DRAFT OPINION

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

for the Committee on Transport and Tourism


Rapporteur (*): Seb Dance

(*) Associated committee – Rule 54 of the Rules of Procedure
SHORT JUSTIFICATION

Directive 1999/62/EC provides the legal framework for charging heavy goods vehicles (HGVs) for the use of certain roads. It does not oblige Member States to introduce charges but provides minimum requirements for the way infrastructure charges should be set.

According to the European Environment Agency (EEA), road transport is the largest source of greenhouse gas (GHG) emissions in the EU. While transport at large is responsible for 23% of total CO₂ emissions in the EU, road transport accounts for 72% of these. The highest share of these emissions (over 60%) originates from passenger cars, while those of heavy-goods vehicles (HGVs) are increasing. Under current trends, emission reductions from the road transport sector will not be sufficient to achieve the EU’s 2030 and 2050 climate targets.

The cost of air pollutant emissions generated by road transport represent another significant cost to society. According to the EEA, air pollution is responsible for around 500,000 premature deaths each year in the EU, with emissions from road transport being the main contributor.

With growing demand for transport, congestion is an increasingly significant issue, which result in considerable economic, social and environmental costs including delays, fuel waste, and additional CO₂ and pollutant emissions, which together amount to 1-2% of EU GDP. Although the current Directive includes the possibility to charge for the external costs road transport, this provision has hardly been used.

In its 2011 White Paper ‘Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system’, the Commission set a deadline of 2020 to "proceed to the full and mandatory internalisation of external costs (including noise, local pollution and congestion on top of the mandatory recovery of wear and tear costs) for road and rail transport". On current trends the EU is a long way from achieving this objective.

Overall your rapporteur welcomes the aims of the Commission’s proposal: to promote financially and environmentally sustainable road transport through wider application of the ‘user pays’ and ‘polluter pays’ principles. My opinion aims to ensure that efficient and fair road pricing can contribute to the EU’s efforts to cut both CO₂ and pollutant emissions by better implementing the ‘polluter pays’ principle and helping to accelerate the transition to clean and zero-emission mobility.

Scope

The current Directive only covers HGVs but the Commission proposes extending the legal framework to all heavy-duty vehicles (HDVs) - buses and coaches - and light-duty vehicles (LDVs) - passenger cars and vans. Your rapporteur supports this extension of the scope. Buses, coaches, cars and vans do not provide sufficient contributions via road charges, even though these vehicles account for a significant share of transport activity and are responsible for a large part of the impact on wear and tear of infrastructure (and other external costs).

To encourage fair and efficient pricing your rapporteur proposes to separate passenger vehicles and vans intended for the carriage of goods so that tolls for HDVs that start from 3.5
tonnes also apply to large vans used in transport. Large vans are increasingly used to transport freight in order to bypass rules applying to HDVs.

**Infrastructure charge: Distance-based vs. time-based**
Your rapporteur welcomes the proposal to phase out time-based road charging (vignettes) as it does not reflect actual road use and encourages drivers to drive more during the time they have paid for. Distance-based tolls on the other hand are proportional to road use and better implement the polluter and user pays principles.

Your rapporteur proposes to bring forward the dates for phasing out of vignettes for both HDVs, including vans carrying freight, and LDVs as doing so will to accelerate the internalisation of external-costs from road transport and accelerate the application of the polluter pays principle.

**External-costs**
Road transport is the source of significant external costs including climate change, air pollution and noise. Currently these costs are only partly borne by the sector. While your rapporteur welcomes the Commission’s proposal to extend mandatory external-cost charging to HDVs on the most polluted parts of the road network, this is insufficient to achieve the stated aim of mandatory internalisation of external costs for road transport.

Your rapporteur thus proposes to make the application of an external-cost charge, related to the cost of air and noise pollution, mandatory on the entire road network subject to an infrastructure charge. To facilitate more efficient pricing and the transition to cleaner vehicles, the reference values in Annex IIIb have been changed to binding minimum values for charging for the cost of air and noise pollution.

**Zero-emission mobility**
Road charging can be an effective demand-side tool to help facilitate the uptake of zero-emission vehicles (ZEVs). In order to accelerate the transition to zero-emission mobility, your rapporteur proposes to maintain the 75% discount for ZEVs, but independently of the entry into force of implementing Regulation (EU) No 595/2009.

Your rapporteur also proposes to delete the four year exemption from the external cost charge for vehicles of the highest Euro class. Not only would this exemption cease to be relevant for Euro VI vehicles but removing the exemption for future Euro classes will also accelerate the uptake of ZEVs.

**Earmarking of revenues**
Road charges mobilise resources that should contribute to the financing of the maintenance and development of transport infrastructure, reducing road transport pollution at source and facilitating the production and uptake of zero emission vehicles.
**AMENDMENTS**

The Committee on the Environment, Public Health and Food Safety calls on the Committee on Transport and Tourism, as the committee responsible, to take into account the following amendments:

**Amendment 1**

Proposal for a directive
Recital 1 a (new)

*Text proposed by the Commission*

(1a) In that White Paper, the Commission sets a deadline of 2020 to "proceed to the full and mandatory internalisation of external costs (including noise, local pollution and congestion on top of the mandatory recovery of wear and tear costs) for road and rail transport".

*Amendment*

Or. en

**Amendment 2**

Proposal for a directive
Recital 3 a (new)

*Text proposed by the Commission*

(3a) In order to ensure the proportionality of charging, it is important to differentiate between light duty vehicles intended for the carriage of people and vans intended for the carriage of goods as regulated under Regulations (EC) No 1071/2009\(^1\) of the European Parliament and of the Council, as well as under Regulation (EC) No 165/2014\(^2\) of the European Parliament and of the Council.

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Amendment 3

Proposal for a directive
Recital 5 a (new)

Text proposed by the Commission

(5a) In order to secure user acceptance of future road charging schemes, Member States should be encouraged to take account of socio-economic factors when implementing road charging measures for passenger cars.

Amendment

Or. en
Amendment 4

Proposal for a directive
Recital 7

Text proposed by the Commission

(7) Pursuant to Directive 1999/62/EC, an external-cost charge may be imposed at a level close to the social marginal cost of the usage of the vehicle in question. That method has proven to be the fairest and most efficient way to take account of negative environmental and health impacts of air pollution and noise generated by heavy duty vehicles, and would ensure a fair contribution from heavy duty vehicles to meeting EU air quality standards and any applicable noise limits or targets. The application of such charges should therefore be facilitated.

Amendment

(7) Pursuant to Directive 1999/62/EC, an external-cost charge should be imposed at a level close to the social marginal cost of the usage of the vehicle in question. That method has proven to be the fairest and most efficient way to take account of negative environmental and health impacts of air pollution and noise generated by heavy duty vehicles, and would ensure a fair contribution from heavy duty vehicles to meeting EU air quality standards and any applicable noise limits or targets. The application of such charges should therefore be facilitated.

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Amendment 5

Proposal for a directive
Recital 8

Text proposed by the Commission

(8) To this effect, the maximum weighted average external-cost charges should be replaced by readily applicable reference values updated in light of inflation, the scientific progress made in estimating the external costs of road transport and the evolution of the fleet composition.

Amendment

(8) To this effect, the maximum weighted average external-cost charges should be replaced by readily applicable minimum values updated in light of inflation, the scientific progress made in estimating the external costs of road transport and the evolution of the fleet composition.

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Or. en
Amendment 6
Proposal for a directive
Recital 8 a (new)

Text proposed by the Commission

(8a) In order to contribute to the objective, laid out in the Commission White Paper of 28 March 2011, to proceed to the full and mandatory internalisation of external costs, the external-cost charge should be mandatory on the part of the road network subject to the infrastructure charge.

Amendment

Or. en

Amendment 7
Proposal for a directive
Recital 8 b (new)

Text proposed by the Commission

(8b) Without prejudice to Article 9(1a) of Directive 1999/62/EC, Member States should be allowed to apply and maintain an external-cost charge on parts of the network that are not covered by an infrastructure charge.

Amendment

Or. en

Amendment 8
Proposal for a directive
Recital 9

Text proposed by the Commission

(9) The variation of infrastructure charges according to Euro emission class has contributed to the use of cleaner

Amendment

(9) External-cost charging should be applied more systematically, as a targeted means to recover external costs in respect
vehicles. However, with the renewal of vehicle fleets, the variation of charges on this basis on the inter-urban network is expected to become obsolete by the end of 2020 and should therefore be phased out by that time. From the same point in time, external-cost charging should be applied more systematically, as a targeted means to recover external cost in respect of situations in which it matters most.

Amendment 9
Proposal for a directive
Recital 12

Text proposed by the Commission

(12) In order to promote the use of the cleanest and most efficient vehicles, Member States should apply significantly reduced road tolls and user charges to those vehicles.

Amendment

(12) In order to promote the use of the cleanest and most efficient vehicles, Member States should apply reduced road tolls and user charges to those vehicles. In order to accelerate the transition towards the cleanest and most efficient vehicles, it is necessary to apply these reductions independently of the entry into force of implementing Regulation (EC) No 595/2009 of the European Parliament and of the Council.

Amendment 10

Proposal for a directive
Recital 13

Text proposed by the Commission

(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.

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, without prejudice to Article 9(1a) of Directive 1999/62/EC, and 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.

Or. en

Amendment 11

Proposal for a directive
Recital 19

Text proposed by the Commission

(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

Amendment

(19) Road charges mobilise resources that contribute to the financing of the maintenance and development of high quality transport infrastructure, reducing road transport pollution at source and facilitating the production and taking up of zero-emission vehicles. It is therefore appropriate for Member States to use revenues from road charges accordingly and, to this end, to require that they
financing gaps, and raising the public acceptance of road charging.

adequately report on the use of such revenues. That should in particular help identifying possible financing gaps, and raising the public acceptance of distance-based road charging.

Or. en

Amendment 12

Proposal for a directive
Recital 21

Text proposed by the Commission

(21) It is necessary to ensure that external-cost charges continue to reflect the cost of air pollution and noise generated by heavy duty vehicles as accurately as possible without rendering the charging scheme excessively complex, to incentivise the use of the most fuel-efficient vehicles, and to keep the incentives effective and the differentiation of road charges up-to-date. Therefore, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission for the purpose of adapting the reference values for external cost charging to scientific progress, defining the modalities for the revenue-neutral variation of infrastructure charges according to the CO\textsubscript{2} emissions from heavy duty vehicles, and adapting the modalities of the variation of infrastructure charges for light duty vehicles to technical progress. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the Interinstitutional Agreement on Better Law-Making of 13 April 2016\textsuperscript{21}. In particular, to ensure equal participation in the preparation of delegated acts, the

Amendment

(21) It is necessary to ensure that external-cost charges continue to reflect the cost of air pollution and noise generated by heavy duty vehicles as accurately as possible without rendering the charging scheme excessively complex, to incentivise the use of the most fuel-efficient vehicles, and to keep the incentives effective and the differentiation of road charges up-to-date. Therefore, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission for the purpose of adapting the minimum values for external cost charging to scientific progress, defining the modalities for the revenue-neutral variation of infrastructure charges according to the CO\textsubscript{2} emissions from heavy duty vehicles, and adapting the modalities of the variation of infrastructure charges for light duty vehicles to technical progress. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the Interinstitutional Agreement on Better Law-Making of 13 April 2016\textsuperscript{21}. In particular, to ensure equal participation in the preparation of delegated acts, the
European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.


Amendment 13

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 1999/62/EC
Article 2 – point 19

Text proposed by the Commission

(19) ‘light duty vehicle’ means a passenger car, a minibus or van;

Amendment

(19) ‘light duty vehicle’ means a passenger car, a minibus, a van, or a van intended for the carriage of goods;

Or. en

Amendment 14

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 1999/62/EC
Article 2 – point 22

Text proposed by the Commission

(22) ‘van’ means a vehicle intended for the carriage of goods, and having a maximum permissible mass not exceeding 3,5 tonnes;

Amendment

(22) ‘van’ means a vehicle having a maximum permissible mass not exceeding 3,5 tonnes;

Or. en
Amendment 15

Proposal for a directive
Article 1 – paragraph 1 – point 2 (new)
Directive 1999/62/EC
Article 2 – point 22a

Text proposed by the Commission

Amendment

(22a) 'van intended for the carriage of goods' means a category N1 Class III vehicle in accordance with Regulation (EC) No 715/2007\(^{1a}\), intended for the carriage of goods;


Or. en

Amendment 16

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 1999/62/EC
Article 7 – paragraph 6

Text proposed by the Commission

Amendment

6. Without prejudice to paragraph 9, from 1 January 2018, Member States shall not introduce user charges for heavy duty vehicles. User charges introduced before that date may be maintained until 31 December 2023.

6. Without prejudice to paragraph 9, from 1 January 2018, Member States shall not introduce user charges for heavy duty vehicles. User charges introduced before that date may be maintained until 31 December 2021.

Or. en
Justification

There is no technical reason why Member States cannot phase out user charges for HDVs sooner.

Amendment 17

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 1999/62/EC
Article 7 – paragraph 7

Text proposed by the Commission

7. From [the date of entry into force of this Directive], Member States shall not introduce user charges for light duty vehicles. User charges introduced before that date shall be phased out by 31 December 2027.

Amendment

7. From [the date of entry into force of this Directive], Member States shall not introduce user charges for light duty vehicles. User charges introduced before that date for vans intended for the carriage of goods shall be phased out by 31 December 2021 and by 31 December 2025 for other light-duty vehicles.

Or. en

Justification

The rapporteur considers that seven years (from the entry into force of the Directive) to be sufficient for user charging schemes for LDVs to be adapted.

Amendment 18

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 1999/62/EC
Article 7 – paragraph 9

Text proposed by the Commission

9. As of 1 January 2020, tolls and user charges applied to heavy duty vehicles shall apply to all heavy duty vehicles.

Amendment

9. As of 1 January 2020, tolls and user charges applied to heavy duty vehicles shall apply to all heavy duty vehicles, as well as to all vans intended for the carriage of goods fitted with a tachograph regulated by Regulation (EU) No 165/2014.
Amendment 19

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 1999/62/EC
Article 7 – paragraph 10

Text proposed by the Commission

Tolls and user charges for heavy duty vehicles on the one hand and for light duty vehicles on the other may be introduced or maintained independently from one another.

Amendment

Until 31 December 2025, tolls and user charges for heavy duty vehicles on the one hand and for light duty vehicles on the other may be introduced or maintained independently from one another.

Justification

Phase out of vignettes for all vehicles by 31 December 2025

Amendment 20

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 1999/62/EC
Article 7c – paragraph 1

Text proposed by the Commission

Member States may maintain or introduce an external-cost charge, related to the cost of traffic-based air or noise pollution or both.

Amendment

Member States may maintain or introduce an external-cost charge, related to the cost of traffic-based air or noise pollution or both, for heavy-duty and light-duty vehicles.

Amendment 21

Proposal for a directive
Article 1 – paragraph 1 – point 5
For heavy duty vehicles, the external-cost charge shall vary and be set in accordance with the minimum requirements and the methods referred to in Annex IIIa and shall respect the reference values set out in Annex IIIb.

The external-cost charge shall vary and be set in accordance with the minimum requirements and the methods referred to in Annex IIIa and shall comply with at least the minimum values set out in Annex IIIb.

Amendment 22
Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 1999/62/EC
Article 7c – paragraph 3

Text proposed by the Commission

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.

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

Justification
Deleting the exemption for the most stringent of EURO emission standards will further incentivise the uptake of zero-emission vehicles

Amendment 23
Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 1999/62/EC
Article 7c – paragraph 4a (new)
Text proposed by the Commission

4a. From 1 January 2021, Member States that levy tolls shall apply an external-cost charge, related to the cost of traffic-based air and noise pollution, to heavy-duty vehicles and to vans intended for the carriage of goods on all parts of the road network that are subject to an infrastructure charge.

Or. en

Justification

In order to implement the 'polluter pays' principle - a stated aim of the proposal and the 2011 Transport White Paper 2011: towards a competitive and resource efficient transport system - external cost charging should be mandatory on the entire tolled road network. Air pollution can travel long distances and is just as dangerous even if emitted on parts of the network where environmental damage generated by heavy duty vehicles is lower than the average.

Amendment 24

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 1999/62/EC
Article 7c – paragraph 4b (new)

Text proposed by the Commission

4b. From 1 January 2026 Member States shall apply or maintain the external-cost charge, related to the cost of traffic-based air and noise pollution, to all heavy-duty and light-duty vehicles on all parts of the road network that are subject to an infrastructure charge.

Or. en

Justification

Mandatory external-cost charging - which is based on distance-based measurement - should be applied in line with the application of distance-based tolls for all vehicles.
Amendment 25

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 1999/62/EC
Article 7c – paragraph 5

Text proposed by the Commission

5. **From 1 January 2021**, Member States that levy tolls **shall** apply an external-cost charge to **heavy duty** vehicles on **at least** the part of the network referred to in Article 7(1) where environmental damage generated by heavy duty vehicles is higher than the average environmental damage generated by heavy duty vehicles defined in accordance with relevant reporting requirements referred to in Annex IIIa.;

Amendment

5. **Member States that levy tolls may** apply a higher external-cost charge to **heavy-duty and light-duty** vehicles on the part of the network referred to in Article 7(1) where environmental damage generated by heavy duty vehicles **and vans intended for the carriage of goods** is higher than the average environmental damage generated by heavy duty vehicles **and vans intended for the carriage of goods** defined in accordance with relevant reporting requirements referred to in Annex IIIa.;

Or. en

Amendment 26

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 1999/62/EC
Article 7c – paragraph 5a (new)

Text proposed by the Commission

5a. **Member States may apply or maintain an external-cost charge related to the cost of traffic-based air or noise pollution on parts of the road network that are not covered by an infrastructure charge.**

Amendment

5a. **Member States may apply or maintain an external-cost charge related to the cost of traffic-based air or noise pollution on parts of the road network that are not covered by an infrastructure charge.**

Or. en
Amendment 27

Proposal for a directive
Article 1 – paragraph 1 – point 7
Directive 1999/62/EC
Article 7g – paragraph 4 – subparagraph 2

Text proposed by the Commission

Within one year from the entry into force of the delegated act, Member States shall vary the infrastructure charge taking into account the reference CO₂ emission values and the relevant vehicle categorisation. Charges shall be varied in such a way that no infrastructure charge is more than 100% above the same charge for equivalent vehicles having the lowest, but not zero, CO₂ emissions. Zero-emission vehicles shall benefit from infrastructure charges reduced by 75% compared to the highest rate.

Amendment

Within one year from the entry into force of the delegated act, Member States shall vary the infrastructure charge taking into account the reference CO₂ emission values and the relevant vehicle categorisation. Charges shall be varied in such a way that no infrastructure charge is more than 100% above the same charge for equivalent vehicles having the lowest, but not zero, CO₂ emissions. From the entry into force of this Directive, zero-emission vehicles shall benefit from infrastructure charges reduced by 75% compared to the highest rate.

Justification

To clarify that the 75% ZEV discount can be applied before the relevant delegated act to define the reference values of CO₂ emissions, together with an appropriate categorisation of the heavy duty vehicles concerned, is adopted.

Amendment 28

Proposal for a directive
Article 1 – paragraph 1 – point 7
Directive 1999/62/EC
Article 7g – paragraph 4 a (new)

Text proposed by the Commission

4a. The Commission shall produce an evaluation report assessing the market share of zero-emission vehicles [OJ: please insert the date: five years after the entry into force of this Directive] The Commission is empowered to adopt, if appropriate, a delegated act, in

Amendment

4a. The Commission shall produce an evaluation report assessing the market share of zero-emission vehicles [OJ: please insert the date: five years after the entry into force of this Directive] The Commission is empowered to adopt, if appropriate, a delegated act, in
accordance with Article 9e, to recalculate the discount applicable to zero-emission vehicles compared to the highest rate infrastructure charge.

Justification

To ensure fair pricing and stable revenue for investment.

Amendment 29

Proposal for a directive
Article 1 – paragraph 1 – point 8
Directive 1999/62/EC
Article 7ga – paragraph 2

Text proposed by the Commission

2. From 1 January 2022 Member States shall vary tolls and, in the case of user charges, at least annual charges, according to the CO₂ and pollutant emissions of vehicles in accordance with the rules set out in Annex VII.

Amendment

2. From 1 January 2022 Member States shall vary tolls and, in the case of user charges, at least monthly charges, according to the CO₂ and pollutant emissions of vehicles in accordance with the rules set out in Annex VII.

Or. en

Amendment 30

Proposal for a directive
Article 1 – paragraph 1 – point 8
Directive 1999/62/EC
Article 7ga – paragraph 3a (new)

Text proposed by the Commission

3a. From [date of entry into force of this Directive], zero-emission light-duty vehicles shall benefit from infrastructure charges reduced by 75% compared to the highest rate

Amendment

3a. From [date of entry into force of this Directive], zero-emission light-duty vehicles shall benefit from infrastructure charges reduced by 75% compared to the highest rate

Or. en
Amendment 31

Proposal for a directive
Article 1 – paragraph 1 – point 14 - point (-a) (new)
Directive 1999/62/EC
Article 9 – paragraph 2 – subparagraph 1

Present text

“Member States shall determine the use of revenues generated by this Directive.
To enable the transport network to be developed as a whole, revenues generated from infrastructure and external costs charges, or the equivalent in financial value of these revenues, should be used to benefit the transport sector, and optimise the entire transport system. In particular, revenues generated from external cost charges, or the equivalent in financial value of these revenues, should be used to make transport more sustainable, including one or more of the following:

(a) facilitating efficient pricing;
(b) reducing road transport pollution at source;
(c) mitigating the effects of road transport pollution at source;
(d) improving the CO₂ and energy performance of vehicles;
(e) developing alternative infrastructure for transport users and/or expanding current capacity;
(f) supporting the trans-European transport network;
(g) optimising logistics;

Amendment

(-a) in paragraph 2, the first subparagraph is replaced by the following:

“To enable the transport network to be developed as a whole, revenues generated from infrastructure and external costs charges, or the equivalent in financial value of these revenues, shall be used to benefit the transport sector, and optimise the entire transport system. In particular, revenues generated from external cost charges, or the equivalent in financial value of these revenues, shall be used to make transport more sustainable, including one or more of the following:

(a) facilitating efficient pricing;
(b) reducing road transport pollution at source;
(c) mitigating the effects of road transport pollution at source;
(d) improving the CO₂ and energy performance of vehicles;
(e) developing alternative infrastructure for transport users and/or expanding current capacity;
(f) supporting and enhancing the development of electro-mobility including infrastructure to transfer electricity to vehicles;
(g) supporting collective modes of transport.”
(h) improving road safety; and
(i) providing secure parking places.

Amendment 32

Proposal for a directive
Article 1 – paragraph 1 – point 15
Directive 1999/62/EC
Article 9e – paragraph 2

*Text proposed by the Commission*

2. The power to adopt delegated acts referred to in Article 7g(4), Article 7ga(4) and Article 9d shall be conferred on the Commission for an indeterminate period of time from [date of entry into force of this Directive].

*Amendment*

2. The power to adopt delegated acts referred to in Article 7g(4), Article 7ga(4) and Article 9d shall be conferred on the Commission for a period of 5 years from [date of entry into force of this Directive]. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the 5-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.

Amendment 33

Proposal for a directive
Annex I – point 1 – point b – point i – indent 1
Directive 1999/62/EC
Annex III – section 2 – point 2.1 – indent 6

*Text proposed by the Commission*

- Costs shall be apportioned to heavy duty vehicles on an objective and

*Amendment*

- Costs shall be apportioned to heavy *duty and light* duty vehicles on an
transparent basis taking account of the proportion of **heavy duty** vehicle traffic to be carried on the network and the associated costs. The vehicle kilometres travelled by heavy duty vehicles may for this purpose be adjusted by objectively justified ‘equivalence factors’ such as those set out in point 4 (*).

objective and transparent basis taking account of the proportion of **different** vehicle traffic to be carried on the network and the associated costs. The vehicle kilometres travelled by heavy duty vehicles may for this purpose be adjusted by objectively justified ‘equivalence factors’ such as those set out in point 4 (*).

**Amendment 34**

**Proposal for a directive**

**Annex I – point 1 – point b – point i – indent 2**

**Directive 1999/62/EC**

**Annex III – section 2 – point 2.2 – indent 2**

**Text proposed by the Commission**

- Such costs shall be apportioned between heavy duty vehicles and other **traffic** on the basis of actual and forecast shares of vehicle kilometres and may be adjusted by objectively justified equivalence factors such as those set out in point 4.

**Amendment**

- Such costs shall be apportioned between heavy duty vehicles and other **light duty vehicles** on the basis of actual and forecast shares of vehicle kilometres and may be adjusted by objectively justified equivalence factors such as those set out in point 4.

**Or. en**

**Amendment 35**

**Proposal for a directive**

**Annex I – point 1 – point c**

**Directive 1999/62/EC**

**Annex IIIa – Title**

**Text proposed by the Commission**

MINIMUM REQUIREMENTS FOR LEVYING AN EXTERNAL-COST CHARGE

**Amendment**

MINIMUM REQUIREMENTS FOR LEVYING A **HIGHER** EXTERNAL-COST CHARGE

**Or. en**
Amendment 36

Proposal for a directive
Annex I – point 1 – point c
Directive 1999/62/EC
Annex IIIa – introductory part

Text proposed by the Commission

This Annex sets out the minimum requirements for levying an external-cost charge and, where applicable, for calculating the maximum external-cost charge.

Amendment

This Annex sets out the minimum requirements for levying a higher external-cost charge compared to the minimum values set out in Annex IIIb and, where applicable, for calculating the maximum external-cost charge.

Or. en

Amendment 37

Proposal for a directive
Annex I – point 1 – point c
Directive 1999/62/EC
Annex IIIa – part 1 – paragraph 1

Text proposed by the Commission

The Member State shall specify precisely the part or parts of their road network which are to be subject to an external-cost charge.

Amendment

The Member State shall specify precisely the part or parts of their road network which are to be subject to a higher external-cost charge compared to the minimum values set out in Annex IIIb.

Or. en

Amendment 38

Proposal for a directive
Annex I – point 1 – point c
Directive 1999/62/EC
Annex IIIa – part 1 – paragraph 2 – introductory part
Where a Member State intends to levy an external-cost charge on only a part or parts of the road network composed of its share in the trans-European network and of its motorways, the part or parts shall be chosen after an assessment establishing that:

Where a Member State intends to levy a higher external-cost charge on only a part or parts of the road network composed of its share in the trans-European network and of its motorways, the part or parts shall be chosen after an assessment establishing that:

Or. en

Amendment 39

Proposal for a directive
Annex I – point 1 – point c
Directive 1999/62/EC
Annex IIIa – part 1 – paragraph 2 – indent 1

- vehicles’ use of the roads where the external-cost charge is applied generates environmental damage higher than that generated on average assessed in accordance with air quality reporting, national emissions inventories, traffic volumes and, for noise, in accordance with Directive 2002/49/EC, or

- vehicles’ use of the roads where the higher external-cost charge is applied generates environmental damage higher than that generated on average assessed in accordance with air quality reporting, national emissions inventories, traffic volumes and, for noise, in accordance with Directive 2002/49/EC, or

Or. en

Amendment 40

Proposal for a directive
Annex I – point 1 – point c
Directive 1999/62/EC
Annex IIIa – part 1 – paragraph 2 – indent 2

- the imposition of an external-cost charge on other parts of the road network thus composed might have adverse effects

- the imposition of a higher external-cost charge on other parts of the road network thus composed might have
on the environment or road safety, or levying and collecting *an* external-cost charge on them would entail disproportionate cost.

adverse effects on the environment or road safety, or levying and collecting *a higher* external-cost charge on them would entail disproportionate cost.

Amendment 41

Proposal for a directive
Annex I – point 1 – point c
Directive 1999/62/EC
Annex IIIa – part 2 – paragraph 1

*Text proposed by the Commission*

Where a Member State intends to apply higher external-cost charges than the reference values specified in Annex IIIb, it shall notify the Commission of the classification of vehicles according to which the external-cost charge shall vary. It shall also notify the Commission of the location of roads subject to higher external-cost charges (called hereafter ‘suburban roads (including motorways)’), and of roads subject to lower external-cost charges (called hereafter ‘interurban roads (including motorways)’).

*Amendment*

Where a Member State intends to apply higher external-cost charges than the minimum values specified in Annex IIIb, it shall notify the Commission of the classification of vehicles according to which the external-cost charge shall vary. It shall also notify the Commission of the location of roads subject to higher external-cost charges (called hereafter ‘suburban roads (including motorways)’), and of roads subject to minimum external-cost charges (called hereafter ‘interurban roads (including motorways)’).

Amendment 42

Proposal for a directive
Annex I – point 1 – point c
Directive 1999/62/EC
Annex IIIa – part 3 – paragraph 1

*Text proposed by the Commission*

This section shall apply where a Member State intends to apply higher external cost charges than the reference values specified in Annex IIIb.

*Amendment*

This section shall apply where a Member State intends to apply higher external cost charges than the minimum values specified in Annex IIIb.
Amendment 43
Proposal for a directive
Annex I – point 1 – point c
Directive 1999/62/EC
Annex IIIa – part 4 – point 4.1 – introductory part

**Text proposed by the Commission**

Where a Member State intends to apply higher external-cost charges than the reference values specified in Annex IIIb, that Member State or, where appropriate, an independent authority shall calculate the chargeable cost of traffic–based air pollution by applying the following formula:

**Amendment**

Where a Member State intends to apply higher external-cost charges than the minimum values specified in Annex IIIb, that Member State or, where appropriate, an independent authority shall calculate the chargeable cost of traffic–based air pollution by applying the following formula:

Or. en

Amendment 44
Proposal for a directive
Annex I – point 1 – point c
Directive 1999/62/EC
Annex IIIa – part 4 – point 4.2 – introductory part

**Text proposed by the Commission**

Where a Member State intends to apply higher external-cost charges than the reference values specified in Annex IIIb, the Member State or, where appropriate, an independent authority shall calculate the chargeable cost of traffic–based noise pollution by applying the following formulae:

**Amendment**

Where a Member State intends to apply higher external-cost charges than the minimum values specified in Annex IIIb, the Member State or, where appropriate, an independent authority shall calculate the chargeable cost of traffic–based noise pollution by applying the following formulae:

Or. en
Amendment 45
Proposal for a directive
Annex I – point 1 – point d
Directive 1999/62/EC
Annex IIIb – Title

Text proposed by the Commission
REFERENCE VALUES OF THE EXTERNAL-COST CHARGE

Amendment
MINIMUM VALUES OF THE EXTERNAL-COST CHARGE

Or. en

Amendment 46
Proposal for a directive
Annex I – point 1 – point d
Directive 1999/62/EC
Annex IIIb – introductory part

Text proposed by the Commission
This Annex sets out reference values of the external-cost charge, including the cost of air pollution and noise.

Amendment
This Annex sets out minimum values of the external-cost charge, including the cost of air pollution and noise.

Or. en

Amendment 47
Proposal for a directive
Annex I – point 1 – point d
Directive 1999/62/EC
Annex IIIb – Table 1 – title

Text proposed by the Commission
Table 1: reference values of the external-cost charge for heavy goods vehicles

Amendment
Table 1: minimum values of the external-cost charge for heavy goods vehicles

Or. en
### Amendment 48

Proposal for a directive  
Annex I – point 1 – point d  
Directive 1999/62/EC  
Annex IIIb – Table 2 – title

**Text proposed by the Commission**

| Table 2: **reference** values of the external-cost charge for coaches |

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**Amendment**

| Table 2: **minimum** values of the external-cost charge for coaches |

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Or. en

### Amendment 49

Proposal for a directive  
Annex I – point 1 – point d  
Directive 1999/62/EC  
Annex IIIb – Table 3 (new)

**Text proposed by the Commission**

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>Engine</th>
<th>EURO- Class</th>
<th>Suburban</th>
<th>Interurban</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car diesel</td>
<td>&lt;1.4l</td>
<td>Euro 2</td>
<td>1,9</td>
<td>0,9</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Euro 3</td>
<td>1,6</td>
<td>0,9</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Euro 4</td>
<td>1,3</td>
<td>0,7</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Euro 5</td>
<td>0,9</td>
<td>0,5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Euro 6</td>
<td>0,6</td>
<td>0,3</td>
</tr>
<tr>
<td></td>
<td>1.4-2.0l</td>
<td>Euro 0</td>
<td>3,6</td>
<td>1,0</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Euro 1</td>
<td>1,9</td>
<td>0,9</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Euro 2</td>
<td>1,8</td>
<td>0,8</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Euro 3</td>
<td>1,7</td>
<td>0,9</td>
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<tr>
<td></td>
<td></td>
<td>Euro 4</td>
<td>1,4</td>
<td>0,7</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Euro 5</td>
<td>0,9</td>
<td>0,5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Euro 6</td>
<td>0,6</td>
<td>0,3</td>
</tr>
<tr>
<td></td>
<td>&gt;2.0l</td>
<td>Euro 0</td>
<td>3,9</td>
<td>1,3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Euro 1</td>
<td>1,9</td>
<td>0,9</td>
</tr>
</tbody>
</table>
### Amendment 50

**Proposal for a directive**

Annex I – point 1 – point d

Directive 1999/62/EC

Annex IIIb – Table 4 (new)

*Text proposed by the Commission*

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**Amendment**

**Table 4: minimum values of the external-cost charge for vans intended for the carriage of goods:**

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>EURO-Class</th>
<th>Suburban</th>
<th>Interurban</th>
</tr>
</thead>
<tbody>
<tr>
<td>Van intended for</td>
<td>Euro 1</td>
<td>2,4</td>
<td>0,7</td>
</tr>
</tbody>
</table>
### Table 2: Equivalence factors for establishing the proportion between congestion charge levels for different vehicle categories

<table>
<thead>
<tr>
<th>Vehicle category</th>
<th>Equivalence factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light duty vehicles</td>
<td>1</td>
</tr>
<tr>
<td>Rigid heavy goods vehicles</td>
<td>1.9</td>
</tr>
<tr>
<td>Buses and coaches</td>
<td>2.5</td>
</tr>
<tr>
<td>Articulated heavy goods vehicles</td>
<td>2.9</td>
</tr>
</tbody>
</table>

### Amendment

**Proposal for a directive**
**Annex I – point 1 – point d**
Directive 1999/62/EC
Annex V – Table 2

*Text proposed by the Commission*

Table 2: Equivalence factors for establishing the proportion between congestion charge levels for different vehicle categories

<table>
<thead>
<tr>
<th>Vehicle category</th>
<th>Equivalence factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light duty vehicles</td>
<td>1</td>
</tr>
<tr>
<td>Rigid heavy goods vehicles</td>
<td>1.9</td>
</tr>
<tr>
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<td>2.5</td>
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<tr>
<td>Articulated heavy goods vehicles</td>
<td>2.9</td>
</tr>
</tbody>
</table>

*Amendment*

Table 2: Equivalence factors for establishing the proportion between congestion charge levels for different vehicle categories

<table>
<thead>
<tr>
<th>Vehicle category</th>
<th>Equivalence factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light duty vehicles</td>
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</tr>
<tr>
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<td>1.9</td>
</tr>
<tr>
<td>Buses and coaches</td>
<td>1.5</td>
</tr>
</tbody>
</table>
Articulated heavy goods vehicles 2,9

Or. en