



**2017/0291(COD)**

29.5.2018

# **AMENDMENTS**

## **289 - 342**

**Draft report**  
**Andrzej Grzyb**  
(PE620.815v01-00)

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)0653 – C8-0393/2017 – 2017/0291(COD))



**Amendment 289**  
**Seb Dance**

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

*Text proposed by the Commission*

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

CPV Code	Description
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*

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

CPV Code	Description
60112000-6	Public road transport services
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90511000-2	Refuse collection services
60160000-7	Mail transport by road
60161000-4	Parcel transport services
<b>60120000-5</b>	<b><i>Taxi services</i></b>
<b>60170000-0</b>	<b><i>Hire of passenger transport vehicles with driver</i></b>
<b>60171000-7</b>	<b><i>Hire of passenger cars with driver</i></b>
<b>60181000-0</b>	<b><i>Hire of trucks with driver</i></b>

<b>60180000-3</b>	<b><i>Hire of goods-transport vehicles with driver</i></b>
<b>90511100-3</b>	<b><i>Urban solid-refuse collection services</i></b>
<b>90511200-4</b>	<b><i>Household-refuse collection services</i></b>
<b>90511300-5</b>	<b><i>Litter collection services</i></b>
<b>90511400-6</b>	<b><i>Paper collecting services</i></b>
<b>43211000-5</b>	<b><i>Bulldozers</i></b>
<b>43260000-3</b>	<b><i>Mechanical shovels, excavators and shovel loaders, and mining machinery</i></b>
<b>43262000-7</b>	<b><i>Excavating machinery</i></b>
<b>43300000-6</b>	<b><i>Construction machinery and equipment</i></b>

Or. en

### *Justification*

*Construction machinery and equipment make a significant contribution to emissions, especially in cities. Whereas technological solutions exist for low and zero emission construction machinery and equipment, they should be included in the scope.*

### **Amendment 290** **Lukas Mandl**

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

### *Text proposed by the Commission*

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

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<b>90511000-2</b>	<b><i>Refuse collection services</i></b>
60160000-7	Mail transport by road

60161000-4 Parcel transport services

*Amendment*

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

CPV Code	Description
60112000-6	Public road transport services
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60140000-1	Non-scheduled passenger transport
60160000-7	Mail transport by road
60161000-4	Parcel transport services

Or. en

**Amendment 291**

**Eleonora Evi, Dario Tamburrano, Piernicola Pedicini**

**Proposal for a directive**

**ANNEX 1**

Directive 2009/33/EC

Annex – table 1

*Text proposed by the Commission*

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*Amendment*

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90511000-2	Refuse collection services
60160000-7	Mail transport by road
60161000-4	Parcel transport services
<b>64121100-1</b>	<b><i>Mail delivery services</i></b>
<b>64121200-2</b>	<b><i>Parcel delivery services</i></b>
<b>60120000-5</b>	<b><i>Taxi services</i></b>
<b>60170000-0</b>	<b><i>Hire of passenger transport vehicles with driver</i></b>
<b>60171000-7</b>	<b><i>Hire of passenger cars with driver</i></b>
<b>60181000-0</b>	<b><i>Hire of trucks with driver</i></b>
<b>60180000-3</b>	<b><i>Hire of goods-transport vehicles with driver</i></b>
<b>90511100-3</b>	<b><i>Urban solid-refuse collection services</i></b>
<b>90511200-4</b>	<b><i>Household-refuse collection services</i></b>
<b>90511300-5</b>	<b><i>Litter collection services</i></b>
<b>90511400-6</b>	<b><i>Paper collecting services</i></b>
<b>43211000-5</b>	<b><i>Bulldozers</i></b>
<b>43260000-3</b>	<b><i>Mechanical shovels, excavators and shovel loaders, and mining machinery</i></b>
<b>43262000-7</b>	<b><i>Excavating machinery</i></b>
<b>43300000-6</b>	<b><i>Construction machinery and equipment</i></b>

Or. en

**Amendment 292**  
**Claude Turmes**

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

*Text proposed by the Commission*

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

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*Amendment*

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<b>64121200-2</b>	<b><i>Parcel delivery services</i></b>
<b>60120000-5</b>	<b><i>Taxi services</i></b>
<b>60170000-0</b>	<b><i>Hire of passenger transport vehicles with driver</i></b>
<b>60171000-7</b>	<b><i>Hire of passenger cars with driver</i></b>
<b>60181000-0</b>	<b><i>Hire of trucks with driver</i></b>
<b>60180000-3</b>	<b><i>Hire of goods-transport vehicles with driver</i></b>
<b>90511100-3</b>	<b><i>Urban solid-refuse collection services</i></b>
<b>90511200-4</b>	<b><i>Household-refuse collection services</i></b>

90511300-5	<i>Litter collection services</i>
90511400-6	<i>Paper collecting services</i>
43211000-5	<i>Bulldozers</i>
43260000-3	<i>Mechanical shovels, excavators and shovel loaders, and mining machinery</i>
43262000-7	<i>Excavating machinery</i>
43300000-6	<i>Construction machinery and equipment</i>

Or. en

**Amendment 293**  
**Francesc Gambús**

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

*Text proposed by the Commission*

*Amendment*

*[...]*

*deleted*

Or. en

**Amendment 294**  
**Ulrike Müller, 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 295**  
**Kateřina Konečná**



## Proposal for a directive

### ANNEX 1

Directive 2009/33/EC

Annex – table 2

*Text proposed by the Commission*

*Amendment*

[...]

*deleted*

Or. en

### *Justification*

*In order to lower emissions from road transport in the most effective way, both zero- and low-emission vehicles will be needed. All alternative powertrain technologies and eligible fuels should therefore be better considered under the Clean Vehicles Directive. Consistency with the Directive 2014/94/EU should be ensured.*

## Amendment 296

**Seb Dance**

## 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	
	CO2 g/km	RDE air pollutant emissions* as percentage of emission limits**	CO2 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 (NOx) measured according to the applicable version of Annex IIIA, Regulation 2017/1151.

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

successors.

*Amendment*

Table 2: Emission-thresholds for light-duty vehicles

Vehicle categories	2025		2030	
	CO2 g/km	RDE air pollutant emissions* as percentage of emission limits**	CO2 g/km	RDE air pollutant emissions* as percentage of emission limits
<i>L vehicles</i>	<b>25</b>	<b>0</b>	<b>0</b>	<b>n.a.</b>
M1 vehicles	25	80%	0	n.a.
M2 vehicles	25	80%	0	n.a.
N1 vehicles	40	80%	0	n.a.

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

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

Or. en

**Amendment 297**

**Eleonora Evi, Dario Tamburrano, Piernicola Pedicini**

**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	
	CO2 g/km	RDE air pollutant emissions* as percentage	CO2 g/km	RDE air pollutant emissions* as percentage

		ge of emission limits**		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 (NOx) measured according to the applicable version of Annex IIIA, Regulation 2017/1151.

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

#### *Amendment*

Table 2: Emission-thresholds for light-duty vehicles

Vehicle categories	2020		2025		2030	
	<i>CO2 g/k m** *</i>	<i>RDE air pollutan t emission s* as percenta ge of emission limits**</i>	CO2 g/k m** *	RDE air pollutant emissions * as percentag e of emission limits**	C O2 g/k m* **	RDE air pollutan t emissio ns* as percent age of emissio n limits
<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	<b>50</b>	<b>90%</b>	25	80%	0	n.a.
M2 vehicles	<b>50</b>	<b>90%</b>	25	80%	0	n.a.
N1 vehicles	<b>80</b>	<b>90%</b>	40	80%	0	n.a.

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

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

\*\*\* *Electric vehicles as defined in Article 2(2) of Directive 2014/94/EU are only counted with zero-emissions at tailpipe provided that it is proven, in accordance with Directive*

*2009/28/EC [as amended by COM(2016)0767], that the electricity used is fully based on renewables, otherwise the default CO<sub>2</sub> value of the respective Member States' electricity sector shall be counted.*

Or. en

**Amendment 298**

**Claude Turmes**

**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 <sub>2</sub> g/km	RDE air pollutant emissions* as percentage of emission limits**	CO <sub>2</sub> 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<sub>x</sub>) 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
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	<i>CO2 g/k m*** *</i>	<i>RDE air pollutan t emission s* as percenta ge of emission limits**</i>	<i>CO2 g/k m*** *</i>	<i>RDE air pollutant emissions * as percentag e of emission limits**</i>	<i>C O2 g/k m* **</i>	<i>RDE air pollutan t emissio ns* as percent age of emissio n 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	<i>50</i>	<i>90%</i>	<i>25</i>	<i>80%</i>	<i>0</i>	<i>n.a.</i>
M2 vehicles	<i>50</i>	<i>90%</i>	<i>25</i>	<i>80%</i>	<i>0</i>	<i>n.a.</i>
N1 vehicles	<i>80</i>	<i>90%</i>	<i>40</i>	<i>80%</i>	<i>0</i>	<i>n.a.</i>

\* 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 that it is proven, in accordance with Directive 2009/28/EC [as amended by COM(2016)0767], that the electricity used is fully based on renewables, otherwise the default CO<sub>2</sub> value of the respective Member States' electricity sector shall be counted.*

Or. en

## **Amendment 299** **Tiemo Wölken**

### **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	
	CO2 g/km	RDE air pollutant emissions* as	CO2 g/km	RDE air pollutant
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		percentage of emission limits**		emissions* as percentage of emission limits
M1 vehicles	25	80%	0	n.a.
M2 vehicles	<b>25</b>	80%	0	n.a.
N1 vehicles	40	80%	0	n.a.

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

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

### *Amendment*

Table 2: Emission-thresholds for light-duty vehicles

Vehicle categories	2025		2030	
	CO2 g/km	RDE air pollutant emissions* as percentage of emission limits**	CO2 g/km	RDE air pollutant emissions* as percentage of emission limits
M1 vehicles	25	80%	0	n.a.
M2 vehicles	<b>40</b>	80%	0	n.a.
N1 vehicles	40	80%	0	n.a.

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

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

Or. en

### **Amendment 300**

**Joëlle Mélin, Sylvie Goddyn, Jean-François Jalkh**

### **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	
	<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>M1 vehicles</i>	25	80%	0	<i>n.a.</i>
<i>M2 vehicles</i>	25	80%	0	<i>n.a.</i>
<i>N1 vehicles</i>	40	80%	0	<i>n.a.</i>

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

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

*Amendment*

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

Vehicle categories	<i>Alternative fuels</i>
<i>M1, M2, N1 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.*

Or. it

*Justification*

*Amendment meaning that Table 3 will also apply to vehicles in categories M1, M2 and N1.*

**Amendment 301**  
**Francesc Gambús**

**Proposal for a directive**

**ANNEX 1**  
Directive 2009/33/EC  
Annex – table 3

*Text proposed by the Commission*

*Amendment*

[...]

*deleted*

Or. en

**Amendment 302**  
**Kateřina Konečná**

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

*Text proposed by the Commission*

*Amendment*

[...]

*deleted*

Or. en

*Justification*

*In order to lower emissions from road transport in the most effective way, both zero- and low-emission vehicles will be needed. All alternative powertrain technologies and eligible fuels should therefore be better considered under the Clean Vehicles Directive. Consistency with the Directive 2014/94/EU should be ensured.*

**Amendment 303**  
**Ulrike Müller, Gesine Meissner**

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

*Text proposed by the Commission*

*Amendment*

[...]

*deleted*

Or. en



**Amendment 304**  
**Werner Langen, Jens Gieseke**

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

*Text proposed by the Commission*

*Amendment*

*[...]*

*deleted*

Or. en

**Amendment 305**  
**Renate Sommer**

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

*Text proposed by the Commission*

*Amendment*

*[...]*

*deleted*

Or. en

**Amendment 306**  
**Claude Turmes**

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

*Text proposed by the Commission*

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

Vehicle categories

*Alternative fuels*

*M3, N2, N3 vehicles*

*Electricity\*, hydrogen, natural gas including biomethane, in gaseous form (compressed)*

*natural gas (CNG)) and liquefied form (liquefied natural gas (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: *Emission-thresholds* for heavy-duty vehicles

Vehicle categories	2020		2025		2030	
	<i>CO<sub>2</sub> g/km*</i>	<i>RDE air pollutant emissions as percentage of emission limits</i>	<i>CO<sub>2</sub> g/km*</i>	<i>RDE air pollutant emissions as percentage of emission limits</i>	<i>CO<sub>2</sub> g/km*</i>	<i>RDE air pollutant emissions as percentage of emission limits</i>
<i>M3</i>	<i>343</i>	<i>90%</i>	<i>250</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 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</i>	<i>504</i>	<i>90%</i>	<i>367</i>	<i>80%</i>		

<i>class 9</i>				
<i>N3</i>	<i>737</i>	<i>90%</i>	<i>537</i>	<i>80%</i>
<i>class 10</i>				
<i>N3</i>	<i>698</i>	<i>90%</i>	<i>508</i>	<i>80%</i>
<i>class 11</i>				
<i>N3</i>	<i>737</i>	<i>90%</i>	<i>537</i>	<i>80%</i>
<i>class 12</i>				
<i>N3</i>	<i>698</i>	<i>90%</i>	<i>508</i>	<i>80%</i>
<i>class 13</i>				
<i>N3</i>	<i>737</i>	<i>90%</i>	<i>537</i>	<i>80%</i>
<i>class 14</i>				
<i>N3</i>	<i>698</i>	<i>90%</i>	<i>508</i>	<i>80%</i>
<i>class 15</i>				
<i>N3</i>	<i>698</i>	<i>90%</i>	<i>508</i>	<i>80%</i>
<i>class 16</i>				
<i>N3</i>	<i>698</i>	<i>90%</i>	<i>508</i>	<i>80%</i>
<i>class 17</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.*

Or. en

**Amendment 307**  
**Seb Dance**

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

*Text proposed by the Commission*

Table 3: Alternative fuel requirements for heavy-duty vehicles

Vehicle categories	Alternative fuels
M3, N2, N3 vehicles	Electricity*, hydrogen, <i>natural gas</i> including <i>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: Alternative fuel requirements for heavy-duty vehicles

Vehicle categories	Alternative fuels
M3, N2, N3 vehicles	Electricity* including <i>plug-in hybrid electric vehicles</i> , hydrogen

\*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.

Or. en

**Amendment 308**  
**Lukas Mandl**

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

*Text proposed by the Commission*

Table 3: Alternative fuel requirements for heavy-duty vehicles

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

*\*For use in a vehicle as defined in Article 2, paragraph 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	<i>Alternative fuels as defined in Article 2, paragraph 1 of Directive 2014/94/EU</i>

Or. en

**Amendment 309**  
**Eleonora Evi, Dario Tamburrano, Piernicola Pedicini**

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

*Text proposed by the Commission*

Table 3: Alternative fuel requirements for heavy-duty vehicles

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

\*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	<b>Renewables based</b> electricity*, <b>renewables based</b> hydrogen, <b>synthetic natural gas from renewable electricity</b> , <b>bio</b> gas including biomethane, in gaseous form (compressed <b>bio</b> gas) and liquefied form (liquefied <b>bio</b> gas)

\*For use in a vehicle as defined in Art. 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 CO<sub>2</sub> value of the respective Member States' electricity sector shall be counted.**

Or. en

**Amendment 310**  
**Christofer Fjellner**

**Proposal for a directive**

**ANNEX 1**  
Directive 2009/33/EC  
Annex – table 3

*Text proposed by the Commission*

Table 3: Alternative fuel requirements for heavy-duty vehicles

Vehicle categories	Alternative fuels
M3, N2, N3 vehicles	Electricity*, hydrogen, natural gas including biomethane, in gaseous form (compressed natural gas (CNG)) and <b>liquefied form</b> (liquefied natural gas (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, <b>biofuels as defined in point (i) of Article 2 of Directive 2009/28/EC, synthetic and paraffinic fuels, CNG and LNG</b> , including biomethane.

\*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.

Or. en

**Amendment 311**  
**Karin Kadenbach**

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

*Text proposed by the Commission*

Table 3: Alternative fuel requirements for heavy-duty vehicles

Vehicle categories	Alternative fuels
M3, N2, N3 vehicles	Electricity*, hydrogen, natural gas

including biomethane, in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (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>fossil fuels used for emission standard Euro 6 or Euro VI vehicles or higher emission standards</i> , natural gas including biomethane, in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (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.

Or. en

#### *Justification*

*Until CO<sub>2</sub>-emission performance standards for heavy-duty vehicles have been adopted at EU level, emission standard EURO VI vehicles shall be covered by the definition of 'eligible fuels'. This is justified by the fact that EURO VI emission standard vehicles cause less emissions, than natural gas powered vehicles.*

### **Amendment 312**

**Tiemo Wölken**

### **Proposal for a directive**

#### **ANNEX 1**

Directive 2009/33/EC

Annex – table 3

#### *Text proposed by the Commission*

Table 3: Alternative fuel requirements for heavy-duty vehicles

Vehicle categories	Alternative fuels
M3, N2, N3 vehicles	Electricity*, hydrogen, natural gas including biomethane, in gaseous form

(compressed natural gas (CNG)) and liquefied form (liquefied natural gas (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, <b>including plug-in hybrid electric vehicles</b> , natural gas including biomethane, in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (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.

Or. en

**Amendment 313**  
**Jytte Guteland**

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

*Text proposed by the Commission*

Table 3: Alternative fuel requirements for heavy-duty vehicles

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

\*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.

Or. en

## Amendment 314

Jan Huitema, Fredrick Federley

### Proposal for a directive

#### ANNEX 1

Directive 2009/33/EC

Annex – table 3

#### *Text proposed by the Commission*

Table 3: Alternative fuel requirements for heavy-duty vehicles

Vehicle categories

Alternative fuels

M3, N2, N3 vehicles

Electricity\*, hydrogen, natural gas including biomethane, **in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (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, natural gas including biomethane, **and advanced biofuels in line with (the revised) Directive 2009/28/EC.**

\*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.

Or. en

## Amendment 315

Rupert Matthews, Jadwiga Wiśniewska, Boleslaw G. Piecha

### Proposal for a directive

#### ANNEX 1

Directive 2009/33/EC

Annex – table 4 – title

#### *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\*

#### *Amendment*

Table 4: Minimum target for the share of light-duty *clean* vehicles (*as defined in Article 4*) in the total public procurement of light-duty vehicles at Member State level

Or. en

#### *Justification*

*This amendment ensures a consistent approach between this Directive and Directive 2014/94/EU on Alternative Fuel Infrastructure.*

## Amendment 316

Andrzej Grzyb

### Proposal for a directive

#### ANNEX 1

Directive 2009/33/EC

Annex – table 4

#### *Text proposed by the Commission*

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

Member State	2025	<b>2030</b>
Luxembourg	35%	<b>35%</b>
Sweden	35%	<b>35%</b>
Denmark	34%	<b>34%</b>
Finland	35%	<b>35%</b>

Germany	35%	<b>35%</b>
France	34%	<b>34%</b>
United Kingdom	35%	<b>35%</b>
Netherlands	35%	<b>35%</b>
Austria	35%	<b>35%</b>
Belgium	35%	<b>35%</b>
Italy	35%	<b>35%</b>
Ireland	35%	<b>35%</b>
Spain	33%	<b>33%</b>
Cyprus	29%	<b>29%</b>
Malta	35%	<b>35%</b>
Portugal	27%	<b>27%</b>
Greece	23%	<b>23%</b>
Slovenia	20%	<b>20%</b>
Czech Republic	27%	<b>27%</b>
Estonia	21%	<b>21%</b>
Slovakia	20%	<b>20%</b>
Lithuania	19%	<b>19%</b>
Poland	20%	<b>20%</b>
Croatia	17%	<b>17%</b>
Hungary	21%	<b>21%</b>
Latvia	20%	<b>20%</b>
Romania	17%	<b>17%</b>
Bulgaria	16%	<b>16%</b>

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

#### *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	<i>Share of clean vehicles</i>	<i>Share of zero-emission vehicles within the target set for clean vehicles</i>	
	<i>From 2025</i>	<i>From 2025</i>	<i>From 2031</i>

<b><i>EU Institutions, Agencies and Bodies</i></b>	<b>35%</b>	<b>30%</b>	<b>75%</b>
Luxembourg	35%	30%	75%
Sweden	35%	30%	75%
Denmark	34%	30%	75%
Finland	35%	30%	75%
Germany	35%	30%	75%
France	34%	30%	75%
United Kingdom	35%	30%	75%
Netherlands	35%	30%	75%
Austria	35%	30%	75%
Belgium	35%	30%	75%
Italy	35%	30%	75%
Ireland	35%	30%	75%
Spain	33%	30%	75%
Cyprus	29%	30%	75%
Malta	35%	30%	75%
Portugal	27%	30%	75%
Greece	23%	30%	75%
Slovenia	20%	30%	75%
Czech Republic	27%	30%	75%
Estonia	21%	30%	75%
Slovakia	20%	30%	75%
Lithuania	19%	30%	75%
Poland	20%	30%	75%
Croatia	17%	30%	75%
Hungary	21%	30%	75%
Latvia	20%	30%	75%
Romania	17%	30%	75%
Bulgaria	16%	30%	75%

***\*Zero-emission vehicles and vehicles retrofitted to zero-emission standard shall be counted as 1 vehicle contributing to the mandate. Zero-emission battery powered vehicles and vehicles retrofitted to zero-emission standard using sustainable and recyclable batteries or using hydrogen from sustainable sources which should be demonstrated by a contract to procure hydrogen from sustainable sources or other means of accessing hydrogen from***

*sustainable sources shall be counted as 2 vehicles contributing to the mandate.* All other vehicles shall be counted as 0.5 vehicle contributing *to the mandate*.

Or. en

**Amendment 317**  
**Francesc Gambús**

**Proposal for a directive**  
**ANNEX 1**  
Directive 2009/33/EC  
Annex – table 4

*Text proposed by the Commission*

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

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

Estonia	21%	<b>21%</b>
Slovakia	20%	<b>20%</b>
Lithuania	19%	<b>19%</b>
Poland	20%	<b>20%</b>
Croatia	17%	<b>17%</b>
Hungary	21%	<b>21%</b>
Latvia	20%	<b>20%</b>
Romania	17%	<b>17%</b>
Bulgaria	16%	<b>16%</b>

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

#### *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%	<b>45%</b>
Sweden	35%	<b>45%</b>
Denmark	34%	<b>44%</b>
Finland	35%	<b>45%</b>
Germany	35%	<b>45%</b>
France	34%	<b>44%</b>
United Kingdom	35%	<b>45%</b>
Netherlands	35%	<b>45%</b>
Austria	35%	<b>45%</b>
Belgium	35%	<b>45%</b>
Italy	35%	<b>45%</b>
Ireland	35%	<b>45%</b>
Spain	33%	<b>43%</b>
Cyprus	29%	<b>39%</b>
Malta	35%	<b>45%</b>
Portugal	27%	<b>37%</b>
Greece	23%	<b>33%</b>
Slovenia	20%	<b>30%</b>

Czech Republic	27%	<b>37%</b>
Estonia	21%	<b>31%</b>
Slovakia	20%	<b>30%</b>
Lithuania	19%	<b>29%</b>
Poland	20%	<b>30%</b>
Croatia	17%	<b>27%</b>
Hungary	21%	<b>31%</b>
Latvia	20%	<b>30%</b>
Romania	17%	<b>27%</b>
Bulgaria	16%	<b>26%</b>

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

Or. en

**Amendment 318**  
**Seb Dance**

**Proposal for a directive**  
**ANNEX 1**  
Directive 2009/33/EC  
Annex – table 4

*Text proposed by the Commission*

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

Member State	2025	2030
Luxembourg	<b>35%</b>	<b>35%</b>
Sweden	<b>35%</b>	<b>35%</b>
Denmark	<b>34%</b>	<b>34%</b>
Finland	<b>35%</b>	<b>35%</b>
Germany	<b>35%</b>	<b>35%</b>
France	<b>34%</b>	<b>34%</b>
United Kingdom	<b>35%</b>	<b>35%</b>
Netherlands	<b>35%</b>	<b>35%</b>
Austria	<b>35%</b>	<b>35%</b>
Belgium	<b>35%</b>	<b>35%</b>

Italy	<b>35%</b>	<b>35%</b>
Ireland	<b>35%</b>	<b>35%</b>
Spain	<b>33%</b>	<b>33%</b>
Cyprus	<b>29%</b>	<b>29%</b>
Malta	<b>35%</b>	<b>35%</b>
Portugal	<b>27%</b>	<b>27%</b>
Greece	<b>23%</b>	<b>23%</b>
Slovenia	<b>20%</b>	<b>20%</b>
Czech Republic	<b>27%</b>	<b>27%</b>
Estonia	<b>21%</b>	<b>21%</b>
Slovakia	<b>20%</b>	<b>20%</b>
Lithuania	<b>19%</b>	<b>19%</b>
Poland	<b>20%</b>	<b>20%</b>
Croatia	<b>17%</b>	<b>17%</b>
Hungary	<b>21%</b>	<b>21%</b>
Latvia	<b>20%</b>	<b>20%</b>
Romania	<b>17%</b>	<b>17%</b>
Bulgaria	<b>16%</b>	<b>16%</b>

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

#### *Amendment*

Table 4: Minimum target *to be met by 2025 and by 2030* 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	<b>50%</b>	<b>50%</b>
Sweden	<b>50%</b>	<b>50%</b>
Denmark	<b>50%</b>	<b>50%</b>
Finland	<b>50%</b>	<b>50%</b>
Germany	<b>50%</b>	<b>50%</b>
France	<b>50%</b>	<b>50%</b>
United Kingdom	<b>50%</b>	<b>50%</b>
Netherlands	<b>50%</b>	<b>50%</b>



Austria	50%	50%
Belgium	50%	50%
Italy	50%	50%
Ireland	50%	50%
Spain	50%	50%
Cyprus	50%	50%
Malta	50%	50%
Portugal	50%	50%
Greece	35%	35%
Slovenia	35%	35%
Czech Republic	50%	50%
Estonia	35%	35%
Slovakia	35%	35%
Lithuania	35%	35%
Poland	35%	35%
Croatia	25%	25%
Hungary	25%	25%
Latvia	25%	25%
Romania	25%	25%
Bulgaria	25%	25%

\*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.

Or. en

### **Amendment 319**

**Eleonora Evi, Dario Tamburrano, Piernicola Pedicini**

### **Proposal for a directive**

#### **ANNEX 1**

Directive 2009/33/EC

Annex – table 4

#### *Text proposed by the Commission*

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

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

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

#### *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	2025	2030
Luxembourg	<b>90%</b>	<b>100%</b>
Sweden	<b>90%</b>	<b>100%</b>
Denmark	<b>87%</b>	<b>100%</b>
Finland	<b>90%</b>	<b>100%</b>
Germany	<b>90%</b>	<b>100%</b>
France	<b>87%</b>	<b>100%</b>
United Kingdom	<b>90%</b>	<b>100%</b>
Netherlands	<b>90%</b>	<b>100%</b>
Austria	<b>90%</b>	<b>100%</b>
Belgium	<b>90%</b>	<b>100%</b>
Italy	<b>90%</b>	<b>100%</b>
Ireland	<b>90%</b>	<b>100%</b>
Spain	<b>85%</b>	<b>100%</b>
Cyprus	<b>75%</b>	<b>100%</b>
Malta	<b>90%</b>	<b>100%</b>
Portugal	<b>69%</b>	<b>100%</b>
Greece	<b>59%</b>	<b>100%</b>
Slovenia	<b>51%</b>	<b>100%</b>
Czech Republic	<b>69%</b>	<b>100%</b>
Estonia	<b>54%</b>	<b>100%</b>
Slovakia	<b>51%</b>	<b>100%</b>
Lithuania	<b>41%</b>	<b>100%</b>
Poland	<b>51%</b>	<b>100%</b>
Croatia	<b>44%</b>	<b>100%</b>
Hungary	<b>54%</b>	<b>100%</b>
Latvia	<b>51%</b>	<b>100%</b>
Romania	<b>44%</b>	<b>100%</b>
Bulgaria	<b>41%</b>	<b>100%</b>

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

Or. en

**Amendment 320**  
**Claude Turmes**

**Proposal for a directive**

**ANNEX 1**

Directive 2009/33/EC

Annex – table 4

*Text proposed by the Commission*

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

Member State	2025	2030
Luxembourg	<b>35%</b>	<b>35%</b>
Sweden	<b>35%</b>	<b>35%</b>
Denmark	<b>34%</b>	<b>34%</b>
Finland	<b>35%</b>	<b>35%</b>
Germany	<b>35%</b>	<b>35%</b>
France	<b>34%</b>	<b>34%</b>
United Kingdom	<b>35%</b>	<b>35%</b>
Netherlands	<b>35%</b>	<b>35%</b>
Austria	<b>35%</b>	<b>35%</b>
Belgium	<b>35%</b>	<b>35%</b>
Italy	<b>35%</b>	<b>35%</b>
Ireland	<b>35%</b>	<b>35%</b>
Spain	<b>33%</b>	<b>33%</b>
Cyprus	<b>29%</b>	<b>29%</b>
Malta	<b>35%</b>	<b>35%</b>
Portugal	<b>27%</b>	<b>27%</b>
Greece	<b>23%</b>	<b>23%</b>
Slovenia	<b>20%</b>	<b>20%</b>
Czech Republic	<b>27%</b>	<b>27%</b>
Estonia	<b>21%</b>	<b>21%</b>
Slovakia	<b>20%</b>	<b>20%</b>
Lithuania	<b>19%</b>	<b>19%</b>
Poland	<b>20%</b>	<b>20%</b>

Croatia	<b>17%</b>	<b>17%</b>
Hungary	<b>21%</b>	<b>21%</b>
Latvia	<b>20%</b>	<b>20%</b>
Romania	<b>17%</b>	<b>17%</b>
Bulgaria	<b>16%</b>	<b>16%</b>

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

#### *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	<b>2020</b>	<b>2025</b>	<b>2030</b>
Luxembourg	<b>32%</b>	<b>90%</b>	<b>100%</b>
Sweden	<b>32%</b>	<b>90%</b>	<b>100%</b>
Denmark	<b>31%</b>	<b>87%</b>	<b>100%</b>
Finland	<b>32%</b>	<b>90%</b>	<b>100%</b>
Germany	<b>32%</b>	<b>90%</b>	<b>100%</b>
France	<b>31%</b>	<b>87%</b>	<b>100%</b>
United Kingdom	<b>32%</b>	<b>90%</b>	<b>100%</b>
Netherlands	<b>32%</b>	<b>90%</b>	<b>100%</b>
Austria	<b>32%</b>	<b>90%</b>	<b>100%</b>
Belgium	<b>32%</b>	<b>90%</b>	<b>100%</b>
Italy	<b>32%</b>	<b>90%</b>	<b>100%</b>
Ireland	<b>32%</b>	<b>90%</b>	<b>100%</b>
Spain	<b>30%</b>	<b>85%</b>	<b>100%</b>
Cyprus	<b>27%</b>	<b>75%</b>	<b>100%</b>
Malta	<b>32%</b>	<b>90%</b>	<b>100%</b>
Portugal	<b>25%</b>	<b>69%</b>	<b>100%</b>
Greece	<b>22%</b>	<b>59%</b>	<b>100%</b>
Slovenia	<b>19%</b>	<b>51%</b>	<b>100%</b>
Czech Republic	<b>25%</b>	<b>69%</b>	<b>100%</b>
Estonia	<b>20%</b>	<b>54%</b>	<b>100%</b>
Slovakia	<b>19%</b>	<b>51%</b>	<b>100%</b>
Lithuania	<b>18%</b>	<b>49%</b>	<b>100%</b>

Poland	<b>19%</b>	<b>51%</b>	<b>100%</b>
Croatia	<b>17%</b>	<b>44%</b>	<b>100%</b>
Hungary	<b>20%</b>	<b>54%</b>	<b>100%</b>
Latvia	<b>19%</b>	<b>51%</b>	<b>100%</b>
Romania	<b>17%</b>	<b>44%</b>	<b>100%</b>
Bulgaria	<b>15%</b>	<b>41%</b>	<b>100%</b>

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

Or. en

**Amendment 321**  
**Kateřina Konečná**

**Proposal for a directive**  
**ANNEX 1**  
Directive 2009/33/EC  
Annex – table 4

*Text proposed by the Commission*

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

Member State	<b>2025</b>	2030
Luxembourg	<b>35%</b>	<b>35%</b>
Sweden	<b>35%</b>	<b>35%</b>
Denmark	<b>34%</b>	<b>34%</b>
Finland	<b>35%</b>	<b>35%</b>
Germany	<b>35%</b>	<b>35%</b>
France	<b>34%</b>	<b>34%</b>
United Kingdom	<b>35%</b>	<b>35%</b>
Netherlands	<b>35%</b>	<b>35%</b>
Austria	<b>35%</b>	<b>35%</b>
Belgium	<b>35%</b>	<b>35%</b>
Italy	<b>35%</b>	<b>35%</b>
Ireland	<b>35%</b>	<b>35%</b>
Spain	<b>33%</b>	<b>33%</b>

Cyprus	<b>29%</b>	<b>29%</b>
Malta	<b>35%</b>	<b>35%</b>
Portugal	<b>27%</b>	<b>27%</b>
Greece	<b>23%</b>	<b>23%</b>
Slovenia	<b>20%</b>	<b>20%</b>
Czech Republic	<b>27%</b>	<b>27%</b>
Estonia	<b>21%</b>	<b>21%</b>
Slovakia	<b>20%</b>	<b>20%</b>
Lithuania	<b>19%</b>	<b>19%</b>
Poland	<b>20%</b>	<b>20%</b>
Croatia	<b>17%</b>	<b>17%</b>
Hungary	<b>21%</b>	<b>21%</b>
Latvia	<b>20%</b>	<b>20%</b>
Romania	<b>17%</b>	<b>17%</b>
Bulgaria	<b>16%</b>	<b>16%</b>

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

#### *Amendment*

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

Member State	<b>2023</b>	<b>2030</b>
Luxembourg	<b>43,75%</b>	<b>52,5%</b>
Sweden	<b>43,75%</b>	<b>52,5%</b>
Denmark	<b>42,5%</b>	<b>51%</b>
Finland	<b>43,75%</b>	<b>52,5%</b>
Germany	<b>43,75%</b>	<b>52,5%</b>
France	<b>42,5%</b>	<b>51%</b>
United Kingdom	<b>43,75%</b>	<b>52,5%</b>
Netherlands	<b>43,75%</b>	<b>52,5%</b>
Austria	<b>43,75%</b>	<b>52,5%</b>
Belgium	<b>43,75%</b>	<b>52,5%</b>
Italy	<b>43,75%</b>	<b>52,5%</b>
Ireland	<b>43,75%</b>	<b>52,5%</b>

Spain	41,25%	49,5%
Cyprus	36,25%	43,5%
Malta	43,75%	52,5%
Portugal	33,75%	40,5%
Greece	28,75%	34,5%
Slovenia	25%	30%
Czech Republic	33,75%	40,5%
Estonia	26,25%	31,5%
Slovakia	25%	30%
Lithuania	23,75%	28,5%
Poland	25%	30%
Croatia	21,25%	25,5%
Hungary	26,25%	31,5%
Latvia	25%	30%
Romania	21,25%	25,5%
Bulgaria	20%	24%

*\*Clean vehicles as defined in Article 1 - paragraph 1 – point 3 shall be counted as 1 vehicle contributing to the target.*

Or. en

#### *Justification*

*In order to lower emissions from road transport in the most effective way, both zero- and low-emission vehicles will be needed. It should be left upon the Member States to choose the way according to their specific needs. This should be also reflected in the counting of “clean vehicles” for the purpose of the target. Timing of the Member States targets is of crucial importance and should be set as early as possible (considering among others the transposition period, it is realistic to set the target already for 2023) as it influences the uptake of low-emission vehicles.*

#### **Amendment 322**

**Jan Huitema, Fredrick Federley**

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

#### **ANNEX 1**

Directive 2009/33/EC

Annex – table 4



*Text proposed by the Commission*

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

Member State	<b>2025</b>	<b>2030</b>
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 to the mandate.

*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	<b>XXXX**- 2025</b>	<b>2026 – 2030</b>
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 to the mandate.

**\*\* 24 months following the date of entry into force in accordance with Article 2**

Or. en

### **Amendment 323**

**Rupert Matthews, Jadwiga Wiśniewska, Boleslaw G. Piecha**

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

##### **ANNEX 1**

Directive 2009/33/EC

Annex – table 4 – footnote 1

*Text proposed by the Commission*

*Amendment*

**\*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.**

*deleted*

Or. en

#### *Justification*

*This amendment ensures a consistent approach between this Directive and Directive 2014/94/EU on Alternative Fuels Infrastructure.*

### **Amendment 324**

**Christofer Fjellner**

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

##### **ANNEX 1**

Directive 2009/33/EC

Annex – table 4 – footnote 1

*Text proposed by the Commission*

*Amendment*

**\*Vehicles with zero-emissions at tailpipe**

**\*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.

*and vehicles operating on biofuels fulfilling Directive 2009/33/EC (RED) and Euro VI emissions standards shall be counted as 1 vehicle contributing to the mandate provided they are operated to at least 80% on electricity or hydrogen emitting maximum 50 g CO<sub>2</sub>eq/kWh or 80 % on such biofuels, which should be demonstrated by a contract to procure or other means of accessing these fuels, .* All other vehicles that meet the requirements of Table 2 in this annex shall be counted as 0.5 vehicle contributing *to the mandate*.

Or. en

### **Amendment 325**

**Ulrike Müller, Gesine Meissner**

#### **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 *or vehicles using biofuels or renewable liquid and gaseous transport fuels of non-biological origin, which should be demonstrated by a contract to procure or other means of accessing those fuels,* shall be counted as 1 vehicle contributing to the mandate. All other vehicles that meet the requirements of **Article 4.1** shall be counted as 0.5 vehicle contributing.

Or. en

### **Amendment 326**

**Francesc Gambús**

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

##### **ANNEX 1**

*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 327**  
**Andrzej Grzyb**

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

*Text proposed by the Commission*

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

Member State	Trucks		Buses	
	2025	<b>2030</b>	2025	<b>2030</b>
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	
	2025	<b>2031</b>	2025	<b>2031</b>
<b><i>EU Institutions, Agencies and Bodies</i></b>	<b>10%</b>	<b>15%</b>	<b>50%</b>	<b>75%</b>
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%

**\* 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 or hydrogen from sustainable sources which should be demonstrated by a contract to procure hydrogen from sustainable sources or other means of accessing hydrogen from sustainable sources**, 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.

**Amendment 328**  
**Seb Dance**

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

*Text proposed by the Commission*

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

Member State	Trucks		Buses	
	2025	2030	2025	2030
Luxembourg	<b>10%</b>	<b>15%</b>	50%	75%
Sweden	<b>10%</b>	<b>15%</b>	50%	75%
Denmark	<b>10%</b>	<b>15%</b>	50%	75%
Finland	<b>9%</b>	<b>15%</b>	46%	69%
Germany	<b>10%</b>	<b>15%</b>	50%	75%
France	<b>10%</b>	<b>15%</b>	48%	71%
United Kingdom	<b>10%</b>	<b>15%</b>	50%	75%
Netherlands	<b>10%</b>	<b>15%</b>	50%	75%
Austria	<b>10%</b>	<b>15%</b>	50%	75%
Belgium	<b>10%</b>	<b>15%</b>	50%	75%
Italy	<b>10%</b>	<b>15%</b>	50%	75%
Ireland	<b>10%</b>	<b>15%</b>	50%	75%
Spain	<b>10%</b>	<b>14%</b>	50%	75%
Cyprus	<b>10%</b>	<b>13%</b>	50%	75%
Malta	<b>10%</b>	<b>15%</b>	50%	75%
Portugal	<b>8%</b>	<b>12%</b>	40%	61%
Greece	<b>8%</b>	<b>10%</b>	38%	57%
Slovenia	<b>7%</b>	<b>9%</b>	33%	50%
Czech Republic	<b>9%</b>	<b>11%</b>	46%	70%
Estonia	<b>7%</b>	<b>9%</b>	36%	53%
Slovakia	<b>8%</b>	<b>9%</b>	39%	58%



Lithuania	<b>9%</b>	<b>8%</b>	47%	70%
Poland	<b>7%</b>	<b>9%</b>	37%	56%
Croatia	<b>6%</b>	<b>7%</b>	32%	48%
Hungary	<b>8%</b>	<b>9%</b>	42%	63%
Latvia	<b>8%</b>	<b>9%</b>	40%	60%
Romania	<b>6%</b>	<b>7%</b>	29%	43%
Bulgaria	<b>8%</b>	<b>7%</b>	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 *to be met by 2025 and by 2030* 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	<b>30%</b>	<b>35%</b>	50%	75%
Sweden	<b>30%</b>	<b>35%</b>	50%	75%
Denmark	<b>30%</b>	<b>35%</b>	50%	75%
Finland	<b>29%</b>	<b>35%</b>	46%	69%
Germany	<b>30%</b>	<b>35%</b>	50%	75%
France	<b>30%</b>	<b>35%</b>	48%	71%
United Kingdom	<b>30%</b>	<b>35%</b>	50%	75%
Netherlands	<b>30%</b>	<b>35%</b>	50%	75%
Austria	<b>30%</b>	<b>35%</b>	50%	75%
Belgium	<b>30%</b>	<b>35%</b>	50%	75%
Italy	<b>30%</b>	<b>35%</b>	50%	75%
Ireland	<b>30%</b>	<b>35%</b>	50%	75%
Spain	<b>30%</b>	<b>34%</b>	50%	75%
Cyprus	<b>30%</b>	<b>33%</b>	50%	75%
Malta	<b>30%</b>	<b>35%</b>	50%	75%

Portugal	<b>28%</b>	<b>32%</b>	40%	61%
Greece	<b>28%</b>	<b>30%</b>	38%	57%
Slovenia	<b>27%</b>	<b>29%</b>	33%	50%
Czech Republic	<b>29%</b>	<b>31%</b>	46%	70%
Estonia	<b>27%</b>	<b>29%</b>	36%	53%
Slovakia	<b>28%</b>	<b>29%</b>	39%	58%
Lithuania	<b>29%</b>	<b>28%</b>	47%	70%
Poland	<b>27%</b>	<b>29%</b>	37%	56%
Croatia	<b>26%</b>	<b>27%</b>	32%	48%
Hungary	<b>28%</b>	<b>29%</b>	42%	63%
Latvia	<b>28%</b>	<b>29%</b>	40%	60%
Romania	<b>26%</b>	<b>27%</b>	29%	43%
Bulgaria	<b>28%</b>	<b>27%</b>	39%	58%

\* 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 3 in this annex shall be counted as 0.5 vehicle contributing.

Or. en

### **Amendment 329**

**Eleonora Evi, Dario Tamburrano, Piernicola Pedicini**

### **Proposal for a directive**

#### **ANNEX 1**

Directive 2009/33/EC

Annex – table 5

#### *Text proposed by the Commission*

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

Member State	Trucks		Buses	
	2025	2030	2025	2030
Luxembourg	<b>10%</b>	<b>15%</b>	<b>50%</b>	<b>75%</b>
Sweden	<b>10%</b>	<b>15%</b>	<b>50%</b>	<b>75%</b>
Denmark	<b>10%</b>	<b>15%</b>	<b>50%</b>	<b>75%</b>

Finland	<b>9%</b>	<b>15%</b>	<b>46%</b>	<b>69%</b>
Germany	<b>10%</b>	<b>15%</b>	<b>50%</b>	<b>75%</b>
France	<b>10%</b>	<b>15%</b>	<b>48%</b>	<b>71%</b>
United Kingdom	<b>10%</b>	<b>15%</b>	<b>50%</b>	<b>75%</b>
Netherlands	<b>10%</b>	<b>15%</b>	<b>50%</b>	<b>75%</b>
Austria	<b>10%</b>	<b>15%</b>	<b>50%</b>	<b>75%</b>
Belgium	<b>10%</b>	<b>15%</b>	<b>50%</b>	<b>75%</b>
Italy	<b>10%</b>	<b>15%</b>	<b>50%</b>	<b>75%</b>
Ireland	<b>10%</b>	<b>15%</b>	<b>50%</b>	<b>75%</b>
Spain	<b>10%</b>	<b>14%</b>	<b>50%</b>	<b>75%</b>
Cyprus	<b>10%</b>	<b>13%</b>	<b>50%</b>	<b>75%</b>
Malta	<b>10%</b>	<b>15%</b>	<b>50%</b>	<b>75%</b>
Portugal	<b>8%</b>	<b>12%</b>	<b>40%</b>	<b>61%</b>
Greece	<b>8%</b>	<b>10%</b>	<b>38%</b>	<b>57%</b>
Slovenia	<b>7%</b>	<b>9%</b>	<b>33%</b>	<b>50%</b>
Czech Republic	<b>9%</b>	<b>11%</b>	<b>46%</b>	<b>70%</b>
Estonia	<b>7%</b>	<b>9%</b>	<b>36%</b>	<b>53%</b>
Slovakia	<b>8%</b>	<b>9%</b>	<b>39%</b>	<b>58%</b>
Lithuania	<b>9%</b>	<b>8%</b>	<b>47%</b>	<b>70%</b>
Poland	<b>7%</b>	<b>9%</b>	<b>37%</b>	<b>56%</b>
Croatia	<b>6%</b>	<b>7%</b>	<b>32%</b>	<b>48%</b>
Hungary	<b>8%</b>	<b>9%</b>	<b>42%</b>	<b>63%</b>
Latvia	<b>8%</b>	<b>9%</b>	<b>40%</b>	<b>60%</b>
Romania	<b>6%</b>	<b>7%</b>	<b>29%</b>	<b>43%</b>
Bulgaria	<b>8%</b>	<b>7%</b>	<b>39%</b>	<b>58%</b>

\* 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	
	2025	2030	2025	2030
Luxembourg	<b>30%</b>	<b>100%</b>	<b>75%</b>	<b>100%</b>
Sweden	<b>30%</b>	<b>100%</b>	<b>75%</b>	<b>100%</b>
Denmark	<b>30%</b>	<b>100%</b>	<b>75%</b>	<b>100%</b>
Finland	<b>27%</b>	<b>100%</b>	<b>69%</b>	<b>100%</b>
Germany	<b>30%</b>	<b>100%</b>	<b>75%</b>	<b>100%</b>
France	<b>30%</b>	<b>100%</b>	<b>75%</b>	<b>100%</b>
United Kingdom	<b>30%</b>	<b>100%</b>	<b>75%</b>	<b>100%</b>
Netherlands	<b>30%</b>	<b>100%</b>	<b>75%</b>	<b>100%</b>
Austria	<b>30%</b>	<b>100%</b>	<b>75%</b>	<b>100%</b>
Belgium	<b>30%</b>	<b>100%</b>	<b>75%</b>	<b>100%</b>
Italy	<b>30%</b>	<b>100%</b>	<b>75%</b>	<b>100%</b>
Ireland	<b>30%</b>	<b>100%</b>	<b>75%</b>	<b>100%</b>
Spain	<b>30%</b>	<b>100%</b>	<b>75%</b>	<b>100%</b>
Cyprus	<b>30%</b>	<b>100%</b>	<b>75%</b>	<b>100%</b>
Malta	<b>30%</b>	<b>100%</b>	<b>75%</b>	<b>100%</b>
Portugal	<b>24%</b>	<b>100%</b>	<b>60%</b>	<b>100%</b>
Greece	<b>24%</b>	<b>100%</b>	<b>57%</b>	<b>100%</b>
Slovenia	<b>21%</b>	<b>100%</b>	<b>50%</b>	<b>100%</b>
Czech Republic	<b>27%</b>	<b>100%</b>	<b>69%</b>	<b>100%</b>
Estonia	<b>21%</b>	<b>100%</b>	<b>54%</b>	<b>100%</b>
Slovakia	<b>24%</b>	<b>100%</b>	<b>59%</b>	<b>100%</b>
Lithuania	<b>27%</b>	<b>100%</b>	<b>70%</b>	<b>100%</b>
Poland	<b>21%</b>	<b>100%</b>	<b>55%</b>	<b>100%</b>
Croatia	<b>18%</b>	<b>100%</b>	<b>48%</b>	<b>100%</b>
Hungary	<b>24%</b>	<b>100%</b>	<b>63%</b>	<b>100%</b>
Latvia	<b>24%</b>	<b>100%</b>	<b>60%</b>	<b>100%</b>
Romania	<b>18%</b>	<b>100%</b>	<b>43%</b>	<b>100%</b>
Bulgaria	<b>24%</b>	<b>100%</b>	<b>58%</b>	<b>100%</b>

\* Vehicles with zero-emissions at tailpipe shall be counted as 1 vehicle contributing to the mandate. This counting is abandoned in case of those Member States where the minimum procurement mandate exceeds 50% of the overall volume of public procurement, with a cut-off at the 50% mark. All other vehicles that meet the requirements of Table 2 in this annex shall be counted as 0.5 vehicle contributing.

**Amendment 330**  
**Claude Turmes**

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

*Text proposed by the Commission*

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

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

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

\* 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		
	<b>2020</b>	2025	2030	<b>2020</b>	2025	2030
Luxembourg	<b>11%</b>	<b>30%</b>	<b>100%</b>	<b>26%</b>	<b>75%</b>	<b>100%</b>
Sweden	<b>11%</b>	<b>30%</b>	<b>100%</b>	<b>26%</b>	<b>75%</b>	<b>100%</b>
Denmark	<b>11%</b>	<b>30%</b>	<b>100%</b>	<b>26%</b>	<b>75%</b>	<b>100%</b>
Finland	<b>9%</b>	<b>27%</b>	<b>100%</b>	<b>24%</b>	<b>69%</b>	<b>100%</b>
Germany	<b>11%</b>	<b>30%</b>	<b>100%</b>	<b>26%</b>	<b>75%</b>	<b>100%</b>
France	<b>11%</b>	<b>30%</b>	<b>100%</b>	<b>25%</b>	<b>72%</b>	<b>100%</b>
United Kingdom	<b>11%</b>	<b>30%</b>	<b>100%</b>	<b>26%</b>	<b>75%</b>	<b>100%</b>
Netherlands	<b>11%</b>	<b>30%</b>	<b>100%</b>	<b>26%</b>	<b>75%</b>	<b>100%</b>
Austria	<b>11%</b>	<b>30%</b>	<b>100%</b>	<b>26%</b>	<b>75%</b>	<b>100%</b>
Belgium	<b>11%</b>	<b>30%</b>	<b>100%</b>	<b>26%</b>	<b>75%</b>	<b>100%</b>
Italy	<b>11%</b>	<b>30%</b>	<b>100%</b>	<b>26%</b>	<b>75%</b>	<b>100%</b>
Ireland	<b>11%</b>	<b>30%</b>	<b>100%</b>	<b>26%</b>	<b>75%</b>	<b>100%</b>
Spain	<b>11%</b>	<b>30%</b>	<b>100%</b>	<b>26%</b>	<b>75%</b>	<b>100%</b>

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 is eligible only till 31 of 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 331

Werner Langen, Jens Gieseke

### Proposal for a directive

#### ANNEX 1

Directive 2009/33/EC

Annex – table 5

*Text proposed by the Commission*

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

Member State	Trucks	Buses
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	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	
	<i>From</i> 2025	<i>From</i> 2030	<i>From</i> 2025	<i>From</i> 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.

Or. en

**Amendment 332**  
**Lukas Mandl**

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

*Text proposed by the Commission*

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

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%	<b>50%</b>	<b>75%</b>
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	
	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%	<b>30%</b>	<b>50%</b>
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%

Or. en

**Amendment 333**  
**Kateřina Konečná**

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

*Text proposed by the Commission*

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

Member State	Trucks		Buses	
	<b>2025</b>	2030	<b>2025</b>	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 *clean* heavy-duty vehicles in the total public

procurement of heavy-duty vehicles at Member State level

Member State	Trucks		Buses	
	2023	2030	2023	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%

*\* Clean vehicles as defined in article 1 - paragraph 1 – point 3 shall be counted as 1 vehicle contributing to the target.*

Or. en

## *Justification*

*Different fuels and powertrains will be needed to tackle different missions and uses of the trucks and buses, therefore also different fuels should be rewarded. The counting of “clean vehicles” should be amended accordingly. Timing of the Member States targets is of crucial importance and should be set as early as possible (considering among others the transposition period, it is realistic to set the target already for 2023) as it influences the uptake of low-emission vehicles.*

### **Amendment 334**

**Jan Huitema, Fredrick Federley**

### **Proposal for a directive**

#### **ANNEX 1**

Directive 2009/33/EC

Annex – table 5

### *Text proposed by the Commission*

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

Member State	Trucks		Buses	
	<b>2025</b>	<b>2030</b>	<b>2025</b>	<b>2030</b>
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	
	<b>XXXX** – 2025</b>	<b>2026 – 2030</b>	<b>XXXX**-</b> <b>2025</b>	<b>2026 – 2030</b>
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.

**\*\* 24 months following the date of entry into force in accordance with Article 2**

Or. en

### **Amendment 335**

**Rupert Matthews, Jadwiga Wiśniewska, Boleslaw G. Piecha**

### **Proposal for a directive**

#### **ANNEX 1**

Directive 2009/33/EC

Annex – table 5 – footnote

*Text proposed by the Commission*

*Amendment*

**\* 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.** *deleted*

Or. en

*Justification*

*This amendment helps ensure consistency between this Directive and Directive 2014/94/EU on Alternative Fuels Infrastructure.*

**Amendment 336**  
**Renate Sommer**

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

*Text proposed by the Commission*

*Amendment*

**\* 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** *deleted*

*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 337**  
**Christofer Fjellner**

**Proposal for a directive**  
**ANNEX 1**

Directive 2009/33/EC  
Annex – table 5 – footnote

*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 *biofuels fulfilling the updated Directive 2009/33/EC (RED) and Euro VI emissions standards* provided they are operated *to at least 80% on such biofuels*, which should be demonstrated by a contract to procure or other means of accessing *these fuels*, shall be counted as 1 vehicle contributing to the mandate. *Zero-emission battery powered vehicles and vehicles retrofitted to zero-emission standard using sustainable and recyclable batteries shall be counted as 2 vehicles contributing to the* mandate, *provided they are operated to at least 80% on renewable electricity, defined as emitting maximum 50 g CO<sub>2</sub>eq/kWh, which should be demonstrated by a contract to procure or other means of accessing this electricity.* All other vehicles shall be counted as *0.5 vehicle* contributing *to the mandate*.

Or. en

**Amendment 338**  
**José Inácio Faria**

**Proposal for a directive**  
**ANNEX 1**

Directive 2009/33/EC  
Annex – table 5 – footnote

*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*

\* 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.

Or. en

*Justification*

*The proposed Directive states that for heavy-duty vehicles, those with zero tailpipe emissions or fully operated on biomethane should be counted as 1 to contribute to the mandate and that this counting should be abandoned if the minimum procurement mandate exceeds 50%. However, only those alternatives with zero tailpipe emissions should be counted as 1 and this system should be kept no matter the minimum procurement mandate of the Member State. In addition it is important to note that sustainability criteria should be taken into consideration when giving any benefit to biomethane.*

**Amendment 339**  
**Francesc Gambús**

**Proposal for a directive**  
**ANNEX 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 340**  
**Ulrike Müller, Gesine Meissner**

**Proposal for a directive**  
**ANNEX 1**

Directive 2009/33/EC  
Annex – table 5 – footnote

*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

*Amendment*

\* Vehicles with zero-emissions at tailpipe or vehicles using ***biofuels or renewable liquid and gaseous transport fuels of non-biological origin,*** which should be demonstrated by a contract to procure or other means of accessing ***those fuels,*** 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.

50% of the overall volume of public procurement, with a cut-off at the 50% mark. All other vehicles that meet the requirements *set out in Article 4, paragraph 1* shall be counted as 0.5 vehicle contributing.

Or. en

## **Amendment 341**

**Ivo Belet**

### **Proposal for a directive**

#### **ANNEX 1**

Directive 2009/33/EC

Annex – table 5 a (new)

*Text proposed by the Commission*

*Amendment*

**Table 5 a new: Minimum targets for the share of best graded tyres for light and heavy duty vehicles.**

<b>Vehicle category</b>	<b>Tyre characteristics</b>	<b>2025</b>
<b>M1 (&lt;3.5 tons), M2 (&lt;5 tons), M3 (&gt;5tons)</b>	<b>Graded C and above for rolling resistance and wet grip</b>	<b>100%</b>
<b>N1 (&lt;3.5 tons), N2 (&lt;12 tons), N3 (&gt;12 tons)</b>	<b>Graded C and above for rolling resistance and wet grip</b>	<b>100%</b>

Or. en

## **Amendment 342**

**Ivo Belet**

### **Proposal for a directive**

#### **ANNEX 1**

Directive 2009/33/EC

Annex – table 5 b (new)

*Text proposed by the Commission*

*Amendment*

**Table 5 b new: Minimum targets for the share of retreaded tyres for heavy duty vehicles and buses.**

<i>Vehicle category</i>	<i>Tyre characteristics</i>	<i>2025</i>
<i>M3 (&gt;5tons)</i>	<i>Retreaded tyres</i>	<i>30%</i>
<i>N3 (&gt;12 tons)</i>	<i>Retreaded tyres</i>	<i>30%</i>

*For heavy duty vehicles and buses all retreaded tyres will count towards the targets in table 5a.*

Or. en