



2017/0291(COD)

4.5.2018

AMENDMENTS

47 - 161

Draft opinion

Claude Turmes

(PE620.803v01-00)

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

Proposal for a directive

(COM(2017)00653 – C8-0393/2017 – 2017/0291(COD))

Amendment 47
Xabier Benito Ziluaga

Proposal for a directive
Recital 1

Text proposed by the Commission

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

¹⁹ European Council Conclusions of 24 October 2014.

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

Amendment

(1) The Union is committed to a sustainable, competitive, secure and decarbonised energy system¹⁹. The Energy Union and the Energy and Climate Policy Framework for 2020 to 2030²⁰ establish ambitious commitments for the Union to further reduce greenhouse gas emissions by at least 40 % by 2030 as compared with 1990, to increase the proportion of renewable energy consumed by at least 35 %^{20a}, to make energy savings of at least 35 %^{20b}, and to improve the Union's energy security, competitiveness and sustainability.

¹⁹ European Council Conclusions of 24 October 2014.

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

^{20a} *Amendments adopted by the European Parliament on 17 January 2018 on the proposal for a directive of the European Parliament and of the Council on the promotion of the use of energy from renewable sources (recast)*
(COM(2016)0767 – C8-0500/2016 – 2016/0382(COD))

^{20b} *Amendments adopted by the European Parliament on 17 January 2018 on the proposal for a directive of the European Parliament and of the Council amending Directive 2012/27/EU on energy efficiency* (COM(2016)0761 – C8-0498/2016 – 2016/0376(COD))

Or. en

Amendment 48
Rolandas Paksas

Proposal for a directive
Recital 1

Text proposed by the Commission

(1) The Union is committed to a sustainable, competitive, secure and decarbonised energy system¹⁹. The Energy Union and the Energy and Climate Policy Framework²⁰ for 2020 to 2030 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.

¹⁹ European Council Conclusions of 24 October 2014.

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

Amendment

(1) The Union is committed to a sustainable, competitive, secure and decarbonised energy system¹⁹. The Energy Union and the Energy and Climate Policy Framework²⁰ for 2020 to 2030 establish ambitious commitments for the Union to reduce greenhouse gas emissions by at least **30%** 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.

¹⁹ European Council Conclusions of 24 October 2014.

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

Or. It

Amendment 49
Xabier Benito Ziluaga

Proposal for a directive
Recital 2

Text proposed by the Commission

(2) In its European Strategy for Low-Emission Mobility²¹ the Commission announced that in order to meet the Union's commitments at the 21st Conference of the Parties to the United Nations Framework

Amendment

(2) In its European Strategy for Low-Emission Mobility²¹ the Commission announced that in order to meet the Union's commitments at the 21st Conference of the Parties to the United Nations Framework

Convention on Climate Change (UNFCCC) held in Paris in 2015, the decarbonisation of the transport sector must be accelerated and that therefore greenhouse gas *emissions* and air pollutant *emissions* from transport ***should be firmly on the path towards zero-emission*** by mid-century. Moreover, emissions of air pollutants from transport that are harmful to health need to be significantly reduced without delay. This can be achieved by an array of policy initiatives, including the use of public procurement of clean vehicles.

²¹ COM(2016) 501 final.

Convention on Climate Change (UNFCCC) held in Paris in 2015, the decarbonisation of the transport sector must be accelerated and that therefore ***zero-emissions of*** greenhouse gas and air pollutants from transport ***must be reached*** by mid-century. Moreover, emissions of air pollutants from transport that are harmful to health need to be significantly reduced without delay. This can be achieved by an array of policy initiatives, including the use of public procurement of clean vehicles.

²¹ COM(2016) 501 final.

Or. en

Amendment 50 **Xabier Benito Ziluaga**

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

Text proposed by the Commission

Amendment

(3a) In order to be consistent with the objectives of sustainability, batteries should be produced with the minimum environmental impact inside and outside the Union, especially regarding the process of extraction of material used for the building of the batteries. The greenhouse gas emissions during all the production process should be taken into account. The Commission should come forward, in the revision of Directive 2006/66/EC, with ambitious objectives for the recyclability of batteries.

Or. en

Amendment 51 **Francesc Gambús, Massimiliano Salini**

Proposal for a directive
Recital 3 a (new)

Text proposed by the Commission

Amendment

(3a) *The Union needs to increase incentives that support the technological development of sustainable and recyclable batteries, which should be produced having in mind the need to minimise their environmental footprint.*

Or. en

Amendment 52
Xabier Benito Ziluaga

Proposal for a directive
Recital 4

Text proposed by the Commission

Amendment

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

(4) As was announced in the Commission's Communication "Europe on the Move: an agenda for a socially fair transition towards clean, competitive and connected mobility for all"²³ this proposal forms part of a second package of proposals, which will contribute to the Union's drive towards low-emission mobility. This package, which is presented in the Commission's Communication "Delivering on low-emission mobility - A European Union that protects the planet, empowers its consumers, and defends its industry and workers" includes a combination of supply- and demand-oriented measures to put the EU on a path towards low-emission mobility and at the same time strengthen the competitiveness of the EU's mobility eco-system. ***The promotion of clean vehicles should be done in parallel with the development of public transport, as this is the best way to reduce the number of vehicles on the road and consequently to reduce the CO₂ emissions.***

Amendment 53
Gesine Meissner, Caroline Nagtegaal

Proposal for a directive
Recital 5 a (new)

Text proposed by the Commission

Amendment

(5a) Technological neutrality should be the principle guiding the decarbonisation of transport in the Union. This will guarantee a level playing field between the different types of low-emission and clean mobility technologies, stimulate a competitive environment and encourage further innovation in this field. In this regard, this Directive should be aligned with Directive 2014/94/EU, which requires Member States to develop national policy frameworks for the market development of alternative fuels and their infrastructure^{1a}, as well as with Directive 2009/28/EC^{1b}, which is currently under revision. Moreover, this will give national, regional and local authorities the flexibility to define their own path towards decarbonisation depending on local specificities such as natural resources, financial capacities, infrastructure, etc.

^{1a} Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure

^{1b} Directive 2009/28/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of the use of energy from renewable sources and amending and subsequently repealing Directives 2001/77/EC and 2003/30/EC

Amendment 54**Gesine Meissner, Caroline Nagtegaal****Proposal for a directive****Recital 8***Text proposed by the Commission*

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

Amendment

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

Or. en

Amendment 55**Peter Kouroumbashev, Zigmantas Balčytis, Carlos Zorrinho, Theresa Griffin, Miapetra Kumpula-Natri, Kathleen Van Brempt****Proposal for a directive****Recital 9***Text proposed by the Commission*

(9) Extending the scope of the Directive by including practices such as lease, rental and hire-purchase of vehicles,

Amendment

(9) Extending the scope of the Directive by including practices such as lease, rental and hire-purchase of vehicles,

as well as contracts for public road transport services, special purpose road transport passenger services, non-scheduled passenger transport and hire of buses and coaches with drivers as well as specific postal and courier services and waste refusal services ensures that all relevant procurement practices are covered.

as well as contracts for public road transport services, special purpose road transport passenger services, non-scheduled passenger transport and hire of buses and coaches with drivers as well as specific postal and courier services and waste refusal services ensures that all relevant procurement practices are covered.

The Directive should foresee the possibility to extend its scope to the rail sector at a later stage.

Or. en

Justification

All modes of transport should be decarbonised in order to contribute to Union's climate targets.

Amendment 56 **Gesine Meissner**

Proposal for a directive **Recital 10**

Text proposed by the Commission

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

Amendment

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

While thresholds are a useful tool to create legal certainty and policy clarity, adopting a more life-cycle approach would allow us to eventually apply a Well-To-Wheels analysis, which gives a more realistic picture of a vehicle's impact on the climate. In fact, it provides a more accurate account of the overall emissions and other pollutants generated not only during the process of fuel combustion but also during the process of production or recycling of such fuels. Many alternative fuels that are already available today perform well compared to other electricity-based solutions if the electricity is generated from fossil fuels, for example.

²⁶ COM(2017) 676 final

²⁶ COM(2017) 676 final

Or. en

Amendment 57
Francesc Gambús, Massimiliano Salini

Proposal for a directive
Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) Having in mind the principles of the circular economy, the lifetime of products needs to be extended. Therefore, the retrofitting of vehicles to comply with the standards for clean vehicles, where possible, may also be counted towards the achievement of the minimum procurement targets set out in Tables 4 and 5 in the Annex.

Or. en

Amendment 58
Francesc Gambús, Massimiliano Salini

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

deleted

Or. en

Amendment 59

Xabier Benito Ziluaga

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

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 is scientifically proven that, due to methane emissions, some alternative fuels, such as natural gas and biogas, have little or no environmental benefits and therefore do not represent a sustainable solution in a medium and long term perspective. On the other hand, due to the state of the art in technology,**

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.

biofuels can be more useful in other transport modes rather than the road sector. Therefore, those options must be left aside and the main focus for the road transport sector must be put on electric vehicles supplied by 100% renewable energy. 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.

Or. en

Amendment 60
Gesine Meissner, Caroline Nagtegaal

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. The Impact Assessment illustrated the added value of adopting an approach based on alternative fuels. 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.

Or. en

Amendment 61

Peter Kouroumbashev, Zigmantas Balčytis, Patrizia Toia, Carlos Zorrinho, Theresa Griffin, Miapetra Kumpula-Natri, Dan Nica, Răzvan Popa, Kathleen Van Brempt

Proposal for a directive

Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) All clean and energy-efficient transport options must be considered. Manufacturers should have the flexibility to further develop and use neutral technologies to meet CO₂ reduction objectives. Competition between different solutions and manufacturers will encourage innovation and benefit everyone. This will allow a smooth and cost-efficient transition to the decarbonisation of transport.

Or. en

Justification

All clean and energy-efficient transport options must be considered as this will ensure competition between manufacturers and promote innovation. Only then cost-efficient transition will be possible and will benefit everyone.

Amendment 62

Gesine Meissner, Caroline Nagtegaal

Proposal for a directive

Recital 12

Text proposed by the Commission

Amendment

(12) Setting minimum targets for clean vehicle procurement by 2025 and 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.

(12) Setting minimum targets for clean vehicle procurement by 2025 and 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 ***and should therefore remain technology-open in order to create a level-playing field between the different***

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.

technologies available. 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.

Or. en

Amendment 63

Francesc Gambús, Massimiliano Salini

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 *starting in 2025 with progression in 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.

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.

Or. en

Amendment 64 **Rolandas Paksas**

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

Amendment

(12) Setting minimum targets for clean vehicle procurement **contracts** 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.

procurement procedures. The Territorial Impact Assessment of this amended Directive illustrated that the impact will be evenly distributed among regions in the Union.

Or. It

Amendment 65
Xabier Benito Ziluaga

Proposal for a directive
Recital 12

Text proposed by the Commission

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

Amendment

(12) Setting minimum targets for clean vehicle procurement by **2020**, 2025 and 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.

Or. en

Amendment 66
Gesine Meissner

Proposal for a directive
Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) Public transport networks have a key role to play in the decarbonisation of transport as they contribute, per passenger, to the net reduction of CO₂ emissions and air pollutants. This is why costly requirements and high procurement targets for this sector should be carefully considered in order to avoid pushing users to fall back onto individual modes of transport due to more expensive public transport. Currently, individual modes of transport still tend to be more polluting. This is particularly important for public authorities in rural regions which often have more limited financial resources to implement such strict requirements. On the contrary, the deployment of denser public transport networks with larger fleets is crucial in the push for a decarbonised transport sector.

Or. en

Amendment 67
Francesc Gambús, Massimiliano Salini

Proposal for a directive
Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) 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. In that regard, the future Multiannual Financial Framework (MFF) of the Union should play an important role in the support of sustainable urban mobility projects.

Or. en

Amendment 68
Xabier Benito Ziluaga

Proposal for a directive
Recital 14

Text proposed by the Commission

Amendment

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

deleted

Or. en

Amendment 69
Peter Kouroumbashev, Zigmantas Balčytis, Carlos Zorrinho, Theresa Griffin, Miapetra Kumpula-Natri, Dan Nica, Răzvan Popa, Kathleen Van Brempt

Proposal for a directive
Recital 14

Text proposed by the Commission

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

Amendment

(14) Life-cycle costing is an important tool for contracting authorities and entities to cover energy and environmental costs during the life-cycle of a vehicle, including the cost of greenhouse gas emission and other pollutant emissions on the basis of a relevant methodology to determine their monetary value. Given the scarce use of the methodology for the calculation of operational lifetime costs under Directive 2009/33/EU and the information provided by contracting authorities and entities on the use of own methodologies tailored to their specific circumstances and needs, there should be no methodology mandatory to use, but contracting authorities, contracting entities or operators should be able to choose any life-costing methodology in order to support their procurement processes. ***The assessment of the CO₂ emissions should consider the entire lifecycle of the vehicles including during the production, use and end of life, taking into account disposal and recycling. Therefore, contracting authorities and other entities should focus on the entire vehicle and not only on its components and the maximum tail-pipe emission expressed in CO₂ g/km and real driving pollutant emissions.***

Or. en

Justification

When calculating CO₂ emissions, it is important to take into account the entire lifecycle of the vehicle (production, use and end of life) and not only its components. Some vehicles pollute more at the end of their life due to impossibility to recycle some of their parts. Very often this pollution is much higher than the pollution that other vehicles are causing during their period of use.

Amendment 70
Xabier Benito Ziluaga

Proposal for a directive
Recital 14 a (new)

Text proposed by the Commission

Amendment

(14a) In view of the urgent need to switch to a zero-emission transport model, market rules, such as the inclusion of environmental costs, are not the adequate solutions. Binding measures are to be preferred to deliver the needed and expected results.

Or. en

Amendment 71
Francesc Gambús, Massimiliano Salini

Proposal for a directive
Recital 15

Text proposed by the Commission

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.

(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 **2024** and continue with a first full report on the implementation of the minimum targets in **2027** and thereafter every three years. To minimise administrative burden on single public bodies and establish an effective market overview, simple reporting should be facilitated. The Commission will ensure full reporting for low- and zero-emission and other alternative-fuel vehicles within the context of the Common Procurement Vocabulary of the Union. Specific codes in the Common Procurement Vocabulary will help the registration and monitoring under the Tender Electronic Daily Database.

Amendment 72

Peter Kouroumbashev, Zigmantas Balčytis, Patrizia Toia, Carlos Zorrinho, Theresa Griffin, Miapetra Kumpula-Natri, Dan Nica, Răzvan Popa, Kathleen Van Brempt

Proposal for a directive
Recital 16 a (new)

Text proposed by the Commission

Amendment

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

Or. en

Justification

Infrastructure is a must for the development of clean transport. The only way to achieve the transport targets and ensure a smooth transition is to mobilise the EU funds and develop infrastructure. Direct infrastructure financing and financing of electric vehicle charging points and hydrogen vehicle filling stations should be considered as these type of vehicles cannot operate without that type of infrastructure.

Amendment 73
Claude Turmes
on behalf of the Verts/ALE Group

Proposal for a directive
Recital 16 a (new)

Text proposed by the Commission

Amendment

(16a) In order to facilitate the increased uptake of ultra-low emission vehicles, the Commission should set up a publicly accessible 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

This amendment updates AM 27 making the platform publicly accessible and thereby strengthening its transparency.

Amendment 74
Rolandas Paksas

Proposal for a directive
Recital 16 a (new)

Text proposed by the Commission

Amendment

(16a) Encouragement should be given for those EU financial instruments which can help to finance fleets and equipment, for example the European Fund for Strategic Investments or the European Investment Bank's Cleaner Transport Facility, to be used in a more targeted way.

Or. It

Amendment 75

Claude Turmes

on behalf of the Verts/ALE Group

Proposal for a directive

Recital 16 b (new)

Text proposed by the Commission

Amendment

(16b) 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. Additionally, the Commission should come forward with a 'Green batteries' label for automotive and industrial batteries with 100% renewable energy based production that possess high power and high energy density, fast charging rates, low environmental impact and high recyclability.

Or. en

Justification

This AM updates AM 28 requesting the Commission to come forward with a ‘Green batteries’ label.

Amendment 76

Francesc Gambús, Massimiliano Salini

Proposal for a directive

Recital 17

Text proposed by the Commission

Amendment

(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.

deleted

Or. en

Amendment 77

Peter Kouroumbashev, Zigmantas Balčytis, Patrizia Toia, Carlos Zorrinho, Theresa Griffin, Miapetra Kumpula-Natri, Dan Nica, Răzvan Popa, Kathleen Van Brempt

Proposal for a directive

Recital 18 a (new)

Text proposed by the Commission

Amendment

(18a) The requirements of this Directive and the new minimum procurement targets may lead to additional financial resources for contracting authorities. Therefore, it would be appropriate to seek financial mechanisms to implement the requirements of this Directive. The Union's financial policy and in particular the future Multiannual Financial Framework after 2020 should be in line with the new requirements for the promotion of clean and energy efficient road transport vehicles and support the decarbonisation of transport and the use of cleaner road transport vehicles.

Or. en

Justification

If we want to have a smooth transition towards a decarbonised transport, we have to make sure that EU financial policy is in line with the transport targets to achieve. The new Multiannual Financial Framework after 2020 should be in line with transport policies as transport policies are not achievable without the right finances.

Amendment 78

Francesc Gambús, Massimiliano Salini

Proposal for a directive

Recital 18 a (new)

Text proposed by the Commission

Amendment

(18a) The Union needs to protect EU manufacturers from unfair competition in third countries, where EU manufacturers do not have access to public procurement tenders for the purchase, leasing, rental or hire-purchase of road transport vehicles. Therefore, the Commission should analyse unfair competition practices in third countries and take the appropriate measures to ensure the protection of European industry.

Amendment 79

Peter Kouroumbashev, Zigmantas Balčytis, Carlos Zorrinho, Theresa Griffin, Miapetra Kumpula-Natri, Dan Nica, Răzvan Popa, Kathleen Van Brempt

Proposal for a directive
Recital 18 b (new)

Text proposed by the Commission

Amendment

(18b) Reforms need to be introduced at local and national level, with clear investments signals and combining the different sources to reach the goal of this Directive.

Or. en

Justification

Clear investment signals are a must if we want to create certainty for investors and manufacturers. Transport policy reforms should be done at local and national levels depending on their different needs and considering the different levels of pollution in the different region, but also the available budgets or budget gaps and their financial needs.

Amendment 80

Peter Kouroumbashev, Zigmantas Balčytis, Carlos Zorrinho, Theresa Griffin, Miapetra Kumpula-Natri, Dan Nica, Răzvan Popa, Kathleen Van Brempt

Proposal for a directive
Recital 19 a (new)

Text proposed by the Commission

Amendment

(19a) Enhanced environmental audits and tests should be envisaged, encouraging local authorities to purchase, rent and lease energy-efficient road transport vehicles. For this purpose, it would be appropriate to develop EU financial mechanisms to assist in the implementation of the requirements of this Directive.

Justification

Environmental audits and tests are envisaged under this Directive. This will create additional administrative and financial burdens for national and local authorities. Additional finances will be needed in order to support these authorities and facilitate these tests and audits.

Amendment 81
Olle Ludvigsson

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

Text proposed by the Commission

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

Amendment

This Directive shall apply to **new** contracts ***concluded after the Directive has entered into force*** for the purchase, lease, rent or hire-purchase of road transport vehicles by:

Or. en

Amendment 82
Evžen Tošenovský

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 2009/33/EU
Article 3 – paragraph 1 – point a

Text proposed by the Commission

(a) contracting authorities ***or contracting entities*** in so far as they are under an obligation to apply the procurement procedures set out in Directives 2014/24/EU and 2014/25/EU;

Amendment

(a) contracting authorities in so far as they are under an obligation to apply the procurement procedures set out in Directives 2014/24/EU and 2014/25/EU;

Or. en

Amendment 83

Peter Kouroumbashev, Zigmantas Balčytis, Carlos Zorrinho, Theresa Griffin, Miapetra Kumpula-Natri, Kathleen Van Brempt

Proposal for a directive

Article 1 – paragraph 1 – point 2 a (new)

Directive 2009/33/EU

Article 3 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

By [18 months after the entry into force] Member States shall prepare and submit to the Commission a report on rail transport outlining:

- (a) all national services using diesel, both for passenger and freight transport;***
- (b) potential for replacement of diesel trains by alternative solutions, including hybrid trains, fuel cell and electric trains;***
- (c) a timeline for such a transition.***

Or. en

Justification

All modes of transport should be decarbonised in order to contribute to Union's climate targets.

Amendment 84

Evžen Tošenovský

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2009/33/EU

Article 4 – paragraph 1 – point 2

Text proposed by the Commission

Amendment

2. 'contracting entities' means contracting entities as referred to in Article 4 of Directive 2014/25/EU.

deleted

Or. en

Amendment 85
Gesine Meissner

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2009/33/EU

Article 4 – paragraph 1 – point 4 – introductory part

Text proposed by the Commission

4. ‘clean vehicle’ means

Amendment

4. ‘clean vehicle’ means ***a vehicle of category M1, M2, M3, NI, N2 or N3 using one of the alternative fuels listed in point (1) of Article 2 of Directive 2014/94//EU, that can be amended by a delegated act to reflect technological development and innovation. A vehicle retrofitted to these requirements is also considered a 'clean vehicle'.***

Or. en

Justification

Referring to the alternative fuels list contained in Directive 2014/94/EU on the deployment of alternative fuels infrastructure is not completely technology-neutral, as it currently excludes certain technologies such as synthetic biofuels. Keeping the list open to be amended by a delegated act can be a viable solution. In any case, it is a more open approach than defining limits of CO₂ emissions and RDE air pollutant emissions, as this currently strongly favours a certain type of technology.

Amendment 86

Francesc Gambús, Massimiliano Salini

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2009/33/EC

Article 4 – paragraph 1 – point 4 – introductory part

Text proposed by the Commission

4. ‘clean vehicle’ means

Amendment

4. ‘clean vehicle’ means ***a vehicle of category M1, M2, M3, NI, N2 or N3 using one of the alternative fuels listed in point (1) of Article 2 of Directive***

2014/94/EU. Where relevant, it needs to fulfil the EURO 6 standard or its successor and the requirements of the Commission Regulation (EU) 2017/1151.

Or. en

Amendment 87
Francesc Gambús, Massimiliano Salini

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

Text proposed by the Commission

Amendment

(a) a vehicle of category M1 or M2 with a maximum tail-pipe emission expressed in CO₂g/km and real driving pollutant emissions below a percentage of the applicable emission limits as referred to in Table 2 in the Annex , or; *deleted*

Or. en

Amendment 88
Gesine Meissner

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

Text proposed by the Commission

Amendment

(a) a vehicle of category M1 or M2 with a maximum tail-pipe emission expressed in CO₂g/km and real driving pollutant emissions below a percentage of the applicable emission limits as referred to in Table 2 in the Annex , or; *deleted*

Or. en

Amendment 89
András Gyürk, Andor Deli

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

Text proposed by the Commission

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

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 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

Amendment 90
Henna Virkkunen

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

Text proposed by the Commission

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

Amendment

(a) a vehicle of category **M1, M2, M3, N1, N2 or N3 type-approved for use of electricity, hydrogen, natural gas including biomethane, in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (LNG), synthetic and paraffinic fuels, and sustainable pure and high-blend biofuels;**

Or. en

Justification

It is important to ensure technologically neutral definition and coherence with the other relevant EU legislation. This definition is coherent with the Alternative Fuels Infrastructure Directive 2014/94/EU. Inclusion of “type approved for use of alternative fuels” in vehicle categories drives the uptake of alternative fuels thus contributing to the CO₂ emission reduction targets. Limiting alternative biofuels to only pure and high-blend biofuels will lead to significant CO₂ emissions reduction.

Amendment 91 **Xabier Benito Ziluaga**

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 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

(a) a vehicle of category **L**, M1 or M2 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;

Or. en

Amendment 92 **Xabier Benito Ziluaga**

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 2009/33/EU
Article 4 – paragraph 1 – point 4 – point aa (new)

Text proposed by the Commission

(aa) a vehicle running on alternatives fuels with the exception of natural gas in gaseous form (compressed natural gas (CNG)), liquefied form (liquefied natural gas (LNG)) or biomethane;

Or. en

Amendment 93
Francesc Gambús, Massimiliano Salini

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

Text proposed by the Commission

Amendment

(b) a vehicle of category N1 with a maximum tail-pipe emission expressed in CO₂/km and real driving pollutant emissions below a percentage of the applicable emission limits as referred to in Table 2 in the Annex, or;

deleted

Or. en

Amendment 94
Gesine Meissner

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

Text proposed by the Commission

Amendment

(b) a vehicle of category N1 with a maximum tail-pipe emission expressed in CO₂/km and real driving pollutant emissions below a percentage of the applicable emission limits as referred to in Table 2 in the Annex, or;

deleted

Or. en

Amendment 95
Henna Virkkunen

Proposal for a directive
Article 1 – paragraph 1 – point 3

Directive 2009/33/EC
Article 4 – paragraph 1 – point 4 – point b

Text proposed by the Commission

Amendment

(b) a vehicle of category N1 with a maximum tail-pipe emission expressed in CO₂/km and real driving pollutant emissions below a percentage of the applicable emission limits as referred to in Table 2 in the Annex, or;

deleted

Or. en

Amendment 96
András Gyürk, Andor Deli

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

Text proposed by the Commission

Amendment

(b) a vehicle of category N1 with a maximum tail-pipe emission expressed in CO₂/km and real driving pollutant emissions below a percentage of the applicable emission limits as referred to in Table 2 in the Annex, or;

(b) a zero or a low-emission vehicle of category M3, N2 or N3 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 97
Evžen Tošenovský

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 2009/33/EU
Article 4 – paragraph 1 – point 4 – point b a (new)

Text proposed by the Commission

Amendment

(ba) a vehicle of category M1, M2 or N1 powered by natural gas, in gaseous form (compressed natural gas (CNG)) and

liquefied form (liquefied natural gas (LNG)), liquefied petroleum gas (LPG) or hydrogen;

Or. en

Amendment 98

András Gyürk, Andor Deli

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2009/33/EC

Article 4 – paragraph 1 – point 4 – point c

Text proposed by the Commission

Amendment

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

Or. en

Amendment 99

Henna Virkkunen

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2009/33/EC

Article 4 – paragraph 1 – point 4 – point c

Text proposed by the Commission

Amendment

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

Or. en

Amendment 100

Francesc Gambús, Massimiliano Salini

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2009/33/EC

Article 4 – paragraph 1 – point 4 – point c

Text proposed by the Commission

Amendment

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

Or. en

Amendment 101
Gesine Meissner

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

Text proposed by the Commission

Amendment

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

Or. en

Amendment 102
Xabier Benito Ziluaga

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 supplied by electricity fully produced by renewable sources.

Or. en

Amendment 103
Claude Turmes
on behalf of the Verts/ALE Group

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. 'sustainable and recyclable battery' means a battery with 100% renewable energy based production that possesses high power and high energy density, fast charging rates, low environmental impact and high recyclability.

Or. en

Amendment 104

Peter Kouroumbashev, Zigmantas Balčytis, Patrizia Toia, Miapetra Kumpula-Natri, Dan Nica, Răzvan Popa, Kathleen Van Brempt

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

The Commission shall be empowered to adopt a delegated act by [18 months after entry into force] with a more precise definition based on an assessment of the CO₂ emissions considering the whole chain, e.g. the entire lifecycle of the battery including full lifecycle of carbon emissions during the production process and end of life carbon footprint of the battery.

Or. en

Justification

A sustainable solution to recycle batteries is a must. Some batteries pollute much more (at the end of vehicle's life) than other vehicles during their period of use.

Amendment 105

Xabier Benito Ziluaga

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. ‘high performance and sustainable battery’ means a battery based on 100% renewable energy with very low environmental impacts, high recyclability and high energy density.

Or. en

Amendment 106

Francesc Gambús, Massimiliano Salini

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2009/33/EC

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

Text proposed by the Commission

Amendment

4a. ‘zero-emission vehicle’ means a vehicle with zero CO₂, NO_x and fine particles tail-pipe emissions.

Or. en

Amendment 107

Peter Kouroumbashev, Zigmantas Balčytis, Miapetra Kumpula-Natri, Dan Nica, Răzvan Popa, Kathleen Van Brempt

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. 'sustainable lifecycle vehicle' means a vehicle which is produced by using significantly lower emissions than comparable vehicle types, and is designed to allow for a more sustainable end of life, including reuse and recycling potential of its components.

The Commission shall be empowered to adopt a delegated act by [18 months after entry into force] with a more precise definition.

Or. en

Justification

When calculating CO₂ emissions, it is important to take into account the entire lifecycle of the vehicle (production, use and end of life) and not only its components. Some vehicles pollute more at the end of their life due to impossibility to recycle some of their parts. Very often this pollution is much higher than the pollution that other vehicles are causing during their period of use.

Amendment 108
András Gyürk, Andor Deli

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

Or. en

Amendment 109

Peter Kouroumbashev, Zigmantas Balčytis, Carlos Zorrinho, Miapetra Kumpula-Natri, Dan Nica

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 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”.

Or. en

Justification

The requirements in Table 3 of the proposal are essential elements of the Directive. Therefore, the Commission should not be empowered to amend this Table. The Commission should consider a new legislative proposal in case there is a need to amend this Table. Changes to this Table should be made only through the Ordinary Legislative Procedure including Parliament's and Council's positions on this.

Amendment 110
Francesc Gambús, Massimiliano Salini

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

Text proposed by the Commission

Amendment

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.

deleted

Or. en

Amendment 111
Henna Virkkunen

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

Text proposed by the Commission

Amendment

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.

deleted

Or. en

Justification

This article is no longer necessary, as an amendment has been proposed to align the alternative fuel requirements for heavy-duty vehicles with the definition of alternative fuels in Article 2, point 1 of Directive 2014/94/EU on the deployment of alternative fuels

infrastructure.

Amendment 112

Gesine Meissner

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 2009/33/EU

Article 4 a

Text proposed by the Commission

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.*

Amendment

The Commission shall be empowered to adopt delegated acts in accordance with Article 8a in order to update Table 3 in the Annex.

Or. en

Amendment 113

Henna Virkkunen

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 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.

Amendment

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

Amendment 114

András Gyürk, Andor Deli

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 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*.

Amendment

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

Or. en

Amendment 115

Dan Nica, Carlos Zorrinho, Răzvan Popa

Proposal for a directive**Article 1 – paragraph 1 – point 5**

Directive 2009/33/EU

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 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*

Amendment

1. *By 30 September 2018, the Commission shall carry out an assessment and submit a report to the European Parliament and the Council with the aim of setting minimum procurement targets for light-duty and heavy-duty vehicles at Member State level which shall be proportionate to the gross domestic product per capita of each Member State. That report shall be accompanied, if*

Amendment 116

Claude Turmes

on behalf of the Verts/ALE Group

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2009/33/EU

Article 5 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. The minimum procurement targets set out in Tables 4 and 5 in the Annex shall apply from the dates referred to in those tables and shall apply to all newly signed procurement contracts falling within the scope of this Directive. The date of completion of the public procurement procedure, by way of signature of the contract, shall be considered to be the date of the public procurement contributing to the mandate.

Amendment 117

András Gyürk, Andor Deli

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2009/33/EC

Article 5 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. 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.

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

Amendment 118

András Gyürk, Andor Deli

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2009/33/EC

Article 5 – paragraph 1 b (new)

Text proposed by the Commission

Amendment

1b. 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.

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 119

Dan Nica, Carlos Zorrinho, Răzvan Popa

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2009/33/EU

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.* **deleted**

Or. en

Amendment 120

András Gyürk, Andor Deli

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.* **deleted**

Or. en

Amendment 121

Henna Virkkunen

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

Text proposed by the Commission

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

Amendment

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

Or. en

Justification

In order to take into consideration national and regional geographic circumstances in peripheral countries, Member States should be able to apply lower mandates on public transport procurement, as electricity is not always an option in sparsely populated areas due to infrastructure challenges.

Amendment 122
Claude Turmes
on behalf of the Verts/ALE Group

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)."

3. Hardware retrofitting for vehicles of category M3, N2, N3 shall be eligible to contribute to the targets set out in Table 5 until 31 December 2021."

Or. en

Justification

This amendment complements AM 38 clarifying that M3, N2, N3 vehicles with retrofitted hardware are eligible to count towards the targets set out in Table 5 until 31 December 2021.

Amendment 123

Dan Nica, Carlos Zorrinho, Răzvan Popa, Theresa Griffin

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

Minimum target for recharging and refuelling points

Each Member State shall establish a minimum target for recharging points and/or refuelling points accessible to the public for zero- and low-emission vehicles, and shall provide the Commission with relevant data on those recharging and refuelling points by ... [18 months after the date of entry into force of the amending Directive] in order to create a Union-wide real-time interactive map. That map shall be made publicly available by each Member State to interested stakeholders through digital platforms and on the Commission's website.”

Or. en

Amendment 124

Dan Nica, Carlos Zorrinho, Răzvan Popa, Theresa Griffin

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

Platform for the deployment of zero- and low-emission vehicles in public transport

The Commission shall make available and actively promote a platform for the deployment of zero- and low-emission vehicles in public transport that is digitally interactive and accessible in all official languages of the Union in order to facilitate access by national, regional and local authorities and all interested stakeholders to the relevant information

on zero- and low-emission vehicles for public transport, such as available funds and financing instruments, public procurement, exchange of best practices, available solutions for phasing out old or polluting vehicles, schemes incentivising their replacement with new zero- and low-emission vehicles, and a list of Union manufacturers of such vehicles.”

Or. en

Justification

This platform should be developed on the basis of the already existing “European Clean Bus Deployment Initiative”

Amendment 125

Claude Turmes

on behalf of the Verts/ALE Group

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 publicly

accessible and brings 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

This amendment updates AM 40 making the platform publicly accessible and thereby strengthening its transparency.

Amendment 126

Claude Turmes

on behalf of the Verts/ALE Group

Proposal for a directive

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

Directive 2009/33/EU

Article 5 d (new)

Text proposed by the Commission

Amendment

(5d) The following Article 5d is inserted:

“Article 5d

Methodology for counting life-cycle CO₂ emissions and well-to-wheel CO₂ emissions of vehicles

1. By 1 July 2019, the Commission shall propose a methodology for counting life-cycle CO₂ emissions and well-to-wheel CO₂ emissions of vehicles.

2. The Commission shall be empowered to adopt, by 1 January 2020, delegated acts in accordance with Article 8a in order to update Tables 3, 4 and 5 in the Annex, in accordance with the methodology to be established under paragraph 1 of this Article while maintaining the level of ambition of the set targets.”

Or. en

Justification

Article 5 d (new) is added, since the tailpipe emission approach is not sufficiently capturing CO₂ 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 and update the Annex of this Directive accordingly while maintaining the stringency of the set targets.

Amendment 127

András Gyürk, Andor Deli

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 2009/33/EC

Article 8a

Text proposed by the Commission

Amendment

(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”.

Or. en

Amendment 128
Francesc Gambús, Massimiliano Salini

Text proposed by the Commission

Amendment

(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”.

Or. en

Amendment 129

Francesc Gambús, Massimiliano Salini

Proposal for a directive

Article 1 – paragraph 1 – point 9 – point b

Directive 2009/33/EC

Article 10 – paragraph 4

Text proposed by the Commission

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

Amendment

4. Member States shall submit to the Commission a report on the implementation of this Directive by 1 January **2027**, and every three years thereafter. Member States shall submit to the Commission an intermediate report by 1 January **2024**. That report shall contain information on the steps undertaken to implement this Directive, including on the number and the categories of vehicles procured by authorities and entities, on the dialogue carried out between the different levels of governance, information on Member States' intentions regarding the above reporting activities, as well as any other valuable information. Information's should follow the categories contained in Regulation No 2195/2002 on the Common

Procurement Vocabulary (CPV)³¹ as noted in the Annex.

Procurement Vocabulary (CPV)³¹ as noted in the Annex.

³¹ OJ L 340, 16.12.2002, p. 1,

³¹ OJ L 340, 16.12.2002, p. 1,

Or. en

Amendment 130

Peter Kouroumbashev, Zigmantas Balčytis, Patrizia Toia, Carlos Zorrinho, Miapetra Kumpula-Natri, Dan Nica, Kathleen Van Brempt

Proposal for a directive

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

Directive 2009/33/EU

Article 10 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

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

Or. en

Justification

If we want to have a smooth transition towards a decarbonised transport, we have to make sure that EU financial policy is in line with the transport targets to achieve. The new Multiannual Financial Framework after 2020 should be in line with transport policies as transport policies are not achievable without the right finances.

Amendment 131

Peter Kouroumbashev, Zigmantas Balčytis, Carlos Zorrinho, Miapetra Kumpula-Natri, Dan Nica, Răzvan Popa, Kathleen Van Brempt

Proposal for a directive

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

Directive 2009/33/EU

Article 10 – paragraph 5 b (new)

Text proposed by the Commission

Amendment

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

Or. en

Justification

Advisory Hubs should play a key role in the transition towards a decarbonised transport by facilitating and promoting investments and supporting institutional capacities. The Commission should substantially reinforce the role and the capacity of the European Investment Advisory Hub, notably through a local presence and a proactive role in the preparation of projects. Information on the availability of different projects and different region needs should be at investors' disposal. Advisory Hubs should facilitate access to information and give exhaustive information on the different procedures.

Amendment 132

András Gyürk, Andor Deli

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
<i>64121100-1</i>	<i>Mail delivery services</i>
<i>64121200-2</i>	<i>Parcel delivery services</i>
<i>60120000-5</i>	<i>Taxi services</i>
<i>60170000-0</i>	<i>Hire of passenger transport vehicles with driver</i>
<i>60171000-7</i>	<i>Hire of passenger cars with driver</i>
<i>60181000-0</i>	<i>Hire of trucks with driver</i>
<i>60180000-3</i>	<i>Hire of goods-transport vehicles with driver</i>

Or. en

Amendment 133
Gesine Meissner

Proposal for a directive
Annex 1

Directive 2009/33/EC
Annex – table 2

Text proposed by the Commission

Amendment

[...]

deleted

Or. en

Amendment 134
András Gyürk, Andor Deli

Proposal for a directive
Annex 1
Directive 2009/33/EC
Annex – table 2

Text proposed by the Commission

Amendment

[...]

deleted

Or. en

Amendment 135
Evžen Tošenovský

Proposal for a directive
Annex 1
Directive 2009/33/EC
Annex – table 2

Text proposed by the Commission

Amendment

[...]

deleted

Or. en

Amendment 136
Francesc Gambús, Massimiliano Salini

Proposal for a directive
ANNEX 1
Directive 2009/33/EC
Annex – table 2

[...]

deleted

Or. en

Amendment 137
Xabier Benito Ziluaga
Proposal for a directive
ANNEX 1
 Directive 2009/33/EC
 Annex – table 2

Text proposed by the Commission

Table 2: Emission-thresholds for light-duty vehicles

Vehicle categories	2025		2030	
	CO ₂ g/km	RDE air pollutant emissions* as percentage of emission limits**	CO ₂ g/km	RDE air pollutant emissions* as percentage of emission limits
M1 vehicles	25	80%	0	n.a.
M2 vehicles	25	80%	0	n.a.
N1 vehicles	40	80%	0	n.a.

* Real driving emissions of ultrafine particles in #/km (PN) nitrogen oxides in mg/km (NO_x) 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	
	CO ₂ g/km***	RDE air pollutant emissions* as	CO ₂ g/km***	RDE air pollutant emissions* as	CO ₂ g/km***	RDE air pollutant emissions* as

		<i>percentage of emission limits**</i>		<i>percentage of emission limits**</i>		<i>percentage of emission limits</i>
<i>L vehicles</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>n.a.</i>
M1 vehicles	50	90%	25	80%	0	n.a.
M2 vehicles	50	90%	25	80%	0	n.a.
N1 vehicles	80	90%	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.

*** *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.*

Or. en

Amendment 138
Gesine Meissner

Proposal for a directive
ANNEX 1

Directive 2009/33/EC
Annex – table 2 – footnote 1

Text proposed by the Commission

Amendment

** 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.*

deleted

Or. en

Amendment 139
Gesine Meissner

Proposal for a directive
ANNEX 1

Directive 2009/33/EC
Annex – table 2 – footnote 2

Text proposed by the Commission

Amendment

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

deleted

Or. en

Amendment 140
Francesc Gambús, Massimiliano Salini

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

Text proposed by the Commission

Amendment

[...]

deleted

Or. en

Amendment 141
András Gyürk, Andor Deli

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

Text proposed by the Commission

Amendment

[...]

deleted

Or. en

Amendment 142
Gesine Meissner

Proposal for a directive
ANNEX 1

Text proposed by the Commission

Amendment

Table 3: Alternative fuel requirements for heavy-duty vehicles

Table 2: Alternative fuel requirements for ***light-duty and*** heavy-duty vehicles

Or. en

Amendment 143
Claude Turmes

Proposal for a directive
ANNEX 1
Directive 2009/33/EU
Annex – table 3

<i>Text proposed by the Commission</i>	
<i>Table 3: Alternative fuel requirements</i> for heavy-duty vehicles	
Vehicle categories	<i>Alternative fuels</i>
M3, N2, N3 vehicles	<i>Electricity*, hydrogen, natural gas including biomethane, in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (LNG))</i>
<hr/> <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

<i>Table 3: Emission-thresholds</i> for heavy-duty vehicles						
Vehicle categories	2020		2025		2030	
	<i>CO2 g/km*</i>	<i>RDE air pollutant emissions as percentage of emission limits</i>	<i>CO2 g/km*</i>	<i>RDE air pollutant emissions as percentage of emission limits</i>	<i>CO2 g/km*</i>	<i>RDE air pollutant emissions as percentage of emission limits</i>
M3	343	90%	250	80%	0	n.a.

<i>N2 class 0</i>	<i>331</i>	<i>90%</i>	<i>241</i>	<i>80%</i>		
<i>N2 class 1</i>	<i>349</i>	<i>90%</i>	<i>254</i>	<i>80%</i>		
<i>N2 class 2</i>	<i>349</i>	<i>90%</i>	<i>254</i>	<i>80%</i>		
<i>N3 class 3</i>	<i>349</i>	<i>90%</i>	<i>254</i>	<i>80%</i>		
<i>N3 class 4</i>	<i>504</i>	<i>90%</i>	<i>367</i>	<i>80%</i>		
<i>N3 class 5</i>	<i>737</i>	<i>90%</i>	<i>537</i>	<i>80%</i>		
<i>N3 class 6</i>	<i>349</i>	<i>90%</i>	<i>254</i>	<i>80%</i>		
<i>N3 class 7</i>	<i>504</i>	<i>90%</i>	<i>367</i>	<i>80%</i>		
<i>N3 class 8</i>	<i>737</i>	<i>90%</i>	<i>537</i>	<i>80%</i>		
<i>N3 class 9</i>	<i>504</i>	<i>90%</i>	<i>367</i>	<i>80%</i>		
<i>N3 class 10</i>	<i>737</i>	<i>90%</i>	<i>537</i>	<i>80%</i>		
<i>N3 class 11</i>	<i>698</i>	<i>90%</i>	<i>508</i>	<i>80%</i>		
<i>N3 class 12</i>	<i>737</i>	<i>90%</i>	<i>537</i>	<i>80%</i>		
<i>N3 class 13</i>	<i>698</i>	<i>90%</i>	<i>508</i>	<i>80%</i>		
<i>N3 class 14</i>	<i>737</i>	<i>90%</i>	<i>537</i>	<i>80%</i>		
<i>N3 class 15</i>	<i>698</i>	<i>90%</i>	<i>508</i>	<i>80%</i>		
<i>N3 class 16</i>	<i>698</i>	<i>90%</i>	<i>508</i>	<i>80%</i>		
<i>N3 class 17</i>	<i>698</i>	<i>90%</i>	<i>508</i>	<i>80%</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.*

Amendment 144

Olle Ludvigsson

Proposal for a directive**ANNEX 1**

Directive 2009/33/EU

Annex – table 3

*Text proposed by the Commission**Table 3: Alternative fuel requirements for heavy-duty vehicles*

Vehicle categories	Alternative fuels
M3, N2, N3 vehicles	Electricity*, hydrogen, natural gas including biomethane, <i>in gaseous form</i> (compressed <i>natural gas</i> (CNG)) <i>and</i> liquefied form (<i>liquefied natural gas</i> (LNG))
*For use in a vehicle as defined in Art. 2 (2) of Directive 2014/94/EU, provided that electricity is used for a relevant part of the operational use of the vehicle.	

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

Vehicle categories	Alternative fuels
M3, N2, N3 vehicles	Electricity*, hydrogen, <i>advanced biofuels and</i> natural gas including biomethane in compressed or liquefied form (CNG, LNG, <i>CBG and LBG</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.	

Amendment 145**Xabier Benito Ziluaga****Proposal for a directive****ANNEX 1**

Directive 2009/33/EU

Annex – table 3

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

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

Amendment

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

Vehicle categories	2020		2025		2030	
	<i>CO2 g/km*</i>	<i>RDE air pollutant emissions as percentage of emission limits</i>	<i>CO2 g/km*</i>	<i>RDE air pollutant emissions as percentage of emission limits</i>	<i>CO2 g/km*</i>	<i>RDE air pollutant emissions as percentage of emission limits</i>
<i>M3</i>		<i>90%</i>		<i>80%</i>	<i>0</i>	<i>n.a.</i>
<i>N2 class 0</i>	<i>331</i>	<i>90%</i>	<i>241</i>	<i>80%</i>		
<i>N2 class 1</i>	<i>349</i>	<i>90%</i>	<i>254</i>	<i>80%</i>		
<i>N2 class 2</i>	<i>349</i>	<i>90%</i>	<i>254</i>	<i>80%</i>		
<i>N3 class 3</i>	<i>349</i>	<i>90%</i>	<i>254</i>	<i>80%</i>		
<i>N3 class 4</i>	<i>504</i>	<i>90%</i>	<i>367</i>	<i>80%</i>		
<i>N3 class 5</i>	<i>737</i>	<i>90%</i>	<i>537</i>	<i>80%</i>		
<i>N3 class 6</i>	<i>349</i>	<i>90%</i>	<i>254</i>	<i>80%</i>		
<i>N3 class</i>	<i>504</i>	<i>90%</i>	<i>367</i>	<i>80%</i>		

7						
<i>N3 class 8</i>	<i>737</i>	<i>90%</i>	<i>537</i>	<i>80%</i>		
<i>N3 class 9</i>	<i>504</i>	<i>90%</i>	<i>367</i>	<i>80%</i>		
<i>N3 class 10</i>	<i>737</i>	<i>90%</i>	<i>537</i>	<i>80%</i>		
<i>N3 class 11</i>	<i>698</i>	<i>90%</i>	<i>508</i>	<i>80%</i>		
<i>N3 class 12</i>	<i>737</i>	<i>90%</i>	<i>537</i>	<i>80%</i>		
<i>N3 class 13</i>	<i>698</i>	<i>90%</i>	<i>508</i>	<i>80%</i>		
<i>N3 class 14</i>	<i>737</i>	<i>90%</i>	<i>537</i>	<i>80%</i>		
<i>N3 class 15</i>	<i>698</i>	<i>90%</i>	<i>508</i>	<i>80%</i>		
<i>N3 class 16</i>	<i>698</i>	<i>90%</i>	<i>508</i>	<i>80%</i>		
<i>N3 class 17</i>	<i>698</i>	<i>90%</i>	<i>508</i>	<i>80%</i>		
<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 146
Dario Tamburrano
Proposal for a directive
ANNEX 1
 Directive 2009/33/EU
 Annex – table 3

<i>Text proposed by the Commission</i>	
<i>Table 3: Alternative fuel requirements for heavy-duty vehicles</i>	
Vehicle categories	Alternative fuels
M3, N2, N3 vehicles	Electricity*, hydrogen, <i>natural gas</i> including biomethane, in gaseous form (compressed

	<i>natural gas (CNG)</i> and liquefied form (liquefied <i>natural gas (LNG)</i>)
<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>	
<i>Amendment</i>	
<i>Table 3: Alternative fuel requirements for heavy-duty vehicles</i>	
Vehicle categories	Alternative fuels
M3, N2, N3 vehicles	<i>renewables based</i> electricity*, <i>renewables based</i> hydrogen, <i>synthetic natural gas from renewable electricity</i> , <i>biogas</i> including biomethane, in gaseous form (compressed <i>biogas</i>) and liquefied form (liquefied <i>biogas</i>),
<i>*For use in a vehicle as defined in Art. 2 (2) of Directive 2014/94/EU, which shall be 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 147
Gesine Meissner

Proposal for a directive
ANNEX 1

Directive 2009/33/EC
Annex – table 3 – footnote 1

Text proposed by the Commission

Amendment

**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.*

deleted

Or. en

Amendment 148
András Gyürk, Andor Deli

Proposal for a directive
ANNEX 1

Directive 2009/33/EC
Annex – table 4

PE620.925v01-00

68/82

AM\1151036EN.docx

Text proposed by the Commission

Amendment

[...]

deleted

Or. en

Amendment 149

Dan Nica, Carlos Zorrinho, Răzvan Popa

Proposal for a directive

ANNEX 1

Directive 2009/33/EC

Annex – table 4

Text proposed by the Commission

Amendment

[...]

deleted

Or. en

Amendment 150

Evžen Tošenovský

Proposal for a directive

ANNEX 1

Directive 2009/33/EC

Annex – table 4

Text proposed by the Commission

Amendment

[...]

deleted

Or. en

Amendment 151

Francesc Gambús

Proposal for a directive

ANNEX 1

Directive 2009/33/EU

Annex I – table 4

Text proposed by the Commission

Table 4: Minimum target for the share of light-duty vehicles in accordance with table 2 in

*the total public procurement of light-duty vehicles at Member State level**

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

*Amendment**Table 4: Minimum target for the share of light-duty **clean and zero-emission** vehicles in the total public procurement of light-duty vehicles at Member State level**

Member State	2025	2030
Luxembourg	35%	45%
Sweden	35%	45%
Denmark	34%	44%
Finland	35%	45%
Germany	35%	45%
France	34%	44%
United Kingdom	35%	45%
Netherlands	35%	45%
Austria	35%	45%
Belgium	35%	45%
Italy	35%	45%
Ireland	35%	45%
Spain	33%	43%
Cyprus	29%	39%
Malta	35%	45%
Portugal	27%	37%
Greece	23%	33%
Slovenia	20%	30%
Czech Republic	27%	37%
Estonia	21%	31%
Slovakia	20%	30%
Lithuania	19%	29%
Poland	20%	30%
Croatia	17%	27%
Hungary	21%	31%
Latvia	20%	30%
Romania	17%	27%
Bulgaria	16%	26%

**30% of the mandate has to be fulfilled by zero emission vehicles in all cases by 2030.*

Or. en

Amendment 152
Benito Xiluaga Javier

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**

Member State	2025	2030
Luxembourg	35%	35%
Sweden	35%	35%
Denmark	34%	34%
Finland	35%	35%
Germany	35%	35%
France	34%	34%
United Kingdom	35%	35%
Netherlands	35%	35%
Austria	35%	35%
Belgium	35%	35%
Italy	35%	35%
Ireland	35%	35%
Spain	33%	33%
Cyprus	29%	29%
Malta	35%	35%
Portugal	27%	27%
Greece	23%	23%
Slovenia	20%	20%
Czech Republic	27%	27%

Estonia	21%	21%
Slovakia	20%	20%
Lithuania	19%	19%
Poland	20%	20%
Croatia	17%	17%
Hungary	21%	21%
Latvia	20%	20%
Romania	17%	17%
Bulgaria	16%	16%

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

Amendment

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

Member State	2020	2025	2030
Luxembourg	32%	90%	100%
Sweden	32%	90%	100%
Denmark	31%	87%	100%
Finland	32%	90%	100%
Germany	32%	90%	100%
France	31%	87%	100%
United Kingdom	32%	90%	100%
Netherlands	32%	90%	100%
Austria	32%	90%	100%
Belgium	32%	90%	100%
Italy	32%	90%	100%
Ireland	32%	90%	100%
Spain	30%	85%	100%
Cyprus	27%	75%	100%
Malta	32%	90%	100%
Portugal	25%	69%	100%
Greece	22%	59%	100%

Slovenia	19%	51%	100%
Czech Republic	25%	69%	100%
Estonia	20%	54%	100%
Slovakia	19%	51%	100%
Lithuania	18%	49%	100%
Poland	19%	51%	100%
Croatia	17%	44%	100%
Hungary	20%	54%	100%
Latvia	19%	51%	100%
Romania	17%	44%	100%
Bulgaria	15%	41%	100%
<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>			

Or. en

Amendment 153

Peter Kouroumbashev, Zigmantas Balčytis, Carlos Zorrinho, Miapetra Kumpula-Natri, Dan Nica, Kathleen Van Brempt, Theresa Griffin

Proposal for a directive

ANNEX 1

Directive 2009/33/EC

Annex – table 4 – footnote 1

Text proposed by the Commission

*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

*Vehicles with zero-emissions at tailpipe shall be counted as 1 vehicle contributing to the mandate **and those using sustainable batteries shall counted as 1.25 vehicles**. All other vehicles that meet the requirements of Table 2 in this annex shall be counted as 0.5 vehicle contributing. **Any vehicle which meets the definition of 'sustainable lifecycle vehicle' shall in addition receive a bonus credit of 0.25.**

Or. en

Amendment 154
Dan Nica, Carlos Zorrinho, Răzvan Popa

Proposal for a directive
ANNEX I
Directive 2009/33/EC
Annex – table 5

Text proposed by the Commission

Amendment

[...]

deleted

Or. en

Amendment 155
András Gyürk, Andor Deli

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

Text proposed by the Commission

Amendment

[...]

deleted

Or. en

Amendment 156
Evžen Tošenovský

Proposal for a directive
ANNEX 1
Directive 2009/33/EU
Annex – table 5

Text proposed by the Commission

Amendment

[...]

deleted

Or. en

Amendment 157
Francesc Gambús, Massimiliano Salini

Proposal for a directive

ANNEX 1

Directive 2009/33/EU

Annex – table 5 – subheading

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*

Amendment

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

Or. en

Amendment 158
Claude Turmes

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

* Vehicles with zero-emissions at tailpipe shall be counted as 1 vehicle contributing to the mandate. *Vehicles powered by sustainable and recyclable batteries or that went through hardware retrofitting shall be counted as 1.5 vehicles contributing to the mandate, whereas the latter shall be eligible only until 31 December 2021.* 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.

Or. en

Amendment 159
Benito Xiluaga Javier

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	11%	30%	100%	27%	75%	100%
Malta	11%	30%	100%	27%	75%	100%
Portugal	9%	24%	100%	22%	60%	100%
Greece	9%	24%	100%	21%	57%	100%
Slovenia	8%	21%	100%	18%	50%	100%

Czech Republic	10%	27%	100%	25%	69%	100%
Estonia	8%	21%	100%	20%	54%	100%
Slovakia	9%	24%	100%	21%	59%	100%
Lithuania	10%	27%	100%	26%	70%	100%
Poland	8%	21%	100%	20%	55%	100%
Croatia	7%	18%	100%	17%	48%	100%
Hungary	9%	24%	100%	23%	63%	100%
Latvia	9%	24%	100%	22%	60%	100%
Romania	7%	18%	100%	15%	43%	100%
Bulgaria	9%	24%	100%	21%	58%	100%
<p>* 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.</p>						

Or. en

Amendment 160
Francesc Gambús, Massimiliano Salini

Proposal for a directive
ANNEX 1

Directive 2009/33/EU
Annex – table 5 – footnote 1

Text proposed by the Commission

* 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

* ***Zero-emission vehicles and vehicles retrofitted to zero-emission standard*** or vehicles ***and vehicles retrofitted to clean vehicle standard*** 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. ***Zero-emission battery powered vehicles and vehicles retrofitted to zero-emission standard, where in either case they use sustainable and recyclable batteries, shall be counted as 2 vehicles contributing to the mandate.*** All other ***clean vehicles and clean vehicles retrofitted to clean vehicle standard*** shall

be counted as 0.5 vehicle contributing *to the mandate*.

Or. en

Amendment 161

Sven Schulze

Proposal for a directive

ANNEX 1

Directive 2009/33/EU

Annex – table 5 – footnote 1

Text proposed by the Commission

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 to the mandate.***

Amendment

Vehicles with **zero emissions** at tailpipe or vehicles using natural gas, provided ***that*** 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 ***the*** 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.

Or. de