



**2023/0042(COD)**

26.5.2023

**\*\*\*I**

## **DRAFT REPORT**

on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2019/1242 as regards strengthening the CO<sub>2</sub> emission performance standards for new heavy-duty vehicles and integrating reporting obligations, and repealing Regulation (EU) 2018/956 (COM(2023)0088) – C9-0025/2023 – 2023/0042(COD))

Committee on the Environment, Public Health and Food Safety

Rapporteur: Yannick Jadot

### ***Symbols for procedures***

- \* Consultation procedure
- \*\*\* Consent procedure
- \*\*\*I Ordinary legislative procedure (first reading)
- \*\*\*II Ordinary legislative procedure (second reading)
- \*\*\*III Ordinary legislative procedure (third reading)

(The type of procedure depends on the legal basis proposed by the draft act.)

### ***Amendments to a draft act***

#### **Amendments by Parliament set out in two columns**

Deletions are indicated in ***bold italics*** in the left-hand column. Replacements are indicated in ***bold italics*** in both columns. New text is indicated in ***bold italics*** in the right-hand column.

The first and second lines of the header of each amendment identify the relevant part of the draft act under consideration. If an amendment pertains to an existing act that the draft act is seeking to amend, the amendment heading includes a third line identifying the existing act and a fourth line identifying the provision in that act that Parliament wishes to amend.

#### **Amendments by Parliament in the form of a consolidated text**

New text is highlighted in ***bold italics***. Deletions are indicated using either the **■** symbol or ~~strikeout~~. Replacements are indicated by highlighting the new text in ***bold italics*** and by deleting or striking out the text that has been replaced.

By way of exception, purely technical changes made by the drafting departments in preparing the final text are not highlighted.

## CONTENTS

	<b>Page</b>
DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION .....	5
EXPLANATORY STATEMENT .....	47
ANNEX: LIST OF ENTITIES OR PERSONS FROM WHOM THE RAPPORTEUR HAS RECEIVED INPUT .....	50



## DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

**on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2019/1242 as regards strengthening the CO<sub>2</sub> emission performance standards for new heavy-duty vehicles and integrating reporting obligations, and repealing Regulation (EU) 2018/956 (COM(2023)0088) – C9-0025/2023 – 2023/0042(COD))**

**(Ordinary legislative procedure: first reading)**

*The European Parliament,*

- having regard to the Commission proposal to Parliament and the Council (COM(2023)0088),
- having regard to Article 192(1) of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C9-0025/2023),
- having regard to the proposal from the European Commission
- having regard to the reasoned opinion submitted, within the framework of Protocol No 2 on the application of the principles of subsidiarity and proportionality, by the Camera dei Deputati, asserting that the draft legislative act does not comply with the principle of subsidiarity,
- having regard to the reasoned opinion submitted, within the framework of Protocol No 2 on the application of the principles of subsidiarity and proportionality, by the Senato della Repubblica, asserting that the draft legislative act does not comply with the principle of subsidiarity,
- having regard to the opinion of the European Economic and Social Committee of [date]<sup>1</sup>,
- having regard to the opinion of the Committee of the Regions of [date]<sup>2</sup>,
- having regard to Rules 59 and 40 of its Rules of Procedure,
  
- having regard to the opinions of the Committee on Transport and Tourism and Committee on Industry, Research and Energy
- having regard to the report of the Committee on the Environment, Public Health and Food Safety (A9-0000/2023),

---

<sup>1</sup> OJ C [...], [...], p. [...].

<sup>2</sup> OJ C [...], [...], p. [...].

1. Adopts its position at first reading hereinafter set out;
2. Approves the joint statement by Parliament and the Council annexed to this resolution;
3. Calls on the Commission to refer the matter to Parliament again if it replaces, substantially amends or intends to substantially amend its proposal;
4. Instructs its President to forward its position to the Council, the Commission and the national parliaments.

## Amendment 1

### Proposal for a regulation

#### Recital 2

*Text proposed by the Commission*

(2) The European Green Deal combines a comprehensive set of mutually reinforcing measures and initiatives aimed at achieving climate neutrality in the Union by 2050, and sets out a new **growth** strategy that aims to transform the Union into a fair and prosperous society with a modern, resource-efficient and competitive economy, where economic **growth** is decoupled from resource use. It also aims to protect, conserve and enhance the Union's natural capital, and protect the health and well-being of citizens from environment-related risks and impacts. At the same time, this transition affects women and men differently and has a particular impact on some disadvantaged groups, such as older people, persons with disabilities and persons with a minority racial or ethnic background. It must therefore be ensured that the transition is just and inclusive, leaving no one behind.

*Amendment*

(2) The European Green Deal combines a comprehensive set of mutually reinforcing measures and initiatives aimed at achieving climate neutrality in the Union by 2050, and sets out a new strategy that aims to transform the Union into a fair and prosperous society with a modern, resource-efficient and competitive economy, where economic **development** is decoupled from resource use. It also aims to protect, conserve and enhance the Union's natural capital, and protect the health and well-being of citizens from environment-related risks and impacts. At the same time, this transition affects women and men differently and has a particular impact on some disadvantaged groups, such as older people, persons with disabilities and persons with a minority racial or ethnic background. It must therefore be ensured that the transition is just and inclusive, leaving no one behind.

Or. en

## Amendment 2

### Proposal for a regulation

#### Recital 3

*Text proposed by the Commission*

(3) The Union committed to reducing the Union's economy-wide net greenhouse gas emissions by at least 55 % by 2030 below 1990 levels in the updated nationally determined contribution submitted to the UNFCCC Secretariat on 17 December 2020.

*Amendment*

(3) The Union committed to reducing the Union's economy-wide net greenhouse gas emissions by at least 55 % by 2030 below 1990 levels in the updated nationally determined contribution submitted to the UNFCCC Secretariat on 17 December 2020. ***The Council stated in its conclusions of 24 October 2022<sup>1a</sup> that it stands ready, as soon as possible after the conclusions of the negotiations on the***

*essential elements of ‘Fit for 55’ package, to update, as appropriate, the NDC of the EU and its Member States, in line with § 29 of the Glasgow Climate Pact to reflect how the final outcome of the essential elements of ‘Fit for 55’ package implements the EU headline target as agreed by the European Council in December 2020.*

---

*<sup>1a</sup> Council conclusions on the Preparations for the 27th Conference of the Parties (COP27) of the United Nations Framework Convention on Climate Change (UNFCCC), 24 October 2022.*

Or. en

### Amendment 3

#### Proposal for a regulation Recital 3 a (new)

*Text proposed by the Commission*

*Amendment*

*(3a) During COP26 in Glasgow, the Global Memorandum of Understanding on Zero-Emission Medium- and Heavy-Duty Vehicles was launched. To date, 25 countries including 10 Member States have already pledged to transition towards 100% zero-emission trucks and buses sales by 2040.*

Or. en

### Amendment 4

#### Proposal for a regulation Recital 4

*Text proposed by the Commission*

*Amendment*

(4) In Regulation (EU) 2021/1119 of the European Parliament and of the Council<sup>11</sup>, the Union has enshrined the target of economy-wide climate neutrality by 2050 **in legislation**. That Regulation

(4) In Regulation (EU) 2021/1119 of the European Parliament and of the Council<sup>11</sup>, the Union has enshrined **in legislation** the target of economy-wide climate neutrality **as soon as possible and**



also establishes a binding Union domestic reduction commitment of net greenhouse gas emissions (emissions after deduction of removals) of at least 55 % below 1990 levels by 2030.

by 2050 ***at the latest, and the aim to achieve negative emissions thereafter.***

That Regulation also establishes a binding Union domestic reduction commitment of net greenhouse gas emissions (emissions after deduction of removals) of at least 55 % below 1990 levels by 2030. ***That Regulation also established that the Commission is to endeavour to align all future legislative and budgetary proposals with the objectives and targets set out in that Regulation and, in any case of non-alignment, provide the reasons as part of the impact assessment accompanying those proposals.***

---

<sup>11</sup> Regulation (EU) 2021/1119 of the European Parliament and of the Council of 30 June 2021 establishing the framework for achieving climate neutrality and amending Regulations (EC) No 401/2009 and (EU) 2018/1999 ('European Climate Law') (OJ L 243, 9.7.2021, p. 1).

---

<sup>11</sup> Regulation (EU) 2021/1119 of the European Parliament and of the Council of 30 June 2021 establishing the framework for achieving climate neutrality and amending Regulations (EC) No 401/2009 and (EU) 2018/1999 ('European Climate Law') (OJ L 243, 9.7.2021, p. 1).

Or. en

## Amendment 5

### Proposal for a regulation Recital 5

#### *Text proposed by the Commission*

(5) All sectors of the economy are expected to contribute to achieving those emission reductions, including the road transport sector.

#### *Amendment*

(5) All sectors of the economy are expected to contribute to achieving those emission reductions, including the road transport sector. ***Heavy-duty vehicles are currently responsible for more than a quarter of greenhouse gas emissions from road transport in the Union and for over 6% of Union's total greenhouse gas emissions, more than those from aviation or maritime transport.***

Or. en

## Amendment 6

### Proposal for a regulation

#### Recital 7

*Text proposed by the Commission*

(7) The REPowerEU Communication<sup>13</sup> outlined a plan to make the Union independent from Russian fossil fuels well before the end of this decade. The Communication highlights the importance, among others, of further increasing the efficiency and reducing fossil consumption in the transport sector, where electrification can be combined with the use of *fossil-free* hydrogen to replace fossil fuels.

---

<sup>13</sup> Communication from the Commission to the European Parliament, the European Council, the Council, the European Economic and Social Committee and the Committee of the Regions, REPowerEU Plan, COM(2022)230 final of 18.5.2022.

*Amendment*

(7) The REPowerEU Communication<sup>13</sup> outlined a plan to make the Union independent from Russian fossil fuels well before the end of this decade. The Communication highlights the importance, among others, of further increasing the efficiency and reducing fossil consumption in the transport sector, where electrification can be combined with the use of *renewable* hydrogen to replace fossil fuels.

---

<sup>13</sup> Communication from the Commission to the European Parliament, the European Council, the Council, the European Economic and Social Committee and the Committee of the Regions, REPowerEU Plan, COM(2022)230 final of 18.5.2022.

Or. en

## Amendment 7

### Proposal for a regulation

#### Recital 8

*Text proposed by the Commission*

(8) In order to contribute to the reduction in net greenhouse gas emissions of at least 55 % by 2030 compared to 1990 and in conformity with the energy efficiency first principle, it is necessary to strengthen the reduction requirements set out in Regulation (EU) 2019/1242 for heavy-duty vehicles. A clear pathway also needs to be set for further reductions beyond 2030 to contribute to achieving the climate neutrality objective by 2050.

*Amendment*

(8) In order to contribute to the reduction in net greenhouse gas emissions of at least 55 % by 2030 compared to 1990 and in conformity with the energy efficiency first principle, it is necessary to strengthen the reduction requirements set out in Regulation (EU) 2019/1242 for heavy-duty vehicles. A clear pathway also needs to be set for further reductions beyond 2030 to contribute to achieving the climate neutrality objective by 2050.  
***Without ambitious action on greenhouse gas emission reductions in road transport, higher emission reductions would be***

*needed in other sectors, including sectors where decarbonisation is more challenging.*

Or. en

## Amendment 8

### Proposal for a regulation Recital 8 a (new)

*Text proposed by the Commission*

*Amendment*

***(8a) Strengthening CO<sub>2</sub> emission reduction requirements for heavy-duty vehicles and rolling-out the necessary recharging and refuelling infrastructure will play a key role in reducing the emissions of the entire heavy-duty vehicles fleet to zero as soon as possible and by 2050 at the very latest, but it should also be complemented by other initiatives aiming at accelerating a modal shift from road to rail and increasing rail freight.***

Or. en

## Amendment 9

### Proposal for a regulation Recital 10

*Text proposed by the Commission*

*Amendment*

(10) Against that background, new strengthened CO<sub>2</sub> emission reduction targets should be set for new heavy-duty vehicles for the period 2030 onwards. ***Those targets*** should be ***set at a level that*** will deliver a strong signal to accelerate the uptake of zero-emission vehicles on the Union market ***and to*** stimulate innovation in zero-emission technologies in a cost-efficient way.

(10) Against that background, new strengthened CO<sub>2</sub> emission reduction targets should be set for new heavy-duty vehicles for the period 2030 onwards, ***and all new heavy-duty vehicles put on the Union market as of 2040 should be zero-emission. Ambitious targets*** will deliver a strong signal to accelerate the uptake of zero-emission vehicles on the Union market, stimulate innovation in zero-emission technologies in a cost-efficient way, ***ensure European companies maintain a leading position on the global market, and contribute to reduce the***

*running costs for transport companies, while ensuring the Union fulfil its climate and air pollution objectives.*

Or. en

## **Amendment 10**

### **Proposal for a regulation Recital 10 a (new)**

*Text proposed by the Commission*

*Amendment*

*(10a) According to the latest information provided by the European Environment Agency (EEA), 97% of the urban population in the Union in 2021 was exposed to concentrations of fine particulate matter above the health-based guideline level set by the World Health Organization<sup>1a</sup>. In 2020 in Europe, 275 000 premature deaths were attributable to exposure of high concentrations of particulate matter, and 64 000 premature deaths were attributable to exposure of high NO<sub>2</sub> concentrations<sup>1b</sup>. By accelerating the roll-out of zero-emission vehicles, strengthened CO<sub>2</sub> emission reduction requirements will also contribute to reduce air pollution from road transport.*

---

<sup>1a</sup> *Europe's Air Quality Status 2023, European Environment Agency (2023).*

<sup>1b</sup> *Health impacts of air pollution in Europe, European Environment Agency (2023).*

Or. en

## **Amendment 11**

### **Proposal for a regulation Recital 12**

*Text proposed by the Commission*

*Amendment*

(12) *The Union fleet-wide targets are to*

(12) *Regulation (EU) .../... of the*

*be complemented by the necessary roll-out of recharging and refuelling infrastructure as set out in the Commission Proposal for a regulation on the deployment of alternative fuel infrastructure<sup>16</sup>.*

*European Parliament and of the Council on the deployment of alternative fuels infrastructure (AFIR) obliges Member States to ensure a minimum coverage of publicly accessible recharging and refuelling points dedicated to heavy-duty vehicles every 60 kilometres along the TEN-T core network, and every 100 kilometres along the TEN-T comprehensive network. This will lead to sufficient publicly accessible infrastructure network enabling the seamless use of zero-emission heavy-duty long-haul trucks across the Union, and give a strong signal to operators of public recharging and refuelling infrastructure and encourage private investment for additional infrastructure. Moreover, several Member States have already announced they will go beyond those minimum requirements, and several European truck manufacturers have created joint ventures to install and operate public charging networks across Europe. Member States should also be encouraged to include in their revised national policy frameworks measures to support the deployment of recharging and refuelling infrastructure in depots, logistic centres and warehouses. All those initiatives will contribute to the necessary roll-out of recharging and refuelling infrastructure across the Union.*

---

<sup>16</sup> *Proposal for a Regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council, 14.7.2021, COM/2021/559 final.*

Or. en

## **Amendment 12**

### **Proposal for a regulation Recital 12 a (new)**

**(12a) Within 6 months of the entry into force of this Regulation, the Commission should convene a Zero-Emission HDVs Forum, gathering public charging stations operators, electricity transmission system operators, long-haul transporters, urban logistic operators, public transport operators, civil society, think tanks, Member States and manufacturers, in order to work together on the effective and cost-efficient roll-out of recharging and refuelling infrastructure in view of the increased CO2 emissions reduction targets for HDVs. The work of that Forum should in particular feed in the preparation of the first review referred to in Article 22(2) of Regulation (EU) .../... of the European Parliament and of the Council on the deployment of alternative fuels infrastructure (AFIR) in order to ensure that the targets set out in that Regulation are aligned with the ambition of this Regulation.**

Or. en

### Amendment 13

#### Proposal for a regulation

#### Recital 15

Text proposed by the Commission

(15) Due to the heterogeneous structure of the total truck fleet, ***it is not possible to fully predict whether for all niche uses, technological developments will be quick enough to ensure that zero-emission tailpipe technology is a viable choice.*** This may include uses such as ***long-haul heavy-duty vehicles in specific territorial morphology and meteorological circumstances, coaches and lorries*** for critical security and safety applications that cannot be fulfilled by zero-emission tailpipe technologies. The vehicles in

Amendment

(15) Due to the heterogeneous structure of the total truck fleet, ***some room should be given in the short term to account for particular niche uses.*** This may include uses such as vehicles for critical security and safety applications that cannot be fulfilled by zero-emission tailpipe technologies. The vehicles in question should constitute a limited share of the entire heavy-duty vehicle fleet. ***The 2028 review clause should assess the possibility of applying CO2 targets also for niche uses and uncertified vehicles.***

question should constitute a limited share of the entire heavy-duty vehicle fleet. ***In view of such considerations, some margin in the 2040 target should be left to accommodate developments in technology yet to occur.***

Or. en

## Amendment 14

### Proposal for a regulation

#### Recital 16

##### *Text proposed by the Commission*

(16) Contracting authorities or contracting entities should consider, when basing the award of contracts for the purchase or the use of vehicles referred to in point 4.2 of Annex I, the resilience of supply, including by considering the “Guidance on the participation of third country bidders and goods in the EU procurement market” (C(2019) 5494 final).

##### *Amendment*

(16) ***In order to ensure sustainable and resilient supply chains, and reduce current strategic import dependencies in some technologies and products needed for the accelerated roll-out of zero-emission heavy-duty vehicles, in particular urban buses, and prevent the formation of new ones,*** contracting authorities or contracting entities should consider, when basing the award of contracts for the purchase or the use of vehicles referred to in point 4.2 of Annex I, the ***sustainability and*** resilience of supply, including by considering the “Guidance on the participation of third country bidders and goods in the EU procurement market” (C(2019) 5494 final). ***The weighting of criteria on the sustainability and resilience contribution of the tender in relation to public procurement procedures is without prejudice to the possibility for contracting authorities and contracting entities to set a higher threshold for the criteria relating to environmental sustainability or innovation, in accordance with Article 41(3) and Recital 64 of Directive 2014/23/EU of the European Parliament and of the Council, Article 67(5) of Directive 2014/24/EU and Article 82(5) of Directive 2014/25/EU.***

Or. en



## Amendment 15

### Proposal for a regulation Recital 17

#### *Text proposed by the Commission*

(17) With the stricter Union fleet-wide targets from 2030 onwards, manufacturers will have to deploy significantly more zero-emission vehicles on the Union market. In that context, the incentive mechanism for zero- and low-emission vehicles ('ZLEV') would no longer serve its original purpose and would risk undermining the effectiveness of Regulation (EU) 2019/1242. **The ZLEV** incentive mechanism should therefore be removed as of 2030.

#### *Amendment*

(17) With the stricter Union fleet-wide targets from 2030 onwards, manufacturers will have to deploy significantly more zero-emission vehicles on the Union market. In that context, the incentive mechanism for zero- and low-emission vehicles ('ZLEV') would no longer serve its original purpose and would risk undermining the effectiveness of Regulation (EU) 2019/1242. **That** incentive mechanism should therefore be **amended with a view to only incentivise zero-emission vehicles as of 2025, to be aligned with current market developments, and to have it fully** removed as of 2030.

Or. en

## Amendment 16

### Proposal for a regulation Recital 21 – paragraph 4

#### *Text proposed by the Commission*

As for certain vehicle groups, which are type-approved, CO<sub>2</sub> emissions are not determined yet for technical reasons, these vehicles do not have to meet the CO<sub>2</sub> targets set by this Regulation. These are for example special purpose vehicles, such as mobile cranes, carriers of hydraulic multi-equipment or exceptional load transport vehicles, off-road vehicles, such as certain vehicles used for mining, forestry and agricultural purposes, as well as other vehicles with non-standard axle configurations such as vehicles with more than 4 axles or more than 2 driven axles, small buses with a maximum mass lower than 7,5 t, **and small lorries with a**

#### *Amendment*

As for certain vehicle groups, which are type-approved, CO<sub>2</sub> emissions are not determined yet for technical reasons, these vehicles do not have to meet the CO<sub>2</sub> targets set by this Regulation. These are for example special purpose vehicles, such as mobile cranes, carriers of hydraulic multi-equipment or exceptional load transport vehicles, off-road vehicles, such as certain vehicles used for mining, forestry and agricultural purposes, as well as other vehicles with non-standard axle configurations such as vehicles with more than 4 axles or more than 2 driven axles, **and** small buses with a maximum mass lower than 7,5 t.



*maximum mass lower than 5t.*

Or. en

## Amendment 17

### Proposal for a regulation Recital 21 – paragraph 5

*Text proposed by the Commission*

*Amendment*

*Vocational vehicles, such as garbage trucks, tippers or concrete mixers, should continue to be exempted from the calculation of average specific CO<sub>2</sub> emissions of manufacturers.*

*deleted*

Or. en

## Amendment 18

### Proposal for a regulation Recital 25 a (new)

*Text proposed by the Commission*

*Amendment*

*(25a) CO<sub>2</sub> emissions from vocational vehicles, such as garbage, tippers or concrete mixers, are already certified under VECTO, monitored and reported by vehicle manufacturers and Member States, and several zero-emission vocational vehicles are already commercially available in Europe. CO<sub>2</sub> emissions from vocational vehicles represent around 5% of heavy-duty vehicles emissions and around 10% of sales. As they mostly operates in cities, vocational vehicles also significantly impact urban air quality. Most of those vehicles run on low mileage and with predictable routes, and are being stored overnight in depots, thereby making it easier for operators to run zero-emission vehicles. CO<sub>2</sub> emissions reduction targets should therefore also apply to those vehicles.*

Or. en

## Amendment 19

### Proposal for a regulation Recital 25 b (new)

*Text proposed by the Commission*

*Amendment*

***(25b) CO<sub>2</sub> emissions from small lorries with a maximum mass lower than 5t and medium lorries with a maximum mass lower than 7,4t which cannot yet be determined under VECTO, but their CO<sub>2</sub> emissions are being determined under Regulation (EU) 2018/858 and their registrations reported by Member States to the Commission. Zero-emission technologies for vehicles under that segment are already mature and cost-efficient. That segment includes many urban delivery trucks supplying stores, such as supermarkets in cities, so their decarbonisation will contribute to the improvement of urban air quality. Smaller lorries should therefore also be subject to the same CO<sub>2</sub> targets, and be attributed to the respective sub-groups according to their mission profile, mileage and payload.***

Or. en

## Amendment 20

### Proposal for a regulation Recital 26

*Text proposed by the Commission*

*Amendment*

(26) Due to the technical readiness of the sub-sector and the need to improve air quality in cities, a mandatory minimum share of new zero-emission urban buses should be set.

***(26) In 2021, zero-emission buses represented 23% of all sales in the Union of that segment, with some Member States already reaching close to 100%, including the Netherlands and Bulgaria. Due to the technical readiness of the sub-sector and the need to improve air quality in cities, a mandatory minimum share of new zero-emission urban buses should be set. That minimum share should reach 100% by 2030.***

## Amendment 21

### Proposal for a regulation

#### Recital 27

*Text proposed by the Commission*

(27) ***A mandatory minimum share of zero-emission urban buses should reflect the societal need for affordable public transport, including in rural areas.*** The increased supply of zero-emission urban buses that result from such a mandatory minimum share should have a positive effect on purchasing cost, both in terms of upfront purchase price and the total cost of ownership of zero-emission urban buses, reflecting fossil fuel savings resulting from their operation. Joint procurement of urban buses building on the Clean Bus Platform can bring the purchasing cost of such buses further down, and the proposed Social Climate Fund could be used by Member States to support vulnerable citizens with reduced or free public transport tickets or subscriptions. ***Finally, regional and long-distance buses and coaches, including for transport in rural areas, remain subject to the targets for heavy duty vehicles.*** Support from the Social Climate Fund could address specific needs of rural areas and prevent transport poverty<sup>21</sup> by securing access to affordable public transport.

---

<sup>21</sup> In line with the definition in the Social Climate Fund regulation, article 2(2a)

*Amendment*

(27) The increased supply of zero-emission urban buses that result from such a mandatory minimum share should have a positive effect on purchasing cost, both in terms of upfront purchase price and the total cost of ownership of zero-emission urban buses, reflecting fossil fuel savings resulting from their operation. Joint procurement of urban buses building on the Clean Bus Platform can bring the purchasing cost of such buses further down, and the proposed Social Climate Fund could be used by Member States to support vulnerable citizens with reduced or free public transport tickets or subscriptions. Support from the Social Climate Fund could address specific needs of rural areas and prevent transport poverty<sup>21</sup> by securing access to affordable public transport. ***The Commission should also consider amending the Clean Vehicles Directive<sup>21a</sup> so that it is aligned with the ambition of this Regulation.***

---

<sup>21</sup> In line with the definition in the Social Climate Fund regulation, article 2(2a)

<sup>21a</sup> ***Directive (EU) 2019/1161 of the European Parliament and of the Council of 20 June 2019 amending Directive 2009/33/EC on the promotion of clean and energy-efficient road transport vehicles (OJ L 188, 12.7.2019, p.116).***

## Amendment 22

### Proposal for a regulation Recital 28

*Text proposed by the Commission*

(28) The **zero- and low-emission** factor should last be applied for the reporting period of the year 2029, because it is no longer considered necessary after that time as an incentive to promote the market entrance of zero-emission vehicles.

*Amendment*

(28) The **zero-emission** factor should last be applied for the reporting period of the year 2029, because it is no longer considered necessary after that time as an incentive to promote the market entrance of zero-emission vehicles.

Or. en

## Amendment 23

### Proposal for a regulation Recital 30

*Text proposed by the Commission*

(30) Furthermore, in order to strengthen the development of new zero-emission technologies in specialized small- and medium-sized companies, it should also be possible to transfer zero-emission vehicles between non-connected entities.

*Amendment*

(30) Furthermore, in order to strengthen the development of new zero-emission technologies in specialized small- and medium-sized companies, it should also be possible to transfer zero-emission vehicles between non-connected entities, **as well as to transfer existing vehicles that have been retrofitted to be zero-emission vehicles. Retrofitting existing vehicles represents a great opportunity to accelerate the transition towards zero-emission mobility in a cost-efficient and resource-efficient way.**

Or. en

## Amendment 24

### Proposal for a regulation Recital 32

*Text proposed by the Commission*

(32) The existing system of multi-annual emission credits and emission debts should be extended to 2039 as reduction targets

*Amendment*

(32) The existing system of multi-annual emission credits and emission debts should be extended to 2039 as reduction targets

keep strengthening beyond 2030 until 2040 and require forward-looking technical developments of manufacturers during that period.

keep strengthening beyond 2030 until 2040 and require forward-looking technical developments of manufacturers during that period. *Nevertheless, manufacturers should clear all remaining emission debts in the years 2029, 2034 and 2039, and emission credits that are not used within five years after they have been acquired should automatically expire, so as to avoid locking-in a low ambition.*

Or. en

## Amendment 25

### Proposal for a regulation Recital 38 a (new)

*Text proposed by the Commission*

*Amendment*

*(38a) In order to promote the uptake of vehicles that consume less energy, the Commission should investigate as part of the 2028 review the impacts of setting minimum energy efficiency thresholds for new zero-emission heavy-duty vehicles placed on the Union market.*

Or. en

## Amendment 26

### Proposal for a regulation Article 1 – paragraph 1 – point 1 Regulation (EU) 2019/1242 Article 1 – paragraph 1

*Text proposed by the Commission*

*Amendment*

1. This Regulation establishes CO<sub>2</sub> emissions performance requirements for new heavy-duty vehicles that contribute to achieving the Union's **target of reducing its greenhouse gas emissions**, as laid down in Regulation (EU) 2018/842<sup>23</sup>, and the objectives of the Paris Agreement<sup>24</sup> and to ensure the proper functioning of the internal market.

1. This Regulation establishes CO<sub>2</sub> emissions performance requirements for new heavy-duty vehicles that contribute to achieving the Union's **climate-neutrality objective and its intermediate Union climate targets** as laid down in Regulation (EU) 2018/842<sup>23</sup>, and the objectives of the Paris Agreement<sup>24</sup> and to ensure the proper functioning of the internal market.

---

<sup>23</sup> Regulation (EU) 2018/842 of the European Parliament and of the Council of 30 May 2018 on binding annual greenhouse gas emission reductions by Member States from 2021 to 2030 contributing to climate action to meet commitments under the Paris Agreement and amending Regulation (EU) No 525/2013 (OJ L 16, 19.6.2018, p. 26).

<sup>24</sup> OJ L 282, 19.10.2016, p.4.

---

<sup>23</sup> Regulation (EU) 2018/842 of the European Parliament and of the Council of 30 May 2018 on binding annual greenhouse gas emission reductions by Member States from 2021 to 2030 contributing to climate action to meet commitments under the Paris Agreement and amending Regulation (EU) No 525/2013 (OJ L 16, 19.6.2018, p. 26).

<sup>24</sup> OJ L 282, 19.10.2016, p.4.

Or. en

### *Justification*

*All sectors of the economy are expected to contribute to achieving the Union's climate-neutrality objective and its intermediate climate targets. HDVs currently represent 28% of CO<sub>2</sub> emissions from EU road transport, and 6% of total EU economy-wide GHG emissions. Without ambitious action on greenhouse gas emission reductions in road transport, including HDVs, higher emission reductions would be needed in other sectors, in particular in sectors where decarbonisation is more challenging.*

## **Amendment 27**

### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point 3 – point c a (new)**

Regulation (EU) 2019/1242

Article 3 – paragraph 1 – point 8

#### *Present text*

(8) 'vehicle sub-group' means a grouping of vehicles as defined in point 1 of Annex I, that are characterised by a common and distinctive set of technical criteria relevant for determining the CO<sub>2</sub> emissions and fuel consumption of those vehicles;

#### *Amendment*

***(ca) point (8) is replaced by the following:***

'(8) 'vehicle sub-group' means a grouping of vehicles as defined in point 1 of Annex I, that are characterised by a common and distinctive set of technical criteria relevant for determining the CO<sub>2</sub> emissions and fuel consumption of those vehicles, ***taking into account the attribution of small and medium lorries with a maximum mass lower than 7,4t as laid down in Table 1.1.1a of Annex I;***'

Or. en

## *Justification*

*CO2 emissions from small lorries with a maximum mass lower than 5t and medium lorries with a maximum mass lower than 7.4t which cannot yet be determined under VECTO, but their CO2 emissions are being determined under Regulation (EU) 2018/858 and their registrations reported by Member States to the Commission. Zero-emission technologies for vehicles under this segment are already mature and cost-efficient. This segment includes many urban delivery trucks supplying stores like supermarkets in cities, so their decarbonisation will contribute to the improvement of urban air quality. Smaller lorries should therefore also be subject to the same CO2 targets, and be attributed to the respective sub-groups according to their mission profile, mileage and payload.*

### **Amendment 28**

#### **Proposal for a regulation**

Article 1 – paragraph 1 – point 3 – point e

Regulation (EU) 2019/1242

Article 3 – paragraph 1 – point 10

*Text proposed by the Commission*

*Amendment*

(e) point (10) is **deleted**;

(e) point (10) is **replaced by the following**:

**'(10) 'manufacturer' means the person or body to which the vehicles registered in a given period have been attributed in accordance with Article 7a;'**

Or. en

## *Justification*

*The word 'manufacturer' is used throughout the Regulation and should therefore be defined to ensure legal certainty. This definition should be aligned with new Article 7a detailing the conditions under which vehicles are attributed to manufacturers.*

### **Amendment 29**

#### **Proposal for a regulation**

**Article 1 – paragraph 1 – point 3 – point g**

Regulation (EU) 2019/1242

Article 3 – paragraph 1 – point 11 – point a

*Text proposed by the Commission*

*Amendment*

(a) a heavy-duty motor vehicle **with**

(a) a heavy-duty motor vehicle **without**

**not more than 5 g/(t.km) or 5 g/(p.km) of CO<sub>2</sub> emissions** as determined in accordance with Article 9 of Regulation (EU) 2017/2400;

**an internal combustion engine, or with an internal combustion engine that emits less than 1gCO<sub>2</sub>/(t.km) or 1gCO<sub>2</sub>/(p.km)** as determined in accordance with Article 9 of Regulation (EU) 2017/2400;

Or. en

#### *Justification*

*The change of definition of a zero-emission vehicle is not justified by any element of the impact assessment. After the adoption of the proposal, the Commission informally explained that this last-minute change has been introduced in view of covering hydrogen dual-fuel engines. Yet the main company commercialising those vehicles already claimed in the past that they could comply with the current 1 gCO<sub>2</sub>/kWh threshold. For the reasons above, the Rapporteur sees no justification for the proposed amendment to the definition of zero-emission vehicles. The unit has been changed to gCO<sub>2</sub>/(t.km) to correspond to the unit used in VECTO.*

### **Amendment 30**

#### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point 3 – point g**

Regulation (EU) 2019/1242

Article 3 – paragraph 1 – point 11 – point b

#### *Text proposed by the Commission*

(b) a heavy-duty motor **vehicle fulfilling the conditions of point 1.1.4 of Annex I to this Regulation** if no CO<sub>2</sub> emissions have been determined according to Regulation (EU) 2017/2400;

#### *Amendment*

(b) a heavy-duty motor **vehicle without a combustion engine or with a combustion engine emitting not more than 1 gCO<sub>2</sub>/(t.km) or 1 gCO<sub>2</sub>/(p.km) as determined in accordance with Regulation (EC) No 715/2007 of the European Parliament and of the Council**, if no CO<sub>2</sub> emissions have been determined according to Regulation (EU) 2017/2400;

Or. en

#### *Justification*

*Idem*

### **Amendment 31**

#### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point 3 – point g**

PE746.858v01-00

24/50

PR1277354EN.docx



*Text proposed by the Commission*

*Amendment*

***(ba) a heavy-duty motor vehicle of category N2 with a maximum mass lower than 7, 4t without an internal combustion engine, or with an internal combustion engine that emits less than 1gCO<sub>2</sub>/(t.km) as determined in accordance with Regulation (EU) 2018/858 if no CO<sub>2</sub> emissions have been determined according to Regulation (EU) 2017/2400;***

Or. en

*Justification*

*CO<sub>2</sub> emissions from small lorries with a maximum mass lower than 5t and medium lorries with a maximum mass lower than 7.4t which cannot yet be determined under VECTO, but their CO<sub>2</sub> emissions are being determined under Regulation (EU) 2018/858 and their registrations reported by Member States to the Commission. Zero-emission technologies for vehicles under this segment are already mature and cost-efficient. This segment includes many urban delivery trucks supplying stores like supermarkets in cities, so their decarbonisation will contribute to the improvement of urban air quality. Smaller lorries should therefore also be subject to the same CO<sub>2</sub> targets, and be attributed to the respective sub-groups according to their mission profile, mileage and payload.*

## **Amendment 32**

### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point 4**

Regulation (EU) 2019/1242

Article 3 a – paragraph 1 – introductory part

*Text proposed by the Commission*

*Amendment*

1. The average CO<sub>2</sub> emissions of the Union fleet of new heavy-duty motor vehicles, other than special purpose, off-road, off-road special purpose, **and vocational vehicles** shall be reduced by the following percentages compared to the average CO<sub>2</sub> emissions of the reporting period of the year 2019:

1. The average CO<sub>2</sub> emissions of the Union fleet of new heavy-duty motor vehicles, other than special purpose, off-road **and** off-road special purpose shall be reduced by the following percentages compared to the average CO<sub>2</sub> emissions of the reporting period of the year 2019:

Or. en

### *Justification*

*CO2 emissions from vocational vehicles, such as garbage, tippers or concrete mixers, are already certified under VECTO, monitored and reported by vehicle manufacturers and Member States, and several zero-emission vocational vehicles are already commercially available in Europe. As they mostly operate in cities, vocational vehicles also significantly impact urban air quality. Those vehicles should therefore also be subject to CO2 emissions reduction targets.*

### **Amendment 33**

#### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point 4**

Regulation (EU) 2019/1242

Article 3 a – paragraph 1 – point b

#### *Text proposed by the Commission*

(b) for all vehicle sub-groups for the reporting periods of the years 2030 to 2034 by **45 %**,

#### *Amendment*

(b) for all vehicle sub-groups for the reporting periods of the years 2030 to 2034 by **65 %**,

Or. en

### *Justification*

*The targets proposed by the Commission will not be enough to achieve the Union's climate neutrality objective, taking into account the fair share that road transport should contribute to achieving that objective.*

### **Amendment 34**

#### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point 4**

Regulation (EU) 2019/1242

Article 3 a – paragraph 1 – point c

#### *Text proposed by the Commission*

(c) for all vehicle sub-groups for the reporting periods of the years 2035 to 2039 by **65 %**,

#### *Amendment*

(c) for all vehicle sub-groups for the reporting periods of the years 2035 to 2039 by **95 %**,

Or. en

### *Justification*

*The targets proposed by the Commission will not be enough to achieve the Union's climate*

*neutrality objective, taking into account the fair share that road transport should contribute to achieving that objective.*

## **Amendment 35**

### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point 4**

Regulation (EU) 2019/1242

Article 3 a – paragraph 1 – point d

#### *Text proposed by the Commission*

(d) for all vehicle sub-groups for the reporting periods of the years 2040 onwards by **90%**.

#### *Amendment*

(d) for all vehicle sub-groups for the reporting periods of the years 2040 onwards by **100%**.

Or. en

#### *Justification*

*The targets proposed by the Commission will not be enough to achieve the Union's climate neutrality objective, taking into account the fair share that road transport should contribute to achieving that objective.*

## **Amendment 36**

### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point 4**

Regulation (EU) 2019/1242

Article 3 a – paragraph 2

#### *Text proposed by the Commission*

2. To these CO<sub>2</sub> emission targets, the vehicle sub-groups have to contribute as laid down in point 4.3. of Annex I.

#### *Amendment*

2. To these CO<sub>2</sub> emission targets, the vehicle sub-groups have to contribute as laid down in point 4.3. of Annex I, **taking into account the attribution of non-certified vehicles as laid down in Table 1.1.1a of Annex I.**

Or. en

#### *Justification*

*CO<sub>2</sub> emissions from small lorries with a maximum mass lower than 5t and medium lorries with a maximum mass lower than 7.4t which cannot yet be determined under VECTO, but their CO<sub>2</sub> emissions are being determined under Regulation (EU) 2018/858 and their registrations reported by Member States to the Commission. Zero-emission technologies for*

vehicles under this segment are already mature and cost-efficient. This segment includes many urban delivery trucks supplying stores like supermarkets in cities, so their decarbonisation will contribute to the improvement of urban air quality. Smaller lorries should therefore also be subject to the same CO2 targets, and be attributed to the respective sub-groups according to their mission profile, mileage and payload.

## **Amendment 37**

### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point 4**

Regulation (EU) 2019/1242

Article 3 b – paragraph 2

*Text proposed by the Commission*

*Amendment*

**2. Member States may decide to exclude from the obligation under this Article a limited share of the urban buses registered in each reporting period, confirming that the purpose of the vehicle cannot be equally served by a zero-emission vehicle and it is thus in the public interest to register a non-zero emission vehicle to fulfil that purpose, due to socio-economic cost-benefit in view of specific territorial morphology or meteorological circumstances.**

**deleted**

**The Commission is empowered to adopt delegated acts in accordance with Article 17 to define the maximum share of vehicles that a Member State can exclude, and the socio-economic cost-benefit in view of territorial morphology and meteorological circumstance justifying the exclusion referred to in the previous paragraph.**

Or. en

### *Justification*

*The proposed exemption is not justified by any element of the impact assessment. Since the zero-emission vehicle target applies only to urban buses, the Rapporteur sees no reasonable cases where such target would be unachievable.*

## Amendment 38

### Proposal for a regulation

#### Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3 c – title

*Text proposed by the Commission*

Public procurement procedures

*Amendment*

***Ensuring sustainable and resilient supply chains for urban buses through public procurement procedures***

Or. en

## Amendment 39

### Proposal for a regulation

#### Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3 c – paragraph 1

*Text proposed by the Commission*

1. Contracting authorities or contracting entities shall ***base the award of public contracts*** for the purchase ***or the use*** of vehicles referred to in Article 3b ***on the most economically advantageous tender which shall include the best price-quality ratio*** and the security of supply contribution of the tender, in compliance with relevant international law.

*Amendment*

1. Contracting authorities or contracting entities shall, ***when contracting*** for the purchase, ***lease, rent or hire-purchase*** of vehicles referred to in Article 3b ***or of the related charging infrastructure, take account of the energy and environmental impacts of those vehicles over their lifetime, as well as of the security of supply related to those vehicles and their spare parts. They shall do so by including criteria for the sustainability*** and the security of supply contribution of the tender, in compliance with relevant international law.

Or. en

## Amendment 40

### Proposal for a regulation

#### Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3 c – paragraph 2 a (new)

*Text proposed by the Commission*

*Amendment*

**2a. The tender's contribution to the sustainability shall be assessed, inter alia, based on:**

**(a) environmental sustainability going beyond the minimum requirements provided for in applicable legislation, in particular for the recycling and sourcing of batteries;**

**(b) the energy efficiency of the vehicles;**

**(c) the potential to reduce the use of natural resources and materials, for instance by retrofitting existing vehicles to zero-emission powertrains.**

Or. en

## **Amendment 41**

### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point 4**

Regulation (EU) 2019/1242

Article 3 c – paragraph 3

*Text proposed by the Commission*

*Amendment*

3. In accordance with Article 3b, the tender's contribution to security of supply shall be given a weighting of between 15 to 40% of the award criteria. ;

3. In accordance with Article 3b, the tender's contribution to **sustainability shall be given a weighting of between 15 to 40% of the award criteria, and the tender's contribution to** security of supply shall **also** be given a weighting of between 15 to 40% of the award criteria. **This is without prejudice of the application of Article 41(3) of Directive 2014/23/EU, Article 67(5) of Directive 2014/24/EU or Article 82(5) of Directive 2014/25/EU with a view to giving a higher weighting to those criteria;**

Or. en

## Amendment 42

### Proposal for a regulation

#### Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3 c – paragraph 3 a (new)

*Text proposed by the Commission*

*Amendment*

**3a. The proportion of the products or tenders originating in third countries, as determined in accordance with Regulation (EU) No 952/2013 of the European Parliament and of the Council, shall not exceed 50% of the tender's value.**

Or. en

## Amendment 43

### Proposal for a regulation

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

Regulation (EU) 2019/1242

Article 3 d (new)

*Text proposed by the Commission*

*Amendment*

**(4a) the following Article is inserted:**

**‘Article 3d**

**Zero-Emission HDVs Forum**

**By ... [6 months after the entry into force of this Regulation] and each year thereafter, the Commission shall convene a ‘Zero-Emission HDVs Forum’, which shall be composed of representatives from public charging stations operators, electricity transmission system operators, long-haul transporters, urban logistic operators, public transport operators, civil society organisations and independent think tanks, Member States and manufacturers, in order to work together on the effective and cost-efficient roll-out of recharging and refuelling infrastructure in view of the increased CO2 emissions reduction target set out in**

*this Regulation.'*

Or. en

*Justification*

*Ambitious CO2 reduction targets will send the necessary signal to all actors to invest in zero-emission technologies, roll-out the necessary charging and refuelling infrastructure, and where relevant, update the electricity grid capacity. In particular, the AFIR Regulation will be up for review in 2026, with a special report on the needed infrastructure for HDVs by mid-2024. A “Zero-Emission HDVs Forum” ensure all actors work together on the effective and cost-efficient roll-out of recharging and refuelling infrastructure in view of the increased ambition of this Regulation.*

**Amendment 44**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 6 – point a**

Regulation (EU) 2019/1242

Article 5 – paragraph 1 – subparagraph 2

*Text proposed by the Commission*

The zero-emission and low-emission factor shall take into account the number and the CO<sub>2</sub> emissions of all zero- and low-emission heavy-duty vehicles in the manufacturer’s fleet.;

*Amendment*

The zero-emission and low-emission factor shall take into account the number and the CO<sub>2</sub> emissions of all zero- and low-emission heavy-duty vehicles *of category N* in the manufacturer’s fleet.;

Or. en

*Justification*

*It should be clarified that the incentive mechanism only includes vehicles of category N, as specified in point 2.3.2 of Annex I, as it is the case under the current Regulation.*

**Amendment 45**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 6 – point b**

Regulation (EU) 2019/1242

Article 5 – paragraph 3

*Text proposed by the Commission*

3. For the reporting periods from 2025 to 2029 the zero- and low-emission factor shall be determined on the basis of a 2 %

*Amendment*

3. For the reporting periods from 2025 to 2029 the zero- and low-emission factor shall *only take into account the number*



benchmark in accordance with point 2.3.2 of Annex I;

**and the CO<sub>2</sub> emissions of all zero-emission heavy-duty vehicles of category N in the manufacturer's fleet, and shall be determined on the basis of a 15 % benchmark in accordance with point 2.3.2 of Annex I;**

Or. en

### *Justification*

*Manufacturers have already announced serial production of zero-emission trucks in 2024. It is estimated that announcement by manufacturers should lead to an increase in the share of zero-emission vehicles in total HDV of around 7% by 2025, and of more than 50% by 2030 on average, and up to 70% for individual manufacturers. The benchmark system should therefore be reviewed to ensure it continues rewarding those manufacturers that are doing better than the average.*

## **Amendment 46**

### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point 8**

Regulation (EU) 2019/1242

Article 6 a – paragraph 1 – subparagraph 1 – point c

#### *Text proposed by the Commission*

(c) for transfers of zero-emission vehicles between manufacturers not belonging to a group of connected manufacturers: the number of zero-emissions vehicles transferred to a manufacturer must not exceed 5 % of all its new heavy-duty vehicles registered in a given reporting period.

#### *Amendment*

(c) for transfers of zero-emission vehicles between manufacturers not belonging to a group of connected manufacturers, **or for transfers of existing vehicles that have been retrofitted to be zero-emission vehicles**: the number of zero-emissions vehicles transferred to a manufacturer must not exceed 5 % of all its new heavy-duty vehicles registered in a given reporting period.

Or. en

## **Amendment 47**

### **Proposal for a regulation**

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

Regulation (EU) 2019/1242

Article 7 – paragraph 1 – subparagraph 2

*Present text*

*Amendment*

Emission credits shall be acquired in the reporting periods of the years 2019 to **2029**. However, the emission credits acquired in the reporting periods of the years 2019 to 2024 shall be taken into account for the purpose of determining the manufacturer's compliance with the specific CO<sub>2</sub> emissions target of the reporting period of the year 2025 **only**.

**(ba) in paragraph 1, the second subparagraph is replaced by the following:**

‘Emission credits shall be acquired in the reporting periods of the years 2019 to **2039, and shall be taken into account only for the purpose of determining the manufacturer's compliance with the specific CO<sub>2</sub> emissions target of any of the five years following the year during which they have been acquired.** However, **where** the emission credits **have been** acquired in the reporting periods of the years 2019 to 2024, **they** shall be taken into account **only** for the purpose of determining the manufacturer's compliance with the specific CO<sub>2</sub> emissions target of the reporting period of the year 2025.’;

Or. en

*Justification*

*Under the current Regulation, the lifetime of credits and debts is limited to 5 years. While the Commission maintains a validity period of maximum 5 years for debts after 2030, it allows credits to be accumulated and used over a period of up to 15 years, thereby risking locking-in manufacturers in a low-ambition scenario.*

## **Amendment 48**

### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point 11 – point a**

Regulation (EU) 2019/1242

Article 8 – paragraph 1 – point a

*Text proposed by the Commission*

*Amendment*

**(a) in point (a) of paragraph 1, “to 2029” is replaced by “onwards”;**

**Deleted**

Or. en

*Justification*

*To ensure a deterrent effect, excess CO<sub>2</sub> emissions premium should always exceeds the average marginal costs of the technologies needed to meet the CO<sub>2</sub> emissions targets, as recognised in Article 15(2), point (i) of Regulation (EU) 2019/1242. The impact assessment does not provide any justification of a potential decrease of the marginal costs of the*

*technologies needed to meet the revised CO2 emissions targets. Logically, those marginal costs should even increase with the level of ambition. Therefore, the minimum should be to keep the current levels.*

## **Amendment 49**

### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point 11 – point b**

Regulation (EU) 2019/1242

Article 8 – paragraph 1 – point b

*Text proposed by the Commission*

*Amendment*

**(b) point (b) of paragraph 1 is deleted; Deleted**

Or. en

#### *Justification*

*To ensure a deterrent effect, excess CO2 emissions premium should always exceeds the average marginal costs of the technologies needed to meet the CO2 emissions targets, as recognised in Article 15(2), point (i) of Regulation (EU) 2019/1242. The impact assessment does not provide any justification of a potential decrease of the marginal costs of the technologies needed to meet the revised CO2 emissions targets. Logically, those marginal costs should even increase with the level of ambition. Therefore, the minimum should be to keep the current levels.*

## **Amendment 50**

### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point 16**

Regulation (EU) 2019/1242

Article 13 b – paragraph 1 – subparagraph 3

*Text proposed by the Commission*

*Amendment*

***This paragraph shall not apply to manufacturers or other entities exempted in accordance with Article 6b.* Deleted**

Or. en

#### *Justification*

*Even if exempted from CO2 targets, small producing manufacturers should still report the emissions of their vehicles to the Commission. This would also allow those emissions to be publicly accessible in the central register referred to in Article 13c, and thereby ensure public scrutiny, in particular on whether the share of those emissions remain marginal in*

comparison with total EU HDVs emissions.

## Amendment 51

### Proposal for a regulation

#### Article 1 – paragraph 1 – point 18

Regulation (EU) 2019/1242

Article 15 – paragraph 1

#### *Text proposed by the Commission*

The Commission shall, in 2028, review the effectiveness and impact of this Regulation and submit a report to the European Parliament and to the Council with the result of the review.

#### *Amendment*

The Commission shall, in 2028, review the effectiveness and impact of this Regulation and submit a report to the European Parliament and to the Council with the result of the review. ***In that report, the Commission shall in particular assess the impacts of establishing minimum energy efficiency thresholds for new zero-emission heavy-duty vehicles placed on the Union market, and of ensuring that special purpose, off-road and off-road special vehicles are subject to CO<sub>2</sub> emissions reduction targets. It shall also assess whether the continuation of the exemption for manufacturers producing few vehicles set out in Article 6b of this Regulation is still justified with a view to achieving a balance between Union-wide greenhouse gas emissions and removals across all sectors within the Union by 2050 at the latest as set out in Regulation (EU) 2021/1119.***

Or. en

## Amendment 52

### Proposal for a regulation

#### ANNEX I – paragraph 1 – subparagraph 1.1. – table 1.1.1.

<i>Text proposed by the Commission</i>					
1.1.1. For vehicles of category N the sub-group sg is defined as follows:					
Vehicle group according to Annex I to	Vocational vehicle according to	Cab type	Engine power	Operational range (OR)	Vehicle sub-group (sg) attributed for

Regulation (EU) 2017/2400	Article 3(9) of this Regulation				the purposes of this Regulation
53	No	All			53
54	No	All			54
1s	No	All			1s
1	No	All			1
2	No	All			2
3	No	All			3
4	No	All	<170 kW	All	4-UD
	No	Day cab	$\geq 170$ kW	All	4-RD
	No	Sleeper cab	$\geq 170$ kW and <265 kW		
	No	Sleeper cab	$\geq 265$ kW	< 350 km	
	No	Sleeper cab	$\geq 265$ kW	$\geq 350$ km	4-LH
9	No	Day cab	All	All	9-RD
	No	Sleeper cab	All	< 350 km	
	No	Sleeper cab	All	$\geq 350$ km	9-LH
5	No	Day cab	All	All	5-RD
	No	Sleeper cab	< 265 kW		
	No	Sleeper cab	$\geq 265$ kW	< 350 km	
	No	Sleeper cab	$\geq 265$ kW	$\geq 350$ km	5-LH
10	No	Day cab	All	All	10-RD
	No	Sleeper cab	All	< 350 km	
	No	Sleeper cab	All	$\geq 350$ km	10-LH
11	No	All			11
12	No	All			12

16	No	All	16
----	----	-----	----

<i>Amendment</i>					
1.1.1. For vehicles of category N the sub-group sg is defined as follows:					
Vehicle group according to Annex I to Regulation (EU) 2017/2400	Vocational vehicle according to Article 3(9) of this Regulation	Cab type	Engine power	Operational range (OR)	Vehicle sub-group (sg) attributed for the purposes of this Regulation
53	No	All			53
54	No	All			54
1s	No	All			1s
1	No	All			1
2	No	All			2
3	No	All			3
4	No	All	<170 kW	All	4-UD
	No	Day cab	≥170 kW	All	4-RD
	No	Sleeper cab	≥170 kW and <265 kW		
	No	Sleeper cab	≥265 kW	< 350 km	
	No	Sleeper cab	≥265 kW	≥ 350 km	4-LH
	<b>Yes</b>	<b>All</b>			<b>4v</b>
9	No	Day cab	All	All	9-RD
	No	Sleeper cab	All	< 350 km	
	No	Sleeper cab	All	≥ 350 km	9-LH
	<b>Yes</b>	<b>All</b>			<b>9v</b>
5	No	Day cab	All	All	5-RD
	No	Sleeper cab	< 265 kW		
	No	Sleeper	≥ 265 kW	< 350 km	

		cab			
	No	Sleeper cab	$\geq 265$ kW	$\geq 350$ km	5-LH
	<b>Yes</b>	<b>All</b>			<b>5v</b>
10	No	Day cab	All	All	10-RD
	No	Sleeper cab	All	$< 350$ km	
	No	Sleeper cab	All	$\geq 350$ km	10-LH
	<b>Yes</b>	<b>All</b>			<b>10v</b>
11	<b>All</b>				11
12	<b>All</b>				12
16	<b>All</b>				16

Or. en

### *Justification*

*CO2 emissions from vocational vehicles, such as garbage, tippers or concrete mixers, are already certified under VECTO, monitored and reported by vehicle manufacturers and Member States, and several zero-emission vocational vehicles are already commercially available in Europe. As they mostly operate in cities, vocational vehicles also significantly impact urban air quality. Those vehicles should therefore be included under the CO2 reduction targets.*

### **Amendment 53**

#### **Proposal for a regulation**

#### **ANNEX I – paragraph 1 – subparagraph 1.1. – table 1.1.1a (new)**

<i>Text proposed by the Commission</i>

<i>Amendment</i>	
<b><i>1.1.1a. Attribution of small and medium lorries of category N2 with a maximum mass lower than 7, 4t, for which CO2 emissions have been determined in accordance with Regulation (EU) 2018/858</i></b>	
<b><i>Characteristics of vehicle</i></b>	<b><i>Vehicle sub-group (sg) attributed for the purposes of this Regulation</i></b>

<b>Category N2, with Technical Permissible Maximum Laden Mass (TPMLM) ≤ 7,4 t</b>	<b>53</b>
-----------------------------------------------------------------------------------	-----------

Or. en

### *Justification*

*CO2 emissions from small lorries with a maximum mass lower than 5t and medium lorries with a maximum mass lower than 7.4t which cannot yet be determined under VECTO, but their CO2 emissions are being determined under Regulation (EU) 2018/858 and their registrations reported by Member States to the Commission. Zero-emission technologies for vehicles under this segment are already mature and cost-efficient. This segment includes many urban delivery trucks supplying stores like supermarkets in cities, so their decarbonisation will contribute to the improvement of urban air quality. Smaller lorries should therefore also be subject to the same CO2 targets, and be attributed to the respective sub-groups according to their mission profile, mileage and payload.*

## **Amendment 54**

### **Proposal for a regulation**

#### **ANNEX I – paragraph 1 – subparagraph 1.1. – table 1.1.2.**

<i>Text proposed by the Commission</i>	
1.1.2. For vehicles of category M the sub-group <i>sg</i> is defined as follows:	
Vehicle group pursuant to Annex I to Regulation (EU) 2017/2400	Vehicle sub-group ( <i>sg</i> ) attributed for the purposes of this Regulation
31a, 31d	31-LF
31b1	31-L1
31b2	31-L2
31c, 31e	31-DD
32a, 32b	32-C2
32c, 32d	32-C3
32e, 32f	32-DD
33a, 33d, 37a, 37d	33-LF
33b1, 37b1	33-L1
33b2, 37b2	33-L2



33c, 33e, 37c, 37e	33-DD
34a, 34b, 36a, 36b, 38a, 38b, 40a, 40b	34-C2
34c, 34d, 36c, 36d, 38c, 38d, 40c, 40d	34-C3
34e, 34f, 36e, 36f, 38e, 38f, 40e, 40f	34-DD
35a, 35b1, 35b2, 35c	35-FE
39a, 39b1, 39b2, 35c	39-FE

<i>Amendment</i>	
1.1.2. For vehicles of category M the sub-group <i>sg</i> is defined as follows:	
Vehicle group pursuant to Annex I to Regulation (EU) 2017/2400	Vehicle sub-group (sg) attributed for the purposes of this Regulation
31a, 31d	31-LF
31b1	31-L1
31b2	31-L2
31c, 31e	31-DD
32a, 32b	32-C2
32c, 32d	32-C3
32e, 32f	32-DD
33a, 33d, 37a, 37d	33-LF
33b1, 37b1	33-L1
33b2, 37b2	33-L2
33c, 33e, 37c, 37e	33-DD
34a, 34b, 36a, 36b, 38a, 38b, 40a, 40b	34-C2
34c, 34d, 36c, 36d, 38c, 38d, 40c, 40d	34-C3
34e, 34f, 36e, 36f, 38e, 38f, 40e, 40f	34-DD
35a, 35b1, 35b2, 35c	35-FE

*Justification**Editorial mistake in the Commission's proposal***Amendment 55****Proposal for a regulation****Annex I – point 2 – point 2.3 – point 2.3.2 – paragraph 3 – subparagraph 1***Text proposed by the Commission**Amendment*x is **0,02**x is **0,15***Justification*

*Manufacturers have already announced serial production of zero-emission trucks in 2024. It is estimated that announcement by manufacturers should lead to an increase in the share of zero-emission vehicles in total HDV of around 7% by 2025, and of more than 50% by 2030 on average, and up to 70% for individual manufacturers. The benchmark system should therefore be reviewed to ensure it continues rewarding those manufacturers that are doing better than the average.*

**Amendment 56****Proposal for a regulation****Annex I – point 2 – point 2.3 – point 2.3.2 – paragraph 3 – subparagraph 2 – subparagraph 1 – introductory part***Text proposed by the Commission**Amendment*

$V_{in}$  is the total number of newly registered **low- and** zero-emission heavy-duty vehicles in the sub-groups sg = 4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH, **where each of them is counted as  $ZLEV_{specifi}$  in accordance with the formula below:**

$V_{in}$  is the total number of newly registered zero-emission heavy-duty vehicles in the sub-groups sg = 4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH

### *Justification*

*In view of on-going and expected market developments, only zero-emission vehicles should be incentivised as of 2025.*

### **Amendment 57**

#### **Proposal for a regulation**

**Annex I – point 2 – point 2.3 – point 2.3.2 – paragraph 3 – subparagraph 2 – subparagraph 1 – subparagraph 1**

*Text proposed by the Commission*

*Amendment*

**$ZLEV_{specific} = 1 - (CO_{2v} / LET_{sg})$**

***deleted***

Or. en

### *Justification*

*In view of on-going and expected market developments, only zero-emission vehicles should be incentivised as of 2025.*

### **Amendment 58**

#### **Proposal for a regulation**

**Annex I – point 2 – point 2.3 – point 2.3.2 – paragraph 3 – subparagraph 2 – subparagraph 2 – subparagraph 1**

*Text proposed by the Commission*

*Amendment*

**$CO_{2v}$  is the specific  $CO_2$  emissions in g/km of a zero- and low-emission heavy-duty vehicle  $v$  determined in accordance with point 2.1,**

***deleted***

Or. en

### *Justification*

*In view of on-going and expected market developments, only zero-emission vehicles should be incentivised as of 2025.*

### **Amendment 59**

#### **Proposal for a regulation**

**Annex I – point 2 – point 2.3 – point 2.3.2 – paragraph 3 – subparagraph 2 –**

## subparagraph 2 – subparagraph 2

*Text proposed by the Commission*

*Amendment*

***LET<sub>sg</sub> is the low-emission threshold of the sub-group sg to which the vehicle v belongs as defined in point 2.3.4;*** ***deleted***

Or. en

*Justification*

*In view of on-going and expected market developments, only zero-emission vehicles should be incentivised as of 2025.*

## Amendment 60

### Proposal for a regulation

#### Annex I – point 2 – point 2.3 – point 2.3.2 – paragraph 3 – subparagraph 2 – subparagraph 2 – subparagraph 3

*Text proposed by the Commission*

*Amendment*

$V_{out}$  is the total number of newly registered zero-emission heavy-duty vehicles, which are not in the sub-groups referred to by the definition of  $V_{in}$ , and with a maximum of 0,035 of  $V_{total}$ ;

$V_{out}$  is the total number of newly registered zero-emission heavy-duty vehicles ***of category N***, which are not in the sub-groups referred to by the definition of  $V_{in}$ , and with a maximum of 0,035 of  $V_{total}$ ;

Or. en

*Justification*

*It should be specified that only vehicles of category N are included in the ZLEV factor, in line with the current Regulation.*

## Amendment 61

### Annex I – paragraph 4 – subparagraph 4.3. – table 4.3.1.

Text proposed by the Commission				
4.3.1. The following CO <sub>2</sub> emissions reduction targets $r_{fsg}$ and $r_{fp_{sg}}$ pursuant to Article 3a shall apply to vehicles in the sub-group sg for different reporting periods:				
CO <sub>2</sub> reduction targets $r_{fsg}$ and $r_{fp_{sg}}$				
Sub-groups sg	Reporting period of the years			
	2025 – 2029	2030 – 2034	2035 – 2039	As from 2040

Medium lorries	53, 54	0	43%	64%	90%
Heavy lorries > 7,4t	1s, 1, 2, 3	0	43%	64%	90%
Heavy lorries > 16 t with 4x2 and 6x4 axle configurations	4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH	15%	43%	64%	90%
Heavy lorries > 16 t with special axle configurations	11, 12, 16	0	43%	64%	90%
Coaches ( $r_{fsg}$ )	32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD	0	43%	64%	90%
Primary vehicles of coaches ( $r_{fp_{sg}}$ )	32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD	0	43%	64%	90%
Trailers		0	7,5%	7,5%	7,5%
Semi-trailers		0	15%	15%	15%

#### *Amendment*

4.3.1. The following CO<sub>2</sub> emissions reduction targets  $r_{fsg}$  and  $r_{fp_{sg}}$  pursuant to Article 3a shall apply to vehicles in the sub-group  $sg$  for different reporting periods:

CO <sub>2</sub> reduction targets $r_{fsg}$ and $r_{fp_{sg}}$					
Sub-groups $sg$		Reporting period of the years			
		2025 – 2029	2030 – 2034	2035 – 2039	As from 2040
Medium lorries	53, 54	0	<b>64%</b>	<b>95%</b>	<b>100%</b>
Heavy lorries > 7,4t	1s, 1, 2, 3	0	<b>64%</b>	<b>95%</b>	<b>100%</b>
Heavy lorries > 16 t with 4x2 and 6x4 axle configurations	4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH	15%	<b>64%</b>	<b>95%</b>	<b>100%</b>

<b><i>Vocational vehicles and heavy lorries &gt; 16 t with special axle configurations</i></b>	<b><i>4v, 5v, 9v, 10v, 11, 11v, 12, 12v, 16</i></b>	0	<b><i>64%</i></b>	<b><i>95%</i></b>	<b><i>100%</i></b>
Coaches ( <i>r<sub>fsg</sub></i> )	32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD	0	<b><i>64%</i></b>	<b><i>95%</i></b>	<b><i>100%</i></b>
Primary vehicles of coaches ( <i>r<sub>fp<sub>sg</sub></sub></i> )	32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD	0	<b><i>64%</i></b>	<b><i>95%</i></b>	<b><i>100%</i></b>
Trailers		0	7,5%	7,5%	7,5%
Semi-trailers		0	15%	15%	15%

Or. en

#### *Justification*

*The targets proposed by the Commission will not be enough to achieve the Union's climate neutrality objective, taking into account the fair share that road transport should contribute to achieving that objective.*

## EXPLANATORY STATEMENT

The European Commission's proposal to revise and strengthen CO<sub>2</sub> emission standards for new heavy-duty vehicles (HDVs) is one of the pillars of the 'Fit for 55' package. This new regulation is crucial if we want to achieve our goal to reach climate neutrality by 2050 at the latest, reduce air pollution and protect Europeans' health, and innovate to keep European industry at the top of the HDV market while reducing operational transport costs.

The rapporteur would like to highlight the following:

### **1/ Combating climate change, reducing air pollution and improving the health of our citizens**

The climate emergency is irrefutable. Its consequences – droughts, heatwaves, fires, floods – are already dramatically affecting Europe and the rest of the world. The IPCC just recently recalled that if we fail to take immediate and ambitious action to tackle climate change, the survival of humanity itself will be at risk. The European Union is committed to achieving climate neutrality as quickly as possible and by 2050 at the latest. No sector, and certainly not the transport sector with the ever-increasing emissions it produces, can escape this imperative collective responsibility.

Although HDVs (i.e. road vehicles weighing over 3.5 tonnes and carrying goods or passengers) account for only 2 % of vehicles on the EU's roads, they are responsible for 28 % of greenhouse gas emissions produced by road transport, representing more than 6 % of the EU's total emissions. That's more than air transport produces!

It is clear that the EU will have to promote strategies to reduce the distances covered by goods and accelerate the modal shift towards trains and rail freight. But given that the average lifespan of a lorry is 18 years, and that road transport is expected to continue to expand, it is vital that all new HDVs put on the market be zero-emission by 2040 at the latest, and that the CO<sub>2</sub> targets for 2030 and 2035 be strengthened to keep on track our emission reduction goals. Otherwise, other sectors and European citizens will have to bear the brunt of the painful and sometimes impossible extra efforts that will need to be made.

Road transport not only contributes to climate change but pollutes the air and damages our health. According to the European Environment Agency, 97 % of the European urban population is exposed to concentrations of fine particles above WHO recommendations. Each year in the EU, around 275 000 premature deaths are caused by fine particulate matter and 64 000 by nitrogen dioxide (EEA, 2022). This also explains why all buses placed on the market will need to be zero-emission by 2030 at the latest.

The Commission's impact assessment shows that a 100 % reduction target for all new HDVs placed on the market by 2040 is not only crucial and good for the climate and minimising air pollution but is technologically and industrially feasible.

The study also shows that it would reduce the cost of using these lorries for hauliers, with a gain of more than EUR 45 000 per lorry per year by 2040. A target to reduce emissions by 100 % by 2040 would also create more jobs in Europe in the medium and long term,

compared to less ambitious targets.

## **2/ Innovating and strengthening a competitive and job-creating industry**

The European HDV industry is a leader in the European and North American markets. This favourable position is threatened by China's offer when it comes to electric lorries and buses. Above all, a growing number of cities and countries are accelerating the transition to zero-emission HDVs. In Europe, cities such as Copenhagen, Amsterdam, Berlin, Sofia, Riga, Stockholm, Dublin, Brussels and Tallinn have committed to electrifying all their bus fleets. Ten EU countries have already committed to 100 % zero-emission vehicle sales by 2040 (AT, BE, HR, DK, FI, IE, LT, LU, NL and PT) by signing the global memorandum launched during COP26 with around fifteen other countries (including the UK, Norway, Switzerland, Türkiye, Canada and the USA). California without a doubt sets the best example: the state, which has one of the largest economies across the globe, has just recently approved the world's most ambitious regulations, requiring 100 % of new HDVs to be zero-emission by 2036.

This momentum will boost the zero-emission vehicle market and European groups present in the United States will be forced to speed up the transition to electric and hydrogen-fuelled new HDVs.

The European Union must not lag behind. The technologies already exist. The main manufacturers have committed to decarbonising their fleets by 2040 and have higher targets for 2030 and 2035 than those proposed by the Commission.

We have seen above that the European Commission's proposals do not meet the environmental objectives we set ourselves and are even a step back from the impact assessment. Moreover, they appear to be less ambitious than what the market has planned. Our report therefore proposes technologically and industrially realistic targets to protect the climate, reduce the operational costs of road transport and strengthen European manufacturers' position as market leaders.

## **3/ Establishing a clear legal framework for 100 % zero-emission road transport**

European industry has already made many commitments and begun the zero-emission transition. Overall, it is ready to make the necessary efforts and investments. However, it absolutely needs a clear and stable legal framework, with precise short-, medium- and long-term objectives free of ambiguities regarding zero-emission technologies or the final outcome – all new buses on the European market will be zero emission by 2030, and all new lorries by 2040.

We also want to ensure we have an ecosystem conducive to the decarbonisation of the sector.

More than one in four buses sold are already electric. To achieve the target of 100 % zero-emission buses on the market by 2030, the report proposes to strengthen the security of supply criteria in public procurement by adding sustainability criteria and thus promote high-quality buses and favour electric buses made in Europe. By increasing the concentration of the



European bus supply, we also reduce production and purchase costs for local authorities.

Many EU funding opportunities are available to accompany the transition of the sector, such as the Cohesion Fund, the remaining Recovery and Resilience Facility allocations, or the new Social Climate Fund. And we can only encourage Member States to invest even more in zero-emission collective transport, and communities to join forces to make joint purchases.

For the sake of consistency and to ensure greater certainty for stakeholders in the sector, the report seeks to extend the CO<sub>2</sub> targets to professional vehicles and small lorries below 5 tonnes, so as not to leave 20 % of lorry sales outside CO<sub>2</sub> reduction obligations. Similarly, the report encourages retrofitting.

However, while the transition to zero-emission vehicles needs to be initiated now, a limited number of vehicle types – such as certain tractors used in the agricultural or forestry sector or vehicles for critical security and safety uses, which are more difficult to replace with zero-emission vehicles at this stage – will continue to be exempt. This exemption will have to be reassessed during the revision planned for 2028, in particular in view of Europe's objective to reach climate neutrality by 2050 at the latest.

Finally, we need to come back to a strict and clear definition of exactly what a zero-emission vehicle is, so as not to jeopardise technological progress and so as to reward those who comply with their commitments.

#### **4/ 'Zero-Emission HDV' forum to ensure the availability of charging infrastructure**

The transition to zero emissions must be accompanied by the establishment of an efficient and sufficiently dense charging network. However, we need to bear in mind that in 2030, even with a very ambitious CO<sub>2</sub> target, less than 10 % of lorries will be electric and hydrogen powered.

We do, nonetheless, take heed of manufacturers' concerns about the need to quickly set up this recharging and refuelling network. The report therefore proposes that, as soon as the regulation enters into force, the European Commission set up a 'Zero-Emission HDV' forum, bringing together manufacturers, public charging point operators, electricity operators, carriers, logistics operators, public transport operators, civil society and the Member States. The forum will allow for consultation to ensure that charging infrastructure is available and accessible at an affordable cost. It will also provide for a constructive dialogue with a view to the revision of the AFIR Regulation in 2026, to align the AFIR's goals with the new CO<sub>2</sub> emission reduction standards for HDVs.

Parliament bears a huge responsibility in setting the CO<sub>2</sub> rules for lorries: it must demonstrate that the fight against climate change and air pollution is a lever for innovation and the assertion of European industry as the market leader. While China and the United States have embarked on an industrial battle, the European Union cannot stop halfway in this zero-emission revolution that is already under way.

**ANNEX: LIST OF ENTITIES OR PERSONS  
FROM WHOM THE RAPPORTEUR HAS RECEIVED INPUT**

The following list is drawn up on a purely voluntary basis under the exclusive responsibility of the rapporteur. The rapporteur has received input from the following entities in the preparation of the draft report:

<b>Entity and/or person</b>
ACEA
AVERE
CARB
Charge Point
Clean Air Task Force
Clean trucking alliance
Daimler
E-mobility platform
Enel X Way
GRDF
GEODIS
Iberdrola
ICCT
IKEA
IRU
LKW Walter
MAN Truck & Bus SE
Milence
Polis
Scania
TESLA
Transport and Environment
UTP (Union française des Transports Publics et ferroviaires)
UITP (Union Internationale des Transports Publics)
Volta Trucks
Volvo Group