resources that contribute to the financing of the maintenance and development of**

Amendment

(19) **Despite the sale of a large proportion of road networks and their capture by private companies, which have**

high quality transport infrastructure. *It is* therefore *appropriate to incentivise* Member States to use revenues from road charges accordingly *and, to this end, to require that they adequately report on the use of such revenues*. That should in particular help identifying possible financing gaps, and raising the *public* acceptance of road charging.

little concern for the public interest, road charges mobilise resources. Those resources make it possible to finance the maintenance and development of *better* quality transport infrastructure *which causes less environmental damage by reducing air pollution. Consideration can therefore be given to incentivising* Member States to use revenues from road charges accordingly. That should in particular help identifying possible financing gaps, and raising acceptance of road charging *among users of the road network*.

Or. fr

Amendment 98
Nicola Caputo

Proposal for a directive
Recital 19

Text proposed by the Commission

(19) Road charges can mobilise resources that contribute to the financing of the maintenance and development of *high quality* transport infrastructure. It is therefore appropriate to incentivise Member States to use revenues from road charges accordingly and, to this end, to require that they adequately report on the use of such revenues. That should in particular help identifying possible financing gaps, and raising the public acceptance of road charging.

Amendment

(19) Road charges can mobilise resources that contribute to the financing of the maintenance and development of *high-quality* transport infrastructure, *to reducing road transport pollution, and to facilitating the production and wider use of zero-emission vehicles*. It is therefore appropriate to incentivise Member States to use revenues from road charges accordingly and, to this end, to require that they adequately report on the use of such revenues. That should in particular help identifying possible financing gaps, and raising the public acceptance of road charging.

Or. it

Amendment 99

Herbert Dorfmann

Proposal for a directive

Recital 19

Text proposed by the Commission

(19) Road charges *can* mobilise resources that contribute to the financing of the maintenance and development of high quality transport infrastructure. It is therefore appropriate to incentivise Member States to use revenues from road charges accordingly and, to this end, to require that they adequately report on the use of such revenues. That should in particular help identifying possible financing gaps, and raising the public acceptance of road charging.

Amendment

(19) Road charges mobilise resources that contribute to the financing ***and cross-financing of alternative transport infrastructure projects and*** of the maintenance and development of high quality, ***efficient and environment-friendly*** transport infrastructure. It is therefore appropriate to incentivise Member States to use revenues from road charges accordingly and, to this end, to require that they adequately report on the use of such revenues. That should in particular help identifying possible financing gaps, and raising the public acceptance of road charging.

Or. de

Amendment 100

Luke Ming Flanagan

Proposal for a directive

Recital 19

Text proposed by the Commission

(19) Road charges can mobilise resources that contribute to the financing of the maintenance and development of high quality transport infrastructure. It is therefore appropriate to incentivise Member States to ***use*** revenues from road charges accordingly and, to this end, to require that they adequately report on the use of such revenues. That should in particular help identifying possible financing gaps, and raising the public acceptance of road charging.

Amendment

(19) Road charges can mobilise resources that contribute to the financing of the maintenance and development of high quality transport infrastructure. It is therefore appropriate to incentivise Member States to ***ring-fence and use those*** revenues from road charges accordingly and, to this end, to require that they adequately report on the use of such revenues. That should in particular help identifying possible financing gaps, and raising the public acceptance of road charging.

Amendment 101
Gesine Meissner

Proposal for a directive
Recital 19

Text proposed by the Commission

(19) Road charges can mobilise resources that contribute to the financing of the maintenance and development of high quality transport infrastructure. ***It is*** therefore ***appropriate to incentivise*** Member States ***to*** use revenues from road charges accordingly and, to this end, ***to require that they*** adequately report on the use of such revenues. That should in particular help identifying possible financing gaps, and raising the public acceptance of road charging.

Amendment

(19) Road charges can mobilise resources that contribute to the financing of the maintenance and development of high quality transport infrastructure. Therefore Member States ***should*** use revenues from road charges accordingly and, to this end, adequately report on the use of such revenues. That should in particular help identifying possible financing gaps, and raising the public acceptance of road charging.

Amendment 102
Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive
Recital 19

Text proposed by the Commission

(19) Road charges can mobilise resources that contribute to the financing of the maintenance and development of high quality transport infrastructure. It is therefore appropriate to incentivise Member States to use revenues from road charges accordingly and, to this end, to ***require that they adequately report on*** the use of such revenues. That should in particular help identifying possible financing gaps, and raising the public

Amendment

(19) Road charges can mobilise resources that contribute to the financing of the maintenance and development of high quality transport infrastructure. It is therefore appropriate to incentivise Member States to use revenues from road charges accordingly and, to this end, to ***inform users about*** the use of such revenues. That should in particular help identifying possible financing gaps, and raising the public acceptance of road

acceptance of road charging.

charging.

Or. fr

Amendment 103

Merja Kyllönen

Proposal for a directive

Recital 19 a (new)

Text proposed by the Commission

Amendment

(19a) In order to reduce climate effects and environmental pollution from transport sector in general, part of the revenues from road charging should be directed for the purpose of accelerating shift to rail, especially in transporting of goods.

Or. en

Amendment 104

Mireille D'Ornano

Proposal for a directive

Recital 21

Text proposed by the Commission

Amendment

(21) It is necessary to ensure that external-cost charges continue to reflect the cost of air pollution and noise generated by heavy duty vehicles as accurately as possible without rendering the charging scheme excessively complex, to incentivise the use of the most fuel-efficient vehicles, and to keep the incentives effective and the differentiation of road charges up-to-date. Therefore, ***the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission for the purpose of adapting***

(21) It is necessary to ensure that external-cost charges continue to reflect the cost of air pollution and noise generated by heavy duty vehicles as accurately as possible without rendering the charging scheme excessively complex, to incentivise the use of the most fuel-efficient vehicles, and to keep the incentives effective and the differentiation of road charges up-to-date. Therefore, ***it is necessary to adapt*** the reference values for external cost charging to scientific progress, defining the modalities for the revenue-neutral variation of infrastructure charges according to the

the reference values for external cost charging to scientific progress, defining the modalities for the revenue-neutral variation of infrastructure charges according to the CO₂ emissions from heavy duty vehicles, and adapting the modalities of the variation of infrastructure charges for light duty vehicles to technical progress. It is *of particular importance* that the Commission carry out *appropriate* consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

²¹ OJ L 123, 12.5.2016, p. 1.

CO₂ emissions from heavy duty vehicles, and adapting the modalities of the variation of infrastructure charges for light duty vehicles to technical progress. It is *desirable* that the Commission carry out consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

²¹ OJ L 123, 12.5.2016, p. 1.

Or. fr

Amendment 105

Herbert Dorfmann

Proposal for a directive

Recital 21

Text proposed by the Commission

(21) It is necessary to ensure that external-cost charges continue to reflect the cost of air pollution and noise generated by heavy duty vehicles as accurately as possible without rendering the charging scheme excessively complex, to incentivise the use of the most fuel-efficient vehicles, and to keep the incentives effective and the

Amendment

(21) It is necessary to ensure that external-cost charges continue to reflect the cost of air pollution and noise generated by heavy duty vehicles *and vans intended for the carriage of goods* as accurately as possible without rendering the charging scheme excessively complex, to incentivise the use of the most fuel-efficient vehicles,

differentiation of road charges up-to-date. Therefore, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission for the purpose of adapting the *reference* values for external cost charging to scientific progress, defining the modalities for the revenue-neutral variation of infrastructure charges according to the CO₂ emissions from heavy duty vehicles, and adapting the modalities of the variation of infrastructure charges for light duty vehicles to technical progress. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016²¹. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

²¹ OJ L 123, 12.5.2016, p. 1.

and to keep the incentives effective and the differentiation of road charges up-to-date. Therefore, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission for the purpose of adapting the *minimum* values for external cost charging to scientific progress, defining the modalities for the revenue-neutral variation of infrastructure charges according to the CO₂ emissions from heavy duty vehicles *and vans intended for the carriage of goods*, and adapting the modalities of the variation of infrastructure charges for light duty vehicles to technical progress. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016²¹. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

²¹ OJ L 123, 12.5.2016, p. 1.

Or. de

Amendment 106

Michel Dantin, Françoise Grossetête, Angélique Delahaye

Proposal for a directive

Recital 21

Text proposed by the Commission

Amendment

(21) It is necessary to ensure that external-cost charges continue to reflect the cost of air pollution and noise generated by heavy duty vehicles as accurately as possible without rendering the charging scheme excessively complex, to incentivise the use of the most fuel-efficient vehicles, and to keep the incentives effective and the differentiation of road charges up-to-date. Therefore, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission for the purpose of adapting the reference values for external cost charging to scientific progress, defining the modalities for the revenue-neutral variation of infrastructure charges according to the CO₂ emissions from heavy duty vehicles, and adapting the modalities of the variation of infrastructure charges for light duty vehicles to technical progress. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016²¹. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

²¹ OJ L 123, 12.5.2016, p. 1.

(21) It is necessary to ensure that external-cost charges continue to reflect the cost of air pollution and noise generated by heavy duty vehicles as accurately as possible without rendering the charging scheme excessively complex, to incentivise the use of the most fuel-efficient vehicles *and clean vehicles*, and to keep the incentives effective and the differentiation of road charges up-to-date. Therefore, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission for the purpose of adapting the reference values for external cost charging to scientific progress, defining the modalities for the revenue-neutral variation of infrastructure charges according to the CO₂ emissions from heavy duty vehicles, and adapting the modalities of the variation of infrastructure charges for light duty vehicles to technical progress. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016²¹. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

²¹ OJ L 123, 12.5.2016, p. 1.

Or. fr

Amendment 107

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 1999/62/EC
Article 1 – point b

Text proposed by the Commission

b) tolls and user charges imposed on vehicles.

Amendment

b) tolls and user charges imposed on **goods transport** vehicles.

Or. fr

Amendment 108
Andrzej Grzyb

Proposal for a directive
Article 1 – paragraph 1 – point 2 (new)
Directive 1999/62/EC
Article 1 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. *Existing concession contracts may be exempted from the requirements of the directive until the contract is renewed.*

Or. en

Amendment 109
Herbert Dorfmann

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 1999/62/EC
Article 2 – point 2 – point a

Text proposed by the Commission

a) new infrastructure or new infrastructure improvements, including significant structural repairs;

Amendment

a) new infrastructure, **new alternative transport infrastructure for modal shifting** or new infrastructure improvements, including significant structural repairs;

Amendment 110
Herbert Dorfmann

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 1999/62/EC
Article 2 – Point 6

Text proposed by the Commission

6. ‘toll’ means a specified amount based on the distance travelled on a given infrastructure and on the type of the vehicle, the payment of which confers the right for a vehicle to use the infrastructures, comprising an infrastructure charge, and as the case may be a congestion charge **or an external-cost charge or both**;

Amendment

6. ‘toll’ means a specified amount based on the distance travelled on a given infrastructure and on the type of the vehicle, the payment of which confers the right for a vehicle to use the infrastructures, comprising an infrastructure charge, **an external-cost charge** and as the case may be a congestion charge;

Amendment 111
Herbert Dorfmann

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 1999/62/EC
Article 2 – Point 7

Text proposed by the Commission

7. ‘infrastructure charge’ means a charge levied for the purpose of recovering the construction, the maintenance, the operation and the development costs related to infrastructure incurred in a Member State;

Amendment

7. ‘infrastructure charge’ means a charge levied for the purpose of recovering the construction, the maintenance, the operation and the development costs related to infrastructure incurred in a Member State **and of cross-financing new, alternative transport infrastructure projects there**;

Amendment 112
Herbert Dorfmann

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 1999/62/EC
Article 2 – Point 11

Text proposed by the Commission

11. ‘cost of traffic-based air pollution’ means the cost of the damage caused by the release of particulate matter and of ozone precursors, such as nitrogen oxide and volatile organic compounds, in the course of the operation of a vehicle;

Amendment

11. ‘cost of traffic-based air pollution’ means the cost of the ***harm to human health and of the damage caused to the environment*** by the release of particulate matter and of ozone precursors, such as nitrogen oxide and volatile organic compounds, in the course of the operation of a vehicle;

Or. de

Amendment 113
Herbert Dorfmann

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 1999/62/EC
Article 2 – Point 12

Text proposed by the Commission

12. ‘cost of traffic-based noise pollution’ means the cost of the damage caused by the noise emitted by the vehicles or created by their interaction with the road surface;

Amendment

12. ‘cost of traffic-based noise pollution’ means the cost of the ***harm to human health and of the damage caused to the environment*** by the noise emitted by the vehicles or created by their interaction with the road surface;

Or. de

Amendment 114
Herbert Dorfmann

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 1999/62/EC
Article 2 – Point 19

Text proposed by the Commission

19. ‘light duty vehicle’ means a passenger car, a minibus or van;

Amendment

19. ‘light duty vehicle’ means a passenger car, a minibus, ***a van***, or ***a van intended for the carriage of goods***;

Or. de

Amendment 115
Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 1999/62/EC
Article 2 – Point 19

Text proposed by the Commission

19) ‘light duty vehicle’ means a ***passenger car, a minibus*** or van;

Amendment

19) ‘light duty vehicle’ means a ***car intended for the carriage of goods*** or a van ***intended for the carriage of goods***;

Or. fr

Amendment 116
Mireille D’Ornano

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 1999/62/EC
Article 2 – Point 19

Text proposed by the Commission

19) ‘light duty vehicle’ means a passenger car, a minibus or van;

Amendment

19) ‘light duty vehicle’ means a passenger car, a minibus or ***a van not intended for the carriage of people***;

Amendment 117
Seb Dance

Proposal for a directive
Article 1 – paragraph 1 – point 2 (new)
Directive 1999/62/EC
Article 2 – Point 23 a (new)

Text proposed by the Commission

Amendment

(23a) ‘zero-emission operation’ refers to hybrid vehicles when they operate with no exhaust emissions on the covered road network

Or. en

Justification

The revised Eurovignette Directive can and should promote the shift to cleaner transport. The establishment of the 75% toll discount for zero emission vehicles should also be extended to hybrid vehicles if they are capable of zero emission operation, provided such operation can be proven.

Amendment 118
Herbert Dorfmann

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 1999/62/EC
Article 2 – paragraph 2 – point b

Text proposed by the Commission

Amendment

(b) costs of infrastructure or infrastructure improvements may include any specific expenditure on infrastructure designed to reduce nuisance related to noise or to improve road safety and actual payments made by the infrastructure operator corresponding to objective environmental elements such as protection

(b) costs of infrastructure or infrastructure improvements may include any specific expenditure on infrastructure designed to reduce nuisance related to noise or ***air pollution or*** to improve road safety and actual payments made by the infrastructure operator corresponding to objective environmental elements such as

against soil contamination.

protection against soil contamination.

Or. de

Amendment 119

Keith Taylor, Michael Cramer

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 1999/62/EC

Article 7 – paragraph 1

Text proposed by the Commission

1. Without prejudice to Article 9 (1a), Member States may maintain or introduce tolls and user charges on the trans-European road network or on certain sections of that network, and on any other additional sections of their network of **motorways** which are not part of the trans-European road network under the conditions laid down in paragraphs 3 to 9 of this Article and in Articles 7a to 7k.

Amendment

1. Without prejudice to Article 9 (1a), Member States may maintain or introduce tolls and user charges on the trans-European road network or on certain sections of that network, and on any other additional sections of their network of **public roads** which are not part of the trans-European road network under the conditions laid down in paragraphs 3 to 9 of this Article and in Articles 7a to 7k.

Or. en

Amendment 120

Eleonora Evi, Piernicola Pedicini

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 1999/62/EC

Article 7 – paragraph 1

Text proposed by the Commission

1. Without prejudice to Article 9(1a), Member States **may** maintain or introduce tolls and user charges on the trans-European road network or on certain sections of that network, and on any other additional sections of their network of motorways which are not part of the trans-

Amendment

1. Without prejudice to Article 9(1a), Member States **should** maintain or introduce tolls and user charges on the trans-European road network or on certain sections of that network, and on any other additional sections of their network of motorways which are not part of the trans-

European road network under the conditions laid down in paragraphs 3 to 9 of this Article and in Articles 7a to 7k.

European road network under the conditions laid down in paragraphs 3 to 9 of this Article and in Articles 7a to 7k.

Or. it

Amendment 121

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 1999/62/EC

Article 7 – paragraph 2

Text proposed by the Commission

2. Paragraph 1 shall be without prejudice to the right of Member States, in compliance with the Treaty on the Functioning of the European Union, to apply tolls and user charges on other roads, ***provided that the imposition of tolls and user charges on such other roads does not discriminate against international traffic and does not result in the distortion of competition between operators.*** Tolls and user charges applied on roads other than roads belonging to the trans-European road network and other than motorways, shall comply with the conditions laid down in paragraphs 3 and 4 of this Article, Article 7a and Article 7j(1), (2) and (4).

Amendment

2. Paragraph 1 shall be without prejudice to the right of Member States, in compliance with the Treaty on the Functioning of the European Union, to apply tolls and user charges on other roads. Tolls and user charges applied on roads other than roads belonging to the trans-European road network and other than motorways, shall comply with the conditions laid down in paragraphs 3 and 4 of this Article, Article 7a and Article 7j(1), (2) and (4).

Or. fr

Amendment 122

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 1999/62/EC

Article 7 – paragraph 4

Text proposed by the Commission

Amendment

4. Tolls and user charges shall not discriminate, directly or indirectly, on the grounds of the nationality of the road user, the Member State or the third country of establishment of the transport operator or of registration of the vehicle, or the origin or destination of the transport operation. *deleted*

Or. fr

Amendment 123

Eleonora Evi, Piernicola Pedicini

Proposal for a directive

Article 1 – paragraph 1 – point 3 (new)

Directive 1999/62/EC

Article 7 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

5a. By way of derogation from paragraph 5, Member States shall waive the obligation to pay tolls or user charges for zero-emission vehicles.

Or. it

Amendment 124

Christofer Fjellner

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 1999/62/EC

Article 7 – paragraph 6

Text proposed by the Commission

Amendment

6. Without prejudice to paragraph 9, from 1 January 2018, Member States shall not introduce user charges for heavy duty vehicles. User charges introduced *deleted*

*before that date may be maintained until
31 December 2023.*

Or. en

Justification

Time-based road charges should not be phased-out.

Amendment 125

Stefan Eck

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 1999/62/EC

Article 7 – paragraph 6

Text proposed by the Commission

6. Without prejudice to paragraph 9, from 1 January 2018, Member States shall not introduce user charges for heavy duty vehicles. User charges introduced before that date may be maintained until 31 December **2023**.

Amendment

6. Without prejudice to paragraph 9, from 1 January 2018, Member States shall not introduce user charges for heavy duty vehicles. User charges introduced before that date may be maintained until 31 December **2021**.

Or. en

Amendment 126

Herbert Dorfmann

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 1999/62/EC

Article 7 – paragraph 6

Text proposed by the Commission

(6) Without prejudice to paragraph 9, from 1 January 2018, Member States shall not introduce user charges for heavy duty vehicles. User charges introduced before that date may be maintained until 31 December **2023**.

Amendment

(6) Without prejudice to paragraph 9, from 1 January 2018, Member States shall not introduce **time-based** user charges for heavy duty vehicles. User charges introduced before that date may be maintained until 31 December **2020**.

Amendment 127

Eleonora Evi, Piernicola Pedicini

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 1999/62/EC

Article 7 – paragraph 6

Text proposed by the Commission

6. Without prejudice to paragraph 9, from 1 January 2018, Member States shall not introduce user charges for heavy duty vehicles. User charges introduced before that date may be maintained until 31 December **2023**.

Amendment

6. Without prejudice to paragraph 9, from 1 January 2018, Member States shall not introduce user charges for heavy duty vehicles. User charges introduced before that date may be maintained until 31 December **2020**.

Or. it

Amendment 128

Christofer Fjellner

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 1999/62/EC

Article 7 – paragraph 7

Text proposed by the Commission

7. From [the date of entry into force of this Directive], Member States shall not introduce user charges for light duty vehicles. User charges introduced before that date shall be phased out by 31 December 2027.

Amendment

deleted

Or. en

Justification

Time-based road charges should not be phased-out.

Amendment 129
Herbert Dorfmann

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 1999/62/EC
Article 7 – paragraph 7

Text proposed by the Commission

(7) From [the date of entry into force of this Directive], Member States shall not introduce user charges for light duty vehicles. User charges introduced before that date may be maintained until 31 December **2027**.

Amendment

(7) From [the date of entry into force of this Directive], Member States shall not introduce ***time-based*** user charges for light duty vehicles. ***Time-based*** user charges introduced before that date may be maintained until 31 December **2022**.

Or. de

Amendment 130
Stefan Eck

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 1999/62/EC
Article 7 – paragraph 7

Text proposed by the Commission

7. From [the date of entry into force of this Directive], Member States shall not introduce user charges for light duty vehicles. User charges introduced before that date shall be phased out by 31 December **2027**.

Amendment

7. From [the date of entry into force of this Directive], Member States shall not introduce user charges for light duty vehicles. User charges introduced before that date shall be phased out by 31 December **2021**.

Or. en

Amendment 131
Eleonora Evi, Piernicola Pedicini

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 1999/62/EC

Article 7 – paragraph 7

Text proposed by the Commission

7. From [the date of entry into force of this Directive], Member States shall not introduce user charges for light vehicles. User charges introduced before that date shall be phased out by 31 December **2027**.

Amendment

7. From [the date of entry into force of this Directive], Member States shall not introduce user charges for light vehicles. User charges introduced before that date shall be phased out by 31 December **2020**.

Or. it

Amendment 132
Herbert Dorfmann

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 1999/62/EC

Article 7 – paragraph 8 – subparagraph 1

Text proposed by the Commission

Until 31 December 2019, as regards heavy duty vehicles, a Member State may choose to apply tolls or user charges only to vehicles having a maximum permissible laden weight of not less than 12 tonnes if it considers that an extension to vehicles of less than 12 tonnes would:

(a) create significant adverse effects on the free flow of traffic, the environment, noise levels, congestion, health, or road safety due to traffic diversion;

(b) involve administrative costs of more than 30 % of the additional revenue which would have been generated by that extension.

Amendment

deleted

Or. de

Amendment 133
Herbert Dorfmann

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 1999/62/EC
Article 7 – paragraph 8 – subparagraph 2

Text proposed by the Commission

Amendment

Member States choosing to apply tolls or user charges or both only to vehicles having a maximum permissible laden weight of not less than 12 tonnes shall inform the Commission of their decision and on the reasons thereof.

deleted

Or. de

Amendment 134
Herbert Dorfmann

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 1999/62/EC
Article 7 – paragraph 9

Text proposed by the Commission

Amendment

(9) As of 1 January 2020, tolls and user charges applied to heavy duty vehicles shall apply to all heavy duty vehicles.

(9) As of 1 January 2020, tolls and user charges applied to heavy duty vehicles shall apply to all heavy duty vehicles, *as well as to all vans intended for the carriage of goods.*

Or. de

Amendment 135
Herbert Dorfmann

Proposal for a directive
Article 1 – paragraph 1 – point 4
Directive 1999/62/EC
Article 7a – point 2

Text proposed by the Commission

Amendment

Insofar as user charges are applied in respect of heavy duty vehicles, the use of the infrastructure shall be made available for at least the following periods: a day, a week, a month, and a year. The monthly rate shall be no more than 10 % of the annual rate, the weekly rate shall be no more than 5 % of the annual rate and the daily rate shall be no more than 2 % of the annual rate.

deleted

Or. de

Amendment 136
Herbert Dorfmann

Proposal for a directive
Article 1 – paragraph 1 – point 4
Directive 1999/62/EC
Article 7a – point 2 – subparagraph 2

Text proposed by the Commission

Amendment

A Member State may apply only annual rates for vehicles registered in that Member State.

deleted

Or. de

Amendment 137
Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive
Article 1 – paragraph 1 – point 4
Directive 1999/62/EC
Article 7a – point 3

Text proposed by the Commission

Amendment

Insofar as user charges are applied in respect of passenger cars, the use of the infrastructure shall be made available at least for the following periods: 10 days, a month or two months or both, and a year.

deleted

The two-monthly rate shall be no more than 30 % of the annual rate, the monthly rate shall be no more than 18 % of the annual rate, and the 10-day rate shall be no more than 8 % of the annual rate.

Or. fr

Amendment 138
Herbert Dorfmann

Proposal for a directive
Article 1 – paragraph 1 – point 4
Directive 1999/62/EC
Article 7a – point 3 – subparagraph 1

Text proposed by the Commission

Amendment

Insofar as user charges are applied in respect of passenger cars, the use of the infrastructure shall be made available at least for the following periods: 10 days, a month or two months or both, and a year. The two-monthly rate shall be no more than 30 % of the annual rate, the monthly rate shall be no more than 18 % of the annual rate, and the 10-day rate shall be no more than 8 % of the annual rate.

deleted

Or. de

Amendment 139
Herbert Dorfmann

Proposal for a directive
Article 1 – paragraph 1 – point 4
Directive 1999/62/EC
Article 7a – point 3 – subparagraph 2

Text proposed by the Commission

Amendment

Member States may also make the use of the infrastructure available for other periods of time. In such cases, Member

deleted

States shall apply rates in accordance with the principle of equal treatment between users, taking into account all relevant factors, in particular the annual rate and the rates applied for the other periods referred to in the first subparagraph, existing use patterns and administrative costs.

Or. de

Amendment 140

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 1999/62/EC

Article 7a – point 4

Text proposed by the Commission

4. For *minibuses and vans*, Member States shall comply either with paragraph 2 or with paragraph 3. ***Member States shall however set higher user charges for minibuses and vans than for passenger cars as from 1 January 2024 at the latest.;***

Amendment

4. For vans ***for the transport of goods***, Member States shall comply either with paragraph 2 or with paragraph 3.

Or. fr

Amendment 141

Eleonora Evi, Piernicola Pedicini

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 1999/62/EC

Article 7c – point 1 – subparagraph 1

Text proposed by the Commission

Member States may maintain or introduce an external-cost charge, related to the cost of traffic-based air or noise pollution or both.

Amendment

Member States may maintain or introduce an external-cost charge, related to the cost of traffic-based air or noise pollution or both, ***for all categories of vehicles.***

Amendment 142
Herbert Dorfmann

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 1999/62/EC
Article 7c – point 1 – subparagraph 1

Text proposed by the Commission

Member States *may* maintain or introduce an external-cost charge, related to the cost of traffic-based air or noise pollution or both.

Amendment

Member States *shall* maintain or introduce an external-cost charge, related to the cost of traffic-based air or noise pollution or both.

Or. de

Amendment 143
Herbert Dorfmann

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 1999/62/EC
Article 7c – point 1 – subparagraph 2

Text proposed by the Commission

For heavy duty vehicles, the external-cost charge shall vary and be set in accordance with the minimum requirements and the methods referred to in Annex IIIa and shall respect the *reference* values set out in Annex IIIb.

Amendment

For heavy duty vehicles *and vans intended for the carriage of goods*, the external-cost charge shall vary and be set in accordance with the minimum requirements and the methods referred to in Annex IIIa and shall respect *at least* the *minimum* values set out in Annex IIIb.

Or. de

Amendment 144
Herbert Dorfmann

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 1999/62/EC

Article 7c – point 2

Text proposed by the Commission

(2) The costs taken into account shall relate to the network or the part of the network on which external-cost charges are levied and to the vehicles that are subject thereto. ***Member States may choose to recover only a percentage of those costs.***

Amendment

(2) The costs taken into account shall relate to the network or the part of the network on which external-cost charges are levied and to the vehicles that are subject thereto.

Or. de

Amendment 145

Eleonora Evi, Piernicola Pedicini

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 1999/62/EC

Article 7c – point 3

Text proposed by the Commission

3. *The external-cost charge related to traffic-based air pollution shall not apply to heavy duty vehicles which comply with the most stringent of EURO emission standards.*

The first subparagraph shall cease to apply four years from the date when the rules which introduced those standards started to apply.

Amendment

deleted

Or. it

Amendment 146

Herbert Dorfmann

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 1999/62/EC

Article 7c – point 3 – subparagraph 1

Text proposed by the Commission

Amendment

The external-cost charge related to traffic-based air pollution shall not apply to heavy duty vehicles which comply with the most stringent of EURO emission standards.

deleted

Or. de

Amendment 147
Herbert Dorfmann

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 1999/62/EC
Article 7c – point 3 – subparagraph 2

Text proposed by the Commission

Amendment

The first subparagraph shall cease to apply four years from the date when the rules which introduced those standards started to apply.

deleted

Or. de

Amendment 148
Herbert Dorfmann

Proposal for a directive
Article 1 – paragraph 1 – point 5 (new)
Directive 1999/62/EC
Article 7c – point 4 a (new)

Text proposed by the Commission

Amendment

4a. From 1 January 2020, Member States that levy distance-based tolls and user charges shall apply a mandatory external-cost charge, related to the cost of traffic-based environmental, air and noise pollution, to heavy-duty vehicles and to vans intended for the carriage of goods on

all parts of the road network that are subject to an infrastructure charge. In this connection, account shall be taken of existing rates applied in surrounding corridors for the same transport axis so that unwanted displacement and diversion of traffic between corridors is avoided.

Or. de

Amendment 149
Herbert Dorfmann

Proposal for a directive
Article 1 – paragraph 1 – point 5 (new)
Directive 1999/62/EC
Article 7c – point 4 b (new)

Text proposed by the Commission

Amendment

4b. From 1 January 2021, Member States shall introduce an external-cost charge, related to the cost of traffic-based environmental, air and noise pollution, to all heavy-duty and light-duty vehicles on all parts of the road network that are subject to a charge. In this connection, account shall be taken of existing rates applied in surrounding corridors for the same transport axis so that unwanted displacement and diversion of traffic between corridors is avoided.

Or. de

Amendment 150
Herbert Dorfmann

Proposal for a directive
Article 1 – paragraph 1 – point 5 (new)
Directive 1999/62/EC
Article 7c – point 5 a (new)

Text proposed by the Commission

Amendment

5a. *Member States and competent regions may introduce or maintain an external-cost charge, related to the cost of traffic-based environmental, air and noise pollution, on parts of the road network that are not covered by an infrastructure charge.*

Or. de

Amendment 151

Andrzej Grzyb

Proposal for a directive

Article 1 – paragraph 1 – point 6 (new)

Directive 1999/62/EC

Article 7da – point 2 a (new)

Text proposed by the Commission

Amendment

2a. *In case of new collection infrastructure, the method of collection of congestion charges shall not contribute to creation or further development of the congestion*

Or. en

Amendment 152

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Article 1 – paragraph 1 – point 6

Directive 1999/62/EC

Article 7da – point 3

Text proposed by the Commission

Amendment

3. A congestion charge imposed on any section of the road network shall apply ***in a non-discriminatory manner to all vehicle categories***, in accordance with the

3. A congestion charge imposed on any section of the road network shall apply ***to all vehicles, both light and heavy, for the transport of goods*** in accordance with

standard equivalence factors set out in Annex V.

the standard equivalence factors set out in Annex V.

Or. fr

Amendment 153

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7f – point 1

Text proposed by the Commission

Amendment

1. After informing the Commission, a Member State may add a mark-up to the infrastructure charge levied on specific road sections which are regularly congested, or the use of which by vehicles causes significant environmental damage, where the following conditions are met:

deleted

a) the revenue generated from the mark-up is invested in financing the construction of transport infrastructure of the core network identified in accordance with Chapter III of Regulation (EU) No 1315/2013, which contribute directly to the alleviation of the congestion or environmental damage and which are located in the same corridor as the road section on which the mark-up is applied;

b) the mark-up does not exceed 15 % of the weighted average infrastructure charge calculated in accordance with Article 7b(1) and Article 7e, except where the revenue generated is invested in cross-border sections of core network corridors, in which case the mark-up may not exceed 25 %;

c) the application of the mark-up does not result in unfair treatment of commercial traffic compared to other road users;

d) a description of the exact location of

the mark-up and proof of a decision to finance the construction of core network corridors referred to in point (a) are submitted to the Commission in advance of the application of the mark-up;

e) the period for which the mark-up is to apply is defined and limited in advance and is consistent, in terms of the expected revenue to be raised, with the financial plans and cost-benefit analysis for the projects co-financed with the revenue from the mark-up.

Or. fr

Amendment 154
Herbert Dorfmann

Proposal for a directive
Article 1 – paragraph 1 – point 7
Directive 1999/62/EC
Article 7f – point 1

Text proposed by the Commission

(1) After informing the Commission, a Member State may add a mark-up to the infrastructure charge levied on specific road sections which are regularly congested, or the use of which by vehicles causes significant environmental damage, where the following conditions are met:

Amendment

(1) After informing the Commission, a Member State **or a competent region** may add a mark-up to the infrastructure charge levied on specific road sections which are regularly congested, or the use of which by vehicles causes significant environmental damage, where the following conditions are met:

Or. de

Amendment 155
Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive
Article 1 – paragraph 1 – point 7
Directive 1999/62/EC
Article 7f – point 1 – point a

Text proposed by the Commission

Amendment

a) *the revenue generated from the mark-up is invested in financing the construction of transport infrastructure of the core network identified in accordance with Chapter III of Regulation (EU) No 1315/2013, which contribute directly to the alleviation of the congestion or environmental damage and which are located in the same corridor as the road section on which the mark-up is applied;* **deleted**

Or. fr

Amendment 156

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7f – point 1 – point b

Text proposed by the Commission

Amendment

b) *the mark-up does not exceed 15 % of the weighted average infrastructure charge calculated in accordance with Article 7b(1) and Article 7e, except where the revenue generated is invested in cross-border sections of core network corridors, in which case the mark-up may not exceed 25 %;* **deleted**

Or. fr

Amendment 157

Herbert Dorfmann

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7f – point 1 – point b

Text proposed by the Commission

Amendment

(b) the mark-up does not exceed 15 % of the weighted average infrastructure charge calculated in accordance with Article 7b(1) and Article 7e, except where the revenue generated is invested in cross-border sections of core network corridors, in which case the mark-up may not exceed 25 %;

(b) the mark-up does not exceed 15 % of the weighted average infrastructure charge calculated in accordance with Article 7b(1) and Article 7e, except where the revenue generated is invested in cross-border sections of core network corridors, in which case the mark-up may not exceed 50 %;

Or. de

Amendment 158

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7f – point 1 – point c

Text proposed by the Commission

Amendment

c) the application of the mark-up does not result in unfair treatment of commercial traffic compared to other road users;

deleted

Or. fr

Amendment 159

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7f – point 1 – point d

Text proposed by the Commission

Amendment

d) a description of the exact location of the mark-up and proof of a decision to finance the construction of core network corridors referred to in point (a) are

deleted

*submitted to the Commission in advance
of the application of the mark-up;*

Or. fr

Amendment 160

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7f – point 1 – point e

Text proposed by the Commission

Amendment

e) the period for which the mark-up is to apply is defined and limited in advance and is consistent, in terms of the expected revenue to be raised, with the financial plans and cost-benefit analysis for the projects co-financed with the revenue from the mark-up. **deleted**

Or. fr

Amendment 161

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7f – point 1a

Text proposed by the Commission

Amendment

1a. In case of new cross-border projects, mark-ups may only be added if all Member States involved in such project agree. **deleted**

Or. fr

Amendment 162
Herbert Dorfmann

Proposal for a directive
Article 1 – paragraph 1 – point 7
Directive 1999/62/EC
Article 7f – point 1a

Text proposed by the Commission

Amendment

1a. *In case of new cross-border projects, mark-ups may only be added if all Member States involved in such project agree.* **deleted**

Or. de

Amendment 163
Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive
Article 1 – paragraph 1 – point 7
Directive 1999/62/EC
Article 7f – point 2

Text proposed by the Commission

Amendment

2. *A mark-up may be applied to an infrastructure charge which has been varied in accordance with Article 7g or 7ga.* **deleted**

Or. fr

Amendment 164
Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive
Article 1 – paragraph 1 – point 7
Directive 1999/62/EC
Article 7f – point 3

Text proposed by the Commission

Amendment

3. *After receiving the required information from a Member State intending to apply a mark-up, the Commission shall make that information available to the members of the Committee referred to in Article 9c. Where the Commission considers that the planned mark-up does not meet the conditions set out in paragraph 1, or where it considers that the planned mark-up will have significant adverse effects on the economic development of peripheral regions, it may, by means of implementing acts, reject or request amendment of the plans for charges submitted by the Member State concerned. Those implementing acts shall be adopted in accordance with the advisory procedure referred to in Article 9c(2).*

deleted

Or. fr

Amendment 165

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7f – point 4

Text proposed by the Commission

Amendment

4. *The amount of the mark-up shall be deducted from the amount of the external-cost charge calculated in accordance with Article 7c, except for vehicles of EURO emission classes 0, I and II from 15 October 2011, III and IV from 1 January 2015, V from 1 January 2019, and VI from January 2023 onwards. All revenues generated by the simultaneous application of the mark-up and the external cost charges shall be invested in financing the construction of core network corridors listed in Part I of Annex I to Regulation (EU) No*

deleted

1316/2013.

Or. fr

Amendment 166

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7f – point 5

Text proposed by the Commission

Amendment

A mark-up may not be applied on road sections where a congestion charge is applied.

deleted

Or. fr

Amendment 167

Herbert Dorfmann

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7f – point 5

Text proposed by the Commission

Amendment

A mark-up may not be applied on road sections where a congestion charge is applied.

deleted

Or. de

Amendment 168

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7g – point 1 – subparagraph 1

Text proposed by the Commission

Amendment

Until 31 December 2021, the infrastructure charge may be varied for the purpose of reducing congestion, minimising infrastructure damage and optimising the use of the infrastructure concerned or promoting road safety, where the following conditions are met:

deleted

- a) the variation is transparent, made public and available to all users on equal terms;*
- b) the variation is applied according to the time of day, type of day or season;*
- c) no infrastructure charge is more than 175 % above the maximum level of the weighted average infrastructure charge as referred to in Article 7b;*
- d) the peak periods during which the higher infrastructure charges are levied for the purpose of reducing congestion do not exceed five hours per day;*
- e) the variation is devised and applied in a transparent and revenue-neutral way on a road section affected by congestion by offering reduced toll rates for hauliers who travel during off-peak periods and increased toll rates for hauliers who travel during peak hours on the same road section.*

Or. fr

Amendment 169

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7g – point 1 – subparagraph 2

Text proposed by the Commission

Amendment

A Member State wishing to introduce such variation or changing an existing one informs the Commission thereof and provides it with the information necessary to assess whether the conditions are fulfilled.

deleted

Or. fr

Amendment 170

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7g – point 2 – subparagraph 1

Text proposed by the Commission

Amendment

Until 31 December 2020, in respect of heavy duty vehicles, Member States shall vary the infrastructure charge according to the EURO emission class of the vehicle in such a way that no infrastructure charge is more than 100 % above the same charge for equivalent vehicles meeting the strictest emission standards. Existing concession contracts may be exempted from this requirement until the contract is renewed.

deleted

Or. fr

Amendment 171

Christofer Fjellner

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7g – point 2 – subparagraph 1

Text proposed by the Commission

Amendment

Until 31 December 2020, in respect of heavy duty vehicles, Member States shall vary the infrastructure charge according to the EURO emission class of the vehicle in such a way that no infrastructure charge is more than 100 % above the same charge for equivalent vehicles meeting the strictest emission standards. Existing concession contracts may be exempted from this requirement until the contract is renewed.

In respect of heavy duty vehicles, Member States shall vary the infrastructure charge according to the EURO emission class of the vehicle in such a way that no infrastructure charge is more than 100 % above the same charge for equivalent vehicles meeting the strictest emission standards. Existing concession contracts may be exempted from this requirement until the contract is renewed.

Or. en

Amendment 172

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7g – point 2 – subparagraph 2

Text proposed by the Commission

Amendment

A Member State may nevertheless derogate from the requirement of varying the infrastructure charge where any of the following applies:

deleted

i) it would seriously undermine the coherence of the tolling systems in its territory;

ii) it would not be technically practicable to introduce such differentiation in the tolling system concerned;

iii) it would lead to diversion of the most polluting vehicles with negative impacts on road safety and public health;

iv) the toll includes an external-cost charge.

Or. fr

Amendment 173

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7g – point 2 – subparagraph 3

Text proposed by the Commission

Amendment

Any such derogations or exemptions shall be notified to the Commission. *deleted*

Or. fr

Amendment 174

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7g – point 3

Text proposed by the Commission

Amendment

3. *Where, in the event of a check, a driver or, if appropriate, the transport operator, is unable to produce the vehicle documents necessary to ascertain the emission class of the vehicle for the purposes of paragraph 2, Member States may apply tolls up to the highest level chargeable.* *deleted*

Or. fr

Amendment 175

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7g – point 4 – subparagraph 1

Text proposed by the Commission

Amendment

*Within one year after official CO₂ emission data are published by the Commission pursuant to Regulation (EU) .../...*****, the Commission shall adopt a delegated act, in accordance with Article 9e, to define the reference values of CO₂ emissions, together with an appropriate categorisation of the heavy duty vehicles concerned.*

deleted

Or. fr

Amendment 176

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7g – point 4 – subparagraph 2

Text proposed by the Commission

Amendment

Within one year from the entry into force of the delegated act, Member States shall vary the infrastructure charge taking into account the reference CO₂ emission values and the relevant vehicle categorisation. Charges shall be varied in such a way that no infrastructure charge is more than 100 % above the same charge for equivalent vehicles having the lowest, but not zero, CO₂ emissions. Zero-emission vehicles shall benefit from infrastructure charges reduced by 75 % compared to the highest rate.

deleted

Or. fr

Amendment 177

Seb Dance

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7g – point 4 – subparagraph 2

Text proposed by the Commission

Within one year from the entry into force of the delegated act, Member States shall vary the infrastructure charge taking into account the reference CO₂ emission values and the relevant vehicle categorisation. Charges shall be varied in such a way that no infrastructure charge is more than 100% above the same charge for equivalent vehicles having the lowest, but not zero, CO₂ emissions. Zero-emission vehicles shall benefit from infrastructure charges reduced by 75% compared to the highest rate.

Amendment

Within one year from the entry into force of the delegated act, Member States shall vary the infrastructure charge taking into account the reference CO₂ emission values and the relevant vehicle categorisation. Charges shall be varied in such a way that no infrastructure charge is more than 100% above the same charge for equivalent vehicles having the lowest, but not zero, CO₂ emissions. Zero-emission vehicles shall benefit from infrastructure charges reduced by 75% compared to the highest rate. ***Likewise, zero-emission operation shall benefit from the same reduction, provided that such operation can be proven.***

Or. en

Amendment 178

Andrzej Grzyb

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7g – point 4 – subparagraph 2

Text proposed by the Commission

Within **one year** from the entry into force of the delegated act, Member States shall vary the infrastructure charge taking into account the reference CO₂ emission values and the relevant vehicle categorisation. Charges shall be varied in such a way that no infrastructure charge is more than 100% above the same charge for equivalent vehicles having the lowest, but not zero, CO₂ emissions. Zero-emission vehicles shall benefit from infrastructure charges

Amendment

Within **two years** from the entry into force of the delegated act, Member States shall vary the infrastructure charge taking into account the reference CO₂ emission values and the relevant vehicle categorisation. Charges shall be varied in such a way that no infrastructure charge is more than 100% above the same charge for equivalent vehicles having the lowest, but not zero, CO₂ emissions. Zero-emission vehicles shall benefit from infrastructure charges

reduced by 75% compared to the highest rate.

reduced by 75% compared to the highest rate.

Or. en

Amendment 179
Christofer Fjellner

Proposal for a directive
Article 1 – paragraph 1 – point 7
Directive 1999/62/EC
Article 7g – point 4 – subparagraph 2

Text proposed by the Commission

Within one year from the entry into force of the delegated act, Member States **shall** vary the infrastructure charge taking into account the reference CO₂ emission values and the relevant vehicle categorisation. Charges shall be varied in such a way that no infrastructure charge is more than 100% above the same charge for equivalent vehicles having the lowest, but not zero, CO₂ emissions. Zero-emission vehicles shall benefit from infrastructure charges reduced by 75% compared to the highest rate.

Amendment

Within one year from the entry into force of the delegated act, Member States **may** vary the infrastructure charge taking into account the reference CO₂ emission values and the relevant vehicle categorisation. Charges shall be varied in such a way that no infrastructure charge is more than 100% above the same charge for equivalent vehicles having the lowest, but not zero, CO₂ emissions. Zero-emission vehicles shall benefit from infrastructure charges reduced by 75% compared to the highest rate.

Or. en

Amendment 180
Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive
Article 1 – paragraph 1 – point 7
Directive 1999/62/EC
Article 7g – point 5

Text proposed by the Commission

The variations referred to in paragraphs 1, 2 and 4 shall not be designed to generate additional toll revenue. Any

Amendment

deleted

unintended increase in revenue shall be counterbalanced by changes to the structure of the variation which shall be implemented within two years from the end of the accounting year in which the additional revenue is generated.

Or. fr

Amendment 181

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7g – point 4 – subparagraph 1 – footnote

Text proposed by the Commission

Amendment

******* Commission Regulation (EU) .../... of XXX implementing Regulation (EU) No 595/2009 as regards the certification of the CO₂ emissions and fuel consumption of heavy-duty vehicles and amending Directive 2007/46/EC of the European Parliament and of the Council (OJ L ..., ..., p...);**

deleted

Or. fr

Amendment 182

Christofer Fjellner

Proposal for a directive

Article 1 – paragraph 1 – point 8

Directive 1999/62/EC

Article 7ga– point 1

Text proposed by the Commission

Amendment

1. For light duty vehicles, **until 31 December 2021**, Member States may vary tolls and user charges according to the environmental performance of the vehicle.

1. For light duty vehicles, Member States may vary tolls and user charges according to the environmental performance of the vehicle.

Amendment 183
Christofer Fjellner

Proposal for a directive
Article 1 – paragraph 1 – point 8
Directive 1999/62/EC
Article 7ga – point 2

Text proposed by the Commission

2. **From 1 January 2022** Member States **shall** vary tolls and, in the case of user charges, at least annual charges, according to the CO₂ and pollutant emissions of vehicles in accordance with the rules set out in Annex VII.

Amendment

2. Member States **may** vary tolls and, in the case of user charges, at least annual charges, according to the CO₂ and pollutant emissions of vehicles in accordance with the rules set out in Annex VII.

Amendment 184
Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive
Article premier – paragraph 1 – point 8
Directive 1999/62/EC
Article 7ga – point 4

Text proposed by the Commission

The Commission is empowered to adopt delegated acts in accordance with Article 9e amending Annex VII in order to adapt the modalities specified in the Annex to technical progress.

Amendment

deleted

Amendment 185
Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Article premier – paragraph 1 – point 9 – point a
Directive 1999/62/EC
Article 7h – point a

Text proposed by the Commission

Amendment

(a) in paragraph 1, the introductory wording is replaced by the following: *deleted*

‘At least six months before the implementation of a new or substantially amended infrastructure charge tolling arrangement, Member States shall send to the Commission:’;

Or. fr

Amendment 186
Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive
Article premier – paragraph 1 – point 9 – point b
Directive 1999/62/EC
Article 7h – point b

Text proposed by the Commission

Amendment

(b) paragraph 3 is replaced by the following: *deleted*

‘3. Before the implementation of a new or substantially amended external-cost charge tolling arrangement, Member States shall inform the Commission about the network concerned, the foreseen rates per vehicle category and emission class.’

Or. fr

Amendment 187
Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive
Article 1 – paragraph 1 – point 10
Directive 1999/62/EC

Article 7i

Text proposed by the Commission

Amendment

(10) Article 7i is amended as follows: *deleted*

(a) in paragraph 2, point (b) and (c) are replaced by the following:

‘(b) such discounts or reductions reflect actual savings in administrative costs of the treatment of frequent users compared to occasional users;

(c) such discounts or reductions do not exceed 13 % of the infrastructure charge paid by equivalent vehicles not eligible for the discount or reduction.;’

‘3. Subject to the conditions provided for in Article 7g(1)(b) and (5), toll rates may for specific projects of high European interest identified in Annex I to Regulation (EU) No 1315/2013, be subject to other forms of variation in order to secure the commercial viability of such projects where they are exposed to direct competition with other modes of transport. The resulting charging structure shall be linear, proportionate, made public, and available to all users on equal terms and shall not lead to additional costs being passed on to other users in the form of higher tolls.’;

Or. fr

Amendment 188

Michel Dantin, Françoise Grossetête, Angélique Delahaye

Proposal for a directive

Article premier – paragraph 1 – point 10 – point a (new)

Directive 1999/62/EC

Article 7i – paragraph 2 – point c a (new)

Text proposed by the Commission

Amendment

(ca) Users of passenger vehicles forced to use this infrastructure on a regular

basis, in particular on account of living in a rural, enclosed or isolated area, shall benefit from such discounts or reductions up to a maximum of 50 %;

Or. fr

Amendment 189
Herbert Dorfmann

Proposal for a directive

Article 1 – paragraph 1 – point 14 – point -a (new)

Directive 1999/62/EC

Article 9 – paragraph 2

Present text

Amendment

2. Member States shall determine the use of revenues generated by this Directive.

To enable the transport network to be developed as a whole, revenues generated from infrastructure **and external costs charges, or the equivalent in financial value of these revenues, should be used to benefit the transport sector, and** optimise the entire transport system. **In particular,** revenues generated from **external cost** charges, or the equivalent in financial value of **these** revenues, **should** be used to make transport more sustainable, including one or more of the following:

- (a) *facilitating efficient pricing;*
- (b) reducing *road transport pollution at source;*
- (c) *mitigating the effects of road transport pollution at source;*

(-a) paragraph 2 is amended as follows:

“2. To enable the transport network to be developed as a whole, revenues generated from infrastructure **charges shall be used to carry out road network maintenance and upkeep, improve road safety,** optimise the entire transport system, and **cross-finance new, efficient and alternative transport projects.** Revenues generated from **external-cost** charges, or the equivalent in financial value of **those** revenues, **shall** be used to make transport more sustainable **and prevent or offset harm to human health and damage to the environment,** including one or more of the following:

- (a) *mitigating, and providing compensation for, the effects of noise and environmental pollution and harm to human health as a result of road transport;*
- (b) reducing *carbon emissions;*
- (c) *cross-financing alternative, efficient transport projects resulting in environment-friendly modal shifting;*

(d) *improving the CO2 and energy performance of vehicles;*

(e) developing alternative infrastructure for transport users and/or expanding current capacity;

(f) supporting the trans-European transport network;

(g) optimising logistics;

(h) improving road safety; and

(i) providing secure parking places.

This paragraph shall be deemed to be applied by Member States, if they have in place and implement fiscal and financial support policies which leverage financial support to the trans-European network and which have an equivalent value of at least 15 % of the revenues generated from infrastructure and external cost charges in each Member State.

(d) *optimising intermodal logistics to reduce the environmental impact of transport;*

(e) developing alternative infrastructure for transport users and/or expanding current capacity;

(f) supporting the trans-European transport network;

(g) optimising logistics;

(h) improving road safety; and

(i) providing secure parking places.

3. Revenues from infrastructure charges and external-cost charges shall be used on the territory containing the road section on which the charges are applied.”

Or. de

(<http://eur-lex.europa.eu/legal-content/DE/TXT/HTML/?uri=CELEX:01999L0062-20160401&from=EN>)

Amendment 190

Seb Dance

Proposal for a directive

Article 1 – paragraph 1 – point 14 – point -a (new)

Directive 1999/62/EC

Article 9 – paragraph 2 – subparagraph 1

Present text

2. Member States shall determine the use of revenues generated by this Directive.

To enable the transport network to be developed as a whole, revenues generated from infrastructure and external costs

Amendment

(-a) in paragraph 2, the first subparagraph is replaced by the following:

“To enable the transport network to be developed as a whole, revenues generated from infrastructure and external costs charges, or the equivalent in financial value of these revenues, **shall** be used to benefit

charges, or the equivalent in financial value of these revenues, *should* be used to benefit the transport sector, and optimise the entire transport system. In particular, revenues generated from external cost charges, or the equivalent in financial value of these revenues, *should* be used to make transport more sustainable, including one or more of the following:

- (a) facilitating efficient pricing;
- (b) reducing road transport pollution at source;
- (c) mitigating the effects of road transport pollution at source;
- (d) improving the CO₂ and energy performance of vehicles;
- (e) developing alternative infrastructure for transport users and/or expanding current capacity;
- (f) supporting the trans-European transport network;
- (g) optimising logistics;
- (h) improving road safety;
- and* (i) providing secure parking places.

the transport sector, and optimise the entire transport system. In particular, revenues generated from external cost charges, or the equivalent in financial value of these revenues, *shall* be used to make transport more sustainable, including one or more of the following:

- (a) facilitating efficient pricing;
- (b) reducing road transport pollution at source;
- (c) mitigating the effects of road transport pollution at source;
- (d) improving the CO₂ and energy performance of vehicles;
- (e) developing alternative infrastructure for transport users and/or expanding current capacity;
- (f) supporting the trans-European transport network;
- (g) optimising logistics;
- (h) improving road safety;
- (i) providing secure parking places;
- (j) supporting and enhancing the development of electro-mobility including infrastructure to transfer electricity to vehicles;*
- (k) supporting collective modes of transport.”*

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1517840602546&uri=CELEX:01999L0062-20160401>)

Amendment 191

Gesine Meissner

Proposal for a directive

Article 1 – paragraph 1 – point 14 – point -a (new)

Directive 1999/62/EC

Article 9 – paragraph 2 – subparagraph 1

Present text

Member States shall determine the use of revenues generated by this Directive. To enable the transport network to be developed as a whole, revenues generated from infrastructure and external costs charges, or the equivalent in financial value of these revenues, should be used to benefit the transport sector, and optimise the entire transport system. In particular, revenues generated from external cost charges, or the equivalent in financial value of these revenues, should be used to make transport more sustainable, including one or more of the following:

- (a) facilitating efficient pricing;
- (b) reducing road transport pollution at source;
- (c) mitigating the effects of road transport pollution at source;
- (d) improving the CO₂ and energy performance of vehicles;
- (e) developing alternative infrastructure for transport users and/or expanding current capacity; (f) supporting ***the trans-European transport network;***
- (g) ***optimising logistics;***
- (h) ***improving road safety; and***

Amendment

-a in paragraph 2, the first subparagraph is replaced by the following:

“Revenues generated from infrastructure, or the equivalent in financial value of these revenues, ***shall be reinvested in the road network.*** Revenues generated from external cost charges, or the equivalent in financial value of these revenues, ***shall be*** used to make transport more sustainable, including one or more of the following:

- (a) facilitating efficient pricing;
- (b) reducing road transport pollution at source;
- (c) mitigating the effects of road transport pollution at source;
- (d) improving the CO₂ and energy performance of vehicles;
- (e) developing alternative infrastructure for transport users and/or expanding current capacity;
- (f) supporting ***and enhancing the development of electro-mobility including infrastructure to transfer electricity to vehicles;***
- (g) ***supporting collective modes of transport.***”³⁶

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=OJ:L:2011:269:FULL&from=EN>)

Amendment 192

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Article premier – paragraph 1 – point 14 – point b

Directive 1999/62/EC

Article 9 – paragraph 3

Text proposed by the Commission

3. **Revenues** generated from congestion charges, or the equivalent in financial value **of these revenues, shall be used** to address the problem of congestion, in particular by:

Amendment

3. **Member States are called upon to use the revenues** generated from congestion charges, or the equivalent in financial value, to address the problem of congestion, in particular by:

Or. fr

Amendment 193

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Article premier – paragraph 1 – point 14 – point b

Directive 1999/62/EC

Article 9 – paragraph 3 – point b

Text proposed by the Commission

b) eliminating bottlenecks on the **trans-European** transport network;

Amendment

b) eliminating bottlenecks on the transport network;

Or. fr

Amendment 194

Stefan Eck

Proposal for a directive

Article 1 – paragraph 1 – point 14 – point b (new)

Directive 1999/62/EC

Article 9 – paragraph 3 – point a (new)

Text proposed by the Commission

Amendment

3a. promoting the greater use of electric and (plug-in) hybrid vehicles

Amendment 195

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Article 1 – paragraph 1 – point 15

Directive 1999/62/CE

Articles 9d and 9e

Text proposed by the Commission

Amendment

(15) Articles 9d and 9e are replaced by the following: *deleted*

‘Article 9d

The Commission is empowered to adopt delegated acts in accordance with Article 9e to amend Annex 0, the amounts in Tables 1 and 2 in Annex IIIb, and the formulas in sections 4.1 and 4.2 of Annex IIIa in order to adapt them to scientific and technical progress.

Article 9e

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.

2. The power to adopt delegated acts referred to in Article 7g(4), Article 7ga(4) and Article 9d shall be conferred on the Commission for an indeterminate period of time from [date of entry into force of this Directive].

3. The delegation of power referred to in Article 7g(4), Article 7ga(4) and Article 9d may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any

delegated acts already in force.

4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016.

5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.

6. A delegated act adopted pursuant to Article 7g(4), Article 7ga(4) and Article 9d shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council. ’;

Or. fr

Amendment 196

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Article 1 – paragraph 1 – point 16

Directive 1999/62/EC

Articles 9f and 9g

Text proposed by the Commission

Amendment

(16) Articles 9f and 9g are deleted;

deleted

Or. fr

Amendment 197

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Article premier – paragraph 1 – point 17

Directive 1999/62/EC

Article 10a

Text proposed by the Commission

Amendment

(17) Article 10a is replaced by the following: *deleted*

‘1.

The amounts in euro as laid down in Annex II and the amounts in cent as laid down in Tables 1 and 2 in Annex IIIb shall be adapted every two years in order to take account of changes in the EU-wide Harmonised Index of Consumer Prices excluding energy and unprocessed food, as published by the Commission (Eurostat). The first adaptation shall take place by 31 March [the year following the two years after the entry into force of this Directive].

The amounts shall be adapted automatically, by increasing the base amount in euro or cent by the percentage change in that index. The resulting amounts shall be rounded up to the nearest euro with regard to Annex II, rounded up to the nearest tenth of a cent with regard to Annex IIIb.

2. The Commission shall publish in the Official Journal of the European Union the adapted amounts referred to in paragraph 1 by 31 March of the year following the end of two calendar years referred to in paragraph 1. Those adapted amounts shall enter into force on the first day of the month following publication.’;

Or. fr

Amendment 198

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Annex I – point 1 – point b – point i – indent 1

Directive 1999/62/EC

Annex III – section 2 – point 2.1 – indent 6

Text proposed by the Commission

— Costs shall be apportioned to heavy duty vehicles on an objective and transparent basis taking account of the proportion of heavy duty vehicle traffic to be carried on the network and the associated costs. The vehicle kilometres travelled by heavy duty vehicles may for this purpose be adjusted by objectively justified ‘equivalence factors’ such as those set out in point 4 (*).

Amendment

— Costs shall be apportioned to heavy **and light** duty **goods transport** vehicles on an objective and transparent basis taking account of the proportion of heavy **and light** duty **goods transport** vehicle traffic to be carried on the network and the associated costs. The vehicle kilometres travelled by heavy **and light** duty **goods transport** vehicles may for this purpose be adjusted by objectively justified ‘equivalence factors’ such as those set out in point 4 (*).

Or. fr

Amendment 199

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Annex I – point 1 – point b – point i – indent 2

Directive 1999/62/EC

Annex III – section 2 – point 2.2 – indent 2

Text proposed by the Commission

— Such costs shall be apportioned between heavy duty vehicles **and other traffic** on the basis of actual and forecast shares of vehicle kilometres and may be adjusted by objectively justified equivalence factors such as those set out in point 4.;

Amendment

— Such costs shall be apportioned between heavy **and light** duty **goods transport** vehicles on the basis of actual and forecast shares of vehicle kilometres and may be adjusted by objectively justified equivalence factors such as those set out in point 4.;

Or. fr

Amendment 200

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Annex I – point 1 – point b – point ii

Directive 1999/62/EC

Annex III – section 4 – indent 1

Text proposed by the Commission

- The calculation of tolls shall be based on actual or forecast shares of heavy duty vehicle kilometres adjusted, if desired, by equivalence factors, to make due allowance for the increased costs of constructing and repairing infrastructure for use by heavy duty vehicles.;

Amendment

- The calculation of tolls shall be based on actual or forecast shares of heavy ***and light*** duty ***goods transport*** vehicle kilometres adjusted, if desired, by equivalence factors, to make due allowance for the increased costs of constructing and repairing infrastructure for use by heavy ***and light*** duty ***goods transport*** vehicles;

Or. fr

Amendment 201

Herbert Dorfmann

Proposal for a directive

Annex I – point 1 – point c

Directive 1999/62/EC

Annex IIIa – section 1 – paragraph 2

Text proposed by the Commission

Where a Member State intends to levy an external-cost charge on only a part or parts of the road network composed of its share in the trans-European network and of its motorways, the part or parts shall be chosen after an assessment establishing that:

- vehicles' use of the roads where the external-cost charge is applied generates environmental damage higher than that generated on average assessed in accordance with air quality reporting, national emissions inventories, traffic volumes and, for noise, in accordance

Amendment

deleted

with Directive 2002/49/EC, or
- the imposition of an external-cost charge on other parts of the road network thus composed might have adverse effects on the environment or road safety, or levying and collecting an external-cost charge on them would entail disproportionate cost.

Or. de

Amendment 202
Herbert Dorfmann

Proposal for a directive
Annex I – point 1 – point c
Directive 1999/62/EC
Annexe IIIa – section 1 – paragraph 2 – indent 1

Text proposed by the Commission

Amendment

- vehicles' use of the roads where the external-cost charge is applied generates environmental damage higher than that generated on average assessed in accordance with air quality reporting, national emissions inventories, traffic volumes and, for noise, in accordance with Directive 2002/49/EC, or

deleted

Or. de

Amendment 203
Herbert Dorfmann

Proposal for a directive
Annex I – point 1 – point c
Directive 1999/62/EC
Annex IIIa – section 1 – paragraph 2 – indent 2

Text proposed by the Commission

Amendment

- the imposition of an external-cost charge on other parts of the road network

deleted

thus composed might have adverse effects on the environment or road safety, or levying and collecting an external-cost charge on them would entail disproportionate cost.

Or. de

Amendment 204
Herbert Dorfmann

Proposal for a directive
Annex I – point 1 – point c
Directive 1999/62/EC/EG
Annex IIIa – section 2 – paragraph 1

Text proposed by the Commission

Where a Member State intends to apply higher external-cost charges than the *reference* values specified in Annex IIIb, it shall notify the Commission of the classification of vehicles according to which the external-cost charge shall vary. It shall also notify the Commission of the location of roads subject to higher external-cost charges (called hereafter ‘suburban roads (including motorways)’), and of roads subject to lower external-cost charges (called hereafter ‘interurban roads (including motorways)’).

Amendment

Where a Member State intends to apply higher external-cost charges than the *minimum* values specified in Annex IIIb, it shall notify the Commission of the classification of vehicles according to which the external-cost charge shall vary. It shall also notify the Commission of the location of roads subject to higher external-cost charges (called hereafter ‘suburban roads (including motorways)’), and of roads subject to lower external-cost charges (called hereafter ‘interurban roads (including motorways)’).

Or. de

Amendment 205
Herbert Dorfmann

Proposal for a directive
Annex I – point 1 – point c
Directive 1999/62/EC
Annex IIIa – section 3 – subparagraph 1

Text proposed by the Commission

Amendment

This section shall apply where a Member State intends to apply higher external cost charges than the *reference* values specified in Annex IIIb.

This section shall apply where a Member State intends to apply higher external cost charges than the *minimum* values specified in Annex IIIb.

Or. de

Amendment 206

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Annex I – point 1 – point c

Directive 1999/62/EC

Annex IIIa – paragraph 3 – subparagraph 2

Text proposed by the Commission

For each vehicle class, type of road and time period, the Member State or, where appropriate, an independent authority shall determine a single specific amount. The resulting charging structure shall be transparent, made public and available to all users on equal terms. The publication should occur in a timely manner before implementation. All parameters, data and other information necessary to understand how the various external-cost elements are calculated shall be made public.

Amendment

For each vehicle class, type of road and time period, the Member State or, where appropriate, an independent authority shall ***be encouraged to*** determine a single specific amount. The resulting charging structure shall be transparent, made public and available to all users on equal terms. The publication should occur in a timely manner before implementation. All parameters, data and other information necessary to understand how the various external-cost elements are calculated shall be made public.

Or. fr

Amendment 207

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Annex I – point 1 – point c

Directive 1999/62/EC

Annex IIIa – paragraph 3 – subparagraph 3

Text proposed by the Commission

When setting the charges, the Member

Amendment

When setting the charges, the Member

State or, where appropriate, an independent authority shall be *guided* by the principle of efficient pricing that is a price close to the social marginal cost of the usage of the vehicle charged.

State or, where appropriate, an independent authority shall be *encouraged to follow* the principle of efficient pricing that is a price close to the social marginal cost of the usage of the vehicle charged.

Or. fr

Amendment 208

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Annex I – point 1 – point c

Directive 1999/62/EC

Annex IIIa – paragraph 3 – subparagraph 4

Text proposed by the Commission

The charge shall be *set after having considered* the risk of traffic diversion together with any adverse effects on road safety, the environment and congestion, and any solutions to mitigate these risks.

Amendment

Before setting the charge, *it* shall be *encouraged to consider* the risk of traffic diversion together with any adverse effects on road safety, the environment and congestion, and any solutions to mitigate these risks.

Or. fr

Amendment 209

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Annex I – point 1 – point c

Directive 1999/62/EC

Annex IIIa – paragraph 3 – subparagraph 5

Text proposed by the Commission

The Member State or, where appropriate, an independent authority, shall monitor the effectiveness of the charging scheme in reducing environmental damage arising from road transport. It shall every two years *adjust*, where appropriate, the charging structure and the specific amount

Amendment

The Member State or, where appropriate, an independent authority, shall *be encouraged to* monitor the effectiveness of the charging scheme in reducing environmental damage arising from road transport. It shall *be encouraged to adjust* every two years, where appropriate, the

of the charge set for a given class of vehicle, type of road and period of time to the changes in transport supply and demand.

charging structure and the specific amount of the charge set for a given class of vehicle, type of road and period of time to the changes in transport supply and demand.

Or. fr

Amendment 210

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Annex I – point 1 – point c (new)

Directive 1999/62/EC

Annex IIIa – paragraph 4 – point 4.1 – subparagraph (–a) new

Text proposed by the Commission

Amendment

Each Member State must be able to calculate the cost of traffic-based air pollution in accordance with procedures connected with its own taxation policy.

Or. fr

Amendment 211

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Annex I – point 1 – point c

Directive 1999/62/EC

Annex IIIa – paragraph 4 – point 4.1 – subparagraph 1

Text proposed by the Commission

Amendment

Where a Member State intends to apply higher external-cost charges than the reference values specified in Annex IIIb, that Member State or, where appropriate, an independent authority shall calculate the chargeable cost of traffic-based air pollution by applying the following formula:

deleted

null

Or. fr

Amendment 212
Herbert Dorfmann

Proposal for a directive
Annex I – point 1 – point c

Directive 1999/62/EC

Annexe IIIa – paragraph 4 – point 4.1 – subparagraph 1

Text proposed by the Commission

Where a Member State intends to apply higher external-cost charges than the *reference* values specified in Annex IIIb, that Member State or, where appropriate, an independent authority shall calculate the chargeable cost of traffic-based air pollution by applying the following formula:

Amendment

Where a Member State intends to apply higher external-cost charges than the *minimum* values specified in Annex IIIb, that Member State or, where appropriate, an independent authority shall calculate the chargeable cost of traffic-based air pollution by applying the following formula:

Or. de

Amendment 213
Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive
Annex I – point 1 – point c

Directive 1999/62/EC

Annexe IIIa – paragraph 4 – point 4.1 – subparagraph 1

Text proposed by the Commission

where:

[...]

deleted

Amendment

Or. fr

Amendment 214
Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

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Proposal for a directive

Annex I – point 1 – point c

Directive 1999/62/EC

Annexe IIIa – paragraph 4 – point 4.1 – subparagraph 2

Text proposed by the Commission

Amendment

*The emission factors shall be the same as those used by the Member State to establish the national emissions inventories provided for in Directive (EU) 2016/2284 of the European Parliament and of the Council of on the reduction of national emissions of certain atmospheric pollutants * (which requires use of the EMEP/EEA air pollutant Emission Inventory Guidebook**). The monetary cost of pollutants shall be estimated by the Member State or, where appropriate, the independent authority referred to in Article 7c(4), using scientifically proven methods.* **deleted**

Or. fr

Amendment 215

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Annex I – point 1 – point c

Directive 1999/62/EC

Annex IIIa – paragraph 4 – point 4.1 – subparagraph 3

Text proposed by the Commission

Amendment

The Member State or, where appropriate, an independent authority may apply scientifically proven alternative methods to calculate the value of air pollution costs using data from air pollutant measurement and the local value of the monetary cost of air pollutants. **deleted**

Or. fr

Amendment 216

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Annex I – point 1 – point c (new)

Directive 1999/62/EC

Annexe IIIa – paragraph 4 – point 4.2 – subparagraph (–a) new

Text proposed by the Commission

Amendment

Each Member State must be able to calculate the cost of traffic-based noise pollution in accordance with procedures connected with its own taxation policy.

Or. fr

Amendment 217

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Annex I – point 1 – point c

Directive 1999/62/EC

Annex IIIa – paragraph 4 – point 4.2 – subparagraph 1

Text proposed by the Commission

Amendment

Where a Member State intends to apply higher external-cost charges than the reference values specified in Annex IIIb, the Member State or, where appropriate, an independent authority shall calculate the chargeable cost of traffic-based noise pollution by applying the following formulae:

deleted

null

Or. fr

Amendment 218

Herbert Dorfmann

Proposal for a directive

Annex I – point 1 – point c

Directive 1999/62/EC

Annex IIIa – section 4.2 – subparagraph 1

Text proposed by the Commission

Where a Member State intends to apply higher external-cost charges than the **reference** values specified in Annex IIIb, the Member State or, where appropriate, an independent authority shall calculate the chargeable cost of traffic-based noise pollution by applying the following formulae:

Amendment

Where a Member State intends to apply higher external-cost charges than the **minimum** values specified in Annex IIIb, the Member State or, where appropriate, an independent authority shall calculate the chargeable cost of traffic-based noise pollution by applying the following formulae:

Or. de

Amendment 219

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Annex I – point 1 – point c

Directive 1999/62/EC

Annex IIIa – paragraph 4 – point 4.2 – subparagraph 1

Text proposed by the Commission

where:

[...]

Amendment

deleted

Or. fr

Amendment 220

Herbert Dorfmann

Proposal for a directive

Annex I – point 1 – point d

Directive 1999/62/EC

Annex IIIb – title

Text proposed by the Commission

REFERENCE VALUES OF THE

Amendment

MINIMUM VALUES OF THE

Amendment 221**Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh****Proposal for a directive****Annex I – point 1 – point d**

Directive 1999/62/EC

Annexe IIIb – paragraph 1

Text proposed by the Commission

This Annex sets out reference values of the external-cost charge, including the cost of air pollution and noise.

Amendment

Member States may refer to this Annex to set their national external-cost charge, including the cost of air pollution and noise.

Amendment 222**Herbert Dorfmann****Proposal for a directive****Annex I – point 1 – point d**

Directive 1999/62/EC

Annex IIIb – paragraph 1

Text proposed by the Commission

This Annex sets out *reference* values of the external-cost charge, including the cost of air pollution and noise.

Amendment

This Annex sets out *minimum* values of the external-cost charge, including the cost of air pollution and noise.

Amendment 223**Herbert Dorfmann****Proposal for a directive****Annex I – point 1 – point d**

Directive 1999/62/EC
Annex IIIb – table 1 – title

Text proposed by the Commission

Amendment

Table 1: *reference* values of the external-cost charge for heavy goods vehicles

Table 1: *minimum* values of the external-cost charge for heavy goods vehicles

Or. de

Amendment 224

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Annex I – point 1 – point d

Directive 1999/62/EC

Annex IIIb – table 2

Text proposed by the Commission

Amendment

Table 2: reference values of the external-cost charge for coaches

deleted

[...]

(1) ‘Suburban’ means areas with a population density between 150 and 900 inhabitants/km² (median population density of 300 inhabitants/km²).

(2) ‘Interurban’ means areas with a population density below 150 inhabitants/km².

Or. fr

Amendment 225

Herbert Dorfmann

Proposal for a directive

Annex I – point 1 – point d

Directive 1999/62/EC

Annex IIIb – table 2 – title

Text proposed by the Commission

Amendment

Table 2: *reference* values of the external-cost charge for coaches

Table 2: *minimum* values of the external-cost charge for coaches

Or. de

Amendment 226
Herbert Dorfmann

Proposal for a directive
Annex I – point 1 – point d
Directive 1999/62/EC
Annex IIIb – paragraph 2

Text proposed by the Commission

The values of Tables 1 and 2 may be multiplied by a factor of *up to 2* in mountain areas and around agglomerations to the extent that it is justified by lower dispersion, the gradient of roads, altitude or temperature inversions.;

Amendment

The values of Tables 1 and 2 may be multiplied by a *reference* factor of **4** in mountain areas and around agglomerations to the extent that it is justified by lower dispersion, the gradient of roads, altitude or temperature inversions. *If there is scientific evidence for a higher mountain or agglomeration factor, this reference value can be increased based on a detailed justification.*

Or. en

Amendment 227
Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive
Annex I – point 2
Directive 1999/62/EC
Annex V (new) – paragraph 1

Text proposed by the Commission

This Annex *sets out* the minimum requirements for levying a congestion charge.

Amendment

This Annex *proposes* the minimum requirements for levying a congestion charge.

Or. fr

Amendment 228
Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Annex I – point 2

Directive 1999/62/EC

Annex V (new) – section 1 – subparagraph 1

Text proposed by the Commission

Amendment

Member States shall specify precisely:

Member States shall ***be called on to*** specify precisely:

Or. fr

Amendment 229

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Annex I – point 2

Directive 1999/62/EC

Annex VI (new)

Text proposed by the Commission

Amendment

ANNEX VI

deleted

Or. fr

Amendment 230

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Annex I – point 2

Directive 1999/62/EC

Annex VI (new) – title

Text proposed by the Commission

Amendment

***MAXIMUM LEVEL OF CONGESTION
CHARGE***

deleted

Or. fr

Amendment 231

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Annex I – point 2

Directive 1999/62/EC

Annex VI (new) – paragraph 1

Text proposed by the Commission

Amendment

This Annex sets out the maximum level of congestion charge. *deleted*

Or. fr

Amendment 232

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Annex I – point 2

Directive 1999/62/EC

Annex VI – paragraph 2

Text proposed by the Commission

Amendment

The maximum levels provided for in the table below shall be applied to light duty vehicles. Charges for other vehicle categories shall be established by multiplying the charge applied to light duty vehicles by the equivalence factors provided in the table in Annex V. *deleted*

Or. fr

Amendment 233

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Annex I – point 2

Directive 1999/62/EC

Annex VI (new) – table

Text proposed by the Commission

Amendment

Table : Maximum level of congestion charge for light duty vehicles

deleted

[...]

Or. fr

Amendment 234

Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh

Proposal for a directive

Annex I – point 2

Directive 1999/62/EC

Annex VII (new) – paragraph 3

Text proposed by the Commission

The lower rates shall apply for any **passenger car and light commercial** vehicle with specific CO₂ emissions, as measured in accordance with Regulation (EC) No 715/2007 of the European Parliament and of the Council**, that are below the levels corresponding to the applicable EU fleet wide targets set out in Regulation (EC) No 443/2009 of the European Parliament and of the Council*** and Regulation (EU) No 510/2011 of the European Parliament and of the Council****.

Amendment

The lower rates shall apply for any **light goods transport** vehicle with specific CO₂ emissions, as measured in accordance with Regulation (EC) No 715/2007 of the European Parliament and of the Council**, that are below the levels corresponding to the applicable EU fleet wide targets set out in Regulation (EC) No 443/2009 of the European Parliament and of the Council*** and Regulation (EU) No 510/2011 of the European Parliament and of the Council****.

Or. fr