

Amendment 142**Georg Mayer**

on behalf of the ENF 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****Recital 2***Text proposed by the Commission**Amendment*

(2) In its Communication on a European Strategy for Low-Emission Mobility¹⁴, the Commission announced that it would propose the revision of the Directive on the charging for lorries to enable charging also on the basis of carbon dioxide differentiation, ***and the extension of some of its principles to buses and coaches as well as passenger cars and vans.***

(2) In its Communication on a European Strategy for Low-Emission Mobility¹⁴, the Commission announced that it would propose the revision of the Directive on the charging for lorries to enable charging also on the basis of carbon dioxide differentiation.

¹⁴ COM(2016) 501 final.

¹⁴ COM(2016) 501 final.

Or. en

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(3) *All heavy duty vehicles have significant impact on road infrastructure and contribute to air pollution, while light duty vehicles are at the source of the majority of the negative environmental and social impacts from road transport related to emissions and congestion. In the interest of equal treatment and fair competition, it should be ensured that vehicles so far not covered by the framework set out in Directive 1999/62/EC of the European Parliament and of the Council¹⁵ in respect of tolls and user charges are included into this framework. The scope of that Directive should therefore be extended to heavy duty vehicles other than those intended for the carriage of goods and to light duty vehicles, including passenger cars.*

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¹⁵ *Directive 1999/62/EC of the European Parliament and of the Council of 17 June 1999 on the charging of heavy goods vehicles for the use of certain infrastructures (OJ L 187, 20.7.1999, p. 42).*

Or. en

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Proposal for a directive
Recital 4

Text proposed by the Commission

Amendment

(4) *Time-based user charges do by nature not accurately reflect infrastructure costs actually induced and, for similar reasons, are not effective when it comes to incentivising cleaner and more efficient operations, or reducing congestion. They should therefore be gradually replaced by distance-based charges, which are fairer, more efficient and more effective.* *deleted*

Or. en

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(11) Light duty vehicles generate two thirds of the negative environmental and health impacts of road transport. It is therefore important to incentivise the use of the cleanest and most fuel-efficient vehicles through the differentiation of road charges based on conformity factors defined in Commission Regulation (EU) 2016/427¹⁸, Commission Regulation (EU) 2016/646¹⁹, and Commission Regulation (EU) 2017/xxx²⁰.

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¹⁸ *Commission Regulation (EU) 2016/427 of 10 March 2016 amending Regulation (EC) No 692/2008 as regards emissions from light passenger and commercial vehicles (Euro 6) (OJ L 82, 31.3.2016, p. 1–98)*

¹⁹ *Commission Regulation (EU) 2016/646 of 20 April 2016 amending Regulation (EC) No 692/2008 as regards emissions from light passenger and commercial vehicles (Euro 6) (OJ L 109, 26.4.2016, p. 1–22)*

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Or. en

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Proposal for a directive
Recital 13

Text proposed by the Commission

Amendment

(13) Road congestion, to which all motor vehicles contribute in different proportions, represents a cost of about 1% of GDP. A significant part of this cost can be attributed to interurban congestion. A specific congestion charge should therefore be allowed, on condition that it is applied to all vehicle categories. In order to be effective and proportionate, the charge should be calculated on the basis of the marginal congestion cost and differentiated according to location, time and vehicle category. In order to maximise the positive effect of congestion charges, corresponding revenues should be allocated to projects addressing the sources of the problem.

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Or. en

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Proposal for a directive
Recital 14

Text proposed by the Commission

Amendment

(14) Congestion charges should reflect the actual costs imposed by each vehicle on other road users directly, and indirectly on society at large, in a proportionate manner. In order to avoid that they disproportionately hinder the free movement of people and goods, they should be limited to specific amounts reflecting marginal congestion cost in near capacity condition, that is to say when traffic volumes approach road capacity.

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Or. en

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(19) Road charges can mobilise resources that contribute to the financing of the maintenance and development of high quality transport infrastructure. It is therefore appropriate *to incentivise* Member States to use revenues from road charges accordingly and, to this end, *to require* that they adequately report on the use of such revenues. That should in particular help identifying possible financing gaps, and raising the public acceptance of road charging.

(19) Road charges can mobilise resources that contribute to the financing of the maintenance and development of high quality transport infrastructure. It is therefore appropriate *for* Member States to use revenues from road charges accordingly and, to this end, that they *be required to* adequately report on the use of such revenues. *The revenue from the toll is to be invested in maintaining the transport infrastructure.* That should in particular help identifying possible financing gaps, and raising the public acceptance of road charging.

Or. en

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Proposal for a directive**Recital 20***Text proposed by the Commission**Amendment*

(20) *Since the objective of this Directive is in particular to ensure that national pricing schemes applied to vehicles other than heavy goods vehicles are applied within a coherent framework that secures equal treatment across the Union, cannot be sufficiently achieved at Member State level but can rather, by reason of the cross-border nature of road transport and of the problems this Directive is intended to address, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Directive does not go beyond what is necessary to achieve that objective.*

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Or. en