



2023/0042(COD)

13.10.2023

OPINION

of the Committee on Industry, Research and Energy

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

on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2019/1242 as regards strengthening the CO₂ 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))

Rapporteur for opinion: Miapetra Kumpula-Natri

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SHORT JUSTIFICATION

The Rapporteur supports many elements of the Commission's proposal for revision of the regulation on CO₂ emission standards for heavy-duty vehicles, such as extending the scope of the regulation to cover smaller trucks, long-distance buses and trailers. The zero emission target for new city buses in the EU as of 2030 is also a welcomed proposal. After all, the road transport sector represents one fifth of the EU's greenhouse gas (GHG) emissions and is a main cause of air pollution in cities.

The Rapporteur agrees with the ambitious target for all vehicle sub-groups for the reporting periods of the years 2040 onwards by 90 percent and believes that the target gives a clear signal to the markets that the European Union is moving towards a future of zero emissions standards. This benefits the manufacturers, buyers and most importantly the citizens that are currently affected by the emissions of the transport sector. At the same time, enough leeway is given for the manufacturers to comply with the new regulation. However, the Rapporteur proposes new, stronger CO₂ emission standards for heavy-duty vehicles for the reporting periods of the years 2035 to 2039 by increasing the target by 10 percent. The Rapporteur sees that it is important to increase the number of new zero emission vehicles toward the latter reporting periods.

Furthermore, the Rapporteur proposes more ambitious zero-emission vehicle definition. According to the Commission's proposal, a zero-emission vehicle would be allowed to emit up to 5g CO₂/tkm, the equivalent of 9% of the emissions of a standard conventional tractor trailer. This allowance intends to allow for dual-fuel engines running on a mix of hydrogen and diesel to be categorized as zero- emissions. Revising the to 1g CO₂/tkm is the reasonable regulatory approach, allowing for monofuel hydrogen combustion engines to be categorized as zero emissions, while ensuring that the real contribution of dual-fuel engines to reductions in CO₂ emissions are properly accounted for.

In addition, certain 'vocational vehicles' such as garbage trucks, are exempt from the targets under the Commission proposal. However, their CO₂ emissions are certified under VECTO and monitored and reported by vehicle manufacturers and EU Member States. As garbage trucks mostly operate in cities, they also significantly affect urban air quality and create unwanted noise pollution. Therefore, garbage trucks should be included under the CO₂ reduction targets.

Similarly, vehicles with a maximum mass lower than 5 tonnes include many urban delivery trucks supplying stores like supermarkets in cities, so their decarbonisation will contribute to the improvement of urban air quality. Small 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.

The Rapporteur suggests that by 2028, the Commission should carry out a comprehensive review of the effectiveness and impact of the Regulation and submit a report to the European Parliament and the Council with the outcome. The report shall be accompanied, if appropriate, by a revised proposal of the Regulation. By 2025, the European Commission, in consultation with the Climate Change Committee, should present an annual review of the situation of the enabling conditions per Member State.

Finally, the Rapporteur is of the opinion that the CO₂ emissions calculation for heavy-duty vehicles does not take into account the better energy efficiency of extra heavy combinations, with maximum permissible mass over 60 tonnes. Since their assumed payload is the same as for significantly smaller heavy-duty vehicles within the same sub-groups, their calculated emissions of CO₂ per tonne km will not correspond to the actual load transported by the extra heavy combination. A compensation factor should be applied to average specific CO₂ emissions of manufacturers to compensate for the higher loads carried by an extra heavy combination, and this way take into account their improved energy efficiency.

AMENDMENT

The Committee on Industry, Research and Energy calls on the Committee on the Environment, Public Health and Food Safety, as the committee responsible, to take the following into account:

Amendment 1

Proposal for a regulation

Recital 4

Text proposed by the Commission

(4) In Regulation (EU) 2021/1119 of the European Parliament and of the Council¹¹, the Union has enshrined the target of economy-wide climate neutrality by 2050 **in legislation**. 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.

Amendment

(4) In Regulation (EU) 2021/1119 of the European Parliament and of the Council¹¹, the Union has enshrined **in legislation** the target of economy-wide climate neutrality **as soon as possible and 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 establishes that the Commission should 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.

¹¹ 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).

¹¹ 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).

Amendment 2

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, ***which is the only sector in the Union in which emissions have been increasing since the 1990s. Heavy duty transport in particular represents more than a quarter of greenhouse gas emissions from road transport in the EU and over 6% of total EU greenhouse gas emissions.***

Amendment 3

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

Amendment

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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.

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.

Ambitious actions on greenhouse gas emission reductions are needed in road transport, but emission reductions are also needed in other sectors, including hard to abate sectors.

Amendment 4

Proposal for a regulation Recital 8 a (new)

Text proposed by the Commission

Amendment

(8 a) Strengthening CO₂ 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, but it should also be complemented by other initiatives aiming at accelerating a modal shift from road to rail and increasing rail freight.

Amendment 5

Proposal for a regulation Recital 9 a (new)

Text proposed by the Commission

Amendment

(9 a) Battery electric, fuel-cell and other hydrogen-powered vehicles have a strong potential to decarbonise certain segments of the heavy duty transport sector and their development should be encouraged.

Amendment 6

Proposal for a regulation
Recital 10

Text proposed by the Commission

(10) Against that background, new strengthened CO₂ 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.

Amendment

(10) Against that background, new strengthened CO₂ 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 ***should be consistent with the availability of enabling conditions, namely sufficiently dense network of alternative fuels infrastructure, with the aim of promoting, innovation in zero-emission technologies in a cost-efficient way. This should ensure that 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.***

Amendment 7

Proposal for a regulation
Recital 10 a (new)

Text proposed by the Commission

Amendment

(10 a) Exposure to air pollution, including from road transport, heavily affects urban population in the Union, and is associated with premature death. By accelerating the roll-out of zero-emission and low-emission vehicles, strengthened CO₂ emission reduction requirements will also contribute to reducing air pollution from road transport.

Amendment 8

Proposal for a regulation
Recital 11 – paragraph 1

Text proposed by the Commission

The updated New Industrial Strategy¹⁴ foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway is being developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway takes particular heed of small and medium-sized enterprises in the automotive supply chain, of the consultation of social partners including by Member States, and also build on the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions and on the Talent Booster Mechanism in the framework of the Harnessing Talents in EU regions initiative. The appropriate actions and incentives at the European and national level to boost the affordability of zero-emission vehicles are also being addressed in the pathway. This could, for example, include the possibility for Member States to use the proposed Social Climate Fund to assist micro-enterprises in the purchasing of zero-emission trucks and lorries.

¹⁴ Commission Communication on Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021.

Amendment

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Particular attention should be also given to the impact that this transition will have on SMEs along the supply chain.

¹⁴ Commission Communication on Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021.

Amendment 9

Proposal for a regulation
Recital 12

Text proposed by the Commission

(12) ***The Union fleet-wide targets are to 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 infrastructure¹⁶.***

¹⁶ 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.

Amendment

(12) ***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. This regulation will also encourage further investment in recharging infrastructure by providing certainty for investors that there will be an increase in demand. 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 infrastructure¹⁶.***

¹⁶ 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.

Amendment 10

Proposal for a regulation
Recital 12 a (new)

Text proposed by the Commission

Amendment

(12 a) Furthermore the deployment of recharging and refuelling infrastructure is equally important in private locations, such as in private depots and at logistic centres to ensure overnight and destination charging. It is imperative that

no European region is left behind and that regional disparities in the deployment of alternative fuels infrastructure are duly addressed, particularly in less developed regions or regions with specific needs and circumstances, such as rural and sparsely populated, remote and outermost, island and mountainous regions. This public and private network of recharging and refuelling stations is an enabling condition for manufacturers to be able to reach the CO2 reduction targets.

Amendment 11

Proposal for a regulation Recital 12 b (new)

Text proposed by the Commission

Amendment

(12 b) To compete on a global scale, the European Industry must be ready to face the challenges and to provide the proper infrastructure. For these reasons, a widely available and reliable network of public charging points is required to support the ever-increasing number of electric vehicles on the road.

Amendment 12

Proposal for a regulation Recital 12 c (new)

Text proposed by the Commission

Amendment

(12 c) While more ambitious CO2 standards are necessary to increase the uptake of zero and low emissions vehicles by addressing the supply side, they must be complemented by additional enabling conditions on the demand side for more fuel-efficient vehicles, in particular effective carbon pricing measures.

Amendment 13

Proposal for a regulation Recital 13

Text proposed by the Commission

(13) The ***transition to climate neutrality requires*** significant investments in the electricity grids including enhanced capacity, resilience and storage, as well as additional connections. ***Concerning the heavy-duty vehicles, with the target levels proposed in Article 3a for the year 2030 the share of zero emission vehicles in the total fleet of vehicles circulating on the road as well as the electricity consumption in the sector will remain limited. Therefore the related impact on the electricity grid will remain limited as well.***

Amendment

(13) The ***deployment of battery electric, fuel-cell and other hydrogen-powered vehicles will undoubtedly require*** significant investments in the electricity grids including enhanced capacity, resilience and storage, as well as additional connections ***and behaviour adaptation so that peak demand hours are addressed without risks on security of supply.***

Amendment 14

Proposal for a regulation Recital 14 a (new)

Text proposed by the Commission

Amendment

(14 a) Access to training and reskilling in numerous sectors, including the heavy-duty vehicles sector that needs to undergo fundamental changes, is crucial for a socially just transition. The heavy-duty vehicles industry needs to make sure employees have access to reskilling opportunities, and are encouraged to take these, at no cost of their own. To ensure a fair and effective transition, mapping and analysing the predicted changes to the job market of the heavy duty vehicles industry is crucial.

Amendment 15

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 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.

Amendment

(15) Due to the heterogeneous structure of the total truck fleet, it is not possible to fully predict whether for all uses, technological developments will be quick enough to ensure that zero-emission tailpipe technology is a viable choice. This **includes** 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. **Also due the national safety reasons and possible use of civil evacuations, coaches must be available.** The vehicles in 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.

Amendment 16

Proposal for a regulation
Recital 15 a (new)

Text proposed by the Commission

Amendment

(15 a) European Union has to continue to accelerate the reduction of CO₂ emissions and achieve reduction in emissions in every sector, every year. To reach the ambitious targets of this regulation, also biofuels and renewable fuels of non-biological origins (RFNBO) such as hydrogen derivatives, need to play an important role in the transition. To pave the way for electric or hydrogen zero emission vehicles and to create a steady clear regulation for market demand, it is important to set the ambitious goal of 90 per cent for 2040, as currently only 1-2% of heavy-duty trucks sold are battery electric vehicles.

Amendment 17

Proposal for a regulation Recital 15 b (new)

Text proposed by the Commission

Amendment

(15 b) Following consultation with stakeholders, the Commission should publish a report for registering heavy-duty vehicles running exclusively on renewable fuels for compliance purposes in conformity with EU law and with the Union's climate neutrality objective. The Commission should submit that report, including where appropriate proposals for follow-up measures, such as legislative proposals, to the European Parliament and the Council.

Amendment 18

Proposal for a regulation Recital 21 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

Trucks of all the largest combinations exceeding 70 tonnes are typically used for long-haul distances and need to be classified in a specific sub-group, as their CO₂ emission calculation needs to be adjusted to their specific characteristic, to take into account their actual payload and correct driving cycle.

Amendment 19

Proposal for a regulation Recital 21 – paragraph 4

Text proposed by the Commission

Amendment

As for certain vehicle groups, which are type-approved, CO₂ emissions are not

As for certain vehicle groups, which are type-approved, CO₂ emissions are not

determined yet for technical reasons, these vehicles do not have to meet the CO₂ 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 maximum mass lower than 5t.

determined yet for technical reasons, these vehicles do not have to meet the CO₂ 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, and small lorries with a maximum mass lower than 5t.

Amendment 20

Proposal for a regulation Recital 21 – paragraph 5

Text proposed by the Commission

Vocational vehicles, **such as garbage trucks**, tippers or concrete mixers, should continue to be exempted from the calculation of average specific CO₂ emissions of manufacturers.

Amendment

Vocational vehicles, tippers or concrete mixers, should continue to be exempted from the calculation of average specific CO₂ emissions of manufacturers.

Amendment 21

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 **and to transfer existing vehicles retrofitted to 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.

Amendment 22

Proposal for a regulation

Article 1 – paragraph 1 – point 1

Regulation (EU) 2019/1242

Article 1 – paragraph 1

Text proposed by the Commission

1. This Regulation establishes CO₂ 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) 2018/842²³, and the objectives of the Paris Agreement²⁴ and to ensure the proper functioning of the internal market.

²³ 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).

²⁴ OJ L 282, 19.10.2016, p.4.

Amendment

1. This Regulation establishes CO₂ 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) 2018/842²³, and the objectives of the Paris Agreement²⁴ and to ensure the proper functioning of the internal market.

²³ 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).

²⁴ OJ L 282, 19.10.2016, p.4.

Amendment 23

Proposal for a regulation

Article 1 – paragraph 1 – point 2 – point c

Regulation (EU) 2019/1242

Article 1 – paragraph 5

Text proposed by the Commission

5. Vehicles other than those referred to in paragraph 4 registered for use by civil protection, fire services, forces responsible

Amendment

5. Vehicles other than those referred to in paragraph 4 registered for use by civil protection, fire services, forces responsible

for maintaining the public order, armed services or urgent medical care shall not be subject to the CO₂ emission targets under Article 3a, if a Member State so indicates in the registration and reporting process, thereby confirming in the data reported in accordance with Part A of Annex IV that the purpose of the vehicle cannot be equally served by a ZEV and it is thus in the public interest to register a vehicle with a combustion engine to fulfil that purpose.

for maintaining the public order, armed services or urgent medical care *or category N3 trucks in group 11, 12 or 16 permitted to be used in their state of registration for towing combinations with a maximum permissible mass exceeding 70 tonnes*, shall not be subject to the CO₂ emission targets under Article 3a, if a Member State so indicates in the registration and reporting process, thereby confirming in the data reported in accordance with Part A of Annex IV that the purpose of the vehicle cannot be equally served by a ZEV and it is thus in the public interest to register a vehicle with a combustion engine to fulfil that purpose.

Amendment 24

Proposal for a regulation

Article 1 – paragraph 1 – point 3 – point i

Regulation (EU) 2019/1242

Article 3 – point 23 a (new)

Text proposed by the Commission

Amendment

(23 a) 'Fuels eligible for CCF' means biogas as defined in Article 2, point (28) of (EU) 2018/2001, advanced biofuels as defined in Article 2, point (34) of (EU) 2018/2001 and renewable fuels of non-biological origin as defined in Article 2, point (36) of (EU) 2018/2001, that meet the sustainability and greenhouse gas emissions saving criteria set out in Article 29 of Directive (EU) 2018/2001.

Amendment 25

Proposal for a regulation

Article 1 – paragraph 1 – point 3 – point i

Regulation (EU) 2019/1242

Article 3 – point 23 b (new)

Text proposed by the Commission

Amendment

(23 b) ‘Carbon Correction Factor (CCF)’ means a factor which applies a correction to the tailpipe CO₂ emissions of vehicles for compliance assessment, to reflect the GHG emission intensity and the share of fuels eligible for CCF, as defined in Article 3 (24) of this Regulation.

Amendment 26

Proposal for a regulation

Article 1 – paragraph 1 – point 3 – point i

Regulation (EU) 2019/1242

Article 3 – point 23 c (new)

Text proposed by the Commission

Amendment

(23 c) Extra Heavy Combinations (EHC) means vehicles with a maximum permissible mass over 60 tonnes, compared to the EU-average of 40 tonnes. As the formula for calculating CO₂ emissions assumes the same payload as for significantly smaller heavy-duty vehicles, the formula should be modified to take into account the increased energy efficiency of these extra heavy combinations to better reflect the real life emissions.

Amendment 27

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3a – paragraph 1 – point 3 a (new)

Text proposed by the Commission

Amendment

3 a. In accordance with point 1.1.4 of Annex I, heavy-duty vehicles that are not attributed to one of the sub-groups in point 1.1 of Annex I shall be taken into

account for assessing the compliance of manufacturers with the provisions of the reduction targets set out in paragraph 1.

Amendment 28

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3b – paragraph 1

Text proposed by the Commission

1. For vehicles referred to in point 4.2 of Annex I, manufacturers shall comply with the minimum shares of zero-emission vehicles in their fleet of new heavy-duty vehicles as laid down in point 4.3 of Annex I. For new urban buses the share of zero-emissions vehicles shall be **100%** as from the reporting period of the year 2030.;

Amendment

1. For vehicles referred to in point 4.2 of Annex I, manufacturers shall comply with the minimum shares of zero-emission vehicles in their fleet of new heavy-duty vehicles as laid down in point 4.3 of Annex I. For new urban buses the share of zero-emissions vehicles shall be **90%** as from the reporting period of the year 2030 **and 100% as from the reporting period of the year 2035.**

Amendment 29

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3b – paragraph 2

Text proposed by the Commission

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.

Amendment

Member States may decide to exclude from the obligation under this Article a limited share of the urban buses registered in each reporting period, **for** public interest, due to socio-economic cost-benefit in view of specific territorial morphology or meteorological circumstances **and for national security reasons and to face natural disaster.**

Amendment 30

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3c – 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 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 ***and social and environmental criteria***, in compliance with relevant international law.

Amendment 31

Proposal for a regulation

Article 1 – paragraph 1 – point 5

Regulation (EU) 2019/1242

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

Text proposed by the Commission

Amendment

(a a) in Article 4, first paragraph, the following point (c) is inserted:

‘(c) the application of the Carbon Correction Factor (CCF) from 2030 onwards determined in accordance with point 2.1. of Annex I.

The effect of the CCF shall be limited so that what are taken into account are only additional amounts of fuels exceeding the binding combined sub-target for advanced biofuels and renewable fuels of non-biological origin in the share of renewable energies supplied to the transport sector, as defined in Directive (EU) 2018/2001 of the European Parliament and of the Council.

A cap shall be set to ensure that no more

than 10 percentage points of the CO₂ emission reduction targets for the years 2030, 2035 and for 2040 could be achieved through the effect of the carbon correction factor. Therefore, a cap shall be set for years 2030-2034 so that a share of up to 12.5% of fuels eligible for CCF, as defined in Article 3 of this regulation, shall be taken into account in the factor. For years 2035-2039 the share shall be up to 17% and from 2040 onwards up to 40%.'

Amendment 32

Proposal for a regulation

Article 1 – paragraph 1 – point 6 – point b a (new)

Regulation (EU) 2019/1242

Article 5 – paragraph 3 – point 3 a (new)

Text proposed by the Commission

Amendment

(b a) in Article 5, third paragraph, the following point (3a) is inserted:

‘(3a) Compensation factor allocated to those N3 trucks first registered during the reporting period and that have been allowed to be used in the Member States with the higher combined masses applicable to extra heavy combination transports, which is over 60 tonnes. Regarding the compensation factor referred to in this Article, the Commission shall, by 31 December 2024, adopt a delegated act in accordance with Article 17 to make amendments to the calculation formula the of the average specific CO₂ emissions of manufacturers in Annex I point 2.7, in order to compensate for the higher energy efficiency of extra heavy combinations and correct the distortions in their calculated emissions.’

Amendment 33

Proposal for a regulation

Article 1 – paragraph 1 – point 9 – point d

Regulation (EU) 2019/1242

Article 7 – paragraph 1 – sub-paragraph 4

Text proposed by the Commission

Emission credits and emission debts acquired in the reporting periods of the years 2025 to 2039 shall, where applicable, be carried over from one reporting period to the next reporting period. However, any remaining emission debts shall be cleared in the reporting *periods* of the year **2029, 2034 and** 2039.;

Amendment

Emission credits and emission debts acquired in the reporting periods of the years 2025 to 2039 shall, where applicable, be carried over from one reporting period to the next reporting period. However, any remaining emission debts shall be cleared in the reporting *period* of the year 2039.;

Amendment 34

Proposal for a regulation

Article 1 – paragraph 1 – point 18

Regulation (EU) 2019/1242

Article 15 – paragraph 1 – sub-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 **2027**, 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 35

Proposal for a regulation

Article 1 – paragraph 1 – point 18

Regulation (EU) 2019/1242

Article 15 – paragraph 1 – sub-paragraph 3 (new)

Text proposed by the Commission

Amendment

The report should assess the possibility to include in the scope the N3 category trucks in groups 11, 12 and 16 which are permitted to be used in their state of registration for towing combinations with a maximum permissible mass exceeding

70 tonnes, provided that the emissions calculation of these vehicles has been developed to account for their specific characteristics as tractors of heavy combinations.

By 31 December 2025, and every year thereafter, the Commission shall report to the European Parliament and to the Council, on the state of the enabling conditions for the market adoption of zero-emission heavy-duty vehicles in the Union. In this report, the Commission shall assess in particular, but not limited to, the following elements:

(a) registrations of zero-emission heavy-duty vehicles in Member States,

(b) the deployment of charging and refuelling infrastructure suitable for heavy-duty vehicles in Member States,

(c) the implementation of road user charges differentiated by CO₂ emissions in Member States,

(d) the level of the average price of allowances under the new the emissions trading system covering road transport,

(e) other measures that support the uptake of zero-emission heavy-duty vehicles.

If the report concludes that enabling conditions, especially under paragraphs (b), (c) or (d) are found to be not in line with the targets for vehicle manufacturers in Art. 3a and b of this Regulation, the findings of the report shall be taken into account for future revisions of the Directive 2014/94/EU of the European Parliament and of the Council, the Directive (EU) 2022/362 of the European Parliament and of the Council, and the Directive 2003/87/EC of the European Parliament and of the Council.

The Commission shall no later than 31 December 2026 publish a report setting out a methodology for the assessment and the consistent data reporting of the full life-cycle CO₂ emissions of heavy-duty

vehicles that are placed on the Union market. The Commission shall submit that report, including where appropriate proposals for follow-up measures, such as legislative proposals, to the European Parliament and the Council.

Amendment 36

Proposal for a regulation

Annex I – 1.1.4. (new)

Regulation (EU) 2019/1242

Annex I – table 1

<i>Text proposed by the Commission</i>	
<i>Amendment</i>	
<i>1.1.4. New small lorries of category N2, which do not belong to one of the sub-groups set out in points 1.1.1 and 1.1.2, and for which no CO₂ emissions have been determined yet for technical reasons in accordance with Regulation (EU) 2017/2400, but in accordance with Regulation (EC) No 595/2009 and its implementing measures or Regulation (EC) No 715/2007 of the European Parliament and of the Council and its implementing measures, shall be attributed to the following sub-groups for the purposes of this Regulation:</i>	
<i>Characteristics of vehicle</i>	<i>Vehicle sub-group (sg) attributed for the purposes of this Regulation</i>
<i>Category N; TPMLM* ≤ 5 t</i>	<i>53</i>

Amendment 37

Proposal for a regulation

Annex I – point 1.2

<i>Text proposed by the Commission</i>		
1.2. Vocational vehicles are defined by the following criteria:		
Vehicle category	Chassis configuration	Criteria for vocational vehicles
N	Rigid	One of the following digits, as listed in Appendix 2 of Annex I to Regulation (EU) 2018/858, is used to supplement the code for

		bodywork indicated in entry 38 of the certificate of conformity: 09, 10, 15, 16, 18 , 19, 20, 23, 24, 25, 26, 27, 28, 31
	Tractor	Maximum speed not exceeding 79 km/h
<i>Amendment</i>		
1.2. Vocational vehicles are defined by the following criteria:		
Vehicle category	Chassis configuration	Criteria for vocational vehicles
N	Rigid	One of the following digits, as listed in Appendix 2 of Annex I to Regulation (EU) 2018/858, is used to supplement the code for bodywork indicated in entry 38 of the certificate of conformity: 09, 10, 15, 16, 19, 20, 23, 24, 25, 26, 27, 28, 31
	Tractor	Maximum speed not exceeding 79 km/h

Amendment 38

Proposal for a regulation

ANNEX I –2 –2.1.

Regulation (EU) 2019/1242

Annex I – point 2.1.

<i>Text proposed by the Commission</i>
2.1. Calculation of the specific CO ₂ emissions of a new heavy-duty vehicle
<p>The specific emissions in g/km of a new heavy-duty vehicle v attributed to a sub-group sg or of its primary vehicle shall be calculated in accordance with the following formula:</p> $CO2_v = \sum_{mp} W_{sg,mp} \times CO2_{v,mp}$ $CO2p_v = \sum_{mp} W_{sg,mp} \times CO2p_{v,mp}$ <p>where:</p> <p>Σ_{mp} is the sum over all mission profiles mp listed in Table 2;</p>

sg	is the sub-group to which the new heavy-duty vehicle v has been attributed according to Section 1 of this Annex;
$W_{sg,mp}$	is the mission profile weight specified in points 2.1.1 to 2.1.3;
$CO2_{v,mp}$	is the CO ₂ emissions in g/km of a new heavy-duty vehicle v determined for a mission profile mp_x reported in accordance with Articles 13a and 13b and normalised pursuant to Annex III;
$CO2p_{v,mp}$	is the CO ₂ emissions in g/km of the primary vehicle of the new heavy-duty vehicle v , determined for a mission profile mp , reported in accordance with Articles 13a and 13b.
For zero-emissions motor vehicles the values of $CO2_{v,mp}$ and $CO2p_{v,mp}$ shall be set to 0.	
<i>Amendment</i>	
2.1. Calculation of the specific CO ₂ emissions of a new heavy-duty vehicle	
The specific emissions in g/km of a new heavy-duty vehicle v attributed to a sub-group sg or of its primary vehicle shall be calculated in accordance with the following formula:	
$CO2_v = \sum_{mp} W_{sg,mp} \times CO2_{v,mp} \times (1 - CCF_i)$ $CO2p_v = \sum_{mp} W_{sg,mp} \times CO2p_{v,mp} \times (1 - CCF_i)$	
where:	
\sum_{mp}	is the sum over all mission profiles mp listed in Table 2;
sg	is the sub-group to which the new heavy-duty vehicle v has been attributed according to Section 1 of this Annex;
$W_{sg,mp}$	is the mission profile weight specified in points 2.1.1 to 2.1.3;
$CO2_{v,mp}$	is the CO ₂ emissions in g/km of a new heavy-duty vehicle v determined for a mission profile mp_x reported in accordance with Articles 13a and 13b and normalised pursuant to Annex III;
$CO2p_{v,mp}$	is the CO ₂ emissions in g/km of the primary vehicle of the new heavy-duty vehicle v , determined for a mission profile mp , reported in accordance with Articles 13a and 13b.
CCF_i	<i>is the Carbon Correction Factor for the fuel or blend of fuels in use, as defined in Article 3 point (25) and calculated according to</i>

paragraph 7 of this Annex, to be applied from 2030 onwards.

For zero-emissions motor vehicles the values of $CO2_{v,mp}$ and $CO2p_{v,mp}$ shall be set to 0.

Amendment 39

Proposal for a regulation

Annex I – point 2.7.2

<i>Text proposed by the Commission</i>	
2.7.2. For the reporting periods as from 2025:	
$CO2(NO) = \sum_{sg} share_{sg} \times MPW_{sg} \times avgCO2_{sg}$	
$CO2(MCO2) = \sum_{sg} share_{sg} \times MPW_{sg} \times [avgCO2_{sg} \times (1 - pv_{sg}) + avgCO2p_{sg} \times pv_{sg}]$	
$CO2(MZE) = \sum_{sg} share_{sg} \times MPW_{sg} \times (1 - zev_{sg}) \times rCO2_{sg}$	
$CO2(M) = CO2(MCO2) + CO2(MZE)$	
Where,	
\sum_{sg}	is the sum is over those sub-groups that are included in the calculation of the particular average specific CO ₂ emissions according to point 4.2;
$ZLEV$	is as determined in point 2.3;
$share_{sg}$	is as determined in point 2.4;
zev_{sg}	is as determined in point 2.4;
pv_{sg}	is as determined in point 2.4;
MPW_{sg}	is as determined in point 2.6;
$avgCO2_{sg}$	is as determined in point 2.2;
$avgCO2p_{sg}$	is as determined in point 2.2;
$rCO2_{sg}$	is as determined in point 3.1.2.
<i>Amendment</i>	
2.7.2. For the reporting periods as from 2025:	
$CO2(NO) = \sum_{sg} share_{sg} \times MPW_{sg} \times (avgCO2_{sg} \times (1 - share_{sgEHC}) + \alpha_{sg} \times avgCO2_{sg} \times share_{sgEHC})$	
$CO2(MCO2) = \sum_{sg} share_{sg} \times MPW_{sg} \times [avgCO2_{sg} \times (1 - pv_{sg}) + avgCO2p_{sg} \times pv_{sg}]$	
$CO2(MZE) = \sum_{sg} share_{sg} \times MPW_{sg} \times (1 - zev_{sg}) \times rCO2_{sg}$	
$CO2(M) = CO2(MCO2) + CO2(MZE)$	

Where,

\sum_{sg}	is the sum is over those sub-groups that are included in the calculation of the particular average specific CO ₂ emissions according to point 4.2;
$ZLEV$	is as determined in point 2.3;
$share_{sg}$	is as determined in point 2.4;
zev_{sg}	is as determined in point 2.4;
pv_{sg}	is as determined in point 2.4;
MPW_{sg}	is as determined in point 2.6;
$avgCO2_{sg}$	is as determined in point 2.2;
$avgCO2p_{sg}$	is as determined in point 2.2;
$rCO2_{sg}$	is as determined in point 3.1.2.

$share_{sgEHC}$ is the share in subgroup sg of the manufacturer's new heavy duty category N3 vehicles that are permitted to be used in an EHC

α_{sg} is the compensation factor to adjust the effect of the higher payload of a EHC on the manufacturer's trucks, depending on the average in service maximum permissible combination mass, using the weighted value of the result of the following formulas:

*$\alpha_{sg} = 1 + (-3/5 * avgGVW_{sg\ comb\ 8x4} - 30) / 100$, for 8x4 EHC trucks*

*$\alpha_{sg} = 1 + (-3/5 * avgGVW_{sg\ comb\ other} + 19) / 100$, for other EHC trucks*

$avgGVW_{sg\ comb}$ is the manufacturer-specific average in the country of registration for the in service maximum permissible combination mass (tonnes) for EHC trucks in question in the subgroup sg , when the following condition is met:

For the purposes of the calculation of CO₂ emissions, a truck covered by this Regulation shall be considered part of an EHC if the truck is in category N3 and the in service maximum permissible mass of the vehicle combination in the country of registration is over 60 tonnes and has been reported in accordance with point (qa) of Part A of Annex IV.

Amendment 40

Proposal for a regulation

ANNEX I – 4 – 4.1. – Table 4.2.

Regulation (EU) 2019/1242

Annex I – table 4.2

Text proposed by the Commission

4.2. Vehicle sub-groups included in the calculation of average specific CO₂ emissions and specific emissions targets of manufacturers

X = 2025	X= NO	X = MCO2	X= MZE
vehicle sub-groups, subject to CO ₂ emissions targets according to Article 3a paragraph 1 (a)	sub-groups of transport of goods vehicles, subject to CO ₂ emissions targets according to Article 3a paragraphs 1(b), 1(c) and 1(d) and paragraph 3	sub-groups of transport of persons vehicles, subject to CO ₂ emissions targets according to Article 3a paragraphs 1(b), 1(c) and 1(d)	sub-groups of transport of persons vehicles, subject to zero-emissions vehicle targets according to Article 3b
4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH	All vehicle sub-groups referred to in points 1.1.1 and 1.1.3.	32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD,	31-LF, 31-L1, 31-L2 , 31-DD, 33-LF, 33-L1, 33-L2 , 33-DD, 35-FE, 39-FE

Amendment

4.2. Vehicle sub-groups included in the calculation of average specific CO₂ emissions and specific emissions targets of manufacturers

X = 2025	X= NO	X = MCO2	X= MZE
vehicle sub-groups, subject to CO ₂ emissions targets according to Article 3a paragraph 1 (a)	sub-groups of transport of goods vehicles, subject to CO ₂ emissions targets according to Article 3a paragraphs 1(b), 1(c) and 1(d) and paragraph 3	sub-groups of transport of persons vehicles, subject to CO ₂ emissions targets according to Article 3a paragraphs 1(b), 1(c) and 1(d)	sub-groups of transport of persons vehicles, subject to zero-emissions vehicle targets according to Article 3b
4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH	All vehicle sub-groups referred to in points 1.1.1 and 1.1.3.	31-L2 , 32-C2, 32-C3, 32-DD, 33-L2 , 34-C2, 34-C3, 34-DD,	31-LF, 31-L1, 31-DD, 33-LF, 33-L1, 33-DD, 35-FE, 39-FE

Amendment 41

Proposal for a regulation

ANNEX I – 4 – 4.3. – Table 4.3.1.

Regulation (EU) 2019/1242

Annex I – table 4.3.1

<i>Text proposed by the Commission</i>					
4.3.1. The following CO ₂ emissions reduction targets rf_{sg} and rfp_{sg} pursuant to Article 3a shall apply to vehicles in the sub-group sg for different reporting periods:					
CO ₂ reduction targets rf_{sg} and rfp_{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 (rf_{sg})	32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD	0	43%	64%	90%
Primary vehicles of coaches (rfp_{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%
<i>Amendment</i>					

4.3.1. The following CO₂ emissions reduction targets rf_{sg} and rfp_{sg} pursuant to Article 3a shall apply to vehicles in the sub-group sg for different reporting periods:

CO ₂ reduction targets rf_{sg} and rfp_{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 <i>and Interurban Buses</i> (rf_{sg})	31-L2 , 32-C2, 32-C3, 32-DD, 33-L2 , 34-C2, 34-C3, 34-DD	0	43%	64%	90%
Primary vehicles of coaches <i>and Interurban Buses</i> (rfp_{sg})	31-L2 , 32-C2, 32-C3, 32-DD, 33-L2 , 34-C2, 34-C3, 34-DD	0	43%	64%	90%
Trailers	421 , 421v , 422 , 422v , 423 , 431 , 431v , 432 , 432v , 433 , 611 , 612 , 611v , 612v , 621 , 623 , 621V , 622 ,	0	5,0 %	5,0 %	5,0 %

	622V, 623V, 624, 624V, 625, 631, 631v, 632, 632v, 633				
Semi-trailers	111, 111V, 112, 112V, 113, 121, 121V, 122, 122V, 123, 123V, 124, 124V, 125, 126	0	5,0 %	5,0 %	5,0 %
<i>Semi-trailers</i>	131, 131V, 132, 132V, 133	0	5,0%	7,5%	7,5%

Amendment 42

Proposal for a regulation

Annex I – point 4.3.2.

<i>Text proposed by the Commission</i>							
4.3.2. The following zero-emission vehicle targets $zevM_{sg}$ pursuant to Article 3b are applicable to vehicles in the sub-group sg for different reporting periods:							
Zero-emission vehicle mandates $zevM_{sg}$							
Sub-groups _{sg}			Reporting period of the years				
			before 2030	2030 – 2034	2035 – 2039	As from 2040	
Urban heavy buses	31-LF, 31-L1, 31-DD, 33-LF, 33-L1, 33-DD, 35-FE, 39-FE, 31-L2, 33-L2		0	100%	100%	100%	
<i>Amendment</i>							
4.3.2. The following zero-emission vehicle targets $zevM_{sg}$ pursuant to Article 3b are applicable to vehicles in the sub-group sg for different reporting periods:							
Zero-emission vehicle mandates $zevM_{sg}$							

Sub-groups ^{sg}		Reporting period of the years			
		before 2030	2030 – 2034	2035 – 2039	As from 2040
Urban heavy buses	31-LF, 31-L1, 31-DD, 33-LF, 33-L1, 33-DD, 35-FE, 39-FE	0	100%	100%	100%

Amendment 43

Proposal for a regulation

Annex I – point 6 a (new) Regulation (EU) 2019/1242

Annex I – point 7 (new)

<i>Text proposed by the Commission</i>
<i>Amendment</i>
<p>7. CALCULATION OF THE CARBON CORRECTION FACTOR (CCF)</p> <p><i>For each fuel or blend of fuels i, the CCF shall be calculated according to the following method:</i></p> <p><i>For 'Fuels eligible for CCF', as defined in article 3 point (25), $CCFi = 1$.</i></p> <p><i>For conventional and fossil fuels, $CCFi = 0$</i></p> <p><i>For blends of conventional fuels and fuels eligible for CCF, the CCF shall be calculated according to the following formula:</i></p> $CCFi = \frac{\frac{SHARES_{n,i}}{100} + \frac{SHARES_{n-1,i}}{100} + \frac{SHARES_{n-2,i}}{100}}{3}$ <p><i>Where:</i></p> <p><i>$CCFi$ is the Carbon Correction Factor for a specific blend of conventional fuel i and all fuels eligible for CCF that can be used to replace it</i></p> <p><i>$SHARES_{n,i}$ is the percentage of renewable fuels reported in the Shares database, referred in the last available reporting period n and calculated as the average share over</i></p>

all EU member states.

SHARES_{n-1,i} is the percentage of renewable fuels reported in Shares database, referred in the second last available reporting period n and calculated as the average share over all EU member states.

SHARES_{n-2,i} is the percentage of renewable fuels reported in the Shares database, referred in the third last available reporting period n and calculated as the average share over all EU Member States.

The Shares database is accessible at:

<https://ec.europa.eu/eurostat/web/energy/database/additional-data>

Amendment 44

Proposal for a regulation

Annex IV – Part A – point q a (new)

Regulation (EU) 2019/1242

Annex IV – (new)

Text proposed by the Commission

Amendment

(q a) maximum mass for a category N3 truck in an EHC referred to in Annex I, paragraph 2.7.2. in the truck's country of registration when the truck is coupled to one or more semi-trailers/drawbar trailers.

PROCEDURE – COMMITTEE ASKED FOR OPINION

Title	Amending Regulation (EU) 2019/1242 as regards strengthening the CO ₂ emission performance standards for new heavy-duty vehicles and integrating reporting obligations, and repealing Regulation (EU) 2018/956						
References	COM(2023)0088 – C9-0025/2023 – 2023/0042(COD)						
Committee responsible Date announced in plenary	ENVI 29.3.2023						
Opinion by Date announced in plenary	ITRE 29.3.2023						
Rapporteur for the opinion Date appointed	Miapetra Kumpula-Natri 19.4.2023						
Discussed in committee	29.6.2023						
Date adopted	12.10.2023						
Result of final vote	<table> <tr> <td>+: </td><td>31</td></tr> <tr> <td>–: </td><td>3</td></tr> <tr> <td>0: </td><td>4</td></tr> </table>	+:	31	–:	3	0:	4
+:	31						
–:	3						
0:	4						
Members present for the final vote	François-Xavier Bellamy, Hildegard Bentele, Tom Berendsen, Vasile Blaga, Paolo Borchia, Beatrice Covassi, Josianne Cutajar, Nicola Danti, Pilar del Castillo Vera, Christian Ehler, Valter Flego, Lina Gálvez Muñoz, Jens Geier, Christophe Grudler, Henrike Hahn, Ivo Hristov, Ivars Ijabs, Seán Kelly, Miapetra Kumpula-Natri, Iskra Mihaylova, Angelika Niebler, Johan Nissinen, Mauri Pekkarinen, Tsvetelina Penkova, Morten Petersen, Markus Pieper, Clara Ponsatí Obiols, Sara Skyttedal, Riho Terras, Isabella Tovaglieri, Henna Virkkunen, Pernille Weiss						
Substitutes present for the final vote	Francesca Donato, Klemen Grošelj, Elena Lizzi						
Substitutes under Rule 209(7) present for the final vote	Asim Ademov, Maria Grapini, Pierre Larrouturnou						

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

31	+
PPE	Asim Ademov, François-Xavier Bellamy, Hildegard Bentele, Tom Berendsen, Vasile Blaga, Pilar del Castillo Vera, Christian Ehler, Seán Kelly, Angelika Niebler, Markus Pieper, Sara Skyttedal, Riho Terras, Henna Virkkunen, Pernille Weiss
Renew	Nicola Danti, Valter Flego, Klemen Grošelj, Christophe Grudler, Ivars Ijabs, Iskra Mihaylova, Mauri Pekkarinen, Morten Petersen
S&D	Beatrice Covassi, Josianne Cutajar, Lina Gálvez Muñoz, Jens Geier, Maria Grapini, Ivo Hristov, Miapetra Kumpula-Natri, Pierre Larrourou, Tsvetelina Penkova

3	-
ECR	Johan Nissinen
NI	Clara Ponsatí Obiols
Verts/ALE	Henrike Hahn

4	0
ID	Paolo Borchia, Elena Lizzi, Isabella Tovaglieri
NI	Francesca Donato

Key to symbols:

+ : in favour

- : against

0 : abstention