



2017/0291(COD)

11.7.2018

OPINION

of the Committee on Transport and Tourism

for the Committee on the Environment, Public Health and Food Safety

on the proposal for a directive of the European Parliament and of the Council amending Directive 2009/33/EU on the promotion of clean and energy-efficient road transport vehicles
(COM(2017)0653 – C8-0393/2017 – 2017/0291(COD))

Rapporteur for opinion: Andor Deli

SHORT JUSTIFICATION

The Rapporteur welcomes the Commission initiative to revise the Directive. Public investments in clean vehicles also have an immediate impact on clean air for citizens, tackling the persistent problems of air pollution and greenhouse gas emissions from road transport.

The Rapporteur supports the extension of the scope of the Directive to forms of procurement other than purchase, namely vehicle lease, rent or hire-purchase, and to public service contracts for public road transport services, special purpose road transport passenger services, non-scheduled passenger transport and hire of buses and coaches with driver. Moreover, the Rapporteur wishes to further extend the scope of the Directive to taxi services, where it is public owned and hired vehicles. Since the narrow scope was one of the primary reason for the limited application of the Directive, this amendment will be a positive change.

Moreover, he is in favour of the reporting framework as long as it is done within acceptable administrative efforts when a clean vehicles category is introduced into the official car registers. A comprehensive reporting can provide a clear market overview and enable effective monitoring of the implementation.

He also welcomes the abrogation of the methodology for monetisation, which is too burdensome and it was rarely applied.

Nevertheless, the Rapporteur criticise the lack of clarity in this Directive, in particular the scattering of information, with different definitions, and the complicated counting methods for "clean vehicles" over two distinct time periods (until 2025 and 2025-2030).

For **light-duty vehicles** the Directive proposes that during the transition period (until 2025), vehicles with zero emissions at tail-pipe, which mainly relates to 100% electric vehicles, are counted as 1 vehicle. Vehicles below a certain threshold of emissions at tail-pipe are considered also as clean vehicles; however, they are counted only with the weighting factor 0.5. The thresholds are 25 CO₂ g/km for vans and 40 CO₂ g/km for passenger vans, which mainly related to plug-in hybrids.

The Rapporteur believes that these calculations not only are too complicated but also doubts that the transition period until 2025 will help to bridge the technology gap until zero emissions at tail-pipe becomes broadly available. In order to avoid confusion and to stimulate a realistic market for clean vehicles, every vehicle considered clean in accordance with Article 2 paragraph 1 of Directive 2014/94/EU on the deployment of alternative fuels infrastructure should be counted as 1 vehicle. From 2030 onwards, only zero-emission vehicles fulfil requirement of the procurement targets. The Rapporteur is convinced that by 2030 the zero-emission vehicle market will be much more mature and the price of such vehicle will be comparable to other vehicles. The Rapporteur believes that too rigid rules might have a consequence that procurements might either be greatly delayed or in the contrary, accelerated but with old technology, which would than block possible future investments in new zero emission technology.

Minimum procurement targets have been established at Union level, having considered future challenges for public authorities and economic efficiency. Nevertheless, Member States may apply higher targets in accordance with their economic capacity (Gross Domestic Product per capita) and exposure to pollution (urban population density).

For **heavy-duty vehicles** the Directive proposes that during the transition period (until 2025), natural gas with additions from biomethane are accepted but with a reduced weighting factor, while for the subsequent phase there are no emission-thresholds or definitions given at all. The Commission wants to implement these thresholds via a delegated act once they are defined. However, there are no emission standards available to be used and the zero at tail-pipe technology is less mature compared to light vehicles.

Therefore, the Rapporteur wishes to delete the provisions referring to the delegated act and apply the same logic as light-duty vehicles: every vehicle considered clean in accordance with Article 2 paragraph 1 of Directive 2014/94/EU on the deployment of alternative fuels infrastructure should be counted as 1 vehicle. The same reasoning on procurement targets valid for light-duty vehicles is applicable to heavy-duty vehicles.

The Rapporteurs trusts that this approach will be more technology-neutral, compared to the one adopted by Commission, which is too focused on electric vehicles, and it will better suit the main focus of the Directive, which is stimulating industry policy by using public procurement of clean vehicles and trigger market development.

Finally, the Rapporteur recalls that rules on purchasing clean vehicles should neither create additional financial burden nor lead to externalisation of occurring costs through higher ticket prices, higher local taxes or reduction of public transport services. Thus, he calls upon the Commission and Member States' public authorities at all levels to expand their financial and non-financial incentives in order to speed-up the market uptake.

AMENDMENTS

The Committee on Transport and Tourism calls on the Committee on the Environment, Public Health and Food Safety, as the committee responsible, to take into account the following amendments:

Amendment 1

Proposal for a directive

Recital 1

Text proposed by the Commission

(1) The Union is committed to a sustainable, competitive, secure and decarbonised energy system¹⁹. The Energy Union and the Energy and Climate Policy Framework for 2020 to 2030²⁰ establish ambitious commitments for the Union to further reduce greenhouse gas emissions by at least 40 % by 2030 as compared with 1990, to increase the proportion of renewable energy consumed by at least **27** %, to make energy savings of at least **27** %, and to improve the Union's energy

Amendment

(1) The Union is committed to a sustainable, competitive, secure and decarbonised energy system¹⁹. The Energy Union and the Energy and Climate Policy Framework for 2020 to 2030²⁰ establish ambitious commitments for the Union to further reduce greenhouse gas emissions by at least 40 % by 2030 as compared with 1990, to increase the proportion of renewable energy consumed by at least **35** %, to make energy savings of at least **35** %, and to improve the Union's energy

security, competitiveness and sustainability.

¹⁹ European Council Conclusions of 24 October 2014.

²⁰ Commission Communication on a policy framework for climate and energy from 2020 to 2030 (COM(2014)0013)

security, competitiveness and sustainability.

¹⁹ European Council Conclusions of 24 October 2014.

²⁰ Commission Communication on a policy framework for climate and energy from 2020 to 2030 (COM(2014)0013) ***amended by the European Parliament in its First Reading of 17 January 2018.***

Amendment 2

Proposal for a directive Recital 2

Text proposed by the Commission

(2) In its European Strategy for Low-Emission Mobility²¹ the Commission announced that in order to meet the Union's commitments at the 21st Conference of the Parties to the United Nations Framework Convention on Climate Change (UNFCCC) held in Paris in 2015, the decarbonisation of the transport sector must be accelerated and that therefore greenhouse gas emissions and air pollutant emissions from transport should be firmly on the path towards zero-emission by mid-century. Moreover, emissions of air pollutants from transport that are harmful to health need to be significantly reduced without delay. This can be achieved by an array of policy initiatives, including the use of public procurement of clean vehicles.

²¹ COM(2016) 501 final.

Amendment 3

Proposal for a directive Recital 4

Amendment

(2) In its European Strategy for Low-Emission Mobility²¹ the Commission announced that in order to meet the Union's commitments at the 21st Conference of the Parties to the United Nations Framework Convention on Climate Change (UNFCCC) held in Paris in 2015, the decarbonisation of the transport sector must be accelerated and that therefore greenhouse gas emissions and air pollutant emissions from transport should be firmly on the path towards zero-emission by mid-century. Moreover, emissions of air pollutants from transport that are harmful to health ***and the environment*** need to be significantly reduced without delay. This can be achieved by an array of policy initiatives, including the use of public procurement of clean vehicles.

²¹ COM(2016) 501 final.

Text proposed by the Commission

(4) As was announced in the Commission's Communication "Europe on the Move: an agenda for a socially fair transition towards clean, competitive and connected mobility for all"²³ this proposal forms part of a second package of proposals, which will contribute to the Union's drive towards low-emission mobility. This package, which is presented in the Commission's Communication "Delivering on low-emission mobility - A European Union that protects the planet, empowers its consumers, and defends its industry and workers" includes a combination of supply- and demand-oriented measures to put the EU on a path towards low-emission mobility and at the same time strengthen the competitiveness of the EU's mobility eco-system.

²³ COM (2017) 283 final.

Amendment

(4) As was announced in the Commission's Communication "Europe on the Move: an agenda for a socially fair transition towards clean, competitive and connected mobility for all"²³ this proposal forms part of a second package of proposals, which will contribute to the Union's drive towards low-emission mobility. This package, which is presented in the Commission's Communication "Delivering on low-emission mobility - A European Union that protects the planet, empowers its consumers, and defends its industry and workers" includes a combination of supply- and demand-oriented measures to put the EU on a path towards low-emission mobility and at the same time strengthen the competitiveness of the EU's mobility eco-system. ***The promotion of sustainable vehicles should be done in parallel with the further development of public transport, as the fastest and most cost-efficient way to reduce the number of vehicles on the road and consequently to improve air quality and reduce emissions.***

²³ COM (2017) 283 final.

Amendment 4

Proposal for a directive Recital 5

Text proposed by the Commission

(5) Innovation of new technologies helps to lower vehicle emissions, supporting the decarbonisation of the transport sector. An increased uptake of low- and zero-emission road vehicles ***is likely to*** reduce emissions of CO₂ and certain pollutant emissions (particulate

Amendment

(5) Innovation of new technologies helps to lower vehicle emissions, ***and reducing noise pollution while*** supporting the decarbonisation of the transport sector. An increased uptake of low- and zero-emission road vehicles ***will*** reduce emissions of CO₂ and certain pollutant

matter, nitrogen oxides and non-methane hydrocarbons) and to ***promote*** competitiveness and growth of the European industry in the increasing global markets for low- and zero-emission vehicles.

emissions (particulate matter, nitrogen oxides and non-methane hydrocarbons) and ***thus improve the air quality in cities and other polluted areas, while contributing*** to competitiveness and growth of the European industry in the increasing global markets for low- and zero-emission vehicles ***and ensuring the development of alternative fuel infrastructures. Moreover, the principle of technological neutrality has to be the very basic principle of any effort in order to ensure and stimulate a competitive environment and encourage further research and innovation in this field. In order to reduce air and noise pollution and meet the EU Air Quality standards in urban and rural areas, concrete and ambitious policies and measures, including the use of public procurement of clean mission vehicles, are needed.***

Amendment 5

Proposal for a directive Recital 5 a (new)

Text proposed by the Commission

Amendment

(5a) In order to be consistent with the objectives of sustainability, batteries should be produced with the minimum environmental impacts inside and outside the Union, especially regarding the process of extraction of material used for the building of the batteries. The greenhouse gas emissions during all the production process should be taken into account. The Commission should come forward, in line with the revision of Directive 2006/66/EC, with ambitious objectives of recyclability of batteries.

Amendment 6

Proposal for a directive Recital 5 b (new)

Text proposed by the Commission

Amendment

(5b) Market forecasts estimate that clean vehicles, such as fully electric cars, will drop in price substantially and become highly competitive and even cheaper to run than conventional vehicles in the 2020s, in particular when taking into account the total cost of ownership, due to reduced cost of batteries but also other cost reductions that will transpire as a result of lower fuel costs and lower maintenance costs associated with running an electric vehicle.

Amendment 7

**Proposal for a directive
Recital 5 c (new)**

Text proposed by the Commission

Amendment

(5c) While the Union is one of the leading regions for research and high value eco-innovation, the Asia-Pacific Region is hosting the largest producers of buses and batteries. Similarly, global market developments in battery electric vehicles are driven by markets in China and the United States, which together account for approximately 60 % of the global market, in comparison with 28 % held by the EU. An ambitious EU policy framework is thus needed to stimulate innovation and further promote competitiveness and growth of the European industry in the increasing global markets for clean vehicles and associated technology infrastructure.

Amendment 8

**Proposal for a directive
Recital 5 d (new)**

(5d) The European battery market will be worth EUR 250 billion annually from 2025, as European battery cell demand is expected to amount to 200 GWh and could create 4-5 million new jobs in Europe. However, the lack of a domestic cell manufacturing base jeopardises the position of EU industrial customers. In order to overcome this competitive disadvantage and to establish a competitive battery cell manufacturing value chain in Europe centred on sustainable and responsible supply of raw materials, renewable energy based production process, recyclability and second use, Union institutions, Member States and local authorities need to act fast and collectively.

Amendment 9

Proposal for a directive

Recital 6

Text proposed by the Commission

(6) Public authorities, through their procurement policy, can establish and support markets for innovative goods and services. Directives 2014/24/EU²⁴ and 2014/25/EU²⁵ set out minimum harmonised public procurement rules harmonising the way public authorities and certain public utility operators purchase goods, works and services. In particular, they set overall thresholds for the volume of contracts to be subject to Union legislation, which also apply to the Clean Vehicles Directive.

Amendment

(6) Taking into account that government expenditure on goods, works and services represents around 14 % of GDP, public authorities, through their procurement policy, for new vehicles and for the retrofitting of existing ones can establish and support markets for innovative goods and services. Directives 2014/24/EU²⁴ and 2014/25/EU²⁵ set out minimum harmonised public procurement rules harmonising the way public authorities and certain public utility operators purchase goods, works and services in compliance with the environmental requirements of purchased goods (including vehicles). In particular, they set overall thresholds for the volume of contracts to be subject to Union legislation, which also apply to the Clean

²⁴ OJ L 94, 28.3.2014, p. 65 - 242.

²⁵ OJ L 94, 28.3.2014, p. 243 – 374.

²⁴ OJ L 94, 28.3.2014, p. 65 - 242.

²⁵ OJ L 94, 28.3.2014, p. 243 – 374.

Amendment 10

Proposal for a directive Recital 6 a (new)

Text proposed by the Commission

Amendment

(6a) Member States should be encouraged to explore possibilities to support the operation and reduce the costs of operating ultra-low emission vehicles in public services, for example by granting exemptions or reductions from energy taxes for ultra-low emission vehicles.

Amendment 11

Proposal for a directive Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) The availability of charging and refuelling infrastructure is a prerequisite for any transport operation with alternative fuelled vehicles, including for public transport. Therefore, the aspects of fostering alternative fuels infrastructure for public transport should be strengthened in Directive 2014/94/EU. In the absence of a revision, the Commission should establish an action plan for public transport infrastructure.

Amendment 12

Proposal for a directive Recital 8

Text proposed by the Commission

(8) The Impact Assessment carried out underlines the benefits of changing the overall governance approach to clean vehicle procurement at Union level. Setting minimum procurement targets can effectively reach the objective of impacting market uptake of clean vehicles in comparison to relying on the internalisation of external cost into overall procurement decisions, while noting the relevance to consider environmental aspects in all procurement decisions. The medium and long-term benefits for European citizens and enterprises fully justify this approach insofar as it does not prescribe a specific technology to use for contracting authorities, entities and operators.

Amendment

(8) The Impact Assessment carried out underlines the benefits of changing the overall governance approach to clean ***and energy-efficient*** vehicle procurement at Union level. Setting minimum procurement targets can effectively reach the objective of impacting market uptake of clean vehicles in comparison to relying on the internalisation of external cost into overall procurement decisions, while noting the relevance to consider environmental aspects in all procurement decisions. The medium and long-term benefits for European citizens and enterprises fully justify this approach insofar as it does not prescribe a specific technology to use for contracting authorities, entities and operators.

Amendment 13

Proposal for a directive Recital 9

Text proposed by the Commission

(9) Extending the scope of the Directive by including practices such as lease, rental and hire-purchase of vehicles, as well as contracts for public road transport services, special purpose road transport passenger services, non-scheduled passenger transport and hire of buses and coaches with drivers as well as specific postal and courier services and waste refusal services ensures that all relevant procurement practices are covered.

Amendment

(9) Extending the scope of the Directive by including practices such as lease, rental and hire-purchase ***and retrofitting*** of vehicles, as well as contracts for public road transport services, special purpose road transport passenger services, non-scheduled passenger transport and hire of buses and coaches with drivers as well as specific postal and courier services and waste refusal services ensures that all relevant procurement practices are covered, ***while existing contracts should not be retroactively affected by this Directive. Moreover, the Commission should examine the feasibility of clean procurement in other modes of transport..***

Amendment 14

Proposal for a directive Recital 10

Text proposed by the Commission

(10) *There is widespread support from key stakeholders for a definition of clean vehicles taking account of* reduction requirements for greenhouse gases and air pollutant emissions from light- and heavy-duty vehicles. To ensure that there are adequate incentives to supporting market-uptake of low- and zero-emission vehicles in the Union, provisions for their public procurement under this amendment should be aligned with provisions of Union legislation on CO₂ emission performance of cars and vans for the post-2020 period²⁶. Action carried out under the amended Directive will contribute to compliance with the requirements of these standards. A more ambitious approach for public procurement can provide an important additional market stimulus.

²⁶ COM(2017) 676 final

Amendment 15

Proposal for a directive

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Amendment

(10) *The amended Directive should contribute to a reduction of emissions of air pollutants and* greenhouse gases and air pollutant emissions *as well as noise pollution* from light- and heavy-duty vehicles. To ensure that there are adequate incentives to supporting market-uptake of low- and zero-emission vehicles in the Union, provisions for their public procurement under this amendment should be aligned with provisions of Union legislation on CO₂ emission performance of cars and vans for the post-2020 period²⁶. Action carried out under the amended Directive will contribute to compliance with the requirements of these standards. A more ambitious approach for public procurement can provide an important additional market stimulus *and in particular, the supply of heavy-duty vehicles must be further stimulated, due to the less advanced level of market maturity of "clean" heavy-duty vehicles. The accounting of CO₂ emissions should be based on a well-to-wheel approach in order to do justice to the entire fuel supply chain from the extraction phase to the tailpipe. This will assess the environmental performance of vehicles in a more realistic way. Therefore, the Commission should establish the methodology for recording well-to-wheel emissions by 1 January 2022 at the latest, and adjust Tables 2 and 3 accordingly.*

²⁶ COM(2017) 676 final

Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) Vehicles with zero emissions at the tail-pipe can also leave an environmental footprint due to the process of manufacture of the components and the level of recyclability. Therefore, public authorities should be encouraged to consider other aspects than price when procuring vehicles, such as the recyclability of batteries. Research and development of those technologies should also be promoted in other policies of the Union.

Amendment 16

Proposal for a directive Recital 11

Text proposed by the Commission

Amendment

(11) Light-duty and heavy-duty vehicles are used for different purposes and have different levels of market maturity, and it would be beneficial that public procurement provisions acknowledge these differences. ***The Impact Assessment illustrated the added value of adopting an approach based on alternative fuels until technology-neutral requirements for CO₂ emissions from heavy-duty vehicles have been set at Union level, which the Commission intends to propose in the future. The Impact Assessment*** further recognised that markets for low- and zero-emission urban buses are characterised by ***increased market maturity***, whereas markets for low- and zero-emission trucks are at an ***earlier*** stage of market development.

(11) Light-duty and heavy-duty vehicles are used for different purposes and have different levels of market maturity, and it would be beneficial that public procurement provisions acknowledge these differences. ***It should be*** further recognised that markets for low- and zero-emission urban buses are characterised by ***recent progression***, whereas markets for low- and zero-emission trucks are at an ***incipient*** stage of market development.

Amendment 17

Proposal for a directive Recital 12

Text proposed by the Commission

(12) Setting minimum targets for clean vehicle procurement by 2025 and by 2030 **at Member State level should contribute to** policy certainty for markets where investments in low- and zero-emission mobility are warranted. The minimum targets support market **creation** throughout the Union. They provide time for the adjustment of public procurement processes and give a clear market signal. The Impact Assessment notes that Member States increasingly set targets, depending on their economic capacity and how serious the problem is. **Different targets should be set for different** Member States in accordance with their economic capacity (Gross Domestic Product per capita) and exposure to pollution (urban population density). Minimum procurement targets should be complemented by the obligation of the contracting authorities, entities and operators to consider relevant energy and environmental aspects in all their procurement procedures. The Territorial Impact Assessment of this amended Directive illustrated that the impact will be evenly distributed among regions in the Union.

Amendment

(12) Setting minimum targets for clean vehicle procurement **to be achieved** by 2025 and by 2030 **is key for ensuring** policy certainty for markets where investments in low- and zero-emission mobility are warranted. The minimum targets support market **development** throughout the Union. They provide time for the adjustment of public procurement processes and give a clear market signal, **while at the same time helping to provide a good example for the public.** The Impact Assessment notes that Member States increasingly set targets, depending on their economic capacity and how serious the problem is. Member States **are, however encouraged to apply more ambitious targets** in accordance with their economic **performance** (Gross Domestic Product per capita) and exposure to pollution (urban population density). **Considering that these parameters are often not uniform within a Member State, an assessment of their reliability will be necessary so that the methodology can eventually be complemented.** Minimum procurement targets should be complemented by the obligation of the contracting authorities, entities and operators to consider relevant energy and environmental aspects in all their procurement procedures. The Territorial Impact Assessment of this amended Directive illustrated that the impact will be evenly distributed among regions in the Union. **In view of the on-going developments in transport technologies, a mid-term review of these minimum target and an assessment of national parameters might be necessary to allow for an adaption of the values at a later stage.**

Amendment 18

Proposal for a directive Recital 13

Text proposed by the Commission

(13) The maximum impact can be achieved if public procurement of clean vehicles is targeted in areas that have a relatively high degree of air pollution. Public authorities in Member States are encouraged to particularly focus on those areas when concluding the implementation of their domestic minimum targets and to reflect related action in their reporting under this amended Directive.

Amendment

(13) The maximum impact can be achieved if public procurement of clean vehicles is targeted in areas that have a relatively high degree of air **and noise** pollution. Public authorities in Member States are encouraged to particularly focus on those areas when concluding the implementation of their domestic minimum targets and to reflect related action in their reporting under this amended Directive. ***In order to avoid disproportionate burden and optimise the potential results of this Directive, appropriate technical assistance should be provided to the public authorities.***

Amendment 19

Proposal for a directive Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) The thresholds laid down in this Directive are hard to implement without the development of marketable and technically mature products. To ensure that information regarding progress is regularly updated, the Commission is asked to submit a report every two years assessing whether marketable solutions for clean vehicles exist. In addition, the Commission and the Member States should make greater financial and non-financial contributions to bringing such clean vehicles to market more rapidly.

Amendment 20

Proposal for a directive Recital 13 b (new)

Text proposed by the Commission

Amendment

(13b) Having in mind the significant difference in financial leeway of private transport operators for the uptake of potentially more expensive alternatively fuelled vehicles, mechanisms must be made available in order to ensure a level playing field between public and private transport operators in bidding and tendering processes and that the costs of compliance with the minimum procurement targets established in this Directive are not passed on to local authorities, in particular for smaller municipalities, or lead to externalisation of occurring higher costs through higher ticket prices, higher local taxes or reduction of public transport services.

Amendment 21

Proposal for a directive Recital 14

Text proposed by the Commission

Amendment

(14) Life-cycle costing is an important tool for contracting authorities and entities to cover energy and environmental costs during the life-cycle of a vehicle, including the cost of greenhouse gas emission and other pollutant emissions on the basis of a relevant methodology to determine their monetary value. Given the scarce use of the methodology for the calculation of operational lifetime costs under Directive 2009/33/EU and the information provided by contracting authorities and entities on the use of own methodologies tailored to their specific circumstances and needs, there should be no methodology mandatory to use, but contracting authorities,

(14) Life-cycle costing is an important tool for contracting authorities and entities to cover energy and environmental costs during the life-cycle of a vehicle, including the cost of greenhouse gas emission and other pollutant emissions on the basis of a relevant methodology to determine their monetary value. Given the scarce use of the methodology for the calculation of operational lifetime costs under Directive 2009/33/EU and the information provided by contracting authorities and entities on the use of own methodologies tailored to their specific circumstances and needs, there should be no methodology mandatory to use, but contracting authorities,

contracting entities or operators should be able to choose any life-costing methodology in order to support their procurement processes.

contracting entities or operators should be able to choose any life-costing methodology in order to support their procurement processes. ***However, due to the lack of a clear understanding of the overall life-cycle emissions of the various fuel types, the Commission should provide an analysis that will lead to a common Union methodology for manufacturers to report data on CO2 emissions of all fuel types in a consistent manner.***

Amendment 22

Proposal for a directive Recital 15

Text proposed by the Commission

(15) Reporting on public procurement under this amended Directive should provide a clear market overview to enable effective monitoring of the implementation. It should start with an intermediate report in 2023 and continue with a first full report on the implementation of the minimum targets in 2026 and thereafter every three years. To minimise administrative burden ***on*** single public bodies and establish an effective market overview, simple reporting should be facilitated. The Commission will ensure full reporting for low- and zero-emission and other alternative-fuel vehicles within the context of the Common Procurement Vocabulary of the Union. Specific codes in the Common Procurement Vocabulary will help the registration and monitoring under the Tender Electronic Daily Database.

Amendment

(15) Reporting on public procurement under this amended Directive should provide a clear market overview to enable effective monitoring of the implementation. It should start with an intermediate report in 2023 and continue with a first full report on the implementation of the minimum targets in 2026 and thereafter every three years: ***this new report must take account of ecological developments and the environmental priorities of Member States over the last three years according to the same criteria applicable to all Member States.*** To minimise administrative burden ***and additional cost for*** single public bodies and establish an effective market overview, simple reporting should be facilitated ***and the tendering procedures should be made online in order to increase transparency.*** The Commission will ensure full reporting for low- and zero-emission and other alternative-fuel vehicles within the context of the Common Procurement Vocabulary of the Union. Specific codes in the Common Procurement Vocabulary will help the registration and monitoring under the

Amendment 23

Proposal for a directive Recital 16 a (new)

Text proposed by the Commission

Amendment

(16a) EU financial instruments should be mobilised in order to support Member States at national, regional and local level to achieve the targets under this Directive. Minimum binding targets for charging points per Member States, together with direct infrastructure financing and financing of electric vehicle charging points and hydrogen vehicle filling stations should be considered as well, where not commercially viable on their own. For this purpose funding instruments such as the Connecting Europe Facility supporting the development of high performing, sustainable and efficiently interconnected trans-European networks in the fields of transport and the European Fund for Strategic Investments or the Cleaner Transport Facility supporting the deployment of cleaner transport vehicles and their associated infrastructure needs could be mobilised. Advisory Hubs should play a key role in this transition by facilitating and promoting investments and supporting institutional capacities.

Amendment 24

Proposal for a directive Recital 16 b (new)

Text proposed by the Commission

Amendment

(16b) In order to maximise the impact of investments, mobility and urban planning need to be better coordinated through tools such as the sustainable urban

mobility plans (SUMP). SUMP are plans that are developed across individual policy areas and in cooperation with different levels of governance combining different transport modes, road safety, freight delivery, mobility management and intelligent transport systems. The application of SUMP should be an important element to be considered when financing EU projects in the area of urban transport, including in the implementation of this amended Directive. In this context, the Commission should provide the competent authorities with the necessary advisory and technical support in the development of SUMP, taking full account of the principle of subsidiarity.

Amendment 25

Proposal for a directive Recital 16 c (new)

Text proposed by the Commission

Amendment

(16c) In addition to supporting the uptake of clean vehicles, public procurements are drivers of new forms of mobility. While clean vehicles will be incentivised and lead to accelerated infrastructure deployment in urban areas, digitalisation will optimise passenger and freight transport efficiency. Multimodal and shared mobility, as well as integrated ticketing solutions are instrumental in the transition to Mobility as a Service.

Amendment 26

Proposal for a directive Recital 18 a (new)

Text proposed by the Commission

Amendment

(18a) To ensure that public authorities are incentivised to purchase clean vehicles and Member States invest in the

deployment of the alternative fuels infrastructure, but also to avoid the risk of such purchases leading to higher prices for passengers, the Union's budgetary and financial policy after 2020 should provide support for contracting entities. That should be reflected in the future Multiannual Financial Framework and the rules regarding sustainable finance and Union financial institutions. Additionally, Member States should expand the financial and non-financial incentives, and envisage environmental audits, in order to speed up the market uptake of clean vehicles. These efforts will reduce the initial high investment for the infrastructural changes and support the decarbonisation of transport.

Amendment 27

Proposal for a directive

Article 1 – paragraph 1 – point 1

Directive 2009/33/EC

Title

Text proposed by the Commission

Directive 2009/33/EU on the promotion of clean road transport vehicles in support of low-emission mobility

Amendment

Directive 2009/33/EU on the promotion of clean road transport vehicles ***used in public services*** in support of low-emission mobility

Amendment 28

Proposal for a directive

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

Directive 2009/33/EC

Article 1 – paragraph 1

Present text

This Directive requires contracting

Amendment

(1a) Article 1(1) is replaced by the following:

"This Directive requires contracting

authorities, contracting entities as well as certain operators to take into account lifetime energy and environmental impacts, including energy consumption and emissions of CO₂ and of certain pollutants, when purchasing road transport vehicles with the objectives of promoting and stimulating the market for clean and energy-efficient vehicles and improving the contribution of the transport sector to the environment, climate and energy policies of the *Community*.

authorities, contracting entities as well as certain operators to take into account lifetime energy and environmental impacts, including energy consumption and emissions of CO₂ and of certain pollutants, when purchasing, *leasing, renting or hire-purchasing or retrofitting* road transport vehicles with the objectives of promoting and stimulating the market for clean and energy-efficient vehicles and improving the contribution of the transport sector to the environment, climate and energy policies of the *Union*."

(<https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32009L0033&qid=1530868809501&from=EN>)

Amendment 29

Proposal for a directive

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

Directive 2009/33/EC

Article 2 – paragraph 1

Present text

Member States may exempt from the requirements laid down in this Directive contracts for the purchase of vehicles referred to in Article 2(3) of Directive 2007/46/EC, which are not subject to type approval or individual approval on their territory

Amendment

(1b) in Article 2, paragraph 1 is replaced by the following:

"Member States may exempt from the requirements laid down in this Directive contracts for the purchase, *lease, rent, hire-purchasing or retrofitting* of vehicles referred to in Article 2(3) of Directive 2007/46/EC, which are not subject to type approval or individual approval on their territory.

(<https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32009L0033&from=EN>)

Amendment 30

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 2009/33/EC

Article 3 – paragraph 1 – introductory part

Text proposed by the Commission

This Directive shall apply to contracts for the purchase, lease, rent or hire-purchase of road transport vehicles by:

Amendment

This Directive shall apply to **new** contracts for the purchase, lease, rent or hire-purchase **and retrofitting** of road transport vehicles **used in public services that are concluded after this Directive enters into force** by:

Amendment 31

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 2009/33/EC

Article 3 – paragraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(ca) Union institutions, agencies and bodies

Amendment 32

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2009/33/EC

Article 4 – paragraph 1 – point 4 – point a

Text proposed by the Commission

Amendment

(a) a vehicle of category **M1 or M2** with a maximum **tail-pipe** emission **expressed in CO₂/km** and real driving pollutant emissions below a percentage of the applicable emission limits as referred to in Table 2 in the Annex , **or**;

(a) a **zero or a low-emission** vehicle of category **L, M1, M2 or N1 powered by fuels as defined in point (1) of Article 2 of Directive 2014/94/EU on the deployment of alternative fuels infrastructure** with a maximum **tailpipe** emission **expressed in CO₂/km** and real driving pollutant emissions below a percentage of the applicable emission limits as referred to in Table 2 in the Annex;

Amendment 33

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2009/33/EC

Article 4 – paragraph 1 – point 4 – point b

Text proposed by the Commission

Amendment

(b) a vehicle of category N1 with a maximum tail-pipe emission expressed in CO₂g/km and real driving pollutant emissions below a percentage of the applicable emission limits as referred to in Table 2 in the Annex, or;

deleted

Amendment 34

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2009/33/EC

Article 4 – paragraph 1 – point 4 – point c

Text proposed by the Commission

Amendment

(c) a vehicle of category M3, N2 or N3 as defined in Table 3 in the Annex .

(c) a *zero or a low-emission* vehicle of category M3, N2 or N3 (*heavy duty vehicle*) as defined in Table 3 in the Annex.

Amendment 35

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2009/33/EC

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

Text proposed by the Commission

Amendment

4a. 'sustainable battery' means a battery for which the whole value chain is taken into account and the final battery product is fit for reuse and/or recycling.

The Commission shall be empowered to adopt a delegated act by [18 months after entry into force] with a more precise definition based on an assessment of the

CO2 emissions considering the whole chain e.g. the entire lifecycle of the battery including full lifecycle of carbon emissions during the production process and end of life carbon footprint of the battery.

Amendment 36

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2009/33/EC

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

Text proposed by the Commission

Amendment

4b. *'sustainable lifecycle vehicle' means a vehicle which is produced by using significantly lower emissions than comparable vehicle types, and is designed to allow for a more sustainable end of life, including reuse and recycling potential of its components. The Commission shall be empowered to adopt a delegated act by [18 months after entry into force] with a more precise definition.*

Amendment 37

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2009/33/EC

Article 4 – paragraph 1 – point 4 c (new)

Text proposed by the Commission

Amendment

4c. *'vehicle retrofitted to clean vehicle' means a vehicle with modifications to all or parts of its engine with pollution-reducing and/or fuel saving technologies which is upgraded to the standards of a clean vehicle as defined in paragraph 4 by installation of various auxiliary emission control technologies.*

Amendment 38

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2009/33/EC

Article 4 – paragraph 1 – point 4 d (new)

Text proposed by the Commission

Amendment

4d. *'zero-emission bus' means a vehicle of category M powered by fuel as defined in Article 2(1) of Directive 2014/94/EU on the deployment of alternative fuel infrastructure which does not produce local and direct emissions of CO₂ or other pollutants, except where these emissions are negligible.*

Amendment 39

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2009/33/EC

Article 5 – paragraph 1

Text proposed by the Commission

Amendment

1. Member States shall ensure that purchase, lease, rent or hire-purchase of road transport vehicles, and public service contracts on public passenger transport by road and rail and public service contracts as referred to in Article 3 of this Directive comply with the minimum procurement targets for light-duty vehicles referred to in table 4 of the Annex and for heavy-duty vehicles referred to in Table 5 in the Annex.

1. Member States shall ensure that purchase, lease, rent or hire-purchase **or retrofitting to low or zero-emission vehicle standards** of road transport vehicles **used in public services**, and public service contracts on public passenger transport by road and rail and public service contracts as referred to in Article 3 of this Directive comply with the minimum procurement targets for light-duty vehicles **referred to in Table 4 of the Annex and for heavy-duty vehicles referred to in Table 5 of the Annex and include contractual provisions to ensure the actual use of alternative fuels. Member States shall ensure that the cost of compliance with the minimum procurement targets established in this Directive are not passed on to local authorities and that sufficient financial**

resources are made available to contracting authorities and contracting entities.

Amendment 40

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2009/33/EC

Article 5 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. Member States shall offer additional funding for the purchase of vehicles that are not affected by state aid law.

Amendment 41

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2009/33/EC

Article 5 – paragraph 1 b (new)

Text proposed by the Commission

Amendment

1b. To reach the procurement targets, contracting entities shall base the award of contracts on the most economically advantageous tender ("MEAT") as described in Article 82 of Directive 2014/25/EU. Tender specifications shall be defined not only with focus on Total Cost of Ownership (TCO) but also on other vehicle characteristics, such as accessibility, insertion in urban landscape, noise levels, energy efficiency, recyclability of batteries and vehicle components.

Amendment 42

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2009/33/EC

Article 5 – paragraph 2

Text proposed by the Commission

2. Member State authorities may apply higher minimum mandates than those referred to in the Annex of this Directive.

Amendment

2. Member State authorities may apply higher minimum mandates than those referred to in the Annex of this Directive. ***Member State authorities may also apply lower mandates if justified taking into account national or regional circumstances, such as distances and topological and climatic conditions, or ability to achieve same environmental results with other solutions that are proven to have better cost-efficiency.***

Amendment 43

Proposal for a directive

Article 1 – paragraph 1 – point 5 a (new)

Directive 2009/33/EC

Article 5 a (new)

Text proposed by the Commission

Amendment

(5a) The following Article is inserted:

"Article 5a

Alternative fuels action plan for public transport

1. By 31 December 2020, the European Commission shall present to the European Parliament and to the Council an action plan to accelerate the set-up of charging and refuelling infrastructure for HDVs owned by transport companies in their own depots and maintenance areas as well as in the public space.

2. This action plan shall include information on available Union funding instruments and set out clearly the procedures, how such a support can be given, including its relation to existing European state aid rules.

3. *The report shall also contain an assessment on how European funding instruments could be revised to give funding priority to public transport companies of all sizes to replace their vehicles."*

Amendment 44

Proposal for a directive

Article 1 – paragraph 1 – point 9 – point a

Directive 2009/33/EC

Article 10 – paragraph 1

Text proposed by the Commission

1. The Commission shall submit a report on the application of this Directive and on the actions taken by individual Member States for the effective implementation of this Directive to the European Parliament and to the Council every three years starting on 1 January 2027, following the reporting from Member States.

Amendment

1. The Commission shall submit a report on the application of this Directive and on the actions taken by individual Member States for the effective implementation of this Directive to the European Parliament and to the Council every three years starting on 1 January 2027, following the reporting from Member States. *This report shall be integrated in the overall assessment of the transport, environment, climate and energy policies of the Union. The Commission shall submit an intermediary report by 1 January 2024 on the steps undertaken to implement this Directive, following reporting by Member States.*

Amendment 45

Proposal for a directive

Article 1 – paragraph 1 – point 9 – point a a (new)

Directive 2009/33/EC

Article 10 – paragraph 2

Present text

Amendment

(aa) Paragraph 2 is replaced by the following:

2. Those reports shall assess the effects of this Directive, especially of *the options referred to in Article 5(3)*, and the need for further action, and include proposals, as appropriate.

In those reports, the Commission shall compare the nominal and relative numbers of vehicles purchased corresponding to the best market alternative in terms of lifetime energy and environmental impacts, within each of the categories of vehicles listed in *Table 3 of the Annex*, to the overall market for these vehicles and estimate how the *options* referred to in Article 5(3) have affected the market. The Commission shall assess the need for further action and include proposals, as appropriate.

"2. Those reports shall assess the effects of this Directive, especially of Article 5, *in promoting and stimulating the market for clean and energy efficient vehicles* and the need for further action, and include proposals, as appropriate.

In those reports, the Commission shall compare the nominal and relative numbers of vehicles purchased, *leased, rented or hire-purchased or retrofitted* corresponding to the best market alternative in terms of lifetime energy and environmental impacts, within each of the categories of vehicles listed in *Article 4 (4)*, to the overall market for these vehicles and estimate how the *minimum targets* referred to in Article 5 have affected the market *in the Union as a whole and in each of the Member States. Additionally, the Commission shall assess the effects of this Directive on the European industry.* The Commission shall assess the need for further action and include proposals, as appropriate."

<https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32009L0033&qid=1530868809501&from=EN>

Amendment 46

Proposal for a directive

Article 1 – paragraph 1 – point 9 – point a b (new)

Directive 2009/33/EC

Article 10 – paragraph 3

Present text

3. No later than the date of the first report, the Commission shall examine *the options* referred to in Article 5(3), present an evaluation of the methodology *set out in Article 6* and propose appropriate adjustments, if necessary.

Amendment

(ab) Paragraph 3 is replaced by the following:

"3. No later than the date of the first report, the Commission shall examine *Member States compliance with the minimum targets* referred to in Article 5, present an evaluation of the methodology *used to define these targets* and propose

appropriate adjustments *of either the methodology or the targets*, if necessary."

<https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32009L0033&qid=1530868809501&from=EN>

Amendment 47

Proposal for a directive

Article 1 – paragraph 1 – point 9 – point b

Directive 2009/33/EC

Article 10 – paragraph 4

Text proposed by the Commission

4. Member States shall submit to the Commission a report on the implementation of this Directive by 1 January 2026, and every three years thereafter. Member States shall submit to the Commission an intermediate report by 1 January 2023. That report shall contain information on the steps undertaken to implement this Directive, including on the number and the categories of vehicles procured by authorities and entities, on the dialogue carried out between the different levels of governance, information on Member States' intentions regarding the above reporting activities, as well as *any other valuable* information. Information's should follow the categories contained in Regulation No 2195/2002 on the Common Procurement Vocabulary (CPV)³¹ as noted in the Annex.

³¹ OJ L 340, 16.12.2002, p. 1,

Amendment

4. Member States shall submit to the Commission a report on the implementation of this Directive by 1 January 2026, and every three years thereafter. Member States shall submit to the Commission an intermediate report by 1 January 2023. That report shall contain information on the steps undertaken to implement this Directive, including on the number and the categories of vehicles procured by authorities and entities, on the dialogue carried out between the different levels of governance, information on Member States' intentions regarding the above reporting activities, as well as information *on the financial instruments already available or in preparation and on the Member States' strategies to foster the deployment of alternative fuels infrastructure, in particular for public transport networks*. Information's should follow the categories contained in Regulation No 2195/2002 on the Common Procurement Vocabulary (CPV)³¹ as noted in the Annex.

³¹ OJ L 340, 16.12.2002, p. 1,

Amendment 48

Proposal for a directive
Article 1 – paragraph 1 – point 9 – point b
Directive 2009/33/EC
Article 10 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

4a. *Once the Commission establishes a methodology for recording well-to-wheel emissions in order that the entire fuel supply chain from the extraction phase to the tailpipe is covered Commission should review the minimum targets referred to in Article 5 and adjust them accordingly*

<https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32009L0033&qid=1530868809501&from=EN>

Amendment 49

Proposal for a directive
Article 1 – paragraph 1 – point 9 – point b
Directive 2009/33/EC
Article 10 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

5a. *The Commission shall provide guidance to Member States with regard to the different EU funds that might be used for the purposes of this Directive, e.g. Connecting Europe Facility supporting the development of high performing, sustainable and efficiently interconnected trans-European networks in the fields of transport and the European Fund for Strategic Investments or the Cleaner Transport Facility supporting the deployment of cleaner transport vehicles and their associated infrastructure needs could be mobilised.*

Amendment 50

Proposal for a directive
Article 1 – paragraph 1 – point 9 – point b

Text proposed by the Commission

Amendment

5b. *Advisory Hubs shall play a key role in this transition by facilitating and promoting investments and supporting institutional capacities. Therefore, the Commission shall substantially reinforce the role and the capacity of the European Investment Advisory Hub, notably through a local presence and a proactive role in the preparation of projects.*

Amendment 51

Proposal for a directive

Annex 1

Directive 2009/33/EC
Annex – Table 1

Text proposed by the Commission

Table 1: Common Procurement Vocabulary codes referred to in Article 3

CPV Code	Description
60112000-6	Public road transport services
60130000-8	Special-purpose road passenger-transport services
60140000-1	Non-scheduled passenger transport
60172000-3	Hire of buses and coaches with driver
90511000-2	Refuse collection services
60160000-7	Mail transport by road
60161000-4	Parcel transport services

Amendment

Table 1: Common Procurement Vocabulary codes referred to in Article 3

CPV Code	Description
60112000-6	Public road transport services
60130000-8	Special-purpose road passenger-transport

	services
60140000-1	Non-scheduled passenger transport
60172000-3	Hire of buses and coaches with driver
90511000-2	Refuse collection services
60160000-7	Mail transport by road
60161000-4	Parcel transport services
64121100-1	Mail delivery services
64121200-2	Parcel delivery services
60120000-5	Taxi services
60170000-0	Hire of passenger transport vehicles with driver
60171000-7	Hire of passenger cars with driver
60181000-0	Hire of trucks with driver
60180000-3	Hire of goods-transport vehicles with driver
90511100-3	Urban solid-refuse collection services
90511200-4	Household-refuse collection services
90511300-5	Litter collection services
90511400-6	Paper collecting services

Amendment 52

Proposal for a directive

Annex 1

Directive 2009/33/EC

Annex – Table 2

Text proposed by the Commission

Table 2: Emission-thresholds for light-duty vehicles

Vehicle categories	2025		2030	
	CO ₂ g/km	RDE air pollutant emissions* as percentage of emission limits**	CO ₂ g/km	RDE air pollutant emissions* as percentage of emission limits

M1 vehicles	25	80%	0	n.a.
M2 vehicles	25	80%	0	n.a.
N1 vehicles	40	80%	0	n.a.

* Real driving emissions of ultrafine particles in #/km (PN) nitrogen oxides in mg/km (NOx) measured according to the applicable version of Annex IIIA, Regulation 2017/1151.

** The applicable emission limit found in Annex I of Regulation (EC) 715/2007, or its successors.

Amendment

Table 2: Emission-thresholds for light-duty vehicles

Vehicle categories	2025		2030	
	CO2 g/km	RDE air pollutant emissions* as percentage of emission limits**	CO2 g/km	RDE air pollutant emissions* as percentage of emission limits
<i>L vehicles</i>	25	80%	0	n.a.
M1 vehicles	25	80%	0	n.a.
M2 vehicles	25	80%	0	n.a.
N1 vehicles	40	80%	0	n.a.

* Real driving emissions of ultrafine particles in #/km (PN) nitrogen oxides in mg/km (NOx) measured according to the applicable version of Annex IIIA, Regulation 2017/1151.

** The applicable emission limit found in Annex I of Regulation (EC) 715/2007, or its successors.

Amendment 53

Proposal for a directive Annex 1

Directive 2009/33/EC
Annex – Table 3

Text proposed by the Commission

Table 3: Alternative fuel requirements for heavy-duty vehicles

Vehicle categories
M3, N2, N3 vehicles

Alternative fuels
Electricity, hydrogen, natural gas including biomethane, in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (LNG))*

**For use in a vehicle as defined in Art. 2 (2) of Directive 2014/94/EU, provided that electricity is used for a relevant part of the operational use of the vehicle.*

Amendment

Table 3: Alternative fuel requirements for heavy-duty vehicles

Vehicle categories
M3, N2, N3 vehicles

Alternative fuels
As defined in point (1) of Article 2 of Directive 2014/94/EU on the deployment of alternative fuels infrastructure.

Amendment 54

Proposal for a directive

Annex 1

Directive 2009/33/EC

Annex – Table 4

Text proposed by the Commission

Table 4: Minimum target for the share of light-duty vehicles in accordance with table 2 in the total public procurement of light-duty vehicles at Member State level*

Member State	2025	2030
Luxembourg	35%	35%
Sweden	35%	35%
Denmark	34%	34%
Finland	35%	35%
Germany	35%	35%
France	34%	34%
United Kingdom	35%	35%
Netherlands	35%	35%

Austria	35%	35%
Belgium	35%	35%
Italy	35%	35%
Ireland	35%	35%
Spain	33%	33%
Cyprus	29%	29%
Malta	35%	35%
Portugal	27%	27%
Greece	23%	23%
Slovenia	20%	20%
Czech Republic	27%	27%
Estonia	21%	21%
Slovakia	20%	20%
Lithuania	19%	19%
Poland	20%	20%
Croatia	17%	17%
Hungary	21%	21%
Latvia	20%	20%
Romania	17%	17%
Bulgaria	16%	16%

****Vehicles with zero-emissions at tailpipe shall be counted as 1 vehicle contributing to the mandate. All other vehicles that meet the requirements of Table 2 in this annex shall be counted as 0.5 vehicle contributing.***

Amendment

Table 4: Minimum target for the share of light-duty vehicles in accordance with table 2 in the total public procurement of light-duty vehicles at Member State level*

Member State	2025	2030
Luxembourg	35%	35%
Sweden	35%	35%
Denmark	34%	34%
Finland	35%	35%
Germany	35%	35%
France	34%	34%
United Kingdom	35%	35%

Netherlands	35%	35%
Austria	35%	35%
Belgium	35%	35%
Italy	35%	35%
Ireland	35%	35%
Spain	33%	33%
Cyprus	29%	29%
Malta	35%	35%
Portugal	27%	27%
Greece	23%	23%
Slovenia	20%	20%
Czech Republic	27%	27%
Estonia	21%	21%
Slovakia	20%	20%
Lithuania	19%	19%
Poland	20%	20%
Croatia	17%	17%
Hungary	21%	21%
Latvia	20%	20%
Romania	17%	17%
Bulgaria	16%	16%

** The country-specific values can be adjusted individually in accordance with Article 10(3) with due justification to account for verifiable changes in circumstances that affect the ability of the Member State concerned to comply with the relevant targets, including where a Member State requests an increase of this target;*

Amendment 55

Proposal for a directive

Annex 1

Directive 2009/33/EC

Annex – Table 5

Text proposed by the Commission

Table 5 – Minimum target for the share of heavy-duty vehicles in accordance with **table 3** in the total public procurement of heavy-duty vehicles at Member State level*

Member	Trucks	Buses
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State	2025	2030	2025	2030
Luxembourg	10%	15%	50%	75%
Sweden	10%	15%	50%	75%
Denmark	10%	15%	50%	75%
Finland	9%	15%	46%	69%
Germany	10%	15%	50%	75%
France	10%	15%	48%	71%
United Kingdom	10%	15%	50%	75%
Netherlands	10%	15%	50%	75%
Austria	10%	15%	50%	75%
Belgium	10%	15%	50%	75%
Italy	10%	15%	50%	75%
Ireland	10%	15%	50%	75%
Spain	10%	14%	50%	75%
Cyprus	10%	13%	50%	75%
Malta	10%	15%	50%	75%
Portugal	8%	12%	40%	61%
Greece	8%	10%	38%	57%
Slovenia	7%	9%	33%	50%
Czech Republic	9%	11%	46%	70%
Estonia	7%	9%	36%	53%
Slovakia	8%	9%	39%	58%
Lithuania	9%	8%	47%	70%
Poland	7%	9%	37%	56%
Croatia	6%	7%	32%	48%
Hungary	8%	9%	42%	63%
Latvia	8%	9%	40%	60%
Romania	6%	7%	29%	43%
Bulgaria	8%	7%	39%	58%

**** Vehicles with zero-emissions at tailpipe or vehicles using natural gas provided they are fully operated on bio-methane, which should be demonstrated by a contract to procure bio-methane or other means of accessing bio-methane, shall be counted as 1 vehicle contributing to the mandate. This counting is abandoned in case of those Member States***

where the minimum procurement mandate exceeds 50 % of the overall volume of public procurement, with a cut-off at the 50 % mark. All other vehicles that meet the requirements of Table 2 in this annex shall be counted as 0.5 vehicle contributing.

Amendment

Table 5 – Minimum target for the share of heavy-duty vehicles in accordance with **Article 4(4) point (b)** in the total public procurement of heavy-duty vehicles at Member State level*

Member State	Trucks		Buses**	
	2025	2030	2025	2030
Luxembourg	10%	15%	50%	75%
Sweden	10%	15%	50%	75%
Denmark	10%	15%	50%	75%
Finland	9%	15%	46%	69%
Germany	10%	15%	50%	75%
France	10%	15%	48%	71%
United Kingdom	10%	15%	50%	75%
Netherlands	10%	15%	50%	75%
Austria	10%	15%	50%	75%
Belgium	10%	15%	50%	75%
Italy	10%	15%	50%	75%
Ireland	10%	15%	50%	75%
Spain	10%	14%	50%	75%
Cyprus	10%	13%	50%	75%
Malta	10%	15%	50%	75%
Portugal	8%	12%	40%	61%
Greece	8%	10%	38%	57%
Slovenia	7%	9%	33%	50%
Czech Republic	9%	11%	46%	70%
Estonia	7%	9%	36%	53%
Slovakia	8%	9%	39%	58%
Lithuania	9%	8%	47%	70%
Poland	7%	9%	37%	56%
Croatia	6%	7%	32%	48%

Hungary	8%	9%	42%	63%
Latvia	8%	9%	40%	60%
Romania	6%	7%	29%	43%
Bulgaria	8%	7%	39%	58%

** The country-specific values can be adjusted individually in accordance with Article 10(3), with due justification to account for verifiable changes in circumstances that affect the ability of the Member State concerned to comply with the relevant targets, including where a Member State requests an increase of this target;*

*** By 2030, at least 50% of this procurement target shall be zero-emission buses.*

PROCEDURE – COMMITTEE ASKED FOR OPINION

Title	Promotion of clean and energy-efficient road transport vehicles
References	COM(2017)0653 – C8-0393/2017 – 2017/0291(COD)
Committee responsible Date announced in plenary	ENVI 29.11.2017
Opinion by Date announced in plenary	TRAN 29.11.2017
Rapporteur Date appointed	Andor Deli 22.1.2018
Date adopted	10.7.2018
Result of final vote	+: 29 –: 5 0: 3
Members present for the final vote	Daniela Aiuto, Lucy Anderson, Marie-Christine Arnautu, Georges Bach, Izaskun Bilbao Barandica, Deirdre Clune, Michael Cramer, Luis de Grandes Pascual, Andor Deli, Karima Delli, Isabella De Monte, Ismail Ertug, Jacqueline Foster, Dieter-Lebrecht Koch, Merja Kyllönen, Miltiadis Kyrkos, Peter Lundgren, Marian-Jean Marinescu, Georg Mayer, Gesine Meissner, Markus Pieper, Gabriele Preuß, Christine Revault d’Allonnes Bonnefoy, Dominique Riquet, Claudia Schmidt, Peter van Dalen, Wim van de Camp, Marie-Pierre Vieu, Elissavet Vozemberg-Vrionidi, Janusz Zemke, Roberts Zīle, Kosma Złotowski, Elżbieta Katarzyna Łukacijewska
Substitutes present for the final vote	Maria Grapini, Karoline Graswander-Hainz, Werner Kuhn
Substitutes under Rule 200(2) present for the final vote	Anna Hedh

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

29	+
ALDE	Izaskun Bilbao Barandica, Gesine Meissner, Dominique Riquet
ERC	Jacqueline Foster, Roberts Zile, Kosma Zlotowski, Peter van Dalen
PPE	Georges Bach, Deirdre Clune, Andor Deli, Dieter-Lebrecht Koch, Werner Kuhn, Elzbieta Katarzyna Lukacijewska, Marian-Jean Marinescu, Markus Pieper, Claudia Schmidt, Elissavet Vozemberg-Vrionidi, Luis de Grandes Pascual, Wim van de Camp
S&D	Lucy Anderson, Isabella De Monte, Ismail Ertug, Maria Grapini, Karoline Graswander-Hainz, Anna Hedh, Miltiadis Kyrkos, Gabriele Preuß, Christine Revault d'Allonnes Bonnefoy, Janusz Zemke

5	-
ECR	Peter Lundgren
GUE/NGL	Merja Kyllönen, Marie-Pierre Vieu
VERTS/ALE	Michael Cramer, Karima Delli,

3	0
EFDD	Daniela Aiuto
ENF	Marie-Christine Arnautu, Georg Mayer

Corrections to vote	
+	
-	
0	

Key to symbols:

+ : in favour

- : against

0 : abstention