



**2017/0291(COD)**

10.4.2018

## **DRAFT OPINION**

of the Committee on Industry, Research and Energy

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

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

Rapporteur: Claude Turmes

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## SHORT JUSTIFICATION

Your rapporteur supports the overall objective of the Commission proposal. Contrary to other sectors, emissions in the transport sector have not seen the same decline: emissions only started to decrease in 2007 and are still higher than in 1990. Within the sector, road transport is by far the biggest emitter, accounting for more than 70% of all greenhouse gas (GHG) emissions. In accordance with the Paris Agreement, the decarbonisation of the transport sector must be accelerated, as GHG and air pollutant emissions from transport should be net zero by mid-century at the latest.

To this end, your rapporteur considers that electric mobility has to be privileged in this Directive, as it is not only reducing CO<sub>2</sub> emissions but also air and noise pollution that cause underestimated health problems. Investing public money in other so-called ‘clean’ vehicles (i.e. gas) would distract the focus of this legislation and cause a carbon lock-in. Some hybridisation should be considered in areas where full electrification is not yet a viable option. Hydrogen is considered as a subcategory of electrification. Ensuring a consistent approach and environmental impact, electricity or hydrogen used in the vehicles that qualify under this legislation will need to be fully based on 100% additional renewables, reflecting the EP’s position on the recast of the Renewable Directive<sup>1</sup>.

### **Public procurement of ultra-low emission vehicles as leverage for boosting the EU Green Tech industry**

According to the International Energy Agency, the stock of electric buses in China reached 343.500 units in 2016, whereas Europe only accounted for 1.273 vehicles. Harmonised, EU-wide public procurement will create a premium market for electric buses, trucks, vans and yellow machines (construction, waste management, logistics). This segment of the vehicle market is a priority because of the increasing number of vans for the growing e-commerce sector. Yellow machinery is smaller in numbers but big in air pollution and noise.

The efforts to be ‘world class’ in these segments must be combined with the emergence of a next-generation European industry for battery development and production (100% renewables-based production, re-usability, recyclability).

Actively promoting positive lifecycle impacts is key for the success of this legislation. Without a coordinated effort at EU level, innovation and investment in electric mobility risk not to be competitive with Asia or California. Thus, your rapporteur regrets that the Commission has not proposed a Regulation replacing the current Directive. As the global race for clean cars has already begun, your rapporteur proposes to add targets for 2020 and adjust the proposed procurement targets upwards.

### **Public procurement for retrofitting of existing fleets as an immediate accelerator to tackle air quality problems in Europe**

The Ambient Air Quality Directive’s (AAQD) limit values for NO<sub>2</sub> are exceeded in more than 130 European cities. Almost 300 cities have levels of fine particle pollution above the WHO recommendations of PM<sub>2.5</sub>. This causes the premature death of more than 400.000 Europeans per year.

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<sup>1</sup> P8\_TA-PROV(2018)0009

While the Commission proposal tackles new acquisitions and thus provides an important incentive to push industry innovation, new acquisitions are not always the most cost-effective approach to immediately tackle air pollution. Your rapporteur hence proposes to complement this legislation with a targeted policy to reduce the levels of real driving air pollutant emissions from all vehicle fleets in the air quality zones in breach of the AAQD.

Retrofitting technologies have the potential of significantly reducing NOx emissions. Member States in breach of the AAQD will have to present credible plans to retrofit existing heavy-duty vehicle fleets, as they are responsible for 15 to 35% of air pollution in Europe.

### **A reinforced partnership between the EU, Member States and local authorities**

This legislation can trigger a successful industrial policy and a large-scale effort to clean the air, reduce noise pollution and contribute to the decarbonisation of the transport sector. It is therefore imperative to support it with funding for concrete enabling actions. Your rapporteur considers that the financial priorities in the existing and future MFF should include:

- eligibility for loans and guarantees under the existing and future Connecting Europe Facility (CEF) for Transport and loans from the European Fund for Strategic Investments (EFSI) for purchases of electric vehicles and related infrastructure, building on the successful implementation of the European Investment Bank's Cleaner Transport Facility;
- prioritisation (by Member States) of actions under this legislation within the implementation programmes of EU Structural and Investment Funds;
- eligibility under the European Social Fund for the training of maintenance teams;
- technical assistance (TA) programmes for the joint procurement of ultra-low emission vehicles and the necessary reorganisation of local public transport;
- a mission "ultra-low emission vehicles" in the next EU research programme;
- a clear state aid waiver from DG COMP for plans to support the purchase of retrofitting solutions and ultra-low emission vehicles, as well as related charging and maintenance infrastructure.

## **AMENDMENTS**

The Committee on Industry, Research and Energy 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 Title**

*Text proposed by the Commission*

*Amendment*

Proposal for a  
DIRECTIVE OF THE EUROPEAN

Proposal for a  
DIRECTIVE OF THE EUROPEAN

PARLIAMENT AND OF THE COUNCIL

amending Directive 2009/33/EU on the promotion of *clean* and energy-efficient road transport vehicles

(Text with EEA relevance)

PARLIAMENT AND OF THE COUNCIL

amending Directive 2009/33/EU on the promotion of *ultra-low emission* and energy-efficient road transport vehicles

(Text with EEA relevance)

Or. en

**Amendment 2**

**Proposal for a directive**

**Recital 1**

*Text proposed by the Commission*

(1) The Union is committed to a sustainable, competitive, secure and decarbonised energy system<sup>19</sup>. The Energy Union and the Energy and Climate Policy Framework for 2020 to 2030<sup>20</sup> establish ambitious commitments for the Union to further reduce greenhouse gas emissions by at least 40 % by 2030 as compared with 1990, to increase the proportion of renewable energy consumed by at least **27** %, to make energy savings of at least **27** %, and to improve the Union's energy security, competitiveness and sustainability.

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<sup>19</sup> European Council Conclusions of 24 October 2014.

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

*Amendment*

(1) The Union is committed to a sustainable, competitive, secure and decarbonised energy system<sup>19</sup>. The Energy Union and the Energy and Climate Policy Framework for 2020 to 2030<sup>20</sup> establish ambitious commitments for the Union to further reduce greenhouse gas emissions by at least 40 % by 2030 as compared with 1990, to increase the proportion of renewable energy consumed by at least **35** %, to make energy savings of at least **35** %, and to improve the Union's energy security, competitiveness and sustainability.

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<sup>19</sup> European Council Conclusions of 24 October 2014.

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

Or. en

**Amendment 3**

**Proposal for a directive**

**Recital 2**

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

(2) In its European Strategy for Low-Emission Mobility<sup>21</sup> the Commission announced that in order to meet the Union's commitments at the 21<sup>st</sup> Conference of the Parties to the United Nations Framework Convention on Climate Change (UNFCCC) held in Paris in 2015, the decarbonisation of the transport sector must be accelerated and that therefore greenhouse gas emissions and air pollutant emissions from transport should be ***net zero*** by mid-century ***at the latest***. Moreover, emissions of air pollutants from transport that are harmful to health need to be significantly reduced without delay. ***Accordingly, as of 2035 at the latest only ultra-low emission vehicles should be placed on the market. However, greenhouse gas emissions in the transport sector already account for almost a quarter of total CO<sub>2</sub> emissions in the Union and are continuing to rise. Between 1990 and 2016, emissions from transport in EU-28 increased by 25% compared to 1990 levels. Further estimates by the European Environment Agency had foreseen a continued increase by 2% between 2015 and 2016 making even more imperative the need for a drastic reduction of greenhouse gas emissions, in order to comply with the Paris Agreement, and for more ambitious policies and measures***, including the use of public procurement of ***ultra-low emission*** vehicles.

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<sup>21</sup> COM( 2016) 501 final.

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<sup>21</sup> COM( 2016) 501 final.

Or. en

#### Amendment 4

#### Proposal for a directive Recital 3

*Text proposed by the Commission*

(3) In its Communication "Europe on the Move: an agenda for a socially fair transition towards clean, competitive and connected mobility for all"<sup>22</sup> the Commission underlines that increased production and uptake of *clean* vehicles, alternative fuels infrastructures and new mobility services taking advantage of digitalisation and automation in the Union offer multiple benefits to Europe's citizens, Member States and industries. These include safer and seamless travel and reduction of exposure to harmful pollutant emissions. Further, the 2017 State of the Union address stated that the objective is for the EU to become a world leader in decarbonisation.

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<sup>22</sup> COM(2017) 283 final.

*Amendment*

(3) In its Communication "Europe on the Move: an agenda for a socially fair transition towards clean, competitive and connected mobility for all"<sup>22</sup> the Commission underlines that increased production and uptake of *ultra-low emission* vehicles, alternative fuels infrastructures and new mobility services taking advantage of digitalisation and automation in the Union offer multiple benefits to Europe's citizens, Member States and industries. These include safer and seamless travel and reduction of exposure to harmful pollutant emissions. Further, the 2017 State of the Union address stated that the objective is for the EU to become a world leader in decarbonisation.

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<sup>22</sup> COM(2017) 283 final.

Or. en

## **Amendment 5**

### **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 CO<sub>2</sub> 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* vehicles.

*Amendment*

(5) Innovation of new technologies helps to lower vehicle emissions, supporting the decarbonisation of the transport sector. An increased uptake of *ultra-low emission* road vehicles is likely to reduce emissions of CO<sub>2</sub> and certain pollutant emissions (particulate matter, nitrogen oxides and non-methane hydrocarbons). *Such pollutants have been linked to numerous lung diseases and more than 400.000 premature deaths in Europe and generate health costs of between EUR 330 billion and EUR 940*

*billion, equivalent to 3 % to 9 % of the Union's GDP. In order to reduce air and noise pollution and meet the EU Air Quality standards in urban and rural areas, concrete and ambitious policies and measures, including the use of public procurement of ultra-low emission vehicles, are needed.*

Or. en

## **Amendment 6**

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

*Text proposed by the Commission*

*Amendment*

*(5a) An increasing penetration of ultra-low emission vehicles also entails a reduction of oil demand and hence reduced fuel import costs as well as increased security of supply. The transport sector accounts for two-thirds of the Union's final demand for oil and petroleum products of which 88% are imported, from mostly instable regions. Energy efficiency and the use of renewable energy sources are key to achieving sustainable mobility. A switch to electric vehicles powered fully by renewable electricity implies significant energy efficiency gains. In comparison with conventional cars, electric vehicles are 2.5 times more efficient.*

Or. en

## **Amendment 7**

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



*Text proposed by the Commission*

*Amendment*

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

Or. en

## **Amendment 8**

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

*Text proposed by the Commission*

*Amendment*

***(5c) The procurement of ultra-low emission and energy-efficient vehicles can leverage the development of the infrastructure necessary for the smart charging of electric vehicles. Combining requirements for electro-mobility concerning the pre-equipment of parking spaces and the installation of charging points, as required by the Energy Performance of Buildings Directive [as amended by COM(2016)0765], with requirements for the procurement of ultra-low emission vehicles, is an effective way to promote electric vehicles while allowing further developments at reduced costs in the medium to long-term as well as increasing consumer acceptance.***

Or. en

## *Justification*

*This amendment underlines the linkage between the Clean Vehicles Directive and the Energy Performance of Buildings Directive (EPBD) by stressing the intrinsic link between the increased roll-out of ultra-low emission vehicles and of the related infrastructure.*

### **Amendment 9**

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

*Text proposed by the Commission*

*Amendment*

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

Or. en

### **Amendment 10**

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

*Text proposed by the Commission*

*Amendment*

***(5e) The European battery market will be worth EUR 250 billion annually from 2025, as European battery cell demand is expected to amount to 200 GWh and could create 4-5 million new jobs in***

*Europe. However, the lack of a domestic cell manufacturing base jeopardises the position of EU industrial customers. In order to overcome this competitive disadvantage and to establish a competitive battery cell manufacturing value chain in Europe centred on sustainable and responsible supply of raw materials, renewable energy based production process, recyclability and second use, European institutions, Member States and local authorities need to act fast and collectively.*

Or. en

## Amendment 11

### Proposal for a directive

#### Recital 6

*Text proposed by the Commission*

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

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<sup>24</sup> OJ L 94, 28.3.2014, p. 65 - 242.

<sup>25</sup> OJ L 94, 28.3.2014, p. 243 – 374.

*Amendment*

(6) ***The public sector is currently the largest consumer in the economy while government expenditure in works, goods and services represent around 14% of EU GDP, accounting for roughly EUR 1.8 trillion annually.*** Public authorities, through their procurement policy, can establish and support markets for innovative goods and services. Directives 2014/24/EU<sup>24</sup> and 2014/25/EU<sup>25</sup> set out minimum harmonised public procurement rules harmonising the way public authorities and certain public utility operators purchase goods, works and services. In particular, they set overall thresholds for the volume of contracts to be subject to Union legislation, which also apply to the Clean Vehicles Directive.

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<sup>24</sup> OJ L 94, 28.3.2014, p. 65 - 242.

<sup>25</sup> OJ L 94, 28.3.2014, p. 243 – 374.

**Amendment 12****Proposal for a directive****Recital 7***Text proposed by the Commission*

(7) Directive 2009/33/EC complements the horizontal public procurement legislation of the Union and adds sustainability criteria, and thereby aims to stimulate the market for *clean* and energy efficient road transport vehicles. The Commission carried out an ex-post evaluation of the Clean Vehicles Directive in 2015 concluded that the Directive did not trigger market uptake of *clean* vehicles across the Union, particular due to shortcomings in its provisions on scope and vehicle purchase. The impact on reducing greenhouse gas and air pollutant emissions and the impact on promoting industry competitiveness was found to have been very limited.

*Amendment*

(7) Directive 2009/33/EC complements the horizontal public procurement legislation of the Union and adds sustainability criteria, and thereby aims to stimulate the market for *ultra-low emission and associated infrastructure*. The Commission carried out an ex-post evaluation of the Clean Vehicles Directive in 2015, *which* concluded that the Directive did not trigger market uptake of *ultra-low emission* vehicles across the Union, particular due to shortcomings in its provisions on scope and vehicle purchase. The impact on reducing greenhouse gas and air pollutant emissions and the impact on promoting industry competitiveness was found to have been very limited.

Or. en

**Amendment 13****Proposal for a directive****Recital 8***Text proposed by the Commission*

(8) The Impact Assessment carried out underlines the benefits of changing the overall governance approach to *clean* vehicle procurement at Union level. Setting minimum procurement targets can effectively reach the objective of impacting market uptake of *clean* vehicles in comparison to relying on the internalisation of external cost into overall procurement

*Amendment*

(8) The Impact Assessment carried out underlines the benefits of changing the overall governance approach to *ultra-low emission* vehicle procurement at Union level. Setting minimum procurement targets can effectively reach the objective of impacting market uptake of *ultra-low emission* vehicles in comparison to relying on the internalisation of external cost into

decisions, while noting the relevance to consider environmental aspects in all procurement decisions. The medium and long-term benefits for European citizens and enterprises fully justify this approach insofar as it does not prescribe a specific technology to use for contracting authorities, entities and operators.

overall procurement decisions, while noting the relevance to consider environmental aspects in all procurement decisions. The medium and long-term benefits for European citizens and enterprises fully justify this approach insofar as it does not prescribe a specific technology to use for contracting authorities, entities and operators.

Or. en

## Amendment 14

### Proposal for a directive

#### Recital 10

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

(10) There is widespread support from key stakeholders for a definition of **clean** vehicles taking account of reduction requirements for greenhouse gases and air pollutant emissions from light- and heavy-duty vehicles. To ensure that there are adequate incentives to supporting market-uptake of **low- and zero-emission** vehicles in the Union, provisions for their public procurement under this amendment should be aligned with provisions of Union legislation on CO<sub>2</sub> emission performance of cars and vans for the post-2020 period<sup>26</sup>. Action carried out under the amended Directive will contribute to compliance with the requirements of these standards. A more ambitious approach for public procurement can provide an important additional market stimulus.

##### *Amendment*

(10) There is widespread support from key stakeholders for a definition of **ultra-low emission** vehicles taking account of reduction requirements for greenhouse gases and air pollutant emissions from light- and heavy-duty vehicles. To ensure that there are adequate incentives to supporting market-uptake of **ultra-low emission** vehicles in the Union, provisions for their public procurement under this amendment should be aligned with provisions of Union legislation on CO<sub>2</sub> emission performance of cars and vans for the post-2020 period<sup>26</sup>. Action carried out under the amended Directive will contribute to compliance with the requirements of these standards. A more ambitious approach for public procurement can provide an important additional market stimulus. **Hence, the accounting of CO<sub>2</sub> emissions in this Directive should be based on a well-to-wheel approach capturing the entire value chain including efficiency and the full lifecycle of carbon emissions occurring in the fuel production process. Accordingly, in the case of electricity powered vehicles, where not based on renewable electricity, the**

*average CO<sub>2</sub> values of the respective Member States' electricity sector shall be counted. To this end, the Commission should develop by 1 July 2019 a standardised methodology taking account of the full emission life cycle capturing the entire value chain including efficiency and carbon emissions occurring in the fuel extraction or production process (well to-wheel) of vehicles.*

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<sup>26</sup> COM(2017) 676 final

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<sup>26</sup> COM(2017) 676 final

Or. en

### *Justification*

*The tailpipe emission approach is not sufficiently capturing CO<sub>2</sub> emissions occurring in the entire life cycle of a fuel, such as in the fuel extraction or production phase of the vehicle. The Commission should develop a standardised methodology, in order to capture all emissions along the entire life cycle.*

## **Amendment 15**

### **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 CO<sub>2</sub> 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

##### *Amendment*

(11) *Two and three wheelers*, 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. *Until now CO<sub>2</sub> standards for light commercial vehicles have been less ambitious than for passenger cars resulting in less efficient and innovative technologies than the state of the art. Similarly, given the longer lifetime of heavy-duty vehicles and in order to meet the requirements of the Paris Agreement, their transition to ultra-low emission technologies needs to be accelerated and ambitious targets to decarbonise those*

are at an earlier stage of market development.

*fleets should be set.* The Impact Assessment further recognised that markets for *ultra-low emission* urban buses are characterised by increased market maturity, whereas markets for *ultra-low emission* trucks are at an earlier stage of market development.

Or. en

## Amendment 16

### Proposal for a directive Recital 12

#### *Text proposed by the Commission*

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

#### *Amendment*

(12) Setting minimum targets for *new* procurement *contracts of ultra-low emission vehicles* by 2020, 2025 and 2030 at Member State level should contribute to policy certainty for markets where investments in *ultra-low emission* mobility are warranted. The minimum targets support market creation throughout the Union. They provide time for the adjustment of public procurement processes and give a clear market signal. The Impact Assessment notes that Member States increasingly set targets, depending on their economic capacity and how serious the problem is. Different targets should be set for different Member States in accordance with their economic capacity (Gross Domestic Product per capita) and exposure to pollution (urban population density). Minimum procurement targets should be complemented by the obligation of the contracting authorities, entities and operators to consider relevant energy and environmental aspects in all their procurement procedures. The Territorial Impact Assessment of this amended Directive illustrated that the impact will be evenly distributed among regions in the Union.

*Justification*

*Adding a 2020 target for new procurement contracts is intended to give early guidance to public authorities, contracting entities and operators, in order to enable them to better anticipate the needs of their future procurements in coherence with the targets set by this amended Directive.*

**Amendment 17****Proposal for a directive****Recital 13***Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 18****Proposal for a directive****Recital 15***Text proposed by the Commission*

(15) Reporting on public procurement under this amended Directive should provide a clear market overview to enable effective monitoring of the implementation. It should start with an intermediate report in 2023 and continue with a first full report on the implementation of the minimum targets in 2026 and thereafter every three years. To minimise administrative burden on single

*Amendment*

(15) Reporting on public procurement under this amended Directive should provide a clear market overview to enable effective monitoring of the implementation. It should start with an intermediate report in 2023 and continue with a first full report on the implementation of the minimum targets in 2026 and thereafter every three years. To minimise administrative burden on single



public bodies and establish an effective market overview, simple reporting should be facilitated. The Commission will ensure full reporting for **low- and zero-emission** and other alternative-fuel vehicles within the context of the Common Procurement Vocabulary of the Union. Specific codes in the Common Procurement Vocabulary will help the registration and monitoring under the Tender Electronic Daily Database.

public bodies and establish an effective market overview, simple reporting should be facilitated. The Commission will ensure full reporting for **ultra-low emission** and other alternative-fuel vehicles within the context of the Common Procurement Vocabulary of the Union. Specific codes in the Common Procurement Vocabulary will help the registration and monitoring under the Tender Electronic Daily Database.

Or. en

## Amendment 19

### Proposal for a directive Recital 16

#### *Text proposed by the Commission*

(16) Further support to market uptake of **clean** vehicles can be achieved by providing targeted public support measures at national and Union level. This includes better exchange of knowledge and alignment of procurement to enable actions at a scale great enough for cost reductions and market impact. The possibility of public support in favour of promoting development of infrastructures necessary for the distribution of alternative fuels is recognised in the Guidelines on State aid for environmental protection and energy 2014-2020<sup>27</sup>. However, the rules of the Treaty, and in particular Articles 107 and 108 thereof, will continue to apply to such public support.

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<sup>27</sup> OJ C 200, 28.6.2014, p. 1.

#### *Amendment*

(16) Further support to market uptake of **ultra-low emission** vehicles can be achieved by providing targeted public support measures at national and Union level. This includes better exchange of knowledge and alignment of procurement to enable actions at a scale great enough for cost reductions and market impact. The possibility of public support in favour of promoting development of infrastructures necessary for the distribution of alternative fuels is recognised in the Guidelines on State aid for environmental protection and energy 2014-2020<sup>27</sup>. However, the rules of the Treaty, and in particular Articles 107 and 108 thereof, will continue to apply to such public support.

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<sup>27</sup> OJ C 200, 28.6.2014, p. 1.

Or. en

## Amendment 20

### Proposal for a directive Recital 16 a (new)

*Text proposed by the Commission*

*Amendment*

***(16a) Whereas the procurement targets under this amended Directive are set at Member State level, local public authorities, entities and public transport operators are key actors as regards their implementation. Local circumstances in terms of governance, financial capability and risk structures, technologies, usage modes and geographies may vary significantly, while an increase in the cost or reduced offer of public transport, which would result in reduced attractiveness for public transport, should be definitely avoided. Therefore, affected stakeholders need to be able to resort to a robust ecosystem of financial support backing their efforts of renewing their public fleets and the roll-out of associated charging and electricity grid infrastructure.***

Or. en

## Amendment 21

### Proposal for a directive Recital 16 b (new)

*Text proposed by the Commission*

*Amendment*

***(16b) Under the current Multiannual Financial Framework (MFF), the Union possesses an array of different funds to support Member States, local authorities and concerned operators in their transition to sustainable mobility. Over the 2014-2020 period the Union has earmarked EUR 13.7 billion from the European Structural and Investment Funds for financing urban mobility.***

*Horizon 2020, the Union's research programme, will provide around EUR 200 million for urban mobility and EUR 650 million for smart cities, and the Connecting Europe Facility will devote around EUR 200 million for calls for proposals for urban nodes. Under the next MFF, the Commission and the Member States should continue to support sustainable urban mobility projects and strengthen necessary synergies between the various funding sources and programmes. In particular, links between urban mobility, the new Digital Agenda and the Energy Union need to be reinforced, such as the possibility for the Connecting Europe Facility (CEF) to finance synergy projects with an extra co-financing rate for transport projects with energy and telecommunications elements entailing enormous potential for urban projects.*

Or. en

## **Amendment 22**

### **Proposal for a directive Recital 16 c (new)**

*Text proposed by the Commission*

*Amendment*

*(16c) A more targeted use of EU financial instruments, such as the European Fund for Strategic Investments or the Cleaner Transport Facility by the European Investment Bank, which can help finance fleets and equipment, should be promoted. To this end, the availability of technical and financial advisory services to local authorities and operators, such as through the European Investment Advisory Hub, JASPERS, JESSICA, or Financial Instrument (FI) - Compass, should be enhanced in order to strengthen their institutional capacity, the preparation and implementation of*

*projects and achieve an optimised use of EU funds and financial instruments including the de-risking of innovative tenders.*

Or. en

## **Amendment 23**

### **Proposal for a directive Recital 16 d (new)**

*Text proposed by the Commission*

*Amendment*

*(16d) Public authorities should be also encouraged to procure vehicles following the most economically advantageous tender ('MEAT') criteria as described in Article 82 of Directive 2014/25/EU, taking into account cost-effectiveness over the lifetime of the vehicle, as well as environmental, and social aspects.*

Or. en

## **Amendment 24**

### **Proposal for a directive Recital 16 e (new)**

*Text proposed by the Commission*

*Amendment*

*(16e) In order to maximise the impact of investments, mobility and urban planning need to be better coordinated, such as through the use of sustainable urban mobility plans (SUMPs). SUMPs are plans that are developed across individual policy areas and in cooperation with different levels of governance combining different transport modes, road safety, freight delivery, mobility management and intelligent transport systems. SUMPs can play an important role in achieving the Union's targets regarding CO<sub>2</sub> emissions,*

*noise and air pollution reduction. Thus, the application of SUMP s should be an important element to be considered in financing EU projects in the area of urban transport, including in the implementation of this amended Directive. In this context, the Commission should provide the competent authorities with the necessary advisory and technical support in the development of SUMP s, taking full account of the principle of subsidiarity.*

Or. en

#### *Justification*

*Sustainable urban development and mobility need to go hand in hand. Local authorities having in place SUMP s should be particularly considered in financing decisions regarding EU projects in the area of urban transport.*

#### **Amendment 25**

##### **Proposal for a directive Recital 16 f (new)**

*Text proposed by the Commission*

*Amendment*

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

Or. en

## Amendment 26

### Proposal for a directive Recital 16 g (new)

*Text proposed by the Commission*

*Amendment*

***(16g) Energy efficiency improvement measures in transport undertaken by Member States are eligible for fulfilling the end-use energy savings requirements under Directive 2012/27/EU on energy efficiency [as amended by COM(2016)0761]. To this end, the Commission should be empowered to adopt a delegated act to supplement this amended Directive by developing a standardised methodology, including a methodology for Member States to set their baseline, in order to calculate the quantity of the extra energy saved in excess of their targets under this amended Directive which could be accounted for under Member State's requirements under Directive 2012/27/EU.***

Or. en

#### *Justification*

*This amendment establishes a link with the Energy Efficiency Directive (EED), where energy efficiency improvements in the transport sector are eligible for achieving Member States' end-use saving obligations under Article 7 thereof. Member States should be able to account energy savings made in excess to the targets set by this amended Directive under Article 7 of the EED. To this end, the Commission should develop a standardised method, including for the setting of the Member States' baseline.*

## Amendment 27

### Proposal for a directive Recital 16 h (new)

*Text proposed by the Commission*

*Amendment*

***(16h) In order to facilitate the increased uptake of ultra-low emission vehicles, the Commission should set up a Union platform for cross-border and joint***

*procurement of ultra-low emission and energy-efficient road transport vehicles with the aim of bringing together contracting authorities, entities or operators interested in benefiting from economies of scale by procuring jointly technologies and infrastructure necessary for the decarbonisation of transport and reduction of air pollution. In order to facilitate the setting up and realisation of joint procurement agreements, the Commission should encourage the exchange of best practices, develop templates and provide technical assistance where requested by the parties concerned.*

Or. en

#### *Justification*

*In order to enhance the procurement of ultra-low emission vehicles as well as better achieve economies of scale, the Commission should set up a joint procurement platform facilitating joint procurements between contracting authorities, entities and operators.*

#### **Amendment 28**

##### **Proposal for a directive Recital 16 i (new)**

*Text proposed by the Commission*

*Amendment*

*(16i) During the upcoming revision of Directive 2006/66/EC on batteries and accumulators and waste batteries and accumulators, the Commission should come forward with ambitious collection and recycling targets for automotive and industrial batteries and strengthen collection and recycling systems to ensure that the value of critical raw materials used in automotive and industrial batteries is kept within the economy, in line with the circular economy principles.*

Or. en

## Amendment 29

### Proposal for a directive Recital 18

*Text proposed by the Commission*

(18) Since the objectives of this Directive, namely to provide a demand-side stimulus for *clean* vehicles in support of a low-emission mobility transition, cannot be sufficiently achieved by the Member States alone, but can rather, by reason of a common and long-term policy framework and for reasons of scale be better achieved at Union level the Union may adopt measures in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on the European Union. In accordance with the principle of proportionality, as set out in that Article, this Directive does not go beyond what is necessary to achieve those objectives.

*Amendment*

(18) Since the objectives of this Directive, namely to provide a demand-side stimulus for *ultra-low emission* vehicles in support of a low-emission mobility transition, cannot be sufficiently achieved by the Member States alone, but can rather, by reason of a common and long-term policy framework and for reasons of scale be better achieved at Union level the Union may adopt measures in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on the European Union. In accordance with the principle of proportionality, as set out in that Article, this Directive does not go beyond what is necessary to achieve those objectives.

Or. en

## Amendment 30

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

*Text proposed by the Commission*

*Amendment*

***(1a) In Article 1, paragraph 1 a is inserted:***

***1a. In order to achieve its environmental aims, this Directive promotes the use and procurement of ultra-high performance battery technologies with 100% renewable energy based production that possess high power and high energy density, fast charging rates, low environmental impact and high recyclability. With regard to the procurement of battery electric vehicles,***



*contracting authorities shall apply life-cycle costing in accordance with Article 83 of Directive 2014/25/EU.*

Or. en

### *Justification*

*In a context of strong growth in the market for battery electric vehicles up to 2030, the reduction of the impact of the production stage is one of the conditions for sustainability of the sector. In order to further improve the manufacturing-phase emissions as well as the overall lifecycle CO<sub>2</sub> emissions and to support the establishment of a whole battery production value chain in Europe, deployment of ultra-high performance green batteries as promoted by the EU Battery Alliance should be supported by this Directive.*

## **Amendment 31**

### **Proposal for a directive**

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

Directive 2009/33/EU

Article 3 – paragraph 1 – point c

#### *Text proposed by the Commission*

(c) to public service contracts covering transport services as set out in Table 1 of the Annex in excess of a threshold which shall be defined by Member States not exceeding the threshold values as set out in Article 4 of Directive 2014/24/EU and Article 15 of Directive 2014/25/EU.

#### *Amendment*

(c) to public service contracts covering transport services as set out in Table 1 of the Annex in excess of a threshold which shall be defined by Member States not exceeding the threshold values as set out in Article 4 of Directive 2014/24/EU and Article 15 of Directive 2014/25/EU ***and in compliance with the methods for calculating the estimated value of procurement set out in Article 5 of Directive 2014/24/EU and Article 16 of Directive 2014/25/EU.***

Or. en

## **Amendment 32**

### **Proposal for a directive**

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

Directive 2009/33/EU

Article 4 – paragraph 1 – point 4

*Text proposed by the Commission*

4. 'clean vehicle' means

*Amendment*

4. '**ultra-low emission** vehicle' means

Or. en

**Amendment 33**

**Proposal for a directive**

**Article 1 – paragraph 1 – point 3**

Directive 2009/33/EU

Article 4 – paragraph 1 – point 4 – point a

*Text proposed by the Commission*

(a) a vehicle of category M1 or M2 with a maximum tail-pipe emission expressed in CO<sub>2</sub>g/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*

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

Or. en

**Amendment 34**

**Proposal for a directive**

**Article 1 – paragraph 1 – point 3**

Directive 2009/33/EU

Article 4 – paragraph 1 – point 4 – point c

*Text proposed by the Commission*

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

*Amendment*

(c) a vehicle of category M3, N2 or N3 **with a maximum tail-pipe emission expressed in CO<sub>2</sub>g/km and real driving pollutant emissions below a percentage of the applicable emission limits** as defined in Table 3 in the Annex

Or. en

## Amendment 35

### Proposal for a directive

#### Article 1 – paragraph 1 – point 3

Directive 2009/33/EU

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

*Text proposed by the Commission*

*Amendment*

*(ca) an electric vehicle as defined in Article 2(2) of Directive 2014/94/EU with zero-emissions at tailpipe, provided it is proven, in accordance with Directive 2009/28/EC [as amended by COM(2016)0767], that the electricity used is fully based on renewables, otherwise the default CO<sub>2</sub> value of the respective Member States' electricity sector shall be counted.*

Or. en

*Justification*

*Accounting vehicles running on conventional electricity as zero-emission is misleading, as it is neglecting the CO<sub>2</sub> emissions occurring during the electricity generation process.*

## Amendment 36

### Proposal for a directive

#### Article 1 – paragraph 1 – point 3

Directive 2009/33/EU

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

*Text proposed by the Commission*

*Amendment*

*4a. 'hardware retrofitting' means modifications to all or parts of a vehicle engine with pollution-reducing and/or fuel saving technologies. These include exhaust gas treatment technologies, such as selective catalytic reduction technology, as well as fuel saving technologies such as hybridisation or more extensive modifications to electric or hydrogen technology.*

*Justification*

*Some retrofitting technologies have the potential of significant reductions in emissions of NOx. The continued promotion and implementation of hardware retrofitting is thus an important element of reducing emissions of NOx in air quality zones that are most affected by high air pollutant emissions of light-duty and heavy-duty vehicles.*

**Amendment 37****Proposal for a directive****Article 1 – paragraph 1 – point 4**

Directive 2009/33/EU

Article 4 a

*Text proposed by the Commission**Amendment****(4) The following Article 4a is inserted:******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 CO<sub>2</sub> tail-pipe emission and air pollutants thresholds for heavy duty vehicles once the related heavy-duty CO<sub>2</sub> emission performance standards are in force at Union level.***

**Amendment 38****Proposal for a directive****Article 1 – paragraph 1 – point 5 a (new)**

Directive 2009/33/EU

Article 5 a (new)

*Text proposed by the Commission**Amendment****(5a) The following Article 5a is inserted:******“Article 5a***

### *Hardware retrofitting*

*1. Where the objectives for ambient air quality laid down in Directive 2008/50/EC are not met, Member States shall establish a multi-level retrofitting platform gathering local authorities, business community and any other relevant stakeholders to discuss and implement at the latest by 31 December 2020 hardware retrofitting action plans for M3, N2, N3 vehicles in order to comply with the limit values and critical levels and attain the target values and long-term objectives as laid down in Directive 2008/50/EC.*

*2. The Commission shall support the Member States, local authorities and concerned operators by providing guidance on the use of different funds for hardware retrofitting under the current and future Multiannual Financial Framework (MFF), such as the European Structural and Investment Funds or the Connecting Europe Facility (CEF).”*

Or. en

### *Justification*

*Some retrofitting technologies have the potential of significant reductions in emissions of NOx. The continued promotion and implementation of hardware retrofitting is thus an important element of reducing emissions of NOx in air quality zones that are most affected by high air pollutant emissions of light-duty and heavy-duty vehicles.*

### **Amendment 39**

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

#### **Article 1 – paragraph 1 – point 5 b (new)**

Directive 2009/33/EU

Article 5 b (new)

*Text proposed by the Commission*

*Amendment*

*(5b) The following Article 5b is inserted:*

*“Article 5b*

*Accounting of excess energy savings*

*In accordance with Directive 2012/27/EU [as amended by COM(2016)0761], energy efficiency improvement measures in transport undertaken by Member States are eligible for achieving the end-use energy savings required under Article 7 thereof. Member States that exceed their targets set out in Tables 4 and 5 in the Annex to this Directive shall be able to account under Article 7 of Directive 2012/27/EU the extra energy savings made in excess of their target. To this end, the Commission shall be empowered to adopt a delegated act in accordance with Article 8a to supplement this Directive by developing a standardised methodology, including a methodology for Member States to set their baseline, in order to calculate the quantity of savings exceeding their targets that may be accounted for under Directive 2012/27/EU.”*

Or. en

#### *Justification*

*This amendment establishes a link with the EED, where energy efficiency improvements in the transport sector are eligible for achieving Member States' end-use saving obligations under Article 7 thereof. Member States should be able to account energy savings made in excess to the targets set by this Directive under Article 7 of the EED. To this end, the Commission should develop a standardised method, including the setting of the Member States' baseline.*

#### **Amendment 40**

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

##### **Article 1 – paragraph 1 – point 5 c (new)**

Directive 2009/33/EU

Article 5 c (new)

*Text proposed by the Commission*

*Amendment*

*(5c) The following Article 5c is inserted:*

*“Article 5c*

*Union platform for cross-border and joint procurement of ultra-low emission and*

*energy-efficient road transport vehicles*

*In order to facilitate the achievement of the targets set out in the Annex to this Directive and to achieve economies of scale, the Commission shall set up a Union platform for cross-border and joint procurement of ultra-low emission and energy-efficient road transport vehicles. Contracting authorities, entities and operators referred to in Article 3 may participate in this platform for jointly procuring vehicles. The Commission shall ensure that the platform is able to bring together in an effective manner all parties interested in pooling their resources. In order to facilitate the setting up and realisation of such joint procurements, the Commission shall provide technical assistance and develop templates for cooperation agreements. The Commission shall be empowered to adopt a delegated act in accordance with Article 8a for the establishment of the Union platform for joint procurement of ultra-low emission and energy efficient road transport vehicles.”*

Or. en

*Justification*

*In order to enhance the procurement of ultra-low emission vehicles as well as better achieve economies of scale, the Commission should set up a joint procurement platform facilitating joint procurements between contracting authorities, entities and operators.*

**Amendment 41**

**Proposal for a directive**

**Article 1 – paragraph 1 – point 9 – point a**

Directive 2009/33/EU

Article 10 – paragraph 1

*Text proposed by the Commission*

1. The Commission shall submit a report on the application of this Directive and ***on the*** actions taken by individual

*Amendment*

1. The Commission shall submit a report on the application of this Directive, and ***complementary*** actions taken by

Member States *for the effective implementation of this Directive* to the European Parliament and to the Council every three years starting on 1 January 2027, following the reporting from Member States.

individual Member States, to the European Parliament and to the Council *on 1 June 2023 at the latest, following the intermediate reporting from Member States, and* every three years starting on 1 January 2027, following the reporting from Member States.

Or. en

## Amendment 42

### Proposal for a directive

#### ANNEX 1

Directive 2009/33/EU

Annex – table 1

*Text proposed by the Commission*

<i>Table 1: Common Procurement Vocabulary codes referred to in Article 3</i>	
<i>CPV Code</i>	<i>Description</i>
60112000-6	Public road transport services
60130000-8	Special-purpose road passenger-transport services
60140000-1	Non-scheduled passenger transport
60172000-3	Hire of buses and coaches with driver
90511000-2	Refuse collection services
60160000-7	Mail transport by road
60161000-4	Parcel transport services

*Amendment*

<i>Table 1: Common Procurement Vocabulary codes referred to in Article 3</i>	
<i>CPV Code</i>	<i>Description</i>
60112000-6	Public road transport services
60130000-8	Special-purpose road passenger-transport services
60140000-1	Non-scheduled passenger transport
60172000-3	Hire of buses and coaches with driver
90511000-2	Refuse collection services
60160000-7	Mail transport by road



60161000-4	Parcel transport services
<b>64121100-1</b>	<b>Mail delivery services</b>
<b>64121200-2</b>	<b>Parcel delivery services</b>
<b>60120000-5</b>	<b>Taxi services</b>
<b>60170000-0</b>	<b>Hire of passenger transport vehicles with driver</b>
<b>60171000-7</b>	<b>Hire of passenger cars with driver</b>
<b>60181000-0</b>	<b>Hire of trucks with driver</b>
<b>60180000-3</b>	<b>Hire of goods-transport vehicles with driver</b>
<b>90511100-3</b>	<b>Urban solid-refuse collection services</b>
<b>90511200-4</b>	<b>Household-refuse collection services</b>
<b>90511300-5</b>	<b>Litter collection services</b>
<b>90511400-6</b>	<b>Paper collecting services</b>
<b>43211000-5</b>	<b>Bulldozers</b>
<b>43260000-3</b>	<b>Mechanical shovels, excavators and shovel loaders, and mining machinery</b>
<b>43262000-7</b>	<b>Excavating machinery</b>
<b>43300000-6</b>	<b>Construction machinery and equipment</b>

Or. en

### Amendment 43

#### Proposal for a directive

#### ANNEX 1

Directive 2009/33/EU

Annex – table 2

*Text proposed by the Commission*

<i>Table 2: Emission-thresholds for light-duty vehicles</i>				
<b>Vehicle categories</b>	<b>2025</b>		<b>2030</b>	
	<i>CO<sub>2</sub> g/km</i>	<i>RDE air pollutant emissions* as percentage of emission limits**</i>	<i>CO<sub>2</sub> g/km</i>	<i>RDE air pollutant emissions* as percentage of emission limits</i>

M1 vehicles	25	80%	0	n.a.
M2 vehicles	25	80%	0	n.a.
N1 vehicles	40	80%	0	n.a.
* Real driving emissions of ultrafine particles in #/km (PN) nitrogen oxides in mg/km (NOx) measured according to the applicable version of Annex IIIA, Regulation 2017/1151.				
** The applicable emission limit found in Annex I of Regulation (EC) 715/2007, or its successors.				

### Amendment

Table 2: Emission-thresholds for light-duty vehicles

Vehicle categories	2020		2025		2030	
	CO2 g/km***	RDE air pollutant emissions* as percentage of emission limits**	CO2 g/km***	RDE air pollutant emissions* as percentage of emission limits**	CO2 g/km***	RDE air pollutant emissions* as percentage of emission limits
<i>L vehicles</i>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>n.a.</b>
M1 vehicles	<b>50</b>	<b>90%</b>	25	80%	0	n.a.
M2 vehicles	<b>50</b>	<b>90%</b>	25	80%	0	n.a.
N1 vehicles	<b>80</b>	<b>90%</b>	40	80%	0	n.a.
* Real driving emissions of ultrafine particles in #/km (PN) nitrogen oxides in mg/km (NOx) measured according to the applicable version of Annex IIIA, Regulation 2017/1151.						
** The applicable emission limit found in Annex I of Regulation (EC) 715/2007, or its successors.						
*** <i>Electric vehicles as defined in Article 2(2) of Directive 2014/94/EU are only counted with zero-emissions at tailpipe provided it is proven, in accordance with Directive 2009/28/EC [as amended by COM(2016)0767], that the electricity used is fully based on renewables, otherwise the default CO2 value of the respective Member States' electricity sector shall be counted.</i>						

Or. en

### Amendment 44

#### Proposal for a directive ANNEX 1

Text proposed by the Commission

Table 3: **Alternative fuel requirements** for heavy-duty vehicles

Vehicle categories	<b>Alternative fuels</b>
<b>M3, N2, N3 vehicles</b>	<b>Electricity*, hydrogen, natural gas including biomethane, in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (LNG))</b>
<p><i>*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.</i></p>	

Amendment

Table 3: **Emission-thresholds** for heavy-duty vehicles

Vehicle categories	2020		2025		2030	
	<b>CO2 g/km*</b>	<b>RDE air pollutant emissions as percentage of emission limits</b>	<b>CO2 g/km*</b>	<b>RDE air pollutant emissions as percentage of emission limits</b>	<b>CO2 g/km*</b>	<b>RDE air pollutant emissions as percentage of emission limits</b>
<b>M3</b>		<b>90%</b>		<b>80%</b>	<b>0</b>	<b>n.a.</b>
<b>N2 class 0</b>	<b>331</b>	<b>90%</b>	<b>241</b>	<b>80%</b>		
<b>N2 class 1</b>	<b>349</b>	<b>90%</b>	<b>254</b>	<b>80%</b>		
<b>N2 class 2</b>	<b>349</b>	<b>90%</b>	<b>254</b>	<b>80%</b>		
<b>N3 class 3</b>	<b>349</b>	<b>90%</b>	<b>254</b>	<b>80%</b>		
<b>N3 class 4</b>	<b>504</b>	<b>90%</b>	<b>367</b>	<b>80%</b>		
<b>N3 class 5</b>	<b>737</b>	<b>90%</b>	<b>537</b>	<b>80%</b>		
<b>N3 class</b>	<b>349</b>	<b>90%</b>	<b>254</b>	<b>80%</b>		

<b>6</b>						
<b><i>N3 class 7</i></b>	<b><i>504</i></b>	<b><i>90%</i></b>	<b><i>367</i></b>	<b><i>80%</i></b>		
<b><i>N3 class 8</i></b>	<b><i>737</i></b>	<b><i>90%</i></b>	<b><i>537</i></b>	<b><i>80%</i></b>		
<b><i>N3 class 9</i></b>	<b><i>504</i></b>	<b><i>90%</i></b>	<b><i>367</i></b>	<b><i>80%</i></b>		
<b><i>N3 class 10</i></b>	<b><i>737</i></b>	<b><i>90%</i></b>	<b><i>537</i></b>	<b><i>80%</i></b>		
<b><i>N3 class 11</i></b>	<b><i>698</i></b>	<b><i>90%</i></b>	<b><i>508</i></b>	<b><i>80%</i></b>		
<b><i>N3 class 12</i></b>	<b><i>737</i></b>	<b><i>90%</i></b>	<b><i>537</i></b>	<b><i>80%</i></b>		
<b><i>N3 class 13</i></b>	<b><i>698</i></b>	<b><i>90%</i></b>	<b><i>508</i></b>	<b><i>80%</i></b>		
<b><i>N3 class 14</i></b>	<b><i>737</i></b>	<b><i>90%</i></b>	<b><i>537</i></b>	<b><i>80%</i></b>		
<b><i>N3 class 15</i></b>	<b><i>698</i></b>	<b><i>90%</i></b>	<b><i>508</i></b>	<b><i>80%</i></b>		
<b><i>N3 class 16</i></b>	<b><i>698</i></b>	<b><i>90%</i></b>	<b><i>508</i></b>	<b><i>80%</i></b>		
<b><i>N3 class 17</i></b>	<b><i>698</i></b>	<b><i>90%</i></b>	<b><i>508</i></b>	<b><i>80%</i></b>		
<p><i>* Electric vehicles as defined in Article 2(2) of Directive 2014/94/EU are only counted with zero-emissions at tailpipe provided it is proven, in accordance with Directive 2009/28/EC [as amended by COM(2016)0767], that the electricity used is fully based on renewables, otherwise the default CO2 value of the respective Member States' electricity sector shall be counted.</i></p>						

Or. en

## **Amendment 45**

### **Proposal for a directive**

#### **ANNEX 1**

Directive 2009/33/EU

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\**

<b>Member State</b>	<b>2025</b>	<b>2030</b>
Luxembourg	<i>35%</i>	<i>35%</i>
Sweden	<i>35%</i>	<i>35%</i>
Denmark	<i>34%</i>	<i>34%</i>
Finland	<i>35%</i>	<i>35%</i>
Germany	<i>35%</i>	<i>35%</i>
France	<i>34%</i>	<i>34%</i>
United Kingdom	<i>35%</i>	<i>35%</i>
Netherlands	<i>35%</i>	<i>35%</i>
Austria	<i>35%</i>	<i>35%</i>
Belgium	<i>35%</i>	<i>35%</i>
Italy	<i>35%</i>	<i>35%</i>
Ireland	<i>35%</i>	<i>35%</i>
Spain	<i>33%</i>	<i>33%</i>
Cyprus	<i>29%</i>	<i>29%</i>
Malta	<i>35%</i>	<i>35%</i>
Portugal	<i>27%</i>	<i>27%</i>
Greece	<i>23%</i>	<i>23%</i>
Slovenia	<i>20%</i>	<i>20%</i>
Czech Republic	<i>27%</i>	<i>27%</i>
Estonia	<i>21%</i>	<i>21%</i>
Slovakia	<i>20%</i>	<i>20%</i>
Lithuania	<i>19%</i>	<i>19%</i>
Poland	<i>20%</i>	<i>20%</i>
Croatia	<i>17%</i>	<i>17%</i>
Hungary	<i>21%</i>	<i>21%</i>
Latvia	<i>20%</i>	<i>20%</i>
Romania	<i>17%</i>	<i>17%</i>
Bulgaria	<i>16%</i>	<i>16%</i>
<hr/> <p>*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.</p>		

*Amendment*

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

<b>Member State</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>
Luxembourg	<b>32%</b>	<b>90%</b>	<b>100%</b>
Sweden	<b>32%</b>	<b>90%</b>	<b>100%</b>
Denmark	<b>31%</b>	<b>87%</b>	<b>100%</b>
Finland	<b>32%</b>	<b>90%</b>	<b>100%</b>
Germany	<b>32%</b>	<b>90%</b>	<b>100%</b>
France	<b>31%</b>	<b>87%</b>	<b>100%</b>
United Kingdom	<b>32%</b>	<b>90%</b>	<b>100%</b>
Netherlands	<b>32%</b>	<b>90%</b>	<b>100%</b>
Austria	<b>32%</b>	<b>90%</b>	<b>100%</b>
Belgium	<b>32%</b>	<b>90%</b>	<b>100%</b>
Italy	<b>32%</b>	<b>90%</b>	<b>100%</b>
Ireland	<b>32%</b>	<b>90%</b>	<b>100%</b>
Spain	<b>30%</b>	<b>85%</b>	<b>100%</b>
Cyprus	<b>27%</b>	<b>75%</b>	<b>100%</b>
Malta	<b>32%</b>	<b>90%</b>	<b>100%</b>
Portugal	<b>25%</b>	<b>69%</b>	<b>100%</b>
Greece	<b>22%</b>	<b>59%</b>	<b>100%</b>
Slovenia	<b>19%</b>	<b>51%</b>	<b>100%</b>
Czech Republic	<b>25%</b>	<b>69%</b>	<b>100%</b>
Estonia	<b>20%</b>	<b>54%</b>	<b>100%</b>
Slovakia	<b>19%</b>	<b>51%</b>	<b>100%</b>
Lithuania	<b>18%</b>	<b>49%</b>	<b>100%</b>
Poland	<b>19%</b>	<b>51%</b>	<b>100%</b>
Croatia	<b>17%</b>	<b>44%</b>	<b>100%</b>
Hungary	<b>20%</b>	<b>54%</b>	<b>100%</b>
Latvia	<b>19%</b>	<b>51%</b>	<b>100%</b>
Romania	<b>17%</b>	<b>44%</b>	<b>100%</b>
Bulgaria	<b>15%</b>	<b>41%</b>	<b>100%</b>

\*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.

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## Amendment 46

### Proposal for a directive

#### ANNEX 1

Directive 2009/33/EU

Annex – table 5

*Text proposed by the Commission*

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

Member State	Trucks		Buses	
	2025	2030	2025	2030
Luxembourg	10%	15%	50%	75%
Sweden	10%	15%	50%	75%
Denmark	10%	15%	50%	75%
Finland	9%	15%	46%	69%
Germany	10%	15%	50%	75%
France	10%	15%	48%	71%
United Kingdom	10%	15%	50%	75%
Netherlands	10%	15%	50%	75%
Austria	10%	15%	50%	75%
Belgium	10%	15%	50%	75%
Italy	10%	15%	50%	75%
Ireland	10%	15%	50%	75%
Spain	10%	14%	50%	75%
Cyprus	10%	13%	50%	75%
Malta	10%	15%	50%	75%
Portugal	8%	12%	40%	61%
Greece	8%	10%	38%	57%
Slovenia	7%	9%	33%	50%
Czech Republic	9%	11%	46%	70%

Estonia	7%	9%	36%	53%
Slovakia	8%	9%	39%	58%
Lithuania	9%	8%	47%	70%
Poland	7%	9%	37%	56%
Croatia	6%	7%	32%	48%
Hungary	8%	9%	42%	63%
Latvia	8%	9%	40%	60%
Romania	6%	7%	29%	43%
Bulgaria	8%	7%	39%	58%

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

#### Amendment

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

Member State	Trucks			Buses		
	2020	2025	2030	2020	2025	2030
Luxembourg	11%	30%	100%	26%	75%	100%
Sweden	11%	30%	100%	26%	75%	100%
Denmark	11%	30%	100%	26%	75%	100%
Finland	9%	27%	100%	24%	69%	100%
Germany	11%	30%	100%	26%	75%	100%
France	11%	30%	100%	25%	72%	100%
United Kingdom	11%	30%	100%	26%	75%	100%
Netherlands	11%	30%	100%	26%	75%	100%
Austria	11%	30%	100%	26%	75%	100%
Belgium	11%	30%	100%	26%	75%	100%
Italy	11%	30%	100%	26%	75%	100%
Ireland	11%	30%	100%	26%	75%	100%
Spain	11%	30%	100%	26%	75%	100%



Cyprus	<b>11%</b>	<b>30%</b>	<b>100%</b>	<b>27%</b>	<b>75%</b>	<b>100%</b>
Malta	<b>11%</b>	<b>30%</b>	<b>100%</b>	<b>27%</b>	<b>75%</b>	<b>100%</b>
Portugal	<b>9%</b>	<b>24%</b>	<b>100%</b>	<b>22%</b>	<b>60%</b>	<b>100%</b>
Greece	<b>9%</b>	<b>24%</b>	<b>100%</b>	<b>21%</b>	<b>57%</b>	<b>100%</b>
Slovenia	<b>8%</b>	<b>21%</b>	<b>100%</b>	<b>18%</b>	<b>50%</b>	<b>100%</b>
Czech Republic	<b>10%</b>	<b>27%</b>	<b>100%</b>	<b>25%</b>	<b>69%</b>	<b>100%</b>
Estonia	<b>8%</b>	<b>21%</b>	<b>100%</b>	<b>20%</b>	<b>54%</b>	<b>100%</b>
Slovakia	<b>9%</b>	<b>24%</b>	<b>100%</b>	<b>21%</b>	<b>59%</b>	<b>100%</b>
Lithuania	<b>10%</b>	<b>27%</b>	<b>100%</b>	<b>26%</b>	<b>70%</b>	<b>100%</b>
Poland	<b>8%</b>	<b>21%</b>	<b>100%</b>	<b>20%</b>	<b>55%</b>	<b>100%</b>
Croatia	<b>7%</b>	<b>18%</b>	<b>100%</b>	<b>17%</b>	<b>48%</b>	<b>100%</b>
Hungary	<b>9%</b>	<b>24%</b>	<b>100%</b>	<b>23%</b>	<b>63%</b>	<b>100%</b>
Latvia	<b>9%</b>	<b>24%</b>	<b>100%</b>	<b>22%</b>	<b>60%</b>	<b>100%</b>
Romania	<b>7%</b>	<b>18%</b>	<b>100%</b>	<b>15%</b>	<b>43%</b>	<b>100%</b>
Bulgaria	<b>9%</b>	<b>24%</b>	<b>100%</b>	<b>21%</b>	<b>58%</b>	<b>100%</b>

\* Vehicles with zero-emissions at tailpipe 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.

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