



**2017/0115(CNS)**

8.3.2018

# **AMENDMENTS**

## **7 - 38**

**Draft opinion**

**Markus Ferber**

Charging of heavy goods vehicles for the use of certain infrastructures, as regards certain provisions on vehicle taxation

Proposal for a directive

(COM(2017)0276 – C8-0196/2017 – 2017/0115(CNS))



## **Amendment 7**

**Molly Scott Cato**

on behalf of the Verts/ALE Group

### **Proposal for a directive**

#### **Recital 1**

*Text proposed by the Commission*

(1) In its White Paper of 28 March 2011<sup>13</sup> the Commission set out a goal to move towards the full application of the 'polluter *pays*' *and* 'user pays' *principles*, to generate revenue and ensure financing for future transport investments.

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<sup>13</sup> White Paper of 28 March 2011 'Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system' (COM(2011) 144 final).

*Amendment*

(1) In its White Paper of 28 March 2011<sup>13</sup> the Commission set out a goal to move towards the full application of the 'polluter *and* user pays' *principle*, to generate revenue and ensure financing for future transport investments.

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<sup>13</sup> White Paper of 28 March 2011 'Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system' (COM(2011) 144 final).

Or. en

## **Amendment 8**

**Molly Scott Cato**

on behalf of the Verts/ALE Group

### **Proposal for a directive**

#### **Recital 1 a (new)**

*Text proposed by the Commission*

*Amendment*

***(1 a) The Commission should introduce a framework of harmonising rules on sustainable vehicle taxation.***

Or. en

## **Amendment 9**

**Paloma López Bermejo**

### **Proposal for a directive**

#### **Recital 2**

*Text proposed by the Commission*

(2) By nature, annual vehicle taxes are unrequited payments linked to the fact that the vehicle is registered on behalf of the taxpayer during a given period **and, as such do not reflect any particular use of infrastructure**. For similar reasons, vehicles taxes are not effective when it comes to incentivising cleaner and more efficient operations, or reducing congestion.

*Amendment*

(2) By nature, annual vehicle taxes are unrequited payments linked to the fact that the vehicle is registered on behalf of the taxpayer during a given period. For similar reasons, vehicles taxes are not effective **enough** when it comes to incentivising cleaner and more efficient operations, or reducing congestion.

Or. en

**Amendment 10**

**Molly Scott Cato**

on behalf of the Verts/ALE Group

**Proposal for a directive**

**Recital 2**

*Text proposed by the Commission*

(2) By nature, annual vehicle taxes are unrequited payments linked to the fact that the vehicle is registered on behalf of the taxpayer during a given period and, as such do not reflect any particular use of infrastructure. For similar reasons, vehicles taxes **are not effective when it comes** to incentivising cleaner and more efficient operations, or reducing congestion.

*Amendment*

(2) By nature, annual vehicle taxes are unrequited payments linked to the fact that the vehicle is registered on behalf of the taxpayer during a given period and, as such do not reflect any particular use of infrastructure. For similar reasons, vehicles taxes **should not overlap infrastructure distance based charging, but should be additional** to incentivising cleaner and more efficient operations, or reducing congestion.

Or. en

**Amendment 11**

**Ramon Tremosa i Balcells**

**Proposal for a directive**

**Recital 2 a (new)**

*Text proposed by the Commission*

*Amendment*

**(2 a) The Eurovignette is an efficient**

*system to ensure that high speed roads don't generate public deficits.*

Or. en

**Amendment 12**  
**Ramon Tremosa i Balcells**

**Proposal for a directive**  
**Recital 3**

*Text proposed by the Commission*

(3) *Tolls being directly linked to road-use, they are considerably better fitted to achieve these objectives. In accordance with Article 7k of Directive 1999/62/EC, Member States which introduce tolls may provide appropriate compensation to national hauliers.*

*Amendment*

*deleted*

Or. en

**Amendment 13**  
**Paloma López Bermejo**

**Proposal for a directive**  
**Recital 3**

*Text proposed by the Commission*

(3) Tolls being directly linked to road-use, they are considerably better fitted to achieve these objectives. In accordance with Article 7k of Directive 1999/62/EC, Member States which introduce tolls may provide appropriate compensation to national hauliers.

*Amendment*

(3) Tolls being directly linked to road-use, they are considerably better fitted to achieve these objectives, *as long as equal right to mobility is ensured*. In accordance with Article 7k of Directive 1999/62/EC, Member States which introduce tolls may provide appropriate compensation to national hauliers.

Or. en

**Amendment 14**  
**Molly Scott Cato**  
on behalf of the Verts/ALE Group

**Proposal for a directive**  
**Recital 3**

*Text proposed by the Commission*

(3) Tolls being directly linked to road-use, they are considerably better fitted to achieve these objectives. ***In accordance with Article 7k of Directive 1999/62/EC, Member States which introduce tolls may provide appropriate compensation to national hauliers.***

*Amendment*

(3) Tolls being directly linked to ***distance-based*** road-use, they are considerably better fitted to achieve ***some of*** these objectives, ***without excluding nonetheless taxation on the economic, environmental and social impact of the entire lifecycle of the vehicle.***

Or. en

**Amendment 15**  
**Ramon Tremosa i Balcells, Dominique Riquet**

**Proposal for a directive**  
**Recital 3 a (new)**

*Text proposed by the Commission*

*Amendment*

***(3 a) It is important for Member States to earmark revenues from transport taxes (such as road tolls, fuels, purchase and sale of passenger and heavy vehicles, registration of vehicles) to ensure that these are allocated into transport infrastructure or transport research and development.***

Or. en

**Amendment 16**  
**Paloma López Bermejo**

**Proposal for a directive**  
**Recital 4**

*Text proposed by the Commission*

*Amendment*

(4) The application of vehicle taxes represents a cost the industry must so far bear in any event, even if tolls were to be levied by Member States. ***Therefore,***

(4) The application of vehicle taxes represents a cost the industry must so far bear in any event, even if tolls were to be levied by Member States.

*vehicle taxes may act as an obstacle to the introduction of tolls.*

Or. en

#### **Amendment 17**

**Molly Scott Cato**

on behalf of the Verts/ALE Group

#### **Proposal for a directive**

##### **Recital 4**

*Text proposed by the Commission*

(4) The application of vehicle taxes represents *a cost* the industry *must so far bear* in any event, even if tolls were to be levied by Member States. Therefore, vehicle taxes *may act* as an *obstacle* to the introduction of tolls.

*Amendment*

(4) The application of vehicle taxes represents *an incentive to* the industry *to develop more sustainable motorised vehicles* in any event, even if tolls were to be levied by Member States. Therefore, vehicle taxes *should be seen* as an *addition* to the introduction of tolls

Or. en

#### **Amendment 18**

**Paloma López Bermejo**

#### **Proposal for a directive**

##### **Recital 5**

*Text proposed by the Commission*

(5) Therefore, Member States should be afforded more scope to lower vehicle taxes, namely by way of a reduction of the minima set out in Directive 1999/62/EC. In order to minimise the risk of distortions of competition between transport operators established in different Member States, such reduction should be gradual.

*Amendment*

(5) Therefore, Member States should be afforded more scope to lower vehicle taxes, namely by way of a reduction of the minima set out in Directive 1999/62/EC. In order to minimise the risk of distortions of competition between transport operators established in different Member States, such reduction should be gradual *and be defined by the Member States*.

Or. en

#### **Amendment 19**

**Molly Scott Cato**  
on behalf of the Verts/ALE Group

**Proposal for a directive**  
**Recital 5**

*Text proposed by the Commission*

(5) Therefore, Member States should be *afforded more scope to lower* vehicle taxes, *namely by way of a reduction* of the *minima set out in Directive 1999/62/EC*. *In order to minimise the risk of distortions of competition between transport operators established in different Member States, such reduction should be gradual.*

*Amendment*

(5) Therefore, Member States should be *encouraged to implement more sustainable* vehicle taxes, *like a carbon tax, on the basis of the impact of the entire lifecycle as well as the weight and dimensions of the vehicle.*

Or. en

**Amendment 20**  
**Pervenche Berès**

**Proposal for a directive**  
**Recital 5**

*Text proposed by the Commission*

(5) Therefore, Member States should be afforded more scope to lower vehicle taxes, namely by way of a reduction of the minima set out in Directive 1999/62/EC. *In order to minimise the risk of distortions of competition between transport operators established in different Member States, such reduction should be gradual.*

*Amendment*

(5) Therefore, Member States should be afforded more scope to lower vehicle taxes, namely by way of a reduction of the minima set out in Directive 1999/62/EC. *However, the transition from vehicle taxes to tolls in each Member State should not result in a loss of revenue. The gradual reduction of the vehicle tax foreseen by tables A, C, E and F applied by a Member State should be fully compensated by additional revenues generated by its toll system. By 1 January 2024, all Member States should have implemented the toll system in accordance with Directive of the European Parliament and of the Council amending Directive 1999/62/EC on the charging of heavy good vehicles for the use of certain infrastructures.*

Or. en



**Amendment 21**  
**Paloma López Bermejo**

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

*Text proposed by the Commission*

*Amendment*

***(5 a) Environmental protection, socio-economic convergence, sustainable and inclusive development and support of SMEs should be defined as structural priorities of the Directive. Regional and national particularities, transport infrastructure, administrative burden and capacity should be taken into consideration for the steps of the completion by the Member States.***

Or. en

**Amendment 22**  
**Molly Scott Cato**  
on behalf of the Verts/ALE Group

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

*Text proposed by the Commission*

*Amendment*

***(5 a) Member States should be encouraged to dismantle any contradictory tax incentives that discourage low-emission mobility and subsidise inefficient and polluting vehicles, like company diesel cars.***

Or. en

**Amendment 23**  
**Kay Swinburne**

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

*Text proposed by the Commission*

*Amendment*

*(5 a) Double taxation should be avoided by allowing Member States flexibility to continue time based levies.*

Or. en

**Amendment 24**  
**Pervenche Berès**

**Proposal for a directive**  
**Article 1 – paragraph 1 – point 2 a (new)**  
Directive 1999/62/EC  
Article 6 – paragraph 4 a (new)

*Text proposed by the Commission*

*Amendment*

*(2 a) In Article 6, the following paragraph is added:*

*'4 a. The gradual reduction of the vehicle tax foreseen by tables A, C, E and F applied by a Member State should be fully compensated by additional revenues generated by its toll system. By 1 January 2024, all Member States should have implemented the toll system in accordance with Directive of the European Parliament and of the Council amending Directive 1999/62/EC on the charging of heavy good vehicles for the use of certain infrastructures.'*

Or. en

**Amendment 25**  
**Pervenche Berès**

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

*Text proposed by the Commission*

*Amendment*

Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [...] at the latest. They shall forthwith communicate to the Commission

Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by **1 January 2024** at the latest. They shall forthwith communicate to the

the text of those provisions.

Commission the text of those provisions.

Or. en

## **Amendment 26**

**Paloma López Bermejo**

### **Proposal for a directive**

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

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

Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [...] at the latest. They shall forthwith communicate to the Commission the text of those provisions.

##### *Amendment*

Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by **1 January 2024** at the latest. They shall forthwith communicate to the Commission the text of those provisions. ***Where this Directive gives Member States a discretion as to the precise steps to be introduced and the timing of their introduction, including with regard to the completion process, they shall base their exercise of that discretion on environmental and socio-economic criteria and national and regional particularities and priorities.***

Or. en

## **Amendment 27**

**Pervenche Berès**

### **Proposal for a directive**

#### **Annex I – paragraph 1 – point a**

Directive 1999/62/EC

Annex I – Table A – title

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

Table A: MINIMUM RATES of TAX TO BE APPLIED TO HEAVY GOODS VEHICLES UNTIL 31 DECEMBER [...]”  
***[insert year of entry into force of this Directive];***

##### *Amendment*

Table A: MINIMUM RATES of TAX TO BE APPLIED TO HEAVY GOODS VEHICLES UNTIL 31 DECEMBER **2018**

Or. en

**Amendment 28**  
**Molly Scott Cato**  
on behalf of the Verts/ALE Group

**Proposal for a directive**  
**Annex I – paragraph 1 – point a**  
Directive 1999/62/EC  
Annex I – Table A – title

*Text proposed by the Commission*

**Table A: MINIMUM RATES of TAX TO BE APPLIED TO HEAVY GOODS VEHICLES UNTIL 31 DECEMBER [...]” [insert year of entry into force of this Directive];**

*Amendment*

MINIMUM RATES of TAX TO BE APPLIED TO HEAVY GOODS VEHICLES ;

Or. en

**Amendment 29**  
**Molly Scott Cato**  
on behalf of the Verts/ALE Group

**Proposal for a directive**  
**Annex I – paragraph 1 – point b**  
Directive 1999/62/EC  
Annex I – Table B

*Text proposed by the Commission*

**“Table B: MINIMUM RATES OF TAX TO BE APPLIED TO HEAVY GOODS VEHICLES FROM 1 JANUARY [...] insert the year following the year of entry into force of this directive]**

*Amendment*

*deleted*

Or. en

**Amendment 30**  
**Pervenche Berès**

**Proposal for a directive**  
**Annex I – paragraph 1 – point b**  
Directive 1999/62/EC  
Annex I – Table B

*Text proposed by the Commission*

*Amendment*

**“Table B: MINIMUM RATES OF TAX TO BE APPLIED TO HEAVY GOODS VEHICLES FROM 1 JANUARY [...] insert the year following the year of entry into force of this directive]**

*deleted*

Or. en

**Amendment 31**

**Molly Scott Cato**

on behalf of the Verts/ALE Group

**Proposal for a directive**

**Annex I – paragraph 1 – point b**

Directive 1999/62/EC

Annex I – Table C

*Text proposed by the Commission*

*Amendment*

**Table C: MINIMUM RATES OF TAX TO BE APPLIED TO HEAVY GOODS VEHICLES FROM 1 JANUARY [...] [insert the second year following the entry into force of this directive]**

*deleted*

Or. en

**Amendment 32**

**Pervenche Berès**

**Proposal for a directive**

**Annex I – paragraph 1 – point b**

Directive 1999/62/EC

Annex I – Table C – title

*Text proposed by the Commission*

*Amendment*

**Table C: MINIMUM RATES OF TAX TO BE APPLIED TO HEAVY GOODS VEHICLES FROM 1 JANUARY [...] [insert the second year following the entry into force of this directive]**

**Table C: MINIMUM RATES OF TAX TO BE APPLIED TO HEAVY GOODS VEHICLES FROM 1 JANUARY 2020**

Or. en

**Amendment 33**  
**Molly Scott Cato**  
on behalf of the Verts/ALE Group

**Proposal for a directive**  
**Annex I – paragraph 1 – point b**  
Directive 1999/62/EC  
Annex I – Table D

*Text proposed by the Commission*

*Amendment*

**Table D: MINIMUM RATES OF TAX  
TO BE APPLIED TO HEAVY GOODS  
VEHICLES FROM 1 JANUARY [...]  
[insert the third year following the entry  
into force of this directive]**

*deleted*

Or. en

**Amendment 34**  
**Pervenche Berès**

**Proposal for a directive**  
**Annex I – paragraph 1 – point b**  
Directive 1999/62/EC  
Annex I – Table D

*Text proposed by the Commission*

*Amendment*

**Table D: MINIMUM RATES OF TAX  
TO BE APPLIED TO HEAVY GOODS  
VEHICLES FROM 1 JANUARY [...]  
[insert the third year following the entry  
into force of this directive]**

*deleted*

Or. en

**Amendment 35**  
**Molly Scott Cato**  
on behalf of the Verts/ALE Group

**Proposal for a directive**  
**Annex I – paragraph 1 – point b**  
Directive 1999/62/EC  
Annex I – Table E

*Text proposed by the Commission*

*Amendment*

**Table E: MINIMUM RATES OF TAX  
TO BE APPLIED TO HEAVY GOODS  
VEHICLES FROM 1 JANUARY [...]  
[insert the fourth year following the entry  
into force of this directive]**

*deleted*

Or. en

**Amendment 36  
Pervenche Berès**

**Proposal for a directive  
Annex I – paragraph 1 – point b  
Directive 1999/62/EC  
Annex I – Table E – title**

*Text proposed by the Commission*

*Amendment*

**Table E: MINIMUM RATES OF TAX TO  
BE APPLIED TO HEAVY GOODS  
VEHICLES FROM 1 JANUARY [...]  
[insert the fourth year following the entry  
into force of this directive]**

**Table E: MINIMUM RATES OF TAX TO  
BE APPLIED TO HEAVY GOODS  
VEHICLES FROM 1 JANUARY 2022**

Or. en

**Amendment 37  
Molly Scott Cato**  
on behalf of the Verts/ALE Group

**Proposal for a directive  
Annex I – paragraph 1 – point b  
Directive 1999/62/EC  
Annex I – Table F**

*Text proposed by the Commission*

*Amendment*

**Table F: MINIMUM RATES OF TAX  
TO BE APPLIED TO HEAVY GOODS  
VEHICLES FROM 1 JANUARY [...]  
[insert the fifth year following the entry  
into force of this directive]**

*deleted*

Or. en

**Amendment 38**  
**Pervenche Berès**

**Proposal for a directive**  
**Annex I – paragraph 1 – point b**  
Directive 1999/62/EC  
Annex I – Table F – title

*Text proposed by the Commission*

Table F: MINIMUM RATES OF TAX TO  
BE APPLIED TO HEAVY GOODS  
VEHICLES FROM 1 JANUARY [...] *[...]*  
*[insert the fifth year following the entry  
into force of this directive]*

*Amendment*

Table F: MINIMUM RATES OF TAX TO  
BE APPLIED TO HEAVY GOODS  
VEHICLES FROM 1 JANUARY **2024**

Or. en