DRAFT OPINION

of the Committee on Transport and Tourism

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


Rapporteur for opinion: Andor Deli
PA_Legam
SHORT JUSTIFICATION

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

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

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

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

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

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

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

Minimum procurement targets have been established at Union level, having considered future challenges for public authorities and economic efficiency. Nevertheless, Member States may apply higher targets in accordance with their economic capacity (Gross Domestic Product per capita) and exposure to pollution (urban population density).
For **heavy-duty vehicles** the Directive proposes that during the transition period (until 2025), natural gas with additions from biomethane are accepted but with a reduced weighting factor, while for the subsequent phase there are no emission-thresholds or definitions given at all. The Commission wants to implement these thresholds via a delegated act once they are defined. However, there are no emission standards available to be used and the zero at tale-pipe technology is less mature compared to light vehicles.

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

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

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

**AMENDMENTS**

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

**Amendment 1**

**Proposal for a directive**

**Recital 5**

**Text proposed by the Commission**

(5) Innovation of new technologies helps to lower vehicle emissions, supporting the decarbonisation of the transport sector. An increased uptake of low- and zero-emission road vehicles is likely to reduce emissions of CO₂ and certain pollutant emissions (particulate matter, nitrogen oxides and non-methane hydrocarbons) and to promote competitiveness and growth of the European industry in the increasing global markets for low- and zero-emission

**Amendment**

(5) Innovation of new technologies helps to lower vehicle emissions, supporting the decarbonisation of the transport sector. An increased uptake of low- and zero-emission road vehicles is likely to reduce emissions of CO₂ and certain pollutant emissions (particulate matter, nitrogen oxides and non-methane hydrocarbons) and **thereby improve the air quality in cities and other polluted areas, while contributing** to competitiveness and growth of the European industry in the
vehicles. increasing global markets for low- and zero-emission vehicles.

Justification

The scope of this Directive is not only limited to promote competitiveness but also to improve air quality.

Amendment 2

Proposal for a directive
Recital 8 a (new)

Text proposed by the Commission

(8 a) While acknowledging the fact that there is a definite need to increase clean vehicle uptake, in order to achieve a wide and sustainable effect and to reduce overall transport emissions, it is clear that the emission threshold approach (combined CO₂ and air pollutant tailpipe emissions) should be enhanced with the so-called “well-to-wheel” scheme in order to assess the environmental performance of vehicles in a more realistic way. Therefore, the Commission should take the necessary steps to develop and use that methodology in its future proposals, which could provide a more accurate and technology-neutral approach, further contributing to the uptake of clean vehicles while also creating more flexibility for Member States in achieving their targets.

Amendment 3

Proposal for a directive
Recital 11
Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 4

Proposal for a directive
Recital 12

Text proposed by the Commission

(12) Setting minimum targets for clean vehicle procurement by 2025 and by 2030 at Member State level should contribute to policy certainty for markets where investments in low- and zero-emission mobility are warranted. The minimum targets support market creation throughout the Union. They provide time for the adjustment of public procurement processes and give a clear market signal. The Impact Assessment notes that Member States increasingly set targets, depending on their economic capacity and how serious the problem is. Different targets should be set for different Member States.

Amendment

(12) Setting minimum targets for clean vehicle procurement by 2025 and by 2030 should contribute to policy certainty for markets where investments in low- and zero-emission mobility are warranted. The minimum targets support market development throughout the Union. They provide time for the adjustment of public procurement processes and give a clear market signal. The Impact Assessment notes that Member States increasingly set targets, depending on their economic capacity and how serious the problem is. Member States are, however, free to apply higher targets in accordance with their
in accordance with their economic capacity (Gross Domestic Product per capita) and exposure to pollution (urban population density). Minimum procurement targets should be complemented by the obligation of the contracting authorities, entities and operators to consider relevant energy and environmental aspects in all their procurement procedures. The Territorial Impact Assessment of this amended Directive illustrated that the impact will be evenly distributed among regions in the Union. _In view of the on-going developments in transport technologies, a mid-term review of these minimum targets might be necessary to allow for an adaptation of the values at a later stage._

_Justification_

_National targets are deleted while targets for the whole Union are established. However, Member States can exceed the minimum targets in accordance with their economic capacity (Gross Domestic product per capita) and exposure to pollution (urban population density)._  

**Amendment 5**

**Proposal for a directive**

**Recital 13 a (new)**

_Text proposed by the Commission_  

(13 a) _Targeted support measures for the procurement of clean vehicles are indispensable. In order to achieve the minimum procurement targets for clean vehicles as soon as possible, the Commission and Member States' public authorities at all levels should expand their financial and non-financial incentives in order to speed up the market uptake of such vehicles._  

_Justification_

_Without financial and non-financial incentives this Directive would be disproportionate for_
stakeholders.

Amendment 6

Proposal for a directive
Recital 13 b (new)

Text proposed by the Commission

(13 b) A major share of public procurement is related to local public transport bodies that are generally in the hands of local authorities with limited financial means. Rules on the procurement of clean vehicles should therefore neither create a significant additional financial burden nor lead to externalisation of occurring higher costs through higher ticket prices, higher local taxes or reduction of public transport services.

Amendment

Or. en

Amendment 7

Proposal for a directive
Recital 17

Text proposed by the Commission

(17) In order to achieve the objectives of this Directive, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in order to update provisions in respect of CO₂ emission standards of heavy duty vehicles for a period of five years starting from [Please insert the date of entry into force]. This period should be tacitly extended for periods of the same duration, unless the European Parliament or the Council oppose such an extension. It is of particular importance that the
Commission carries out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

Justification

As table 3 is deleted there is no need of this Recital.

Amendment 8

Proposal for a directive
Article 1 – paragraph 1 – point 1
Directive 2009/33/EC
Title

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

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

Amendment 9

Proposal for a directive
Article 1 – paragraph 1 – point 1 a (new)
Directive 2009/33/EC
Article 2 – paragraph 1

Present text
Member States may exempt from the requirements laid down in this Directive contracts for the purchase of vehicles

Amendment
(1 a) in Article 2, paragraph 1 is replaced by the following:
"Member States may exempt from the requirements laid down in this Directive contracts for the purchase of vehicles"
referred to in Article 2(3) of Directive 2007/46/EC, which are not subject to type approval or individual approval on their territory and vehicles referred to in points (h), (j) and (m) of Article 13 of Regulation (EC) No 561/2006.


Justification

Member States should be able to exempt authorities and operators from the requirements laid down in this Directive when purchasing vehicles designed and constructed for special use, especially vehicles related to water, gas and electricity maintenance services, road maintenance and control, which concern citizens' safety and provision of basic services.

Amendment 10

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 2009/33/EC
Article 3 – paragraph 1 – introductory part

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 11

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 2009/33/EC
Article 4 – paragraph 4 – point a

Text proposed by the Commission

(a) a vehicle of category M1 or M2 with a maximum tail-pipe emission expressed in CO₂g/km and real driving

Amendment

(a) a zero or a low-emission vehicle of category L, M1, M2 or N1 powered by fuels as defined in point (1) of Article 2 of
pollutant emissions below a percentage of the applicable emission limits as referred to in Table 2 in the Annex, or;

Directive 2014/94/EU on the deployment of alternative fuels infrastructure with a maximum tailpipe emission of up to 50g CO2/km and real driving pollutant emissions below 80% of the applicable emission limits as determined in accordance with Regulation (EU) 2017/1151;

Or. en

Justification

There is no need to define clean vehicles and eligible fuels differently in the two Directives. Moreover, category L of vehicles should be included as municipalities use them as well and can largely contribute to air quality improvement in cities.

Amendment 12

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 2009/33/EC
Article 4 – paragraph 4 – point b

Text proposed by the Commission

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

Amendment

(b) a zero or a low-emission vehicle of category M3, N2 or N3 (heavy duty vehicle) powered by fuels as defined in point (1) of Article 2 of Directive 2014/94/EU on the deployment of alternative fuels infrastructure;

Or. en

Amendment 13

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 2009/33/EC
Article 4 – paragraph 4 – point c

Text proposed by the Commission

(c) a vehicle of category M3, N2 or N3

Amendment

deleted
as defined in Table 3 in the Annex.

Amendment 14

Proposal for a directive
Article 1 – paragraph 1 – point 4
Diretive 2009/33/EC
Article 4a

Text proposed by the Commission

(4) The following Article 4a is deleted:

‘Article 4a
Delegation of powers
The Commission shall be empowered to adopt delegated acts in accordance with Article 8a in order to update Table 3 in the Annex with CO₂ tail-pipe emission and air pollutants thresholds for heavy duty vehicles once the related heavy-duty CO₂ emission performance standards are in force at Union level.’

Justification
As table 3 is deleted there is no need of this Article.

Amendment 15

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 2009/33/EC
Article 5 – paragraph 1

Text proposed by the Commission

1. Member States shall ensure that purchase, lease, rent or hire-purchase of road transport vehicles, and public service

Amendment

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

**Justification**

For a transitional period (until 2025) LCVs below a certain threshold of emissions at tail-pipe are also considered as clean vehicles, but they are counted only with the weighting factor 0.5 vehicle. Moreover the thresholds defined can only be achieved by plug-in hybrids at present. These rigid rules might have a consequence that procurements might either be greatly delayed or in the contrary, accelerated but with old technology, which would than block possible future investments in new zero emission technology. For HDVs the uncertainties are even greater.

**Amendment 16**

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

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 a. <strong>By 2025, Member States shall introduce a minimum procurement target according to which low-emission light-duty vehicles or zero-emission light-duty vehicles, or a mixture of both, constitute at least a 25 % share of the national total public procurement of light-duty vehicles.</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Justification**

For 2025 the minimum procurement target is set at 25% of all new procurements. It includes low-emission as well as zero-emission LCVs.
Amendment 17

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

Text proposed by the Commission

1 b. By 2030, Member States shall introduce a minimum procurement target according to which zero-emission light-duty vehicles constitute at least a 25 % share of the national total public procurement of light-duty vehicles.

Or. en

Justification

For 2030 the minimum procurement target is set at 25% of all new procurements. It however includes only zero-emission LCVs.

Amendment 18

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

Text proposed by the Commission

1 c. Member States shall introduce, if there are products of such type available on the market, a minimum procurement target for trucks/heavy goods vehicles according to which:

- by 2025, low-emission trucks/heavy goods vehicles or zero-emission trucks/heavy goods vehicles, or a mixture of both, constitute at least a 10 % share of the national total procurement of trucks/heavy duty vehicles, and
- by 2030, low-emission trucks/heavy goods vehicles or zero-emission trucks/heavy goods vehicles, or a mixture of both, constitute at least a 15 % share of
the national total procurement of
trucks/heavy duty vehicles.

Or. en

Amendment 19

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

Text proposed by the Commission

Amendment

1 d. Member States shall introduce a
minimum procurement target for buses
according to which:
- by 2025, low-emission buses or zero-
emission buses, or a mixture of both,
constitute at least a 35 % share of the
national total procurement of buses, and
- by 2030, low-emission buses or zero-
emission buses, or a mixture of both,
constitute at least a 70 % share of the
national total procurement of buses.

Or. en

Amendment 20

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 2009/33/EC
Article 5 – paragraph 2

Text proposed by the Commission

Amendment

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

2. Member States may apply higher
targets than those defined in paragraphs
1a to 1d of this Article of this Directive in
accordance with their economic capacity
(Gross Domestic Product per capita) and
exposure to pollution (urban population
density).
Amendment 21

Proposal for a directive
Article 1 – paragraph 1 – point 7
Directive 2009/33/EC
Article 8a

Text proposed by the Commission

(7) A new article 8a is inserted: deleted

‘Article 8a

Exercise of the delegation

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

2. The power to adopt delegated acts referred to in Article 4a shall be conferred on the Commission for a period of five years from [Please insert the date of entry into force]. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.

3. The delegation of power referred to in Article 4a may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect on the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

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

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

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

As Article 4a and table 3 is deleted, there is no need for this Article.

Amendment 22

Proposal for a directive
Annex 1
Directive 2009/33/EC
Annex – Table 1

Text proposed by the Commission

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

<table>
<thead>
<tr>
<th>CPV Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>60112000-6</td>
<td>Public road transport services</td>
</tr>
<tr>
<td>60130000-8</td>
<td>Special-purpose road passenger-transport services</td>
</tr>
<tr>
<td>60140000-1</td>
<td>Non-scheduled passenger transport</td>
</tr>
<tr>
<td>60172000-3</td>
<td>Hire of buses and coaches with driver</td>
</tr>
</tbody>
</table>
Table 1: Common Procurement Vocabulary codes referred to in Article 3

<table>
<thead>
<tr>
<th>CPV Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>90511000-2</td>
<td>Refuse collection services</td>
</tr>
<tr>
<td>60160000-7</td>
<td>Mail transport by road</td>
</tr>
<tr>
<td>60161000-4</td>
<td>Parcel transport services</td>
</tr>
</tbody>
</table>

**Amendment**

_Justification_

_Taxi, passenger hire services, parcel and mail delivery services should be included if falling under the public procurement rules._
Amendment 23

Proposal for a directive
Annex 1
Directive 2009/33/EC
Annex – Table 2
Text proposed by the Commission

Table 2: Emission-thresholds for light-duty vehicles

<table>
<thead>
<tr>
<th>Vehicle categories</th>
<th>2025</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CO2 g/km</td>
<td>RDE air pollutant emissions* as percentage of emission limits**</td>
</tr>
<tr>
<td>M1 vehicles</td>
<td>25</td>
<td>80%</td>
</tr>
<tr>
<td>M2 vehicles</td>
<td>25</td>
<td>80%</td>
</tr>
<tr>
<td>N1 vehicles</td>
<td>40</td>
<td>80%</td>
</tr>
</tbody>
</table>

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

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

Amendment

deleted

Or. en

Justification

The aim is to simplify the procedure. In this respect there is a different and simpler approach introduced in the amendments with a clear targets introduced in the proposed legislative text in accordance with Directive 2014/94/EU and with Regulation (EU) 2017/1151.
Amendment 24

Proposal for a directive
Annex 1
Directive 2009/33/EC
Annex – Table 3

Text proposed by the Commission

Table 3: Alternative fuel requirements for heavy-duty vehicles

<table>
<thead>
<tr>
<th>Vehicle categories</th>
<th>Alternative fuels</th>
</tr>
</thead>
<tbody>
<tr>
<td>M3, N2, N3 vehicles</td>
<td>Electricity*, hydrogen, natural gas including biomethane, in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (LNG))</td>
</tr>
</tbody>
</table>

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

Amendment
deleted

Or. en

Justification

The aim is to simplify the procedure. There is a definition introduced in the proposed legislative text in accordance with Directive 2014/94/EU, which makes the table unnecessary.

Amendment 25

Proposal for a directive
Annex 1
Directive 2009/33/EC
Annex – Table 4

Text proposed by the Commission

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

<table>
<thead>
<tr>
<th>Member State</th>
<th>2025</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>Luxembourg</td>
<td>35%</td>
<td>35%</td>
</tr>
</tbody>
</table>

*For use in a vehicle as defined in Art. 2 (2) of Directive 2014/94/EU, provided that electricity is used for a relevant part of the operational use of the vehicle.
*Vehicles with zero-emissions at tailpipe shall be counted as 1 vehicle contributing to the mandate. All other vehicles that meet the requirements of Table 2 in this annex shall be counted as 0.5 vehicle contributing.

Amendment

deleted
Justification

There is no clear evidence on how the different targets were introduced. The provisions in the Commission proposal which allow some vehicles to count only 0.5 towards the quota make the counting mechanism overly complex and burdensome for public authorities. They also leave the sector in doubt about the "real" quota of clean vehicles that need to be achieved, which are in fact higher than the numbers in tables 4 and 5, but completely unclear. This is against the principle of better regulation.

Amendment

Proposal for a directive
Annex 1
Directive 2009/33/EC
Annex – Table 5

Text proposed by the Commission

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

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

* Vehicles with zero-emissions at tailpipe or vehicles using natural gas provided they are fully operated on bio-methane, which should be demonstrated by a contract to procure bio-methane or other means of accessing bio-methane, shall be counted as 1 vehicle contributing to the mandate. This counting is abandoned in case of those Member States where the minimum procurement mandate exceeds 50% of the overall volume of public procurement, with a cut-off at the 50% mark. All other vehicles that meet the requirements of Table 2 in this annex shall be counted as 0.5 vehicle contributing.

Amendment

deleted

Justification

There is no clear evidence on how the different targets were introduced. The provisions in the Commission proposal which allow some vehicles to count only 0.5 towards the quota make the counting mechanism overly complex and burdensome for public authorities. They also leave the sector in doubt about the "real" quota of clean vehicles that need to be achieved, which are in fact higher than the numbers in tables 4 and 5, but completely unclear. This is against the principle of better regulation.