

17.10.2018

A8-0202/133

**Amendment 133**

**Michael Cramer**

on behalf of the Verts/ALE Group

**Report**

**A8-0202/2018**

**Christine Revault d'Allonnes Bonnefoy**

Charging of heavy goods vehicles for the use of certain infrastructures  
(COM(2017)0275 – C8-0171/2017 – 2017/0114(COD))

**Proposal for a directive**

**Article 1 – paragraph 1 – point 1**

Directive 1999/62/EC

Title

*Text proposed by the Commission*

*Amendment*

Directive 1999/62/EC of the European  
Parliament and of the Council of 17 June  
1999 on the charging of vehicles for the  
use of road infrastructures;

Directive 1999/62/EC of the European  
Parliament and of the Council of 17 June  
1999 on the charging of vehicles for the  
use of road infrastructures *as well as for  
internalising external costs*;

Or. en

*Justification*

*The change of the title completes better the issues in the proposed legislation.*

17.10.2018

A8-0202/134

**Amendment 134**

**Michael Cramer**

on behalf of the Verts/ALE Group

**Report**

**A8-0202/2018**

**Christine Revault d'Allonnes Bonnefoy**

Charging of heavy goods vehicles for the use of certain infrastructures  
(COM(2017)0275 – C8-0171/2017 – 2017/0114(COD))

**Proposal for a directive**

**Article 1 – paragraph 1 – point 2**

Directive 1999/62/EC

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

*Text proposed by the Commission*

*Amendment*

*(ca) existing infrastructure  
improvements of bridges and tunnels for  
the sake of safety;*

Or. en

*Justification*

*Using revenues to improving the safety of existing tunnels and bridges will contribute to avoid larger investments, if the measure are taken too late.*

17.10.2018

A8-0202/135

**Amendment 135**

**Michael Cramer**

on behalf of the Verts/ALE Group

**Report**

**A8-0202/2018**

**Christine Revault d'Allonnes Bonnefoy**

Charging of heavy goods vehicles for the use of certain infrastructures  
(COM(2017)0275 – C8-0171/2017 – 2017/0114(COD))

**Proposal for a directive**

**Article 1 – paragraph 1 – point 2**

Directive 1999/62/EC

Article 2 – paragraph 1 – point 8

*Text proposed by the Commission*

*Amendment*

(8) ‘external-cost charge’ means a charge levied for the purpose of recovering the costs incurred in a Member State related to traffic-based air pollution or traffic-based noise pollution or both;

(8) ‘external-cost charge’ means a charge levied for the purpose of recovering the costs incurred in a Member State related to traffic-based air pollution or traffic-based noise pollution or both, *as well as climate change and accidents*;

Or. en

*Justification*

*As external the largest part of traffic-based external ae caused by climate change and accidents, they should be mentioned in this definition.*

17.10.2018

A8-0202/136

**Amendment 136**

**Michael Cramer**

on behalf of the Verts/ALE Group

**Report**

**A8-0202/2018**

**Christine Revault d'Allonnes Bonnefoy**

Charging of heavy goods vehicles for the use of certain infrastructures  
(COM(2017)0275 – C8-0171/2017 – 2017/0114(COD))

**Proposal for a directive**

**Article 1 – paragraph 1 – point 2**

Directive 1999/62/EC

Article 2 – paragraph 1 – point 12 a (new)

*Text proposed by the Commission*

*Amendment*

*(12a) 'cost of traffic-based climate change' means the cost of damage from climate change, such as of extreme weather conditions, as well as of measures to reduce the damage from climate change.*

Or. en

*Justification*

*This definition is necessary as described in amendment on definition in point 8.*

17.10.2018

A8-0202/137

**Amendment 137**

**Michael Cramer**

on behalf of the Verts/ALE Group

**Report**

**A8-0202/2018**

**Christine Revault d'Allonnes Bonnefoy**

Charging of heavy goods vehicles for the use of certain infrastructures  
(COM(2017)0275 – C8-0171/2017 – 2017/0114(COD))

**Proposal for a directive**

**Article 1 – paragraph 1 – point 2**

Directive 1999/62/EC

Article 2 – paragraph 1 – point 12 b (new)

*Text proposed by the Commission*

*Amendment*

***(12b) 'cost of accident' means the cost of fatalities and heavy injuries caused by road accidents and that are not covered by insurance.***

Or. en

*Justification*

*These costs of accidents are an important part of external costs and therefore need to be defined.*

17.10.2018

A8-0202/138

**Amendment 138**

**Michael Cramer**

on behalf of the Verts/ALE Group

**Report**

**A8-0202/2018**

**Christine Revault d'Allonnes Bonnefoy**

Charging of heavy goods vehicles for the use of certain infrastructures  
(COM(2017)0275 – C8-0171/2017 – 2017/0114(COD))

**Proposal for a directive**

**Article 1 – paragraph 1 – point 5**

Directive 1999/62/EC

Article 7 c – paragraph 3

*Text proposed by the Commission*

*Amendment*

**3. *The external-cost charge related to traffic-based air pollution shall not apply to heavy duty vehicles which comply with the most stringent of EURO emission standards.*** *deleted*

***The first subparagraph shall cease to apply four years from the date when the rules which introduced those standards started to apply.***

Or. en

*Justification*

*Even the most stringent of EURO emission standards causes external costs by GHG emissions, noise, air pollution and accidents.*

17.10.2018

A8-0202/139

**Amendment 139**

**Michael Cramer**

on behalf of the Verts/ALE Group

**Report**

**A8-0202/2018**

**Christine Revault d'Allonnes Bonnefoy**

Charging of heavy goods vehicles for the use of certain infrastructures  
(COM(2017)0275 – C8-0171/2017 – 2017/0114(COD))

**Proposal for a directive**

**Article 1 – paragraph 1 – point 7**

Directive 1999/62/EC

Article 7 g – paragraph 4 – subparagraph 1

*Text proposed by the Commission*

*Amendment*

Within one year after official CO<sub>2</sub> emission data are published by the Commission pursuant to Regulation (EU) .../...\*\*\*\*\*, the Commission shall ***adopt a delegated act, in accordance with Article 9e***, to define the reference values of CO<sub>2</sub> emissions, together with an appropriate categorisation of the ***heavy duty*** vehicles concerned.

Within one year after official CO<sub>2</sub> emission data are published by the Commission pursuant to Regulation (EU) .../...\*\*\*\*\*, the Commission shall ***propose, within the ordinary legislative procedure***, to define the reference values of CO<sub>2</sub> emissions, together with an appropriate categorisation of the vehicles concerned, ***taking into account of measures for reducing the damage from climate change, as well as of the costs caused by climate change itself, such as of extreme weather conditions, as well as of emission reducing technologies.***

Or. en

*Justification*

*This aspect of externalising external costs of climate change is a highly political decision and must thus be decided through the ordinary procedure. Different aspects contributing to these costs must be included.*

17.10.2018

A8-0202/140

**Amendment 140**

**Michael Cramer**

on behalf of the Verts/ALE Group

**Report**

**A8-0202/2018**

**Christine Revault d'Allonnes Bonnefoy**

Charging of heavy goods vehicles for the use of certain infrastructures  
(COM(2017)0275 – C8-0171/2017 – 2017/0114(COD))

**Proposal for a directive**

**Article 1 – paragraph 1 – point 7**

Directive 1999/62/EC

Article 7 g – paragraph 4 – subparagraph 2 a (new)

*Text proposed by the Commission*

*Amendment*

*In parallel and within the same procedure as that for CO<sub>2</sub> emissions referred to in this Article, the Commission shall propose to define reference values of road accidents, taking into account fatalities and heavy injuries.*

Or. en



17.10.2018

A8-0202/141

**Amendment 141**

**Michael Cramer**

on behalf of the Verts/ALE Group

**Report**

**A8-0202/2018**

**Christine Revault d'Allonnes Bonnefoy**

Charging of heavy goods vehicles for the use of certain infrastructures  
(COM(2017)0275 – C8-0171/2017 – 2017/0114(COD))

**Proposal for a directive**

**Article 1 – paragraph 1 – point 10**

Directive 1999/62/EC

Article 7 i – paragraph 2, points b and c, and paragraph 3

*Text proposed by the Commission*

*Amendment*

**(10) Article 7i is amended as follows: *deleted***

**(a) in paragraph 2, point (b) and (c) are replaced by the following:**

**‘(b) such discounts or reductions reflect actual savings in administrative costs of the treatment of frequent users compared to occasional users;**

**(c) such discounts or reductions do not exceed 13 % of the infrastructure charge paid by equivalent vehicles not eligible for the discount or reduction.;**’

**(b) paragraph 3 is amended as follows:**

**‘3. Subject to the conditions provided for in Article 7g(1)(b) and (5), toll rates may for specific projects of high European interest identified in Annex I to Regulation (EU) No 1315/2013, be subject to other forms of variation in order to secure the commercial viability of such projects where they are exposed to direct competition with other modes of transport. The resulting charging structure shall be linear, proportionate, made public, and available to all users on equal terms and shall not lead to additional costs being passed on to other**

*users in the form of higher tolls. ’;*

Or. en

*Justification*

*This text proposed by the Commission weakens the efficiency of the Directive.*