



**2018/0143(COD)**

17.9.2018

# **AMENDMENTS**

## **8 - 162**

**Draft opinion**

**Henna Virkkunen**

(PE625.564v01-00)

CO2 emission performance standards for new heavy-duty vehicles

Proposal for a regulation

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



**Amendment 8**  
**Jakop Dalunde**

**Proposal for a regulation**  
**Recital 1**

*Text proposed by the Commission*

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

*Amendment*

(1) ***In order to meet the Union's commitments taken 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 needs to be accelerated and*** greenhouse gas emissions from transport will need to be firmly on the path towards zero ***emission by mid-century***. Emissions of air pollutants from transport that harm our health ***and the environment*** need also to be drastically reduced without delay. ***CO<sub>2</sub> emissions from conventional combustion engines will need to be further reduced after 2020. Zero- and low-emission heavy-duty vehicles will need to be deployed and gain significant market share by 2030.***

Or. en

**Amendment 9**  
**Nicola Caputo**

**Proposal for a regulation**  
**Recital 1**

*Text proposed by the Commission*

(1) ***The European Strategy for Low-Emission Mobility sets a clear ambition: by mid-century***, greenhouse gas emissions from transport will need to be ***at least 60% lower than in 1990 and be*** firmly on the path towards zero. Emissions of air pollutants from transport that harm our

*Amendment*

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health need also to be drastically reduced without delay.

*and* greenhouse gas emissions from transport will need to be firmly on the path towards zero ***emission by mid-century***. Emissions of air pollutants from transport that harm our health ***and the environment*** need also to be drastically reduced without delay. ***CO2 emissions from conventional combustion engines will need to be further reduced after 2020. Zero- and low-emission heavy-duty vehicles will need to be deployed and gain significant market share by 2030.***

Or. en

## **Amendment 10** **Jakop Dalunde**

### **Proposal for a regulation** **Recital 2**

#### *Text proposed by the Commission*

(2) Following the Low-Emission Mobility Strategy, the Commission adopted two mobility packages in May<sup>19</sup> and November 2017<sup>20</sup>. These packages set out a positive agenda delivering on the Low-Emission Mobility Strategy and ensuring a smooth transition towards ***clean***, competitive and connected mobility for all.

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<sup>19</sup> Europe on the Move: An agenda for a socially fair transition towards clean, competitive and connected mobility for all, COM(2017) 283 final

<sup>20</sup> Delivering on low-emission mobility A European Union that protects the planet, empowers its consumers and defends its industry and workers, COM(2017) 675 final

#### *Amendment*

(2) Following the Low-Emission Mobility Strategy, the Commission adopted two mobility packages in May<sup>19</sup> and November 2017<sup>20</sup>. These packages set out a positive agenda delivering on the Low-Emission Mobility Strategy and ensuring a smooth transition towards ***zero-emission***, competitive and connected mobility for all.

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<sup>19</sup> Europe on the Move: An agenda for a socially fair transition towards clean, competitive and connected mobility for all, COM(2017) 283 final

<sup>20</sup> Delivering on low-emission mobility A European Union that protects the planet, empowers its consumers and defends its industry and workers, COM(2017) 675 final

Or. en

**Amendment 11**  
**Jakop Dalunde**

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

*Text proposed by the Commission*

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

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

*Amendment*

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

Or. en

**Amendment 12**  
**Maria Grapini**

**Proposal for a regulation**

### Recital 3

*Text proposed by the Commission*

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

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

Or. ro

### Amendment 13 Jakop Dalunde

#### Proposal for a regulation Recital 4 a (new)

*Text proposed by the Commission*

*Amendment*

***(4a) CO<sub>2</sub> emissions reduction targets for the Union-wide fleets of new heavy-duty vehicles should therefore be set for 2025 and for 2030, taking into account the vehicle fleet renewal time and the need for the road transport sector to***

*contribute to the Union climate and energy targets for 2030 and beyond. This stepwise approach also provides a clear and early signal for the industry not to delay the market introduction of energy efficient technologies and zero- and low-emission vehicles.*

Or. en

#### **Amendment 14**

**Christine Revault d'Allonnes Bonnefoy**

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

##### **Recital 5**

*Text proposed by the Commission*

*Amendment*

(5) The European Council Conclusions of October 2014 endorsed a greenhouse gas emissions reduction of 30 % by 2030 compared to 2005 for the sectors that are not part of the Union's emissions trading system. Road transport provides a major contribution to the emissions of those sectors and its emissions remain significantly above 1990 levels. If road transport emissions would increase further, it will off-set reductions made by other sectors to combat climate change.

(5) The European Council Conclusions of October 2014 endorsed a greenhouse gas emissions reduction of 30% by 2030 compared to 2005 for the sectors that are not part of the Union's emissions trading system *and the European Union has committed under the Paris Agreement to achieve a 40% reduction in its emissions across the board by 2030 compared to 1990 levels.* Road transport provides a major contribution to the emissions of those sectors *outside the quota exchange system* and its emissions remain significantly above 1990 levels. If road transport emissions would increase further, it will off-set reductions made by other sectors to combat climate change.

Or. fr

#### **Amendment 15**

**Jakop Dalunde**

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

## Recital 5

*Text proposed by the Commission*

(5) The European Council Conclusions of October 2014 endorsed a greenhouse gas emissions reduction of 30% by 2030 compared to 2005 for the sectors that are not part of the Union's emissions trading system. Road transport ***provides a major contribution to the*** emissions ***of those sectors*** and its emissions remain significantly above 1990 levels. If road transport emissions would increase further, it will off-set reductions made by other sectors to combat climate change.

*Amendment*

(5) The European Council Conclusions of October 2014 endorsed a greenhouse gas emissions reduction of 30% by 2030 compared to 2005 for the sectors that are not part of the Union's emissions trading system. Road transport ***was responsible for 25 % of the Union's greenhouse gas*** emissions ***in 2016***, and its emissions ***increased for the third year in a row and*** remain significantly above 1990 levels. If road transport emissions would increase further, it will off-set reductions made by other sectors to combat climate change.

Or. en

## Amendment 16

Maria Grapini

Proposal for a regulation

Recital 8 b (new)

*Text proposed by the Commission*

*Amendment*

***(8b) In view of the estimated increase to around 9% in the proportion of emissions from heavy duty vehicles and the fact that there are currently no requirements for reducing CO2 emissions from heavy duty vehicles, specific measures for this category of vehicles are needed.***

Or. ro

## Amendment 17

Christine Revault d'Allonnes Bonnefoy

Proposal for a regulation

Recital 9



*Text proposed by the Commission*

(9) In order to fully realise the energy efficiency potential and ensure that the road transport sector as a whole contributes to the greenhouse gas emission reductions agreed, it is appropriate to complement the already existing CO<sub>2</sub> emission standards for new passenger cars and light commercial vehicles by setting CO<sub>2</sub> emission performance standards for new heavy-duty vehicles. These standards will be a driver for innovation in fuel-efficient technologies, contributing to the strengthening of the technological leadership of the Union's manufacturers and suppliers.

*Amendment*

(9) In order to fully realise the energy efficiency potential and ensure that the road transport sector as a whole contributes to the greenhouse gas emission reductions agreed, it is appropriate to complement the already existing CO<sub>2</sub> emission standards for new passenger cars and light commercial vehicles by setting CO<sub>2</sub> emission performance standards for new heavy-duty vehicles. These standards will be a driver for innovation in fuel-efficient technologies, contributing to the strengthening of the technological leadership of the Union's manufacturers and suppliers. ***It is also necessary to explore all potential emission reduction solutions, such as reducing overall road transport volumes, digitisation, convoy driving, ecological driving and logistics efficiency projects. In order to raise awareness of all fuel saving solutions and to quantify the impact, all vehicles should be equipped with real-time stock fuel consumption meters.***

Or. fr

**Amendment 18**  
**Jozo Radoš**

**Proposal for a regulation**  
**Recital 9**

*Text proposed by the Commission*

(9) In order to fully realise the energy efficiency potential and ensure that the road transport sector as a whole contributes to the greenhouse gas emission reductions agreed, it is appropriate to complement the already existing CO<sub>2</sub> emission standards for new passenger cars and light commercial vehicles by setting CO<sub>2</sub>

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(9) In order to fully realise the energy efficiency potential and ensure that the road transport sector as a whole contributes to the greenhouse gas emission reductions agreed, it is appropriate to complement the already existing CO<sub>2</sub> emission standards for new passenger cars and light commercial vehicles by setting CO<sub>2</sub>

emission performance standards for new heavy-duty vehicles. These standards will be a driver for innovation in fuel-efficient technologies, contributing to the strengthening of the technological leadership of the Union's manufacturers and suppliers.

emission performance standards for new heavy-duty vehicles. These standards will be a driver for innovation in fuel-efficient technologies, contributing to the strengthening of the technological leadership of the Union's manufacturers and suppliers ***and the competitiveness of EU transport businesses, especially SMEs.***

Or. en

## **Amendment 19**

**Christine Revault d'Allonnes Bonnefoy**

### **Proposal for a regulation**

#### **Recital 10**

*Text proposed by the Commission*

(10) Taking into account that climate change is a trans-boundary problem and the need to safeguard a well-functioning single market both for road transport services as well as for heavy-duty vehicles, it is appropriate to set CO<sub>2</sub> emission standards for heavy-duty vehicles at Union-level. Those standards should be designed so as to be without prejudice to competition law.

*Amendment*

(10) Taking into account that climate change is a trans-boundary problem and the need to safeguard a well-functioning single market both for road transport services as well as for heavy-duty vehicles, it is appropriate to set CO<sub>2</sub> emission standards for heavy-duty vehicles at Union-level. Those standards should be designed so as to be without prejudice to competition law ***and to dovetail with all Union policies.***

Or. fr

## **Amendment 20**

**Christine Revault d'Allonnes Bonnefoy**

### **Proposal for a regulation**

#### **Recital 11**

*Text proposed by the Commission*

(11) In defining the reduction levels that should be achieved by the Union's fleet of

*Amendment*

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heavy-duty vehicles, account should be taken of the effectiveness of those reduction levels in delivering a cost-effective contribution to reducing emissions of the sectors covered by the Regulation [Effort Sharing (EU) No .../2018] by 2030, of the resulting costs and savings for society, manufacturers, transport operators, consumers, as well as of their direct and indirect implications for employment, innovation and co-benefits generated in terms of reduced air pollution and improved energy security.

heavy-duty vehicles, account should be taken of the effectiveness of those reduction levels in delivering a cost-effective contribution to reducing emissions of the sectors covered by the Regulation [Effort Sharing (EU) No .../2018] by 2030, of the resulting costs and savings for society, manufacturers, transport operators, consumers, as well as of their direct and indirect implications for employment, innovation and co-benefits generated in terms of reduced air pollution and improved energy security. ***The automotive industry is a pillar of the European economy. It is necessary to maintain and strengthen the ascendancy of European manufacturers in this sector and encourage competitiveness based on innovation and the environmental quality of their products, raising the bar for global competition.***

Or. fr

**Amendment 21**  
**Maria Grapini**

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

*Text proposed by the Commission*

*Amendment*

***(11a) Emission reduction levels to be achieved by heavy vehicles and the time required for renewal of the fleet should be taken into account.***

Or. ro

**Amendment 22**  
**Jozo Radoš**

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

*Text proposed by the Commission*

*Amendment*

***(12a) Highlights that the most EU transport freight operators are SMEs with limited access to finance. Therefore, the future solutions must be cost effective and balanced. It is essential that there is a strong incentive structure to support uptake of more fuel-efficient vehicles, as well as the provision of EU funding mechanisms.***

Or. en

## **Amendment 23**

**Jozo Radoš**

### **Proposal for a regulation**

#### **Recital 13**

*Text proposed by the Commission*

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

*Amendment*

(13) In the light of innovation and to take account of the implementation of new technologies improving the fuel efficiency of heavy-duty vehicles, the VECTO simulation tool as well as Regulation (EU) 2017/2400 **must** be continuously and timely ***developed and*** updated ***to properly cover all available technologies on the market. Given the key role of these new technologies in reducing CO2 emissions from the transport sector, the timely and comprehensive update of the VECTO simulation tool is essential element in reducing CO2 from heavy-duty vehicles. The Commission shall present digitally updated list of the technologies included in VECTO, with a corresponding timeline every year.***

Or. en

## Amendment 24

Massimiliano Salini, Markus Pieper, Marian-Jean Marinescu, Dieter-Lebrecht Koch

### Proposal for a regulation

#### Recital 13

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

## Amendment 25

Lars Adaktusson

### Proposal for a regulation

#### Recital 13

*Text proposed by the Commission*

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

*Amendment*

(13) In the light of innovation and to take account of the implementation of new technologies improving the fuel efficiency of heavy-duty vehicles, the VECTO simulation tool as well as Regulation (EU) 2017/2400 will be continuously and timely updated ***to reflect the introduction of fuel saving technologies, including truck platooning, as well as the improvements to trailers, semi-trailers and rigid bodies. The updates should consider***

*discrepancies between VECTO results  
and real-world road CO2 emissions.*

Or. en

*Justification*

*To reflect the technical progress and stimulate development of fuel saving technologies, it is important that VECTO is updated in a continuous and timely manner.*

**Amendment 26**

**Nicola Caputo**

**Proposal for a regulation**

**Recital 13**

*Text proposed by the Commission*

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

*Amendment*

(13) In the light of innovation and to take account of the implementation of new technologies improving the fuel efficiency of heavy-duty vehicles, the VECTO simulation tool as well as Regulation (EU) 2017/2400 will be continuously and timely updated. ***This Regulation should therefore also be updated in a continuous and timely manner in order to take into account the evolution of the VECTO simulation tool.***

Or. en

**Amendment 27**

**Christine Revault d'Allonnes Bonnefoy**

**Proposal for a regulation**

**Recital 13**

*Text proposed by the Commission*

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

*Amendment*

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

2017/2400 will be continuously and timely updated.

2017/2400 *must be rapidly and regularly updated with updates digitally accessible to all without restriction being published at least once a year.*

Or. fr

**Amendment 28**  
**Maria Grapini**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. ro

**Amendment 29**  
**Jakop Dalunde**

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

*Text proposed by the Commission*

(15) A reduction target should be set for 2025 as a relative reduction based on the average CO<sub>2</sub> emissions of those heavy-duty vehicles in 2019, reflecting the deployment of readily available cost-effective

*Amendment*

(15) A reduction target should be set for 2025 as a relative reduction based on the average CO<sub>2</sub> emissions of those heavy-duty vehicles in 2019, reflecting the deployment of readily available cost-effective

technologies for conventional vehicles. ***The 2030 target should be considered aspirational and the final target should be determined*** pursuant to a review to be carried out in 2022 ***as*** there are more uncertainties on the uptake of more advanced technologies which are not yet readily available.

technologies for conventional vehicles. A ***reduction*** target should ***also be set for 2030***, pursuant to a review to be carried out in 2022, ***that takes into account that*** there are more uncertainties on the uptake of more advanced technologies which are not yet readily available.

Or. en

### Amendment 30

Nicola Caputo

#### Proposal for a regulation

##### Recital 16

*Text proposed by the Commission*

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

*Amendment*

(16) Liquefied natural gas (LNG) is an available alternative fuel for heavy duty vehicles ***that can lead*** to lower CO2 emissions as compared to diesel vehicles. ***However, in the medium to longer term, LNG will not be sufficient to put transport on the path towards zero-emission by midcentury, in line with the Paris Agreement.***

Or. en

### Amendment 31

Christine Revault d'Allonnes Bonnefoy



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

*Text proposed by the Commission*

(16) Liquefied natural gas (LNG) is an available alternative fuel to diesel for heavy duty vehicles. ***The deployment of current and upcoming more innovative LNG-based technologies will contribute to meeting the CO<sub>2</sub> emission targets in the short and medium term as the use of LNG technologies leads to lower CO<sub>2</sub> emissions as compared to diesel vehicles.*** The CO<sub>2</sub> emission reduction potential of ***LNG*** vehicles ***is already*** fully reflected in VECTO. ***In addition, current LNG technologies ensure a low level of air pollutant emissions such as NO<sub>x</sub> and particulate matters.*** A sufficient minimum refuelling infrastructure is also in place and being further deployed as part of national policy frameworks for alternative fuel infrastructure.

*Amendment*

(16) ***There is a whole range of alternative fuels, each with advantages and disadvantages, for which markets are maturing to varying degrees.*** Liquefied natural gas (LNG) is an available alternative fuel to diesel for heavy duty vehicles ***but can be a fossil fuel, in which case preference should be given to renewables. The same applies to CNG (compressed natural gas). Hydrogen-based technologies are also an interesting avenue for research and development, provided that the energy for synthesis comes from sustainable and renewable sources. can be a fossil fuel, in which case preference should be given to renewables.*** ***The deployment of technologies based on alternative and innovative fuels will contribute to meeting the CO<sub>2</sub> reduction targets in the short and medium term.*** The CO<sub>2</sub> emission reduction potential of vehicles ***using the entire range of alternative fuels*** must be fully reflected in VECTO. A sufficient minimum refuelling infrastructure is also in place and being further deployed as part of national policy frameworks for alternative fuel infrastructure.

Or. fr

**Amendment 32**  
**Henna Virkkunen**

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

*Text proposed by the Commission*

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*Amendment*

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heavy duty vehicles. The deployment of current and upcoming more innovative LNG-based technologies will contribute to meeting the CO<sub>2</sub> emission targets in the short and medium term as the use of LNG technologies leads to lower CO<sub>2</sub> emissions as compared to diesel vehicles. The CO<sub>2</sub> emission reduction potential of LNG vehicles is already fully reflected in VECTO. In addition, current LNG technologies ensure a low level of air pollutant emissions such as NO<sub>x</sub> and particulate matters. A sufficient minimum refuelling infrastructure is also in place and being further deployed as part of national policy frameworks for alternative fuel infrastructure.

heavy duty vehicles. The deployment of current and upcoming more innovative LNG-based technologies will contribute to meeting the CO<sub>2</sub> emission targets in the short and medium term as the use of LNG technologies leads to lower CO<sub>2</sub> emissions as compared to diesel vehicles. ***In the medium to longer term, liquefied biogas LBG offers significant CO<sub>2</sub> emissions cuts in heavy duty transport, in line with the Paris Agreement.*** The CO<sub>2</sub> emission reduction potential of LNG vehicles is already fully reflected in VECTO. In addition, current LNG technologies ensure a low level of air pollutant emissions such as NO<sub>x</sub> and particulate matters. A sufficient minimum refuelling infrastructure is also in place and being further deployed as part of national policy frameworks for alternative fuel infrastructure.

Or. en

### **Amendment 33** **Tania González Peñas**

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

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

(16) ***Liquefied*** natural gas (LNG) is an available alternative fuel to diesel for heavy duty vehicles. The deployment of current and upcoming more innovative LNG-based technologies will contribute to meeting the CO<sub>2</sub> emission targets in the short and medium term as the use of LNG technologies leads to lower CO<sub>2</sub> emissions as compared to diesel vehicles. The CO<sub>2</sub> emission reduction potential of LNG vehicles is already fully reflected in VECTO. In addition, current LNG technologies ensure a low level of air pollutant emissions such as NO<sub>x</sub> and

##### *Amendment*

(16) ***While it is no more than a short-term option, liquefied*** natural gas (LNG) is an available alternative fuel to diesel for heavy duty vehicles. The deployment of current and upcoming more innovative LNG-based technologies will contribute to meeting the CO<sub>2</sub> emission targets in the short and medium term as the use of LNG technologies leads to lower CO<sub>2</sub> emissions as compared to diesel vehicles. The CO<sub>2</sub> emission reduction potential of LNG vehicles is already fully reflected in VECTO. In addition, current LNG technologies ensure a low level of air

particulate matters. A sufficient minimum refuelling infrastructure is also in place and being further deployed as part of national policy frameworks for alternative fuel infrastructure.

pollutant emissions such as NO<sub>x</sub> and particulate matters. A sufficient minimum refuelling infrastructure is also in place and being further deployed as part of national policy frameworks for alternative fuel infrastructure.

Or. es

**Amendment 34**  
**Maria Grapini**

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

*Text proposed by the Commission*

(16) Liquefied natural gas (LNG) is an **available** alternative fuel to diesel for heavy duty vehicles. The deployment of current and upcoming more innovative LNG-based technologies will contribute to meeting the CO<sub>2</sub> emission targets in the short and medium term as the use of LNG technologies leads to lower CO<sub>2</sub> emissions as compared to diesel vehicles. The CO<sub>2</sub> emission reduction potential of LNG vehicles is already fully reflected in VECTO. In addition, current LNG technologies ensure a low level of air pollutant emissions such as NO<sub>x</sub> and particulate matters. A sufficient minimum refuelling infrastructure is also in place and being further deployed as part of national policy frameworks for alternative fuel infrastructure.

*Amendment*

(16) Liquefied natural gas (LNG) is an alternative fuel to diesel for heavy duty vehicles. The deployment of current and upcoming more innovative LNG-based technologies will contribute to meeting the CO<sub>2</sub> emission targets in the short and medium term as the use of LNG technologies leads to lower CO<sub>2</sub> emissions as compared to diesel vehicles. The CO<sub>2</sub> emission reduction potential of LNG vehicles is already fully reflected in VECTO. In addition, current LNG technologies ensure a low level of air pollutant emissions such as NO<sub>x</sub> and particulate matters. A sufficient minimum refuelling infrastructure is also in place and being further deployed as part of national policy frameworks for alternative fuel infrastructure.

Or. ro

**Amendment 35**  
**Gesine Meissner**

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

*Text proposed by the Commission*

*Amendment*

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

Or. en

**Amendment 36**

**Christine Revault d'Allonnes Bonnefoy**

**Proposal for a regulation**

**Recital 16 a (new)**

*Text proposed by the Commission*

*Amendment*

***(16a) The pursuit of transport decarbonisation objectives should not serve as a pretext for maintaining or increasing other pollutant emissions, such as NO<sub>x</sub> and particulate matter, whose harmful effects on health and the environment have been proven beyond doubt.***

Or. fr

**Amendment 37**

**Massimiliano Salini, Henna Virkkunen, Marian-Jean Marinescu, Markus Pieper, Dieter-Lebrecht Koch**

**Proposal for a regulation**

**Recital 16 a (new)**

*Text proposed by the Commission*

*Amendment*

***(16a) The introduction of platooning-based technologies will contribute to reducing fuel-consumption and CO<sub>2</sub> emissions, as it cuts down significantly truck fuel consumption and CO<sub>2</sub> emissions of heavy-duty vehicles.***

Or. en

**Amendment 38**  
**Tania González Peñas**

**Proposal for a regulation**  
**Recital 17**

*Text proposed by the Commission*

*Amendment*

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

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

Or. es

**Amendment 39**  
**Maria Grapini**

**Proposal for a regulation**  
**Recital 19**

*Text proposed by the Commission*

(19) A fair distribution of the overall reduction requirements among the manufacturers needs to be ensured, taking into account the diversity of heavy-duty vehicles in terms of their design and driving pattern, annual mileage, payload and trailer configuration. It is therefore appropriate to distinguish the heavy-duty vehicles according to different and separate vehicle sub-groups that reflect the vehicles' typical usage pattern and specific technical characteristics. By setting annual manufacturer specific targets as a weighted average of the targets defined for each such sub-group, manufacturers are also given the means to effectively balance a possible underperformance of vehicles in certain sub-groups with an overachievement in other vehicle sub-groups, taking into account the average lifetime CO<sub>2</sub> emissions of vehicles in the different sub-groups.

*Amendment*

(19) A fair distribution of the overall reduction requirements among the manufacturers needs to be ensured, taking into account the diversity of heavy-duty vehicles in terms of their design and driving pattern, annual mileage, payload and trailer configuration. It is therefore appropriate to distinguish the heavy-duty vehicles according to different and separate vehicle sub-groups that reflect the vehicles' typical usage pattern and specific technical characteristics. By setting annual manufacturer specific targets as a weighted average of the targets defined for each such sub-group, manufacturers are also given the means to effectively balance a possible underperformance of vehicles in certain sub-groups with an overachievement in other vehicle sub-groups, taking into account the average lifetime CO<sub>2</sub> emissions of vehicles in the different sub-groups, ***thereby respecting the 'polluter pays' principle.***

Or. ro

**Amendment 40**

**Massimiliano Salini, Markus Pieper, Marian-Jean Marinescu**

**Proposal for a regulation**

**Recital 20**

*Text proposed by the Commission*

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

*Amendment*

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

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

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

Or. en

**Amendment 41**  
**Christine Revault d'Allonnes Bonnefoy**

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

*Text proposed by the Commission*

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

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<sup>26</sup> Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean and

*Amendment*

(21) Contrary to cars and vans, zero- and low-emission heavy-duty vehicles are not yet available on the market, except for buses. A dedicated mechanism, in the form of super credits, should therefore be introduced to facilitate a smooth transition towards zero-emission mobility. This will provide incentives for the development and deployment on the Union market of zero- and low-emission heavy-duty vehicles that would complement demand-side instruments, such as the Clean Vehicle Directive 2009/33/EC of the European Parliament and of the Council<sup>26</sup>. ***To avoid issuing pollution rights, this subsidy system should be offset by arrangements to step up emission reduction targets for manufacturers who would otherwise make less effort to decarbonise their fleets.***

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<sup>26</sup> Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean and

energy-efficient road transport vehicles as amended by Directive .../.../EU [COM(2017) 653 final] (OJ L 120, 15.5.2009, p. 5).

energy-efficient road transport vehicles as amended by Directive .../.../EU [COM(2017) 653 final] (OJ L 120, 15.5.2009, p. 5).

Or. fr

**Amendment 42**  
**Jakop Dalunde**

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

*Text proposed by the Commission*

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

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

*Amendment*

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

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

Or. en

**Amendment 43**  
**Maria Grapini**



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

*Text proposed by the Commission*

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

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

*Amendment*

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

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

Or. ro

**Amendment 44**  
**Nicola Caputo**

**Proposal for a regulation**  
**Recital 21 a (new)**

*Text proposed by the Commission*

*Amendment*

***(21a) The minimum share of zero- and low-emission vehicles should be designed so as to ensure investment certainty for charging infrastructure providers and manufacturers in order to promote the rapid deployment on the Union market of***

*zero- and low-emission vehicles, while allowing certain flexibility for the manufacturers to decide on their investment timeline. A mechanism should be introduced to incentivise manufacturers to put zero and low emission vehicles as soon as possible on the Union market.*

Or. en

**Amendment 45**  
**Jakop Dalunde**

**Proposal for a regulation**  
**Recital 21 a (new)**

*Text proposed by the Commission*

*Amendment*

*(21a) The minimum share of zero- and low-emission vehicles should be designed so as to ensure investment certainty for charging infrastructure providers and manufacturers in order to promote the rapid deployment on the Union market of zero- and low-emission vehicles, while allowing certain flexibility for the manufacturers to decide on their investment timeline. A mechanism should be introduced to incentivise manufacturers to put zero- and low-emission vehicles as soon as possible on the Union market.*

Or. en

**Amendment 46**  
**Jakop Dalunde**

**Proposal for a regulation**  
**Recital 22**

*Text proposed by the Commission*

*Amendment*

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

*deleted*

Or. en

**Amendment 47**  
**Jozo Radoš**

**Proposal for a regulation**  
**Recital 22**

*Text proposed by the Commission*

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

*Amendment*

(22) For the purpose of calculating the average specific emissions of a manufacturer, all zero- and low-emission heavy-duty vehicles should therefore be counted multiple times. The level of incentives should vary according to the actual CO<sub>2</sub> emissions of the vehicle. In order to avoid a weakening of the environmental objectives, the resulting savings should be subject to a cap. ***Taking into account the difficulties in developing long-haul zero-and low-emission vehicles, those vehicles over 400km in range, should be exempted from the cap.***

Or. en

*Justification*

*There should be a recognition that it will be more challenging to produce ZLEVs for the long-haul duty cycle subgroup. The current super-credit proposal will only benefit investment into short and regional haul vehicles. Exempting long-haul vehicles from the 3% cap could be a way to ensure investment into this subgroup while recognising that there is currently limited to no market demand. This would have the effect of ensuring that investment into this challenging group is not discouraged as well as recognising that, relatively, long-haul*

*vehicles have a greater impact on reducing CO<sub>2</sub> emissions. Considering the limited market demand, this exemption is unlikely to lead to a great weakening of the overall target.*

**Amendment 48**  
**Jakop Dalunde**

**Proposal for a regulation**  
**Recital 23**

*Text proposed by the Commission*

*Amendment*

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

*deleted*

Or. en

**Amendment 49**  
**Maria Grapini**

**Proposal for a regulation**  
**Recital 23**

*Text proposed by the Commission*

*Amendment*

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

(23) Low-emission heavy-duty vehicles should only be incentivised *on a differentiated basis in line with their CO<sub>2</sub> emission levels, which should be less than* the average EU CO<sub>2</sub> emissions for 2025. This is consistent with the approach taken for light-duty vehicles and would incentivise innovation in this field.

Or. ro

**Amendment 50**  
**Jakop Dalunde**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 51**

**Massimiliano Salini, Markus Pieper, Marian-Jean Marinescu**

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

*Text proposed by the Commission*

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

*Amendment*

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

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

demand-side measures such as public procurement. In order to ensure that the incentives are well balanced between the different types of vehicles, the savings resulting from the zero-emission smaller lorries, buses and coaches should therefore also be subject to a cap. *As legal entities for buses, coaches and trucks may differ within the same manufacturer, a "group of connected manufacturers", as defined in the 510/2011 Regulation, should be allowed to act as a manufacturer.*

Or. en

## **Amendment 52**

**Christine Revault d'Allonnes Bonnefoy**

### **Proposal for a regulation**

#### **Recital 24**

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

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

##### *Amendment*

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

**Amendment 53**  
**Jakop Dalunde**

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

*Text proposed by the Commission*

*Amendment*

***(24a) As zero-emission buses are already available on the market and are incentivised through demand-side measures such as public procurement, a binding target of 100 % of zero-emission buses in a manufacturer's fleet of new such vehicles by 2030 should be set to ensure the appropriate level of their supply on the Union market.***

Or. en

**Amendment 54**  
**Christine Revault d'Allonnes Bonnefoy**

**Proposal for a regulation**  
**Recital 25**

*Text proposed by the Commission*

*Amendment*

(25) In order to promote a cost-effective implementation of the CO<sub>2</sub> reduction requirements, while taking into account fluctuations in the fleet composition and emissions over the years, manufacturers should have the possibility to balance their overachievement in complying with their specific emission target in one year with an underperformance in another year.

(25) In order to promote a cost-effective implementation of the CO<sub>2</sub> reduction requirements, while taking into account fluctuations in the fleet composition and emissions over the years, manufacturers should have the possibility to balance their overachievement in complying with their specific emission target in one year with an underperformance in another year.  
***However, this would be for a limited period to avoid undermining the benefits of this legislation.***

Or. fr

## Amendment 55

Jozo Radoš

### Proposal for a regulation

#### Recital 26

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

## Amendment 56

Christine Revault d'Allonnes Bonnefoy

### Proposal for a regulation

#### Recital 26

*Text proposed by the Commission*

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

*Amendment*

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



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

emission reduction trajectory between the 2025 and the 2030 targets, should, ***for at least three years***, be able to bank those emission credits for the purpose of target compliance in the period 2025 to 2029.

Or. fr

## **Amendment 57**

**Christine Revault d'Allonnes Bonnefoy**

### **Proposal for a regulation**

#### **Recital 27**

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

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

##### *Amendment*

(27) In case of non-compliance with its specific emission target in any of the years 2025 to 2029, a manufacturer should, ***for at least three years***, also have the possibility to acquire a limited emission debt. However, for 2029 manufacturers would have to purify any residual issuance debt, ***failing which they would have to pay penalties for excess emission***.

Or. fr

## **Amendment 58**

**Jakop Dalunde**

### **Proposal for a regulation**

#### **Recital 29**

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

(29) The Commission should impose a financial penalty, in the form of an excess emissions premium, where a manufacturer is found to have excess emissions, taking into account the emission credits and debts. In order to provide manufacturers with a sufficient incentive to take measures to reduce the specific CO<sub>2</sub> emissions from

##### *Amendment*

(29) The Commission should impose a financial penalty, in the form of an excess emissions premium, where a manufacturer is found to have excess emissions, taking into account the emission credits and debts. In order to provide manufacturers with a sufficient incentive to take measures to reduce the specific CO<sub>2</sub> emissions from

heavy-duty vehicles, the premium *should exceed* the average marginal costs of the technologies needed to meet the targets. The premium should be considered as revenue for the general budget of the Union. The methodology for collecting the premiums should be determined by means of an implementing act, taking into account the methodology adopted pursuant to Regulation (EC) No 443/2009.

heavy-duty vehicles, *it is important that* the premium *always exceeds* the average marginal costs of the technologies needed to meet the targets. The *amounts from the excess emissions* premium should be considered as revenue for the general budget of the Union. *Those amounts should be used to support, in close collaboration with social partners, the just transition of the automotive sector towards zero-emission mobility as well as innovative solutions that incentivise the rapid deployment of zero- and low-emission heavy-duty vehicles.* The methodology for collecting the premiums should be determined by means of an implementing act, taking into account the methodology adopted pursuant to Regulation (EC) No 443/2009.

Or. en

## **Amendment 59**

**Nicola Caputo**

### **Proposal for a regulation**

**Recital 29**

#### *Text proposed by the Commission*

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

#### *Amendment*

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

the methodology adopted pursuant to Regulation (EC) No 443/2009.

*the just transition of the automotive sector towards zero-emission mobility as well as innovative solutions that incentivise the rapid deployment of zero- and low-emission heavy-duty vehicles.* The methodology for collecting the premiums should be determined by means of an implementing act, taking into account the methodology adopted pursuant to Regulation (EC) No 443/2009.

Or. en

**Amendment 60**  
**Christine Revault d'Allonnes Bonnefoy**

**Proposal for a regulation**  
**Recital 29**

*Text proposed by the Commission*

(29) The Commission should impose a financial penalty, in the form of an excess emissions premium, where a manufacturer is found to have excess emissions, taking into account the emission credits and debts. In order to provide manufacturers with a sufficient incentive to take measures to reduce the specific CO<sub>2</sub> emissions from heavy-duty vehicles, the premium should exceed the average marginal costs of the technologies needed to meet the targets. The premium should be considered as revenue for the general budget of the Union. The methodology for collecting the premiums should be determined by means of an implementing act, taking into account the methodology adopted pursuant to Regulation (EC) No 443/2009.

*Amendment*

(29) The Commission should impose a financial penalty, in the form of an excess emissions premium, where a manufacturer is found to have excess emissions, taking into account the emission credits and debts. In order to provide manufacturers with a sufficient incentive to take measures to reduce the specific CO<sub>2</sub> emissions from heavy-duty vehicles, the premium should exceed the average marginal costs of the technologies needed to meet the targets. The premium should be considered as *a way of financing an equitable transition, towards a decarbonised economy, with clean mobility infrastructures, while preserving jobs and responding to the new training needs generated by new technologies and new energies.* The methodology for collecting the premiums should be determined by means of an implementing act, taking into account the methodology adopted pursuant to Regulation (EC) No 443/2009.

Or. fr

## Amendment 61

Christine Revault d'Allonnes Bonnefoy

### Proposal for a regulation

#### Recital 30

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

(30) A robust compliance mechanism is necessary in order to ensure that the targets under this Regulation are met. The obligations placed on manufacturers to deliver accurate data pursuant to Regulation (EU) No .../2018 [Monitoring & Reporting HDV] and the administrative fines that may be imposed in the case of non-compliance with that obligation, contributes to ensuring the robustness of the data used for target compliance purposes under this Regulation.

##### *Amendment*

(30) A robust compliance mechanism is necessary in order to ensure that the targets under this Regulation are met. The obligations placed on manufacturers to deliver accurate data pursuant to Regulation (EU) No .../2018 [Monitoring & Reporting HDV] and the administrative fines that may be imposed in the case of non-compliance with that obligation, contributes to ensuring the robustness of the data used for target compliance purposes under this Regulation. ***It is in the interest of consumers and the general public to know which manufacturers are or are not complying with the new emission standards.***

Or. fr

## Amendment 62

Nicola Caputo

### Proposal for a regulation

#### Recital 31

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

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

##### *Amendment*

(31) It is essential for achieving the CO<sub>2</sub> reductions pursuant to this Regulation that the CO<sub>2</sub> emissions of heavy-duty vehicles in use ***are in conformity with the values determined pursuant to this Regulation that the CO<sub>2</sub> emissions of heavy-duty vehicles in use and on road*** are in conformity with the values determined pursuant to Regulation (EC) No 595/2009

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

and its implementing measures. It should therefore be possible for the Commission to take into account, in the calculation of the average specific emissions of a manufacturer, any systematic non-conformity found by type approval authorities with regard to the **CO<sub>2</sub>** emissions of heavy-duty vehicles in use ***and on road. Third party independent testing of vehicles in use and on road should also be introduced.***

Or. en

### **Amendment 63** **Jakop Dalunde**

#### **Proposal for a regulation** **Recital 31**

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

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

##### *Amendment*

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

Or. en

### **Amendment 64** **Christine Revault d'Allonnes Bonnefoy**

**Proposal for a regulation**  
**Recital 31**

*Text proposed by the Commission*

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

*Amendment*

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

Or. fr

**Amendment 65**  
**Christine Revault d'Allonnes Bonnefoy**

**Proposal for a regulation**  
**Recital 32**

*Text proposed by the Commission*

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

*Amendment*

(32) In order to be in a position to take such measures the Commission should have the powers to prepare and implement a procedure for verifying the in-service conformity of the CO<sub>2</sub> emissions of heavy-duty vehicles on the market. For that purpose Regulation (EC) No 595/2009 should be amended. To this end, the Commission should, through its Joint Research Centre (JRC), begin to develop emission tests under real driving conditions, evaluate the feasibility of carrying out these tests using portable emissions measurement systems (PEMS), and explore the possibilities of refining

real-time stock fuel consumption measurement.

Or. fr

**Amendment 66**  
**Lars Adaktusson**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

*Justification*

*European Modular System (EMS) have positive effects on the transport system, in economical and environmental terms. Previous research has shown that the transportation of a fixed amount of freight by as few vehicles as possible, in other words using EMS, improves road transport efficiency with lower fuel and energy consumption per tonne-kilometre, which in turn is reflected in lower transportation costs. By reducing fuel consumption on roads, high capacity vehicles reduce emissions of air pollutants and CO<sub>2</sub> per tonne-kilometre. Trucks*

*which conduct heavier transport missions should be rewarded by having separate sub-groups defined on the basis of 3-axle rigid trucks and tractors specific range of engine power rating.*

**Amendment 67**  
**Henna Virkkunen**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 68**  
**Jozo Radoš**

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

*Text proposed by the Commission*

(34) In 2022, the Commission should

*Amendment*

(34) In 2022, the Commission should



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

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

Or. en

## **Amendment 69**

**Gesine Meissner**

### **Proposal for a regulation**

**Recital 34**

#### *Text proposed by the Commission*

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

#### *Amendment*

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

weights and dimensions applicable to national transport, for example Modular Concepts.

weights and dimensions applicable to national transport, for example Modular Concepts. *Well-to-wheel and life-cycle CO2 emissions of heavy-duty vehicles should also be monitored, made transparent, and be taken into account in the review set out in Article 13.*

Or. en

**Amendment 70**  
**Henna Virkkunen**

**Proposal for a regulation**  
**Recital 35 a (new)**

*Text proposed by the Commission*

*Amendment*

*(35a) In order to ensure policy coherence and fully utilise the emission reduction potential, there is a clear need to update the list of reference fuels in the Regulation (EU) No 582/2011 and Regulation (EU) No 2017/2400, taking into account fuels already existing on the market.*

Or. en

**Amendment 71**  
**Christine Revault d'Allonnes Bonnefoy**

**Proposal for a regulation**  
**Recital 36 a (new)**

*Text proposed by the Commission*

*Amendment*

*(36a) In addition to establishing exhaust emission reduction targets and in order to fine-tune future legislation aimed at limiting fossil CO2 emissions into the atmosphere, a way should be found of calculating atmospheric emissions from the complete life cycle of the vehicle and*

*its fuel, taking into account direct and indirect emissions related to the manufacturing process, as well as the extraction, processing, reprocessing or recycling of raw materials.*

Or. fr

**Amendment 72**  
**Gesine Meissner**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 73**  
**Rolandas Paksas**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. lt

**Amendment 74**  
**Tania González Peñas**

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

*Text proposed by the Commission*

*Amendment*

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

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

Or. es

#### **Amendment 75**

**Massimiliano Salini, Markus Pieper, Marian-Jean Marinescu, Dieter-Lebrecht Koch**

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

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

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

#### **Amendment 76**

**Jakop Dalunde**

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

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

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

#### *Justification*

*Decreasing CO2 emissions from the transport sector is key to fulfil the Union's target of reducing its greenhouse gas emissions by at least 30% below 2005 levels in 2030 under Regulation (EU) 2018/842 [Effort Sharing Regulation] in the most cost-efficient way, and to be in line with the Paris Agreement. The Commission's own impact assessment shows that reduction targets of at least -20% in 2025 is not only technologically feasible but also result in greatest net economic and social benefits.*

#### **Amendment 77**

**Rolandas Paksas**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. It

**Amendment 78**  
**Tania González Peñas**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 79**  
**Jakop Dalunde**

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

*Text proposed by the Commission*

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

*Amendment*

(b) From 1 January 2030 onwards by at least **45%** subject to the review pursuant to Article 13.

Or. en

*Justification*

*Decreasing CO<sub>2</sub> emissions from the transport sector is key to fulfil the Union's target of reducing its greenhouse gas emissions by at least 30% below 2005 levels in 2030 under Regulation (EU) 2018/842 [Effort Sharing Regulation] in the most cost-efficient way, and to be in line with the Paris Agreement. The Commission's own impact assessment shows that*

*reduction targets of at least -20% in 2025 is not only technologically feasible but also result in greatest net economic and social benefits.*

**Amendment 80**  
**Gesine Meissner**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 81**  
**Massimiliano Salini, Markus Pieper, Marian-Jean Marinescu, Dieter-Lebrecht Koch**

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

*Text proposed by the Commission*

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

*Amendment*

(b) From 1 January 2030 onwards by ***20%*** subject to the review pursuant to Article 13.

Or. en

**Amendment 82**  
**Jakop Dalunde**

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

*Text proposed by the Commission*

*Amendment*

***In order to ensure the appropriate level of supply of zero-emission buses in relation to demand-side measures such as public procurement objectives set up at local,***

*regional, national or Union level, this Regulation sets a binding minimum share of 100 % for zero-emission buses in a manufacturer's fleet of new such vehicles as of 1 January 2030.*

Or. en

### **Amendment 83**

**Marie-Christine Arnautu**  
on behalf of the ENF Group

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

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

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

This Regulation shall apply to new vehicles of the categories N2 and N3 that meet the following characteristics:

###### *Amendment*

This Regulation shall apply to new ***motorised*** vehicles of the categories N2 and N3 that meet the following characteristics:

Or. fr

###### *Justification*

*Does not apply to trailers.*

### **Amendment 84**

**Marie-Christine Arnautu**  
on behalf of the ENF Group

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

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

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

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

###### *Amendment*

(a) Rigid ***single-vehicle*** lorries with an axle configuration of 4x2 and a technically permissible maximum laden mass exceeding 16 tons;

Or. fr

*Justification*

*Single carriers with two axles (one front steering axle and one rear driving axle) without trailer.*

**Amendment 85**

**Marie-Christine Arnautu**  
on behalf of the ENF Group

**Proposal for a regulation**

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

*Text proposed by the Commission*

*Amendment*

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

(b) Rigid ***single-vehicle*** lorries with an axle configuration of 6x2;

Or. fr

*Justification*

*Rigid lorries with three axles (one front steering axle, one rear driving axle and one load-bearing rear axle) without trailer.*

**Amendment 86**

**Marie-Christine Arnautu**  
on behalf of the ENF Group

**Proposal for a regulation**

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

*Text proposed by the Commission*

*Amendment*

(d) tractors with an axle configuration of 6x2.

(d) tractors with an axle configuration of 6x2 ***and 6x4***.

Or. fr

*Justification*

*Tractors with three axles (one front steering axle, one rear driving axle and one load-bearing rear axle) and tractor units with three axles (one front driving and steering axle and two rear load-bearing axles). Carriers in some Member States where authorized loaded weight (PTAC) is greater use lorries of this type so as to be able to carry much heavier loads than those authorized in other Member States (such as France, where the PTAC is 44 tonnes).*



*With more axles and more wheels on their road combinations, they can easily carry loads exceeding 60 tonnes, giving them an unfair technical edge over French carriers.*

## **Amendment 87**

**Jozo Radoš**

### **Proposal for a regulation**

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

*Text proposed by the Commission*

*Amendment*

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

*deleted*

Or. en

#### *Justification*

*Vehicles that fall outside the four VECTO categories, particularly buses, should not be counted towards meeting the targets, as the focus of this legislation is trucks. Such a clause would weaken the incentive to invest in more fuel efficient trucks. This is particularly the case as the market for ZEV buses is significantly further advanced than it is for trucks. Finally, this mechanism could lead to unfair competition as not all European manufacturers produce buses.*

## **Amendment 88**

**Christine Revault d'Allonnes Bonnefoy**

### **Proposal for a regulation**

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

*Text proposed by the Commission*

*Amendment*

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

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

characteristics set out in points (a) to (d).

*The Commission will need to assess in 2022 whether, technologically speaking, M2 and M3 vehicles can be included in point 1 of this Article.*

Or. fr

**Amendment 89**  
**Jakop Dalunde**

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

*Text proposed by the Commission*

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

*Amendment*

It shall also apply, for the purposes of Article 1(2a) and Article 6a to vehicles of the category N that do not fall within the scope of Regulation (EU) No 510/2011 and do not meet the characteristics set out in points (a) to (d). **Furthermore, it shall apply, for the purpose of Article 1(2b) to vehicles of the categories M2 and M3 that meet the technical criteria referred to in paragraph 2a of this Article.**

Or. en

**Amendment 90**  
**Jakop Dalunde**

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

*Text proposed by the Commission*

*Amendment*

**2a. The Commission shall adopt, no later than 1 July 2019, delegated acts in accordance with Article 15 in order to supplement this Regulation by specifying the technical criteria for the definition of the vocational purpose of a vehicle and for the definition of buses covered by the Regulation.**

## **Amendment 91**

**Massimiliano Salini, Markus Pieper, Marian-Jean Marinescu**

### **Proposal for a regulation**

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

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

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

##### *Amendment*

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

## **Amendment 92**

**Massimiliano Salini, Markus Pieper, Marian-Jean Marinescu**

### **Proposal for a regulation**

#### **Article 3 – paragraph 1 – point i a (new)**

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

##### *Amendment*

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

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

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

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

*representing the undertaking; or*

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

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

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

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

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

Or. en

**Amendment 93**  
**Gesine Meissner**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 94**  
**Lars Adaktusson**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

*Justification*

*Low Emission Vehicle (LEV) definition should be fixed with the metric used in VECTO g CO<sub>2</sub>/tkm and not g CO<sub>2</sub>/km. This metric properly reflects the task of heavy-duty vehicles which is to transport goods. Bigger vehicles might emit more g CO<sub>2</sub>/km but they are more efficient because they transport more goods.*

**Amendment 95**  
**Massimiliano Salini, Henna Virkkunen, Markus Pieper, Marian-Jean Marinescu**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 96**  
**Jakop Dalunde**

**Proposal for a regulation**

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

*Text proposed by the Commission*

*Amendment*

*(na) ‘bus’ means a vehicle of the categories M2 and M3 intended for the carriage of passengers, whose technical criteria has been specified in accordance with Article 2(2a).*

Or. en

**Amendment 97**

**Massimiliano Salini, Markus Pieper, Marian-Jean Marinescu**

**Proposal for a regulation**

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

*Text proposed by the Commission*

*Amendment*

*(na) CO2 Correction Factor is equal to the share of renewable gas sold at the refuelling stations, to be certified at the European Union level.*

Or. en

*Justification*

*In order to consider the CO2 benefits of alternative fuels, such as renewable gas, a Carbon Correction Factor (CCF) should be introduced.*

**Amendment 98**

**Massimiliano Salini, Markus Pieper, Marian-Jean Marinescu**

**Proposal for a regulation**

**Article 4 – paragraph 1 – point a**

*Text proposed by the Commission*

*Amendment*

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

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

vehicles;

vehicles, *unless they are low- or zero-emission vehicles*;

Or. en

**Amendment 99**  
**Jakop Dalunde**

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

*Text proposed by the Commission*

*Amendment*

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

*deleted*

Or. en

**Amendment 100**  
**Gesine Meissner**

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

*Text proposed by the Commission*

*Amendment*

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

Or. en

**Amendment 101**  
**Henna Virkkunen**

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

*Text proposed by the Commission*

*Amendment*

***(c) the carbon correction factor (CCF), that can be calculated by using the following formula:  $CCF = \text{national share (\% of sustainable renewable energy used)} / 10$ . This shall be calculated separately for diesel and methane vehicles and fuels sold for each calendar year. The Commission should encourage the introduction of CCF, leading to the adoption of well-to-wheel methodology.***

Or. en

*Justification*

*The new EU fleet-wide targets should evolve to take into account the lifecycle CO<sub>2</sub> emissions. Introducing a carbon correction factor is a first step into that direction, and will incentivise the change into well-to-wheel approach, ensuring the use of sustainable renewable energy in heavy-duty transport.*

## **Amendment 102**

**Massimiliano Salini, Markus Pieper, Marian-Jean Marinescu**

### **Proposal for a regulation**

#### **Article 4 – paragraph 1 a (new)**

*Text proposed by the Commission*

*Amendment*

***c) the application of the CO<sub>2</sub> Correction Factor determined according to point 2.1.1 of Annex I.***

Or. en

## **Amendment 103**

**Jakop Dalunde**

### **Proposal for a regulation**

#### **Article 5**

*Text proposed by the Commission*

*Amendment*



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

**1.**

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

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

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

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

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

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

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

**Amendment 104**  
**Lars Adaktusson**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

*Justification*

*Large batteries or e-highways are technologies that can have a drastic effect on the CO2 reduction of heavy duty transport. These technologies are currently not cost-effective however it remains important to simulate the European industry shift towards these technologies.*

**Amendment 105**  
**Gesine Meissner**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

## Amendment 106

Massimiliano Salini, Markus Pieper, Marian-Jean Marinescu

### Proposal for a regulation

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

## Amendment 107

Marie-Christine Arnautu

on behalf of the ENF Group

### Proposal for a regulation

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. fr

#### *Justification*

*Justification The motorised vehicle, whether tractor or carrier, is a single vehicle. The trailer is an independent and separately registered additional vehicle.*

## Amendment 108

Christine Revault d'Allonnes Bonnefoy

### Proposal for a regulation

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

*Text proposed by the Commission*

*Amendment*

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

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

Or. fr

**Amendment 109**  
**Gesine Meissner**

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 110**  
**Marie-Christine Arnautu**  
on behalf of the ENF Group

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. fr

### *Justification*

*Justification The motorised vehicle, whether tractor or carrier, is a single vehicle. The trailer is an independent and separately registered additional vehicle.*

#### **Amendment 111**

**Lars Adaktusson**

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

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

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

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

##### *Amendment*

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

Or. en

### *Justification*

*By setting an absolute metric in g CO<sub>2</sub>/km the promotion of lighter heavy-duty vehicles becomes inevitable. Lighter heavy-duty vehicles are general are less effective because they transport less and therefore the result could therefore be counter-productive. In order to give fair conditions for all vehicle groups the threshold for 'low-emission' should be specific to each sub-group and based on the baseline.*

#### **Amendment 112**

**Massimiliano Salini, Henna Virkkunen, Marian-Jean Marinescu, Markus Pieper**

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

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

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

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

##### *Amendment*

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

*baseline.*

Or. en

#### **Amendment 113**

**Christine Revault d'Allonnes Bonnefoy**

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

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

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

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

##### *Amendment*

(b) a low-emission heavy-duty vehicle shall be counted as up to **1 vehicle** according to a function of its specific CO<sub>2</sub> emissions and the threshold emission level of 350 g CO<sub>2</sub>/km.

Or. fr

#### **Amendment 114**

**Christine Revault d'Allonnes Bonnefoy**

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

#### **Article 5 – paragraph 3**

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

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

##### *Amendment*

3. The zero- and low-emission factor shall reduce the average specific emissions of a manufacturer by a maximum of **5%**. The contribution of zero-emission heavy-duty vehicles of the categories referred to in the second sub-paragraph of Article 2(1) to that factor shall reduce the average specific emissions of a manufacturer by a maximum of 1.5 %. ***On the other hand, non-compliance by low-emission and zero-emission vehicles shall increase the average specific emissions of a manufacturer by a maximum of 5 %.***

Or. fr

**Amendment 115**  
**Jozo Radoš**

**Proposal for a regulation**  
**Article 5 – paragraph 3**

*Text proposed by the Commission*

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

*Amendment*

3. The zero- and low-emission factor shall reduce the average specific emissions of a manufacturer by a maximum of 3% . The contribution of **zero and low-emission** heavy-duty vehicles **from the long-haul category, of over 400km range,** shall **be exempt from the cap.**

Or. en

*Justification*

*There should be a recognition that it will be more challenging to produce ZLEVs for the long-haul duty cycle subgroup. Exempting long-haul vehicles from the 3% cap could be a way to ensure investment into this subgroup while recognising that there is currently limited to no market demand. This would have the effect of ensuring that investment into this challenging group is not discouraged as well as recognising that, relatively, long-haul vehicles have a greater impact on reducing CO2 emissions. Considering the limited market demand, this exemption is unlikely to lead to a great weakening of the overall target.*

**Amendment 116**  
**Rolandas Paksas**

**Proposal for a regulation**  
**Article 5 – paragraph 3**

*Text proposed by the Commission*

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

*Amendment*

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

specific emissions of a manufacturer by a maximum of 1.5%.

specific emissions of a manufacturer by a maximum of 1.5%.

Or. en

#### **Amendment 117**

**Tania González Peñas**

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

#### **Article 6 – paragraph 2**

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

The specific emission target shall be calculated in accordance with Point 4 of Annex I.

##### *Amendment*

The specific emission target shall be calculated in accordance with Point 4 of Annex I. ***A binding targets of at least 10% will be set for the share of zero- and low-emission vehicles in each manufacturer's fleet of new heavy-duty vehicles from 2025 onwards. A binding target of at least 35% will be set for the share of zero- and low-emission vehicles in each manufacturer's fleet of new heavy-duty vehicles from 2030 onwards***

Or. en

#### **Amendment 118**

**Jakop Dalunde**

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

#### **Article 6 a (new)**

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

##### *Amendment*

##### ***Article 6 a***

***Binding minimum share of zero- and low-emission vehicles on manufacturers***

***1. In order to ensure the smooth transition towards zero-emission mobility in this sector, and to provide incentives for the development and deployment of the Union market and infrastructure for***



*zero- and low-emission heavy-duty vehicles, this Regulation sets a binding minimum share of zero- and low-emission vehicles in a manufacturer's fleet of new heavy-duty vehicles as follows:*

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

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

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

*3. For the purpose of meeting the 2030 target referred to in point (b) of paragraph 1, and in order to provide manufacturers with sufficient flexibility without jeopardising the objective of this Regulation, a reward shall be given to early innovators according to the following formula:  $ZLEV_{2030} = 0.35 - [(ZLEV_{2025} - 0.10) * 0.5]$  where: -  $ZLEV_{2030}$  is the binding 2030 target of a manufacturer; -  $ZLEV_{2025}$  is the share of ZLEV in this manufacturer's fleet in 2025.*

Or. en

#### *Justification*

*To be fully in line with the Paris Agreement, at least 35% of all new heavy-duty vehicles placed on the Union's market would need to be zero-emission by 2030. To ensure manufacturers meet this objective, investment security is needed, which can be provided with by introducing a flexible but binding 2030 target for zero- and low-emission heavy-duty vehicles.*

**Amendment 119**  
**Lars Adaktusson**

**Proposal for a regulation**  
**Article 7 – paragraph 1 – subparagraph 1 – introductory part**

*Text proposed by the Commission*

For the purpose of determining a manufacturer's compliance with its specific emission targets ***in the period 2025 to 2029***, account shall be taken of its emission credits or emission debts, which correspond to the number of new heavy-duty vehicles, excluding vocational vehicles, of the manufacturer in a calendar year, multiplied by the difference between:

*Amendment*

For the purpose of determining a manufacturer's compliance with its specific emission targets ***from calendar year 2025 and onwards***, account shall be taken of its emission credits or emission debts, which correspond to the number of new heavy-duty vehicles, excluding vocational vehicles, of the manufacturer in a calendar year, multiplied by the difference between:

Or. en

*Justification*

*A credit and debit banking system allows manufacturers to balance unavoidable changes in market demand from one year to another with negative impact on CO2 emission and long development time of new technologies. The earlier a CO2 saving technology is introduced in the market, the more CO2 emission can be avoided overall. To incentivise early reduction achievements by allowing credits to be earned from 2020 is therefore welcome. The proposed system is similar to the one used for heavy-duty vehicles in the U.S.*

**Amendment 120**  
**Lars Adaktusson**

**Proposal for a regulation**  
**Article 7 – paragraph 1 – subparagraph 1 – point a**

*Text proposed by the Commission*

(a) the ***CO<sub>2</sub> reduction trajectory referred to in paragraph 2*** and the average specific emissions of a manufacturer, if the difference is positive ('emission credits');

*Amendment*

(a) the ***specific emission target of a manufacturer*** and the average specific emissions of a manufacturer, if the difference is positive ('emission credits');

Or. en

*Justification*

*A credit and debit banking system allows manufacturers to balance unavoidable changes in market demand from one year to another with negative impact on CO2 emission and long development time of new technologies. The earlier a CO2 saving technology is introduced in the market, the more CO2 emission can be avoided overall. To incentivise early reduction*

*achievements by allowing credits to be earned from 2020 is therefore welcome. The proposed system is similar to the one used for heavy-duty vehicles in the U.S.*

## **Amendment 121**

**Jozo Radoš**

### **Proposal for a regulation**

#### **Article 7 – paragraph 1 – subparagraph 2**

*Text proposed by the Commission*

Emission credits shall be acquired over the period 2019 to 2029. ***However, the credits acquired over the period 2019 to 2024 shall be taken into account for the purpose of determining the manufacturer's compliance with the 2025 specific emission target only.***

*Amendment*

Emission credits shall be acquired over the period 2019 to 2029.

Or. en

*Justification*

*In order to reward early adopters of efficient technologies and incentivise manufacturers to put innovative technologies on the market as fast as possible, carry-over of credits acquired during the period from 2019 to 2024 should be not be forbidden.*

## **Amendment 122**

**Christine Revault d'Allonnes Bonnefoy**

### **Proposal for a regulation**

#### **Article 7 – paragraph 1 – subparagraph 2**

*Text proposed by the Commission*

Emission credits shall be acquired over the period 2019 to 2029. However, the credits acquired over the period 2019 to 2024 shall be taken into account for the purpose of determining the manufacturer's compliance with the 2025 specific emission target only.

*Amendment*

Emission credits shall be acquired over the period 2019 to 2029. However, the credits acquired over the period 2019 to 2024 shall be taken into account for the purpose of determining the manufacturer's compliance with the 2025 specific emission target only ***and may not be carried over beyond three years.***

Or. fr

**Amendment 123**  
**Lars Adaktusson**

**Proposal for a regulation**  
**Article 7 – paragraph 1 – subparagraph 2**

*Text proposed by the Commission*

Emission credits *shall be acquired over the period 2019 to 2029. However, the credits acquired over the period 2019 to 2024 shall be taken into account for the purpose of determining the manufacturer's compliance with the 2025 specific emission target only.*

*Amendment*

Emission credits *may be carried-over from one calendar year to another for a period of maximum five years. The manufacturer may use emission credits to compensate for any emission debits during this period.*

Or. en

*Justification*

*A credit and debit banking system allows manufacturers to balance unavoidable changes in market demand from one year to another with negative impact on CO2 emission and long development time of new technologies. The earlier a CO2 saving technology is introduced in the market, the more CO2 emission can be avoided overall. To incentivise early reduction achievements by allowing credits to be earned from 2020 is therefore welcome. The proposed system is similar to the one used for heavy-duty vehicles in the U.S.*

**Amendment 124**  
**Lars Adaktusson**

**Proposal for a regulation**  
**Article 7 – paragraph 1 – subparagraph 3**

*Text proposed by the Commission*

Emission debts *shall be acquired over the period 2025 to 2029, but* the total debt shall not exceed 5% of the manufacturer's specific emission target in 2025 multiplied by the number of heavy-duty vehicles of the manufacturer in that year ('emission debt limit').

*Amendment*

Emission debts *may be carried-over from one calendar year to another for a period of maximum three years.* The total debt shall not exceed 5% of the manufacturer's specific emission target in 2025 multiplied by the number of heavy-duty vehicles of the manufacturer in that year ('emission debt limit').

### *Justification*

*A credit and debit banking system allows manufacturers to balance unavoidable changes in market demand from one year to another with negative impact on CO<sub>2</sub> emission and long development time of new technologies. The earlier a CO<sub>2</sub> saving technology is introduced in the market, the more CO<sub>2</sub> emission can be avoided overall. To incentivise early reduction achievements by allowing credits to be earned from 2020 is therefore welcome. The proposed system is similar to the one used for heavy-duty vehicles in the U.S.*

## **Amendment 125**

**Christine Revault d'Allonnes Bonnefoy**

### **Proposal for a regulation**

#### **Article 7 – paragraph 1 – subparagraph 4**

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

Emission credits and debts acquired in 2025 and any of the subsequent calendar years until 2028 shall, where available, be carried-over from one calendar year to another until 2029 when any remaining emission debts shall be cleared.

##### *Amendment*

Emission credits and debts acquired in 2025 and any of the subsequent calendar years until 2028 shall, where available, be carried-over from one calendar year to another until 2029 when any remaining emission debts shall be cleared ***up to a maximum of three years.***

Or. fr

## **Amendment 126**

**Lars Adaktusson**

### **Proposal for a regulation**

#### **Article 7 – paragraph 2**

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

***2. The CO<sub>2</sub> reduction trajectory referred to in paragraph 1(a) shall be set for each manufacturer in accordance with point 5.1 of Annex I, based on a linear trajectory between the reference CO<sub>2</sub> emissions referred to in the second subparagraph of Article 1 and the 2025 target specified in point (a) of that Article, and***

##### *Amendment*

***deleted***

***between the 2025 target and the 2030 target specified in point (b) of that Article.***

Or. en

*Justification*

*A credit and debit banking system allows manufacturers to balance unavoidable changes in market demand from one year to another with negative impact on CO2 emission and long development time of new technologies. The earlier a CO2 saving technology is introduced in the market, the more CO2 emission can be avoided overall. To incentivise early reduction achievements by allowing credits to be earned from 2020 is therefore welcome. The proposed system is similar to the one used for heavy-duty vehicles in the U.S.*

**Amendment 127**

**Massimiliano Salini, Markus Pieper, Marian-Jean Marinescu**

**Proposal for a regulation**

**Article 8 – paragraph 1 – subparagraph 1**

*Text proposed by the Commission*

(Excess emission premium) = (Excess emissions x **6 800** €/gCO<sub>2</sub>/tkm)

*Amendment*

(Excess emission premium) = (Excess emissions x **570** €/gCO<sub>2</sub>/tkm)

Or. en

*Justification*

*The level of the penalty for truck manufacturers cannot be equivalent to the one applied for cars manufacturers. As a matter of fact, a heavier trucks carrying a higher load is more efficient than a lighter one, even if the total amount of CO2 emitted is higher in terms of g/km. Therefore, the level of the premium should be set at 570 € per g/tkm, which corresponds to the premium of 95€ per g/km for light-duty vehicles multiplied by a higher mileage of about 6 times for heavy-duty vehicles compared to high-duty vehicles.*

**Amendment 128**

**Gesine Meissner**

**Proposal for a regulation**

**Article 8 – paragraph 1 – subparagraph 1**

*Text proposed by the Commission*

(Excess emission premium) = (Excess

*Amendment*

(Excess emission premium) = (Excess

emissions x **6 800** €/gCO<sub>2</sub>/tkm)

emissions x **570**€/gCO<sub>2</sub>/tkm)

Or. en

## **Amendment 129**

**Lars Adaktusson**

### **Proposal for a regulation**

#### **Article 8 – paragraph 2 – subparagraph 1 – point a**

*Text proposed by the Commission*

*Amendment*

(a) Where, in any of the calendar years from 2025 **to 2028**, the sum of the emission debts reduced by the sum of the emission credits exceeds the emission debt limit referred to in Article 7(1);

(a) Where, in any of the calendar years from 2025, the sum of the emission debts reduced by the sum of the emission credits exceeds the emission debt limit referred to in Article 7;

Or. en

#### *Justification*

*A credit and debit banking system allows manufacturers to balance unavoidable changes in market demand from one year to another with negative impact on CO<sub>2</sub> emission and long development time of new technologies. The earlier a CO<sub>2</sub> saving technology is introduced in the market, the more CO<sub>2</sub> emission can be avoided overall. To incentivise early reduction achievements by allowing credits to be earned from 2020 is therefore welcome. The proposed system is similar to the one used for heavy-duty vehicles in the U.S.*

## **Amendment 130**

**Lars Adaktusson**

### **Proposal for a regulation**

#### **Article 8 – paragraph 2 – subparagraph 1 – point b**

*Text proposed by the Commission*

*Amendment*

(b) In the calendar **year** 2029, **where the sum of the** emission debts **reduced by the sum of the emission credits exceeds zero**;

(b) In **any of** the calendar **years from** 2029, **if the manufacturer has any uncleared** emission debts **older than 3 years**.

Or. en

### *Justification*

*A credit and debit banking system allows manufacturers to balance unavoidable changes in market demand from one year to another with negative impact on CO2 emission and long development time of new technologies. The earlier a CO2 saving technology is introduced in the market, the more CO2 emission can be avoided overall. To incentivise early reduction achievements by allowing credits to be earned from 2020 is therefore welcome. The proposed system is similar to the one used for heavy-duty vehicles in the U.S.*

#### **Amendment 131** **Lars Adaktusson**

#### **Proposal for a regulation** **Article 8 – paragraph 2 – subparagraph 1 – point c**

*Text proposed by the Commission*

*Amendment*

**(c) *In the calendar years from 2030 onwards, where the manufacturer's average specific emissions exceed its specific emission target.***

**(c) *The excess emissions in a given calendar year shall be calculated in accordance with Point 6 of Annex I.***

Or. en

### *Justification*

*A credit and debit banking system allows manufacturers to balance unavoidable changes in market demand from one year to another with negative impact on CO2 emission and long development time of new technologies. The earlier a CO2 saving technology is introduced in the market, the more CO2 emission can be avoided overall. To incentivise early reduction achievements by allowing credits to be earned from 2020 is therefore welcome. The proposed system is similar to the one used for heavy-duty vehicles in the U.S.*

#### **Amendment 132** **Nicola Caputo**

#### **Proposal for a regulation** **Article 8 – paragraph 4**

*Text proposed by the Commission*

*Amendment*

**4. The amounts of the excess emissions premium shall be considered as revenue for the general budget of the Union.**

**4. The amounts of the excess emissions premium shall be considered as revenue for the general budget of the Union. *Those amounts shall be used only***



*for the purpose of supporting programmes conducted in close cooperation with social partners, promoting the just transition of the automotive sector towards low-emission mobility, and promoting innovative solutions that incentivise the rapid deployment of zero- and low-emission heavy-duty vehicles.*

Or. en

#### **Amendment 133**

**Jakop Dalunde**

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

#### **Article 8 – paragraph 4**

*Text proposed by the Commission*

4. The amounts of the excess emissions premium shall be considered as revenue for the general budget of the Union.

*Amendment*

4. The amounts of the excess emissions premium shall be considered as revenue for the general budget of the Union. *Those amounts shall be used only for the purpose of supporting programmes conducted in close cooperation with social partners, promoting the just transition of the automotive sector towards low-emission mobility, and promoting innovative solutions that incentivise the rapid deployment of zero- and low-emission heavy-duty vehicles.*

Or. en

#### **Amendment 134**

**Massimiliano Salini, Markus Pieper, Marian-Jean Marinescu**

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

#### **Article 8 a (new)**

*Text proposed by the Commission*

*Amendment*

*Article 8a*

*1. Manufacturers may form a group of connected manufacturers for the purposes of meeting their obligations.*

*2. Manufacturers which form a group of connected manufacturers shall file the following information with the Commission:*

*(a) the manufacturers who will be included in the group;*

*(b) the manufacturer nominated as the contact point for the group who will be responsible for paying any excess emissions premium imposed on the group in accordance with Article 8;*

*(c) evidence that the group manager will be able to fulfil the obligations under point (b).*

*3. Where the proposed pool manager fails to meet the requirement to pay any excess emissions premium imposed on the group in accordance with Article 8, the Commission shall notify the manufacturers.*

*4. Manufacturers included in a group shall jointly inform the Commission of any change of group manager or of its financial status, in so far as this may affect its ability to meet the requirement to pay any excess emissions premium imposed on the pool in accordance with Article 8 and of any changes to the membership of the group.*

*5. The group of connected manufacturers in respect of which information is filed with the Commission shall be considered as one manufacturer for the purposes of meeting their obligations under Article 8.*

Or. en

**Amendment 135**  
**Lars Adaktusson**

**Proposal for a regulation**  
**Article 9 – paragraph 1**

*Text proposed by the Commission*

1. Type approval authorities shall, without delay, report to the Commission deviations found in the CO<sub>2</sub> emissions of heavy-duty vehicles ***in service as compared to those values that are indicated in certificates of conformity or in the customer file*** as a result of verifications performed in accordance with the procedure referred to in [Article 5(4)(1)] of Regulation (EC) No 595/2009.

*Amendment*

1. Type approval authorities shall, without delay, report to the Commission deviations found in the CO<sub>2</sub> emissions of heavy-duty vehicles as a result of verifications performed in accordance with the procedure referred to in [Article 5(4)(1)] of Regulation (EC) No 595/2009.

Or. en

**Amendment 136**  
**Maria Grapini**

**Proposal for a regulation**  
**Article 9 – paragraph 1**

*Text proposed by the Commission*

(1) Type approval authorities shall, without delay, report to the Commission deviations found in the CO<sub>2</sub> emissions of heavy-duty vehicles in service as compared to those values that are indicated in certificates of conformity or in the customer file as a result of verifications performed in accordance with the procedure referred to in [Article 5(4)(1)] of Regulation (EC) No 595/2009.

*Amendment*

(1) Type approval authorities ***in each Member State*** shall, without delay, report to the Commission deviations found in the CO<sub>2</sub> emissions of heavy-duty vehicles in service as compared to those values that are indicated in certificates of conformity or in the customer file as a result of verifications performed in accordance with the procedure referred to in [Article 5(4)(1)] of Regulation (EC) No 595/2009.

Or. ro

**Amendment 137**  
**Marie-Christine Arnautu**  
on behalf of the ENF Group

**Proposal for a regulation**  
**Article 9 – paragraph 1**

*Text proposed by the Commission*

1. Type approval authorities shall, without delay, report to the Commission deviations found in the CO<sub>2</sub> emissions of heavy-duty vehicles in service as compared to those values that are indicated in certificates of conformity or in the customer file as a result of verifications performed in accordance with the procedure referred to in [Article 5(4)(1)] of Regulation (EC) No 595/2009.

*Amendment*

1. Type approval authorities shall, without delay, report to the Commission deviations found in the CO<sub>2</sub> emissions of heavy-duty **motorised** vehicles in service as compared to those values that are indicated in certificates of conformity or in the customer file as a result of verifications performed in accordance with the procedure referred to in [Article 5(4)(1)] of Regulation (EC) No 595/2009.

Or. fr

*Justification*

*Disparities must be measured and notified in respect of the driving unit of the road assembly: the tractor unit in the case of a semi-trailer and the carrier in the case of a lorry.*

**Amendment 138**  
**Lars Adaktusson**

**Proposal for a regulation**  
**Article 9 – paragraph 2**

*Text proposed by the Commission*

2. The Commission **shall** take those deviations into account for the purpose of calculating the average specific emissions of a manufacturer.

*Amendment*

2. ***If deviations are proven to be caused by systematic irregularities in the type approval certification according to Regulation 2017/2400*** the Commission ***may*** take those deviations into account for the purpose of calculating the average specific emissions of a manufacturer.

Or. en

**Amendment 139**  
**Jakop Dalunde**

**Proposal for a regulation**  
**Article 9 – paragraph 2**

*Text proposed by the Commission*

2. The Commission shall take those deviations into account for the purpose of calculating the average specific emissions of a manufacturer.

*Amendment*

2. The Commission shall take those deviations into account for the purpose of calculating the average specific emissions of a manufacturer, ***and adapting, where appropriate, the 2019 reference CO2 emissions.***

Or. en

**Amendment 140**

**Jakop Dalunde**

**Proposal for a regulation**

**Article 9 – paragraph 3**

*Text proposed by the Commission*

3. The Commission shall adopt detailed rules on the procedures for reporting such deviations and for taking them into account in the calculation of the average specific emissions. ***Those procedures shall be adopted by way of implementing acts in accordance with the examination procedure referred to in Article 14(2).***

*Amendment*

3. The Commission shall adopt ***delegated acts in accordance with Article 15 in order to supplement this Regulation by specifying*** detailed rules on the procedures for reporting such deviations and for taking them into account in the calculation of the average specific emissions ***and the 2019 reference CO2 emissions.***

Or. en

**Amendment 141**

**Tania González Peñas**

**Proposal for a regulation**

**Article 10 – paragraph 1 – subparagraph 1 – point e**

*Text proposed by the Commission*

(e) from 2026, for each manufacturer its excess emissions in the preceding calendar year, referred to in Article 8;

*Amendment*

(e) from 2026, for each manufacturer its excess emissions in the preceding calendar year, ***and, where appropriate, the excess emission premium imposed by the Commission,*** referred to in Article 8;

**Amendment 142****Christine Revault d'Allonnes Bonnefoy****Proposal for a regulation****Article 11 – paragraph 1***Text proposed by the Commission*

1. The Commission shall monitor and assess the real-world representativeness of the CO<sub>2</sub> emissions and fuel consumption values determined in accordance with Regulation (EU) 2017/2400. It shall ensure that the public is informed of how that representativeness evolves over time.

*Amendment*

1. The Commission shall monitor and assess the real-world representativeness of the CO<sub>2</sub> emissions and fuel consumption values determined in accordance with Regulation (EU) 2017/2400. It shall ensure that the public is informed of how that representativeness evolves over time. ***It shall assess the feasibility of testing CO<sub>2</sub> emissions under real driving conditions based on portable measurement systems, as well as on measuring instruments for stock fuel consumption, and publish the results as part of the revision process referred to in Article 13(1) of this Regulation.***

**Amendment 143****Marie-Christine Arnautu**  
on behalf of the ENF Group**Proposal for a regulation****Article 11 – paragraph 2***Text proposed by the Commission*

2. For that purpose, the Commission shall ensure the availability, from manufacturers or national authorities, as the case may be, of robust non-personal data on real-world CO<sub>2</sub> emissions and energy consumption of heavy-duty vehicles.

*Amendment*

2. For that purpose, the Commission shall ensure the availability, from manufacturers or national authorities, as the case may be, of robust non-personal data on real-world CO<sub>2</sub> emissions and energy consumption of ***motorised heavy-duty vehicles, taking into account the specific operating conditions that apply owing to the type of bodywork concerned***

*(in the case of carrying vehicles), or the type of semi-trailer to be coupled (in the case of towing vehicles).*

Or. fr

*Justification*

*The CO<sub>2</sub> emissions and fuel consumption of heavy-duty vehicles varies depending on the type of transport concerned: the level of CO<sub>2</sub> emissions will be different if the goods concerned are being transported on pallets or otherwise (e.g. in a tipper or tank). Where the load is not on pallets, the lorry's engine needs to be on in order to drive a pump or hydraulic cylinder to unload. Where the load is on pallets, the lorry's engine can be turned off during loading and unloading.*

**Amendment 144**

**Lars Adaktusson**

**Proposal for a regulation**

**Article 11 – paragraph 2**

*Text proposed by the Commission*

2. For that purpose, the Commission shall ensure the availability, from manufacturers or national authorities, as the case may be, of robust non-personal data on real-world CO<sub>2</sub> emissions and energy consumption of heavy-duty vehicles.

*Amendment*

2. For that purpose, the Commission shall ensure the availability, from manufacturers or national authorities, as the case may be, of robust non-personal data on real-world CO<sub>2</sub> emissions and energy consumption of heavy-duty vehicles, ***based on a standardisation of existing data collection systems.***

Or. en

*Justification*

*The overall idea of monitoring real-world CO<sub>2</sub> emissions is supported under the conditions that customer privacy can be ensured, and that practical solutions should not be unproportionate. A faster, cheaper and accurate approach is to standardize the way existing fleet management systems report fuel consumption.*

**Amendment 145**

**Jakop Dalunde**

**Proposal for a regulation**

## Article 11 – paragraph 2

*Text proposed by the Commission*

2. For that purpose, the Commission shall ensure the availability, from manufacturers or national authorities, as the case may be, of robust ***non-personal*** data on real-world CO<sub>2</sub> emissions and energy consumption of heavy-duty vehicles.

*Amendment*

2. For that purpose, the Commission shall ensure the availability, ***including to third parties for the purpose of independent testing***, from manufacturers or national authorities, as the case may be, of robust data on real-world CO<sub>2</sub> emissions and energy consumption of heavy-duty vehicles.

Or. en

## Amendment 146

Nicola Caputo

### Proposal for a regulation

#### Article 11 – paragraph 2

*Text proposed by the Commission*

2. For that purpose, the Commission shall ensure the availability, from manufacturers or national authorities, as the case may be, of robust ***non-personal*** data on real-world ***CO<sub>2</sub>*** emissions and energy consumption of heavy-duty vehicles.

*Amendment*

2. For that purpose, the Commission shall ensure the availability, ***including to third parties for the purpose of independent testing***, from manufacturers or national authorities, as the case may be, of robust data on real-world ***CO<sub>2</sub>*** emissions and energy consumption of heavy-duty vehicles.

Or. en

## Amendment 147

Jakop Dalunde

### Proposal for a regulation

#### Article 11 – paragraph 2 a (new)

*Text proposed by the Commission*

*Amendment*

***2 a. The Commission shall adopt, no later than 31 December 2019, delegated acts in accordance with Article 15 to***



*introduce an on-road in-service conformity test for ensuring that on-road CO<sub>2</sub> emissions and fuel consumption of heavy-duty vehicles do not exceed the monitoring data reported pursuant to Regulation (EU) 2018/956 by more than maximum 10 %. The Commission shall take any deviation exceeding that threshold into account for the purpose of calculating the average specific CO<sub>2</sub> emissions of a manufacturer, and adapting, where appropriate, the 2019 reference CO<sub>2</sub> emissions.*

Or. en

**Amendment 148**  
**Lars Adaktusson**

**Proposal for a regulation**  
**Article 11 – paragraph 2 a (new)**

*Text proposed by the Commission*

*Amendment*

*2 a. Update of the simulation tool ("VECTO"). The Commission shall update, on a yearly basis, the VECTO simulation tool, as set out in Regulation (EU) 2017/2400, to reflect the introduction of fuel saving technologies, including truck platooning, as well as the improvements to trailers, semi-trailers and rigid bodies. The updates should consider discrepancies between VECTO results and real-world road CO<sub>2</sub> emissions.*

Or. en

*Justification*

*To reflect the technical progress and stimulate development of fuel saving technologies, it is important that VECTO is updated in a continuous and timely manner.*

**Amendment 149**

Nicola Caputo

**Proposal for a regulation**  
**Article 11 – paragraph 3**

*Text proposed by the Commission*

3. The Commission may adopt, by means of implementing acts, ***the measures*** referred to in paragraphs 1 and 2 of this Article. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 14(2).

*Amendment*

3. The Commission may adopt, by means of implementing acts, ***rules on the procedures for reporting data on real-world CO2 emissions and energy consumption of heavy-duty vehicles*** referred to in paragraphs 1 and 2 of this Article. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 14(2).

Or. en

**Amendment 150**

**Massimiliano Salini, Markus Pieper, Marian-Jean Marinescu, Dieter-Lebrecht Koch**

**Proposal for a regulation**  
**Article 12 – paragraph 1 – introductory part**

*Text proposed by the Commission*

1. In order to ensure that the technical parameters used for the calculation of the average specific emissions of a manufacturer pursuant to Article 4 and the calculation of the specific emission targets pursuant to Article 6 take into account technical progress and the evolution of freight transport logistics, the Commission shall be empowered to adopt delegated acts in accordance with Article 15 to amend the following provisions set out in Annexes I and II

*Amendment*

1. In order to ensure that the technical parameters used for the calculation of the average specific emissions of a manufacturer pursuant to Article 4 and the calculation of the specific emission targets pursuant to Article 6 take into account technical progress and the evolution of freight transport logistics, the Commission shall ***update the VECTO simulation tool on an yearly basis and*** be empowered to adopt delegated acts in accordance with Article 15 to amend the following provisions set out in Annexes I and II

Or. en

**Amendment 151**  
**Gesine Meissner**

**Proposal for a regulation**  
**Article 13 – paragraph 1**

*Text proposed by the Commission*

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation, the CO<sub>2</sub> reduction target to be determined for 2030 pursuant to Article 1 and the setting of CO<sub>2</sub> reduction targets to other types of heavy-duty vehicles including trailers. That report shall also include an assessment of the effectiveness of the modalities addressing, in particular, zero- and low-emission vehicles, notably buses taking into account the targets set out in Directive 2009/33/EC<sup>30</sup>, and the CO<sub>2</sub> credit system and the appropriateness of prolonging the application of those modalities in 2030 and beyond and, where appropriate, be accompanied by a proposal for amending this Regulation.

*Amendment*

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation, the CO<sub>2</sub> reduction target to be determined for 2030 pursuant to Article 1 and the setting of CO<sub>2</sub> reduction targets to other types of heavy-duty vehicles including trailers. That report shall also include an assessment of the effectiveness of the modalities addressing, in particular, zero- and low-emission vehicles, notably buses taking into account the targets set out in Directive 2009/33/EC<sup>30</sup>, and the CO<sub>2</sub> credit system and the appropriateness of prolonging the application of those modalities in 2030 and beyond and, where appropriate, be accompanied by a proposal for amending this Regulation.

***For this report, the Commission shall assess all the major parameters influencing the ramp-up of alternative powertrains, by considering the following indicators:***

- Expansion of the charging infrastructure***
- Range of vehicles on offer (battery electric vehicles [BEV], plug-in hybrid electric vehicles [PHEV], fuel-cell electric vehicles [FCEV], etc.)***
- Oil and fuel prices***
- Levels of subsidies and non-monetary incentives***
- Level of public procurement, etc.***

***Depending on the outcome of the report, the commission shall propose appropriate change in the ambition level.***

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<sup>30</sup> Clean Vehicle Directive 2009/33/EC as

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<sup>30</sup> Clean Vehicle Directive 2009/33/EC as

amended by Directive .../.../EU

amended by Directive .../.../EU

Or. en

## **Amendment 152**

**Massimiliano Salini, Markus Pieper, Marian-Jean Marinescu**

### **Proposal for a regulation**

#### **Article 13 – paragraph 1**

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

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation, the CO<sub>2</sub> reduction target to be determined for 2030 pursuant to Article 1 and the setting of CO<sub>2</sub> reduction targets to other types of heavy-duty vehicles including trailers. That report shall also include an assessment of the effectiveness of the modalities addressing, in particular, zero- and low-emission vehicles, notably buses taking into account the targets set out in Directive 2009/33/EC<sup>30</sup>, and the CO<sub>2</sub> credit system and the appropriateness of prolonging the application of those modalities in 2030 and beyond and, where appropriate, be accompanied by a proposal for amending this Regulation.

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<sup>30</sup> Clean Vehicle Directive 2009/33/EC as amended by Directive .../.../EU

##### *Amendment*

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation, the CO<sub>2</sub> reduction target to be determined for 2030 pursuant to Article 1 and the setting of CO<sub>2</sub> reduction targets to other types of heavy-duty vehicles including trailers. That report shall also include an assessment of the effectiveness of the modalities addressing, in particular, zero- and low-emission vehicles (notably buses), ***including their definition, while*** taking into account the targets set out in Directive 2009/33/EC<sup>30</sup>, and the CO<sub>2</sub> credit system and the appropriateness of prolonging the application of those modalities in 2030 and beyond and, where appropriate, be accompanied by a proposal for amending this Regulation.

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<sup>30</sup> Clean Vehicle Directive 2009/33/EC as amended by Directive .../.../EU

Or. en

## **Amendment 153**

**Marie-Christine Arnautu**  
on behalf of the ENF Group

### **Proposal for a regulation**

## Article 13 – paragraph 1

### *Text proposed by the Commission*

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation, the CO<sub>2</sub> reduction target to be determined for 2030 pursuant to Article 1 and the setting of CO<sub>2</sub> reduction targets to other types of heavy-duty vehicles **including trailers**. That report shall also include an assessment of the effectiveness of the modalities addressing, in particular, zero- and low-emission vehicles, notably buses taking into account the targets set out in Directive 2009/33/EC<sup>30</sup>, and the CO<sub>2</sub> credit system and the appropriateness of prolonging the application of those modalities in 2030 and beyond and, where appropriate, be accompanied by a proposal for amending this Regulation.

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<sup>30</sup> Clean Vehicle Directive 2009/33/EC as amended by Directive .../.../EU

### *Amendment*

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation, the CO<sub>2</sub> reduction target to be determined for 2030 pursuant to Article 1 and the setting of CO<sub>2</sub> reduction targets to other types of heavy-duty vehicles. That report shall also include an assessment of the effectiveness of the modalities addressing, in particular, zero- and low-emission vehicles, notably buses taking into account the targets set out in Directive 2009/33/EC<sup>30</sup>, and the CO<sub>2</sub> credit system and the appropriateness of prolonging the application of those modalities in 2030 and beyond and, where appropriate, be accompanied by a proposal for amending this Regulation.

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<sup>30</sup> Clean Vehicle Directive 2009/33/EC as amended by Directive .../.../EU

Or. fr

### *Justification*

*Trailers are heavy-duty vehicles but are not motorised and therefore do not emit CO<sub>2</sub>, unlike carriers or tractor units. They do not, therefore, need to be included among heavy motorised vehicles affected by CO<sub>2</sub> emission reduction targets. Furthermore, lorry manufacturers do not make trailers. They are made by coachbuilders who do not make motorised vehicles. They are two quite separate but complementary market sectors.*

## **Amendment 154** **Massimiliano Salini**

### **Proposal for a regulation** **Annex I – point 2 – point 2.1 a (new)**

#### *Text proposed by the Commission*

#### *Amendment*

**2.1a. Calculation of the specific CO<sub>2</sub> emissions of a new Natural Gas (NG) heavy-duty vehicle**

*The specific emissions in g/km (CO<sub>2v,NG</sub>) of a new heavy-duty vehicle v<sub>NG</sub>, attributed to a sub-group sg shall be calculated in accordance with the following formula:*

$$CO_{2v,NG} = \sum_{mp} W_{sg,mp} \times CO_{2v,mp,NG} \times (1-CCF)$$

*Where,*

*$\sum_{mp}$  is the sum over all mission profiles mp listed in Table 2;*

*sg is the sub-group to which the new heavy-duty vehicle v has been attributed according to Section 1 of this Annex;*

*W<sub>sg,mp</sub>, is the mission profile weight specified in Table 2;*

*CO<sub>2v,mp,NG</sub> is the CO<sub>2</sub> emissions in g/km of a new Natural Gas (NG) heavy-duty vehicle v<sub>NG</sub> determined for a mission profile mp and reported in accordance with Regulation (EU) No.../2018 [HDV M&R].*

*CCF is the CO<sub>2</sub> Correction Factor as defined in Article 3 point (o).*

Or. en

**Amendment 155**  
**Massimiliano Salini**

**Proposal for a regulation**  
**Annex I – point 2 – point 2.2 – paragraph 1 – subparagraph 1**

*Text proposed by the Commission*

*Amendment*

*null*

*deleted*

Or. en

**Amendment 156**  
**Massimiliano Salini**

**Proposal for a regulation**

**Annex I – point 2 – point 2.2 – paragraph 1 – subparagraph 1 a (new)**

*Text proposed by the Commission*

*Amendment*

$$avgCO2sg = \frac{\sum vCO2v + \sum v,NGCO2v,NG}{Vsg \times PLsg}$$

Or. en

**Amendment 157**  
**Massimiliano Salini**

**Proposal for a regulation**

**Annex I – point 2 – point 2.2 – paragraph 1 – subparagraph 2 – subparagraph 2 a (new)**

*Text proposed by the Commission*

*Amendment*

*$\sum v,NG$  is the sum over all new Natural Gas (NG) heavy-duty vehicles of the manufacturer in the sub-group sg excluding all vocational vehicles in accordance with Article 4(a).*

Or. en

**Amendment 158**  
**Massimiliano Salini**

**Proposal for a regulation**

**Annex I – point 2 – point 2.2 – paragraph 1 – subparagraph 2 – subparagraph 3 a (new)**

*Text proposed by the Commission*

*Amendment*

*$CO2v,NG$  is the specific CO2 emissions of a new Natural Gas (NG) heavy-duty vehicle  $vNG$  determined in accordance with point 2.1.1;*

Or. en

**Amendment 159**  
**Jakop Dalunde**

**Proposal for a regulation**  
**Annex I – point 2 – point 2.3**

*Text proposed by the Commission*

*Amendment*

**2.3. Calculation of the zero- and low-emission factor as referred to in Article 5** *deleted*

*For each manufacturer and calendar year, the zero- and low-emission factor (ZLEV) referred to in Article 5 shall be calculated as follows:*

*$ZLEV = V / (V_{conv} + V_{zlev})$  with a minimum of 0,97*

*Where:*

*V is the number of new heavy-duty vehicles of the manufacturer excluding all vocational vehicles in accordance with Article 4(a).*

*V<sub>conv</sub> is the number of new heavy-duty vehicles of the manufacturer excluding all vocational vehicles in accordance with Article 4(a) and excluding zero- and low-emission heavy-duty vehicles;*

*V<sub>zlev</sub> is the sum of V<sub>in</sub> and V<sub>out</sub>,*

*Where,*

*null*

*with being the sum over all new zero- and low-emission heavy-duty vehicles with the characteristics set out in Article 2(1)(a) to (d);*

*null*

*CO<sub>2v</sub> is the specific CO<sub>2</sub> emissions in g/km of a zero- and low-emission heavy-duty vehicle v determined in accordance with point 2.1.*

*V<sub>out</sub> is the total number of zero-emission heavy-duty vehicles of the categories referred to in the second sub-*



*paragraph of Article 2(1), multiplied by 2 ,  
and with a maximum of 1,5% of Vconv.*

Or. en

**Amendment 160**

**Christine Revault d'Allonnes Bonnefoy**

**Proposal for a regulation**

**Annex I – point 2 – point 2.3 – paragraph 1 – subparagraph 1**

*Text proposed by the Commission*

*Amendment*

ZLEV =  $V / (V_{conv} + V_{zlev})$  with a  
minimum of **0,97**

ZLEV =  $V / (V_{conv} + V_{zlev})$  with a  
minimum of **0,95 and a maximum of 1.05**

Or. fr

**Amendment 161**

**Jakop Dalunde**

**Proposal for a regulation**

**Annex I – point 2 – point 2.7 – paragraph 1 – subparagraph 1**

*Text proposed by the Commission*

*Amendment*

$CO_2 = ZLEV \times \sum_{sg} share_{,sg} \times MPW_{sg} \times$   
 $avgCO_{2,sg}$

$CO_2 = \sum_{sg} share_{,sg} \times MPW_{sg} \times avgCO_{2,sg}$

Or. en

**Amendment 162**

**Jakop Dalunde**

**Proposal for a regulation**

**Annex I – point 2 – point 2.7 – paragraph 1 – subparagraph 2 – subparagraph 2**

*Text proposed by the Commission*

*Amendment*

**ZLEV is as determined in point 2.3**

**deleted**

Or. en