



**2023/0042(COD)**

19.9.2023

## **OPINION**

of the Committee on Transport and Tourism

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 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))

Rapporteur for opinion: Andris Ameriks

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## SHORT JUSTIFICATION

Despite EU climate and energy policies are leading to a significant reduction in greenhouse gas emissions in all sectors, transport greenhouse gas emissions are still increasing in the EU, accounting for a quarter of the total of the European GHG emissions. Within this framework, road transport represents the most relevant figure (more than 70%), with heavy-duty vehicles accounting for more than 27%. A key factor behind this figure has been the growth in freight demand and activity from 2000, which is still expected to increase in the future.

Given the above, the amendment of the existing binding CO<sub>2</sub> emission reduction targets for heavy-duty vehicles will be functional for the achievement of the goals of the green transition also in light of the current geopolitical context: as highlighted in the REPowerEU plan, Russian invasion of Ukraine has indeed made the case to reduce EU dependency on fossil fuel stronger than the past.

Secondly, the reform has the potential to bring transport operators and users benefits. A wider deployment of more energy-efficient vehicles, achieved by triggering manufacturers to increase their supply of zero-emission vehicles, will lead to more affordable zero-emission vehicle models, with an overall decrease of the total cost of ownership of such vehicles.

Thirdly, the reform could play a role in strengthening the EU's industrial technological and innovation leadership, in particular in the ongoing global transition towards zero-emission mobility, channelling investments into zero-emission technologies.

A valuable point of the proposal is the inclusion of urban buses into the amending Regulation. The CO<sub>2</sub> emission reduction in urban areas will bring several positive aspects, improving air quality of cities as well as individual health of European people. In light of this, and with regard to the possibility of exclusion of a limited share of buses set in art. 3b (2) of the Proposal, the Rapporteur underlined the importance of shortening the timeline for the Commission for adopting delegated acts on this particular matter in order to provide certitudes to the economic operators.

On the other hand, the transition from fossil-fuelled vehicles to zero-emission vehicles needs to take into account the social and the economic impacts that can cause, in order to ensure that no one is left behind in the transition towards the goal of a climate-neutral Europe. Inequalities in access to transport networks affect the daily life of millions of people, especially on lower incomes, users from groups with special needs and from peripheral areas. Closely related to this is the issue of connectivity between rural, peri-urban, and urban areas, especially in case of geographic specificities, as in the case of islands, outermost regions and territories, rural or remote areas, less accessible peripheries, mountainous areas. Thus, the path to decarbonisation of transport needs to consider proper measures in order to ensure the affordability and accessibility of transport, to avoid transport poverty and to ensure equal access to urban centres.

Furthermore, the Rapporteur underlines that social impacts of the transition with regard also to automotive sector must be seriously taken into account, allowing the process of phasing out fossil fuel-powered vehicles to go hand in hand with measures for workers in this specific sector. These measures should be provided for in the Just Transition plans and the Social Climate plans. Therefore, the Rapporteur proposes the income from excess emissions premiums

and administrative fines to be considered as revenue assigned to the recently adopted Social Climate Fund with a view to contributing to a socially fair transition towards climate neutrality.

With this opinion, the Rapporteur seeks to ensure that the future heavy duty vehicle fleet will play his part in leading to a 90% reduction in GHG emissions from transport by 2050, with respect to 1990, as stated in the European Green Deal while providing benefits for European transport operators and users, most of which are SMEs, resulting from a wider deployment of more energy-efficient vehicles.

## AMENDMENTS

The Committee on Transport and Tourism 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 1

*Text proposed by the Commission*

(1) Tackling climate and environmental-related challenges and reaching the objectives of the Paris Agreement, adopted in December 2015 under the United Nations Framework Convention on Climate Change (UNFCCC), are at the core of the Communication on the “European Green Deal”, adopted by the Commission on 11 December 2019<sup>10</sup>. The necessity and value of the European Green Deal have only grown in light of the very severe effects of the COVID-19 pandemic on the health and economic well-being of the Union’s citizens.

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<sup>10</sup> Commission Communication of 11 December 2019 on the European Green Deal, COM(2019) 640 final.

*Amendment*

(1) Tackling climate and environmental-related challenges and reaching the objectives of the Paris Agreement, adopted in December 2015 under the United Nations Framework Convention on Climate Change (UNFCCC), are at the core of the Communication on the “European Green Deal”, adopted by the Commission on 11 December 2019<sup>10</sup>. The necessity and value of the European Green Deal have only grown in light of the very severe effects of the COVID-19 pandemic on the health and economic well-being of the Union’s citizens ***and the impact of the Russia’s illegal, unprovoked and unjustified war of aggression against Ukraine including rebuilding of Ukraine after war.***

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<sup>10</sup> Commission Communication of 11 December 2019 on the European Green Deal, COM(2019) 640 final.

### Amendment 2

#### 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

*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 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.

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 ***people living in peripheral and rural areas and outmost regions***, 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 3

#### 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. Accelerating its decarbonisation is even more important due to the fact that truck activity in the EU is expected to further increase by 40% between 2019 and 2050, while activity from buses and coaches would grow by 10% over the same period.***

## Amendment 4

### Proposal for a regulation Recital 5 a (new)

*Text proposed by the Commission*

*Amendment*

***(5 a) The New EU Urban Mobility Framework communication<sup>1a</sup> underlines that public authorities should ensure the availability of efficient, interoperable and user-friendly recharging and alternative fuels refuelling infrastructure. The availability of such infrastructure is key in order to achieve the objective of decarbonisation of urban mobility. The Commission should, in the review of the effectiveness and impact of this Regulation, take into account also the deployment of charging and refuelling infrastructures suitable for heavy-duty vehicles in Member States.***

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***<sup>1a</sup> Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions, The New EU Urban Mobility Framework, COM(2021) 811 final of 14.12.2021***

## Amendment 5

### Proposal for a regulation Recital 5 b (new)

*Text proposed by the Commission*

*Amendment*

***(5b) The New EU Urban Mobility Framework communication<sup>4a</sup> underlines that public authorities should ensure the availability of efficient, interoperable and user-friendly recharging and alternative fuels refuelling infrastructure. The availability of such infrastructure is key in order to achieve the objective of decarbonisation of urban mobility. The***

*Commission should, in the review of the effectiveness and impact of this Regulation, take into account also the deployment of charging and refuelling infrastructures suitable for heavy-duty vehicles in Member States.*

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*<sup>41a</sup> Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions, The New EU Urban Mobility Framework, COM(2021) 811 final of 14.12.2021*

## **Amendment 6**

### **Proposal for a regulation Recital 5 c (new)**

*Text proposed by the Commission*

*Amendment*

*(5 c) The investments for the decarbonisation of the passenger means of transports should not have a negative impact to the access to mobility with the risk to increase the problems of transport poverty and exclusion of rarely populated areas.*

## **Amendment 7**

### **Proposal for a regulation Recital 5 d (new)**

*Text proposed by the Commission*

*Amendment*

*(5 d) While the review of this regulation<sup>1a</sup> forms part of efforts to meet the environmental objectives of decarbonising road transport in order to combat climate change, it should also take into account the significant industrial and social consequences of this process to ensure employment and accessible*

*mobility for all.*

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*<sup>1a</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 8

### 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 **assess** 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 9

### Proposal for a regulation Recital 9

*Text proposed by the Commission*

(9) The strengthened CO<sub>2</sub> emission reduction requirements should incentivise an increasing share of zero-emission vehicles being deployed on the Union market whilst providing benefits to users and citizens in terms of air quality and energy savings, as well as ensuring that innovation in the automotive value chain can be maintained. Zero-emission vehicles

*Amendment*

(9) The strengthened CO<sub>2</sub> emission reduction requirements should incentivise an increasing share of zero-emission **and low-emission** vehicles being deployed on the Union market whilst providing benefits to users and citizens in terms of air quality and energy savings, as well as ensuring that innovation in the automotive value chain can be maintained. **The automotive**

currently include battery electric vehicles, fuel-cell and other hydrogen-powered vehicles, and technological innovations are continuing.

***industry remains one of the pillars of the EU economy, contributing 7% of European GDP, providing 4.6 million jobs and remaining at the cutting edge of technological innovation with EUR 60 billion invested each year in research and development. The industry needs to be supported in its environmental and digital transition, as European manufacturers are now facing a triple bind, with tightened environmental regulations, increasing investment needs in innovation and heightened international competition. The strengthened CO<sub>2</sub> emission reduction standards must become technology neutral in reaching the fleet-wide targets that they set. Zero and low-emission vehicles, which run on advanced biofuels or synthetic fuels as defined in Directive (EU) 2018/2001<sup>1a</sup>. Zero-emission and low-emission vehicles currently include battery electric vehicles, fuel-cell and other hydrogen-powered vehicles, and technological innovations are continuing.***

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***<sup>1a</sup> Directive (EU) 2018/2001 of the European Parliament and of the Council of 11 December 2018 on the promotion of the use of energy from renewable sources (recast)***

## **Amendment 10**

### **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, while taking into account the fact that no technology goes without an environmental impact. Where electrification is not possible or less***

*efficient and hydrogen fuelled vehicles are not appropriate or cost competitive, the principle of technological neutrality allows for ensuring a level playing field with other technologies that are more mature.*

## Amendment 11

### Proposal for a regulation Recital 9 b (new)

*Text proposed by the Commission*

*Amendment*

***(9 b) Following consultation with stakeholders, at the latest one year after the entry into force of the regulation, the Commission should make a proposal for registering heavy-duty vehicles running exclusively on CO<sub>2</sub> neutral fuels for compliance purposes in conformity with EU law and with the Union's climate neutrality objective.***

## Amendment 12

### 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 CO<sub>2</sub> emission reduction targets should be set for new heavy-duty vehicles for the period 2030 onwards. Those targets should be ***consistent with the availability of enabling conditions, namely sufficiently dense network of alternative fuels infrastructure, with the aim of promoting*** the uptake of zero-emission vehicles on the Union market and to stimulate innovation in zero-emission technologies in a cost-efficient way.

## Amendment 13

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

*Text proposed by the Commission*

*Amendment*

***(10 a) The principle of technological neutrality is fundamental to ensure there is efficiency and a plurality of solutions, to preserve and fasten innovation and development, including in disruptive technologies, and to allow market flexibility and a diverse range of social behaviours. It is thus important that we do not limit road transport to a single technology but rather encourage innovation and complementarities between efficient alternative technologies, such as the combined use of hybrid vehicles and low-carbon fuels. Furthermore, a ‘one size fits all’ approach at European level would be compromised by the wide economic, social, geographical and infrastructural diversity within and between Member States, whereas a mix of complementary technologies allows each region to implement the solutions it deems most appropriate to reduce its emissions.***

**Amendment 14**

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

*Text proposed by the Commission*

*Amendment*

***(10 b) Complimentary to the efforts of this regulation towards increasing the availability and uptake of zero-emission vehicles, a carbon correction factor should be introduced to properly reflect the contribution of the use of CO2 neutral fuels, such as biofuels, biogas, biomass fuels and synthetic fuels, when assessing the compliance with CO2 emissions reductions of newly registered heavy-duty***

*vehicles.*

## Amendment 15

### Proposal for a regulation Recital 11 – paragraph 1

#### *Text proposed by the Commission*

The updated New Industrial Strategy<sup>14</sup> 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.

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<sup>14</sup> Commission Communication on Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(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.***

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<sup>14</sup> Commission Communication on Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021)

## Amendment 16

### Proposal for a regulation

#### Recital 11 a (new)

*Text proposed by the Commission*

*Amendment*

***(11 a) A rapid roll out of charging and fuelling infrastructure requires availability of qualified installers. Investments in re- and upskilling will be a corner stone in fulfilling the targets of this regulation and will ensure a just transition in the truck manufacturing sector.***

## Amendment 17

### Proposal for a regulation

#### Recital 12

*Text proposed by the Commission*

*Amendment*

(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 infrastructure<sup>16</sup>.

(12) The Union fleet-wide targets are to be complemented by the necessary roll-out of ***publicly accessible*** recharging and refuelling infrastructure as set out in the Commission Proposal for a regulation on the deployment of alternative fuel infrastructure<sup>16</sup>. ***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.***

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<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.

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<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.

## **Amendment 18**

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

*Text proposed by the Commission*

*Amendment*

***(12a) The rollout of sufficient charging and refuelling infrastructure for alternative fuels is an essential prerequisite for the development of the market for zero- and low-emission vehicles and, therefore, for the success of this Regulation; thus, any increase in this regulation's emission-reduction targets, including on interim objectives, should go hand-in-hand with an increase in rollout targets set as part of the revision of the Directive on the deployment of alternative fuels infrastructure; in this connection, it is vital that investment in its deployment should be continued and increased. The Member States should be provided with sufficient support and help to achieve this objective due to their significant investment needs in a decade in which their tax losses and transfers of tax revenues towards alternative fuels will increase. In this context, it is important to underline that the issue of refuelling is intrinsically linked to the very autonomy of vehicles, that, the more the latter increases, the less frequent refuelling will need to be – and that the Commission should therefore take account of***

*technological developments, in particular with regard to the autonomy of batteries, which affect the deployment of infrastructure.*

## Amendment 19

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

*Text proposed by the Commission*

*Amendment*

*(12b) Minimum requirements on charging infrastructure for heavy-duty vehicles laid down in regulation on the deployment of alternative fuel infrastructure may fall short of what the strengthened CO<sub>2</sub> emission performance standards demand. It is therefore of utmost importance that EU and national funding instruments prioritise support towards further developing alternative fuels infrastructure projects.*

## Amendment 20

### Proposal for a regulation Recital 13

*Text proposed by the Commission*

*Amendment*

(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.*

(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 21

### Proposal for a regulation Recital 13 a (new)

*Text proposed by the Commission*

*Amendment*

***(13 a) The market adoption of zero-emission heavy-duty vehicles depends on the enabling conditions allowing road hauliers to operate the vehicles seamlessly and more profitably than conventional diesel trucks. The availability of charging and refuelling infrastructure, effective carbon pricing measures, including road user charges differentiated by CO<sub>2</sub> emissions, and supportive and well-synchronized vehicle regulations are crucial enabling conditions that are outside of the direct control of vehicle manufacturers. Therefore, the state of the most important enabling conditions should be monitored on an annual basis. If one or more of the enabling conditions are found to be not in line with the CO<sub>2</sub> targets for vehicle manufacturers, the targets should be reviewed and financial penalties (excess CO<sub>2</sub> emissions premiums) for vehicle manufacturers be waived.***

## Amendment 22

### Proposal for a regulation Recital 13 b (new)

*Text proposed by the Commission*

*Amendment*

***(13b) Certain enabling conditions allowing road hauliers to seamlessly operate zero-emission heavy-duty vehicles are key for early market adoption of such vehicles. Therefore, the state of the most important enabling conditions such as optimal grid capacity, storage, charging and refuelling infrastructure and effective carbon pricing measures should be monitored regularly and taken into***

*account in the review of this regulation.*

## Amendment 23

### Proposal for a regulation

#### Recital 14

*Text proposed by the Commission*

(14) Manufacturers should be provided with sufficient flexibility in adapting their fleets over time in order to manage the transition towards zero-emission vehicles in a cost-efficient manner, **and** it is therefore appropriate to maintain the approach of decreasing target levels in five-year steps.

*Amendment*

(14) Manufacturers should be provided with sufficient flexibility in adapting their fleets over time in order to manage the transition towards zero-emission **and low-emission** vehicles in a cost-efficient manner. ***The progressively more ambitious emission reduction targets have increased the costs of compliance for manufacturers.*** It is therefore appropriate to maintain the approach of decreasing target levels in five-year steps.

## Amendment 24

### Proposal for a regulation

#### Recital 14 a (new)

*Text proposed by the Commission*

*Amendment*

***(14 a) This regulation aims to accelerate the transition towards carbon neutral mobility according to the principle of technology neutrality. To complement the efforts towards an increasing availability of zero emission vehicles, a mechanism based on a carbon correction factor is introduced to duly account for the contribution from the use of sustainable renewable transport fuels when assessing the compliance with CO2 emissions reductions of newly registered heavy-duty vehicles. This regulation aims to accelerate the transition towards carbon neutral mobility according to the principle of technology neutrality. To complement the efforts towards an increasing availability of zero emission vehicles, a***

*mechanism based on a carbon correction factor is introduced to duly account for the contribution from the use of sustainable renewable transport fuels when assessing the compliance with CO2 emissions reductions of newly registered heavy-duty vehicles.*

## **Amendment 25**

### **Proposal for a regulation Recital 14 b (new)**

*Text proposed by the Commission*

*Amendment*

*(14b) This regulation aims to accelerate the transition towards carbon neutral mobility according to the principle of technology neutrality. To complement the efforts towards an increasing availability of zero emission vehicles, a mechanism based on a carbon correction factor is introduced to duly account for the contribution from the use of sustainable renewable transport fuels when assessing the compliance with CO2 emissions reductions of newly registered heavy-duty vehicles.*

## **Amendment 26**

### **Proposal for a regulation Recital 14 c (new)**

*Text proposed by the Commission*

*Amendment*

*(14c) Differently from passenger car sector, commercial vehicles are essential and flexible tools for moving goods and people and remain vital for the European economy. Affordability for customer, reduced driving ranges, long charging times and reduced loading capacity are elements that could prevent the rapid shift towards zero emission technologies.*

## **Amendment 27**

### **Proposal for a regulation Recital 14 d (new)**

*Text proposed by the Commission*

*Amendment*

***(14d) A full set of key enabling conditions need to be developed to sustain a rapid shift towards zero emissions. Providing customers with the right level of resources to close the price gap with conventional vehicles and the availability of a sufficiently dense and heavy-duty suitable charging and refuelling infrastructure are essential enablers.***

## **Amendment 28**

### **Proposal for a regulation Recital 14 e (new)**

*Text proposed by the Commission*

*Amendment*

***(14e) The green transitions should also address the importance of the social dimension to ensure that new technologies will not affect affordability and accessibility to all. When adopting new CO2 standards for heavy-duty vehicles it is important to take into account the significant economic and social consequences of the green transitions and the need to safeguard employment and preserve the competitiveness of Union industry.***

## **Amendment 29**

### **Proposal for a regulation Recital 14 f (new)**

*Text proposed by the Commission*

*Amendment*

***(14f) Particular attention should be given to the impact that this transition will have on micro, small and medium-sized***

*enterprises (SMEs) along the automotive supply chain and to affected regions and communities which might be more vulnerable due to the presence of an intensive automotive industry.*

## Amendment 30

### 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 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 ***extra heavy duty vehicles and*** 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, ***the review of this regulation should take into account the technological development of these vehicles in a possible review of the targets. It is important to assess the full life-cycle CO2 emissions from heavy-duty vehicles at Union level. To that end, the Commission should evaluate, not later than one year after the entry into force of the regulation, the possibility of developing a common Union 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 should adopt follow-up measures, including, where appropriate, legislative proposals.***

## Amendment 31

### Proposal for a regulation Recital 15 a (new)

*Text proposed by the Commission*

*Amendment*

***(15 a) Extra heavy combinations (EHC) are vehicles with above standard masses and often also dimensions. They have increased energy efficiency gains and lowered relative fuel use due to higher payloads compared to average EU trucks. However, in the current calculation formula related to the CO<sub>2</sub> HDV targets, this is not taken into account. In order to correct this and reflect the EHC emissions more realistically, the calculation formula should be modified accordingly.***

## Amendment 32

### Proposal for a regulation Recital 15 b (new)

*Text proposed by the Commission*

*Amendment*

***(15 b) Following consultation with stakeholders, at the latest one year after the entry into force of the regulation, the Commission should make a proposal for registering heavy-duty vehicles running exclusively on CO<sub>2</sub> neutral fuels for compliance purposes in conformity with EU law and with the Union's climate neutrality objective.***

## Amendment 33

### Proposal for a regulation Recital 15 c (new)

*Text proposed by the Commission*

*Amendment*

***(15c) CO<sub>2</sub>-neutral fuels, such as biogas, biofuels or synthetic fuels can contribute to significant CO<sub>2</sub> reductions and improvement of air quality already today, and play a key role in the transition. At the same time, they can be part of the solution in the future in cases where an electric or hydrogen truck is impossible or difficult.***

#### **Amendment 34**

##### **Proposal for a regulation Recital 15 d (new)**

*Text proposed by the Commission*

*Amendment*

***(15d) Given the fact that a significant part of lorries produced in the EU is exported worldwide and that this sector is exposed to a strong international competition, the industrial leadership of European manufacturers and suppliers operating globally shall be protected and strengthened by respecting as much as possible the principle of technological neutrality, which is essential to guarantee the capacity of innovation and competitiveness.***

#### **Amendment 35**

##### **Proposal for a regulation Recital 15 e (new)**

*Text proposed by the Commission*

*Amendment*

***(15e) This legislation plays a key role in providing a competitive edge to zero-emission vehicles over fossil fuel-powered vehicles, gradually diminishing the economic disparities between them. However, adequate support from other EU and national legislation as well as***

*financial mechanisms and funds are crucial to bring down costs and make zero-emission transport commercially viable.*

## Amendment 36

### Proposal for a regulation Recital 17

*Text proposed by the Commission*

*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. The ZLEV incentive mechanism should therefore be removed as of 2030.**

**deleted**

*Justification*

*Remain ZLEV.*

## Amendment 37

### Proposal for a regulation Recital 18

*Text proposed by the Commission*

*Amendment*

**(18) The possibility of assigning the revenue from the excess emission premiums to a specific fund or relevant programme has been evaluated as required pursuant to Article 15(4) of Regulation (EU) 2019/1242, with the conclusion that this would significantly increase the administrative burden, while not directly benefit the automotive sector in its transition.** Revenue from the excess

**(18) Revenue from the excess emission premiums should be considered as revenue assigned to a specific budgetary line 'automotive sector support' of the Social Climate Fund, with the objective to ensure a just transition towards a climate-neutral economy, in particular to mitigate any negative employment impact of the transition in the automotive sector in all affected Member States, in particular in**

emission premiums should *therefore continue to* be considered as revenue *for the general budget* of the *Union in accordance with Article 8(4) of Regulation (EU) 2019/1242*.

*the regions and the communities most affected by the transition.*

#### Amendment 38

##### Proposal for a regulation Recital 21 – paragraph 1

*Text proposed by the Commission*

For vehicles, which are not in the scope of the automotive type-approval legislation, such as agricultural and forestry tractors, vehicles *designed and* constructed for the use by armed forces and track-laying vehicles, the CO<sub>2</sub> emissions are not determined and therefore these vehicles do not have to meet the CO<sub>2</sub> targets set in this Regulation.

*Amendment*

For vehicles, which are not in the scope of the automotive type-approval legislation, such as agricultural and forestry tractors, vehicles constructed for the use by armed *and security* forces and track-laying vehicles, the CO<sub>2</sub> emissions are not determined and therefore these vehicles do not have to meet the CO<sub>2</sub> targets set in this Regulation.

#### Amendment 39

##### 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 CO<sub>2</sub> emissions of manufacturers.

*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. *On the other hand, zero-and-low emission vocational vehicles could be used for the purpose of this Regulation and for the purpose of determining manufacturer's compliance with its specific CO<sub>2</sub> emissions targets.*

#### Amendment 40

##### Proposal for a regulation Recital 23

*Text proposed by the Commission*

*Amendment*

**(23) For the purposes of the newly introduced transfer of vehicles between manufacturers and of establishing an exemption for manufacturers producing only few vehicles, a definition of the term of 'group of connected entities' should be added to Regulation (EU) 2019/1242, in substance following the terminology used in Regulation (EU) 2019/631 of the European Parliament and of the Council<sup>20</sup> for light-duty vehicles.**

**deleted**

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<sup>20</sup> **Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO<sub>2</sub> emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (OJ L 111, 25.4.2019, p. 13).**

*Justification*

*The implementation of a transfer mechanism, as proposed, between firms falling within the criteria of 'group of connected manufacturers' would create potential market distortions because only some European manufacturers would benefit from this provision. Furthermore, the method would create two potential market dominant positions.*

## **Amendment 41**

### **Proposal for a regulation Recital 24**

*Text proposed by the Commission*

*Amendment*

**(24) For defining the obligations of individual manufacturers, Union fleet-wide CO<sub>2</sub> reduction targets for the new heavy-duty vehicle fleet should be translated into specific reduction targets for subgroups that should be defined by the technical characteristics of the vehicles they comprise.**

**(24) For defining the obligations of individual manufacturers, Union fleet-wide CO<sub>2</sub> reduction targets for the new heavy-duty vehicle fleet should be translated into specific reduction targets for subgroups that should be defined by the technical characteristics of the vehicles they comprise, *but consideration should be***

***given to possible delays to the delivery and placing on the market of certain vehicle groups, owing to difficulties in the supply of certain components that are beyond the manufacturer's control.***

*Justification*

*Manufacturers should not be held responsible if external supply difficulties (e.g. relating to semiconductors) delay the placing on the market of certain vehicle models and thereby affect the supply of the European fleet of clean heavy-duty vehicles.*

**Amendment 42**

**Proposal for a regulation**  
**Recital 27 a (new)**

*Text proposed by the Commission*

*Amendment*

***(27a) Low-entry buses which are registered only in class II are designed for interurban operations and can be clearly identified. With their interurban mission profiles they should not be subject to the zero-emission mandate for urban buses. Instead, class II low entry vehicles should be treated as high floor interurban vehicles and coaches.***

*Justification*

*Only vehicles with urban mission profiles should be subject to the zero-emission vehicle mandate for urban buses (Art 3b). Class II low-entry buses with interurban mission profiles are used in interurban missions and should therefore not be subject to the ZEV mandate requirements. Therefore, vehicle groups 31-L2 (2-axle class II low entry) and 33-L2 (3-axle class II low entry) should be moved from the group of vehicles which fall under the zero-emission mandate ("MZE") to the group of vehicles that are subject to CO2 reduction targets ("MCO2"). The impact in terms of CO2 emissions is very low because vehicle groups 31-L2 and 33-L2 have an overall emission share of all commercial vehicles of approximately 1%. Class II low-entry vehicles have a market share of approximately 11% of all M3 vehicles and M3 vehicles have an overall emission share of approximately 9% according to the Impact Assessment, annex 8, table 11. Class II low-entry vehicles are specifically designed for interurban operations with reduced passenger flow and capacity compared to full low-floor buses designed for urban operation.*

## Amendment 43

### 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- and low-emission factor should last be applied for the reporting period of the year **2039, in order to continue** to promote the market entrance of zero-emission vehicles **in the HDV sector**.

#### *Justification*

*Market penetration of zero-emission technologies in the HDV sector is uncertain and strictly connected to the availability of enabling framework conditions and acceptability from customers. The Regulation should continue to foresee some flexibilities assisting the vehicle manufacturers in the promotion and selling of the new zero-emission vehicles. For these reasons the ZLEV factor should be extended alongside the entire period this regulation will remain in place.*

## Amendment 44

### 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 45

**Proposal for a regulation**  
**Recital 42 a (new)**

*Text proposed by the Commission*

*Amendment*

***(42 a) This regulation aims to accelerate the transition towards carbon neutral mobility in a technologically neutral way. As a complement to the efforts towards an increasing availability of zero emission vehicles, a mechanism based on a carbon correction factor is introduced to duly account the contribution from the use of sustainable renewable transport fuels including biofuels, biomass fuels as well as RFNBOs when assessing the compliance with CO2 emissions reductions of newly registered heavy-duty vehicles.***

**Amendment 46**

**Proposal for a regulation**  
**Recital 42 b (new)**

*Text proposed by the Commission*

*Amendment*

***(42 b) In order to speed-up the transition a mechanism, based on a carbon correction factor is introduced that reflects the CO2 intensity and the share of CO2 neutral fuels.***

**Amendment 47**

**Proposal for a regulation**  
**Recital 42 c (new)**

*Text proposed by the Commission*

*Amendment*

***(42c) a new definition of "CO2 neutral fuels" is introduced to allow for renewable fuels as defined in Directive 2018/2001, including biofuels, biogas, bioliquids, biomass fuels and renewable fuels of non-biological origin or recycled***

*carbon fuels.*

#### **Amendment 48**

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

**Article 1 – paragraph 1 – point 2 – point a**

Regulation (EU) 2019/1242

Article 2 – paragraph 1 – point b

*Text proposed by the Commission*

(b) *N<sub>1</sub>, which do not fall under Regulation (EU) 2019/631, N<sub>2</sub> and N<sub>3</sub>;*

*Amendment*

(b) *N<sub>2</sub> with a technically permissible maximum laden mass above 5 tons and N<sub>3</sub>;*

#### **Amendment 49**

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

**Article 1 – paragraph 1 – point 2 – point a**

Regulation (EU) 2019/1242

Article 2 – paragraph 1 – point ca (new)

*Text proposed by the Commission*

*Amendment*

*(c a) It shall also apply, for the purposes of this Regulation, to zero- and low-emission vocational vehicles.*

#### **Amendment 50**

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

**Article 1 – paragraph 1 – point 2 – point c**

Regulation (EU) 2019/1242

Article 2 – paragraph 4a (new)

*Text proposed by the Commission*

*Amendment*

*4 a. Vehicle groups 11, 12 and 16 from N3 category shall not be subject to the CO<sub>2</sub> emission targets set out in Article 3a of this Regulation.*

#### **Amendment 51**

**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) ‘CO2 Neutral Fuels’ means all fuels, where the emissions of the fuel in use ( e u ) is taken to be net zero and thus those fuels produce no net-greenhouse gas emissions or carbon footprint, as well as comply with technological neutrality principle and the sustainability criteria of Directive 2018/2001 and associated delegated acts. Those fuels include biofuels, biogas, bioliquids, biomass fuels and renewable fuels of non-biological origin or recycled carbon fuels.*

#### **Amendment 52**

**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 CO2 tailpipe emissions of vehicles for compliance assessment, to reflect the greenhouse gas emission intensity and the share of CO2 Neutral Fuels, as defined in Article 3 (23a) of this Regulation.*

#### **Amendment 53**

**Proposal for a regulation**  
**Article 1 – paragraph 1 – point 4**  
Regulation (EU) 2019/124  
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 **80%** as from the reporting period of the year 2030 **and progressively resulting in 100% in line with the market and the enabling conditions**;

**Amendment 54**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 4**

Regulation (EU) 2019/1242

Article 3a – 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 **30 %**,

**Amendment 55**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 4**

Regulation (EU) 2019/1242

Article 3a – 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 **50 %**,

**Amendment 56**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 4**

Regulation (EU) 2019/1242  
Article 3a – 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 **75%**.

## **Amendment 57**

**Proposal for a regulation**  
**Article 1 – paragraph 1 – point 4**  
Regulation (EU) 2019/1242  
Article 3 c

*Text proposed by the Commission*

**Article 3c**

*Amendment*

**deleted**

*Justification*

*The content of Article 3c is unclear from the public procurement entities' point of view. Public procurement should not be further complicated in a situation where public authorities are already aiming for a green transition. The proposed requirements are unclear and disproportionate in relation to the tasks and powers of public procurement entities. Public transport authorities have very limited scope to influence, for example, the reliability of delivery or the availability of spare parts.*

## **Amendment 58**

**Proposal for a regulation**  
**Article 1 – paragraph 1 – point 5**  
Regulation (EU) 2019/1242  
Article 4 – paragraph 1 – point a

*Text proposed by the Commission*

(a) the data reported for the manufacturer's new heavy-duty vehicles registered in the preceding reporting period; and;

*Amendment*

(a) the data reported for the manufacturer's new heavy-duty vehicles registered in the preceding reporting period, **including zero-and-low emission vocational vehicles**; and;

## **Amendment 59**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 a (new)**

Regulation (EU) 2019/1242

Article 4 – paragraph 1 – point ba (new)

*Text proposed by the Commission*

*Amendment*

***(5 a) in Article 4, first paragraph, the following point (ba) is inserted:***

***(ba) the application of the Carbon Correction Factor (CCF) determined in accordance with paragraph 7 (new) of Annex I.***

**Amendment 60**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 5 b (new)**

Regulation (EU) 2019/1242

Article 4a (new)

*Text proposed by the Commission*

*Amendment*

***(5 b) Methodology for registration of heavy-duty vehicles running exclusively on CO<sub>2</sub> neutral fuels***

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

***Article 4a***

***Following consultation with stakeholders, at the latest one year after the entry into force of the regulation, the Commission shall develop a methodology for registering heavy-duty vehicles running exclusively on CO<sub>2</sub> neutral fuels for compliance purposes in conformity with EU law and with the Union's climate neutrality objective.***

**Amendment 61**

**Proposal for a regulation**

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

Regulation (EU) 2019/1242

Article 5 – paragraph 1

*Text proposed by the Commission*

Starting from 1 July 2020 and for each subsequent reporting period ***until the reporting period of the year 2029***, the Commission shall determine for each manufacturer the zero- and low-emission factor for the preceding reporting period.

*Amendment*

Starting from 1 July 2020 and for each subsequent reporting period, the Commission shall determine for each manufacturer the zero- and low-emission factor for the preceding reporting period.

## **Amendment 62**

### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point 6 – point c**

Regulation (EU) 2019/1242

Article 5 – paragraph 4

*Text proposed by the Commission*

4. The zero-emission and low-emission factor shall reduce the average specific CO<sub>2</sub> emissions of a manufacturer by a maximum of **3** %. The contribution to that factor of the zero-emission vehicles of category N, other than those in vehicles sub-groups 4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH, shall reduce the average specific CO<sub>2</sub> emissions of a manufacturer by a maximum of **1,5** %;

*Amendment*

4. The zero-emission and low-emission factor shall reduce the average specific CO<sub>2</sub> emissions of a manufacturer by a maximum of **10** %. The contribution to that factor of the zero-emission vehicles of category N, other than those in vehicles sub-groups 4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH, shall reduce the average specific CO<sub>2</sub> emissions of a manufacturer by a maximum of **3** %;

## **Amendment 63**

### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point 9 – point d**

Regulation (EU) 2019/1242

Article 7 – paragraph 1 – subparagraph 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***

*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.

*in the reporting periods of the year 2029, 2034 and 2039.;*

#### **Amendment 64**

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

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

Regulation (EU) 2019/1242

Article 8 – paragraph 2 – point a

*Text proposed by the Commission*

*Amendment*

(a) where, in any *of the* reporting *periods of the years 2025 to 2028, 2030 to 2033, 2035 to 2038* the sum of the emission debts reduced by the sum of the emission credits exceeds the emission debt limit referred to in Article 7(1), third subparagraph;

(a) where, in any reporting *period* the sum of the emission debts reduced by the sum of the emission credits exceeds the emission debt limit referred to in Article 7(1), third subparagraph;

#### **Amendment 65**

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

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

Regulation (EU) 2019/1242

Article 8 – paragraph 2 – point b

*Text proposed by the Commission*

*Amendment*

(b) *where, in the reporting period of the years 2029, 2034, 2039 and 2040 the sum of the emission debts reduced by the sum of the emission credits is positive;*

*deleted*

*Justification*

*Given the extremely high level of penalties foreseen by this regulation, flexibility should be given to manufacturer to carry over not only credits but also debts, without imposing a mandatory 5-years clearance of the debts.*

#### **Amendment 66**

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

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

*Text proposed by the Commission*

4. The amounts of the administrative fines shall be considered as revenue for the **general budget** of the **Union**.

*Amendment*

4. The amounts of the administrative fines shall be considered as revenue for the **specific budgetary line ‘automotive sector support’** of the **Social Climate Fund**.

**Amendment 67**

**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 **2027 at latest**, 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.

***The report shall, where appropriate, be accompanied by a proposal for amending this Regulation. 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 one or more of the 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 targets  
shall be reviewed and excess CO2  
emissions premiums according to Art. 8 of  
this Regulation be waived.*

## **Amendment 68**

### **Proposal for a regulation**

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

Regulation (EU) 2019/1242

Article 15 – paragraph 1 a (new)

*Text proposed by the Commission*

*Amendment*

*The Commission shall, as early as  
possible but at the latest 31 December  
2026, publish a report setting out a  
common Union methodology for the  
assessment, and the consistent data  
reporting, of the full life-cycle CO2  
emissions of new heavy-duty vehicles that  
are placed on the Union market. The  
Commission shall transmit that  
evaluation, including where appropriate  
proposals for follow-up measures, such as  
legislative proposals, to the European  
Parliament and to the Council.*

## **Amendment 69**

### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point 19 – point a**

Regulation (EU) 2019/1242

Article 17

*Text proposed by the Commission*

*Amendment*

The power to adopt delegated acts referred  
to in Article 3b, Article 11(2), Article 13(4)

The power to adopt delegated acts referred  
to in Article 3b, **Article 4a**, Article 11(2),

second subparagraph, Article 13c(3), Article 13d(2), Article 13e(4), Article 13f(2) and Article 14(1) shall be conferred on the Commission for a period of five years from [OP, please insert the date of entry into force of this Regulation].;

Article 13(4) second subparagraph, Article 13c(3), Article 13d(2), Article 13e(4), Article 13f(2) and Article 14(1) shall be conferred on the Commission for a period of five years from [OP, please insert the date of entry into force of this Regulation].;

## **Amendment 70**

### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point 19 – point a**

Regulation (EU) 2019/1242

Article 17– paragraph 2

#### *Text proposed by the Commission*

The power to adopt delegated acts referred to in Article 3b, Article 11(2), Article 13(4) second subparagraph, Article 13c(3), Article 13d(2), Article 13e(4), Article 13f(2) and Article 14(1) shall be conferred on the Commission for a period of five years from [OP, please insert the date of entry into force of this Regulation].;

#### *Amendment*

The power to adopt delegated acts referred to in Article 3b, Article 11(2), Article 13(4) second subparagraph, Article 13c(3), Article 13d(2), Article 13e(4), Article 13f(2) and Article 14(1) shall be conferred on the Commission for a period of five years from [OP, please insert the date of entry into force of this Regulation].

***The Commission shall adopt delegates acts referred to in Article 3b(2) not later than 18 months after the entry into force of this Regulation.***

#### *Justification*

*Needed to provide certitudes in the purchase of urban buses*

## **Amendment 71**

### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point 19 – point b**

Regulation (EU) 2019/1242

Article 17 – paragraph 3

#### *Text proposed by the Commission*

The delegation of power referred to in Article 11(2), Article 13(4) second subparagraph, Article 13c(3), Article 13d(2), Article 13e(4), Article 13f(2) and

#### *Amendment*

The delegation of power referred to in **Article 4a**, Article 11(2), Article 13(4) second subparagraph, Article 13c(3), Article 13d(2), Article 13e(4), Article

Article 14(1) may be revoked at any time by the European Parliament or by the Council.;

13f(2) and Article 14(1) may be revoked at any time by the European Parliament or by the Council.;

### *Justification*

*The Commission is tasked to develop a methodology for the registration of heavy-duty vehicles running on CO2 neutral fuels for compliance reasons.*

## **Amendment 72**

### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point 19 – point c**

Regulation (EU) 2019/1242

Article 17 – paragraph 6

#### *Text proposed by the Commission*

(c) in paragraph (6), “Article 11(2), the second subparagraph of Article 13(4) and Article 14(1)” is replaced by the following: “Article 11(2), Article 13(4) second subparagraph, Article 13c(3), Article 13d(2), Article 13f(2) and Article 14(1)”;

#### *Amendment*

(c) in paragraph (6), “Article 11(2), the second subparagraph of Article 13(4) and Article 14(1)” is replaced by the following: “**Article 4a**, Article 11(2), Article 13(4) second subparagraph, Article 13c(3), Article 13d(2), Article 13f(2) and Article 14(1)”;

## **Amendment 73**

### **Proposal for a regulation**

#### **Annex I – point 1 – point 1.1.2 – table**

| <i>Text proposed by the Commission</i>                         |   |
|--|---|
| 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,<br>40a, 40b | 34-C2 |
| 34c, 34d, 36c, 36d, 38c, 38d,<br>40c, 40d | 34-C3 |
| 34e, 34f, 36e, 36f, 38e, 38f,<br>40e, 40f | 34-DD |
| 35a, 35b1, 35b2, 35c                      | 35-FE |
| 39a, 39b1, 39b2, <b>35c</b>               | 39-FE |
| <i>Amendment</i>                          |       |
| 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, <b>39c</b>            | 39-FE |

*Justification*

*This amendment corrects a typo. Vehicle group 35c in Annex I of Regulation (EU) 2017/2400 would be wrongly attributed to two different sub-groups, 35-FE and 39 FE, in this Regulation. Instead, vehicle group 39c should be only attributed to vehicle sub-group 39-FE.*

**Amendment 74**

**Proposal for a regulation**

**Annex I – point 1 – point 1.2**

|                  | <i>Text proposed by the Commission</i> |  |
|------------------|--|--|
| 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:<br>09, 10, 15, 16, 18, 19, 20, 23, 24, 25, 26, 27, 28, 31;<br>Maximum speed not exceeding 79 km/h |
|                  | Tractor                                |  |

*Amendment*

| 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, **17**, 18, 19, 20, 23, 24, 25, 26, 27, 28, 31;

#### *Justification*

*Add body work code “17 Timber” according to (EU) No 678/2011 in order to fulfil recital (21) where vehicles for forestry are stated to be exempted from having to meet the CO2 targets.*

*Recital (21): 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*

#### **Amendment 75**

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

##### **Annex I – point 2 – point 2.1**

Regulation (EU) 2019/1242

Annex I – point 2

*Text proposed by the Commission*

1. Calculation of the specific CO<sub>2</sub> 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:

$$CO2_v = \sum_{mp} W_{sg,mp} \times CO2_{v,mp}$$
$$CO2p_v = \sum_{mp} W_{sg,mp} \times CO2p_{v,mp}$$

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<sub>2</sub> emissions in g/km of the new heavy-duty vehicle  $v$  determined for a mission profile  $mp$ , reported in accordance with Articles 13a and 13b and normalised pursuant to Annex III;

$CO2p_{v,mp}$  is the CO<sub>2</sub> 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.

*Amendment*

2.1. Calculation of the specific CO<sub>2</sub> 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<sub>2</sub> emissions in g/km of the new heavy-duty vehicle  $v$  determined for a mission profile  $mp$ , reported in accordance with Articles 13a and 13b and normalised pursuant to Annex III;
- $CO2p_{v,mp}$  is the CO<sub>2</sub> 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<sub>i</sub>** is the Carbon Correction Factor for the fuel or blend of fuels in use **i**, as defined in Article 3 point (25) and calculated according to paragraph 7 of this Annex.

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

## Amendment 76

### Proposal for a regulation

#### Annex I – point 2 – point 2.1.1

| <i>Text proposed by the Commission</i> |                        |      |     |     |      |      |                    |     |     |     |     |
|--|------------------------|------|-----|-----|------|------|--------------------|-----|-----|-----|-----|
| Vehicle sub-group (sg)*                | Mission profile (mp)** |      |     |     |      |      |                    |     |     |     |     |
|  | RDL                    | RDR  | LHL | LHR | UDL  | UDR  | REL, RER, LEL, LER | MUL | MUR | COL | COR |
| 53                                     | 0,25                   | 0,25 | 0   | 0   | 0,25 | 0,25 | 0                  | 0   | 0   | 0   | 0   |
| 54                                     | 0,25                   | 0,25 | 0   | 0   | 0,25 | 0,25 | 0                  | 0   | 0   | 0   | 0   |
| <i>Amendment</i>                       |                        |      |     |     |      |      |                    |     |     |     |     |
| Vehicle sub-group (sg)*                | Mission profile (mp)** |      |     |     |      |      |                    |     |     |     |     |
|  | RDL                    | RDR  | LHL | LHR | UDL  | UDR  | REL, RER, LEL, LER | MUL | MUR | COL | COR |
| 53                                     | 0,08                   | 0,79 | 0   | 0   | 0,02 | 0,11 | 0                  | 0   | 0   | 0   | 0   |

|    |      |      |   |   |      |      |   |   |   |   |   |
|----|------|------|---|---|------|------|---|---|---|---|---|
| 54 | 0,08 | 0,79 | 0 | 0 | 0,02 | 0,11 | 0 | 0 | 0 | 0 | 0 |
|----|------|------|---|---|------|------|---|---|---|---|---|

*Justification*

*Mission profile weights (W<sub>sg,mp</sub>) of groups 53 (medium lorries of cab type) and 54 (medium lorries of van type) are changed to better reflect the typical usage of these vehicles. Data from field show in fact that regional distribution profiles have a higher share compared to the time that these vehicles spend on urban distribution cycles.*

**Amendment 77**

**Proposal for a regulation  
Annex I – point 2 – point 2.2**

*Text proposed by the Commission*

*Amendment*

Where,

$\Sigma_v$  is the sum over all new heavy-duty vehicles of the manufacturer in the sub-group *sg*, subject to the provisions of Article 7b;

CO<sub>2v</sub> is the specific CO<sub>2</sub> emissions of the new heavy-duty vehicle *v* determined in accordance with point 2.1;

CO<sub>2p<sub>v</sub></sub> is the specific CO<sub>2</sub> emissions of the primary vehicle of the new heavy-duty vehicle *v* determined in accordance with point 2.1;

V<sub>sg</sub> is the number of new heavy-duty vehicles of the manufacturer in subgroup *sg*;

V<sub>pv<sub>sg</sub></sub> the number of new

Where,

$\Sigma_v$  is the sum over all new heavy-duty vehicles of the manufacturer in the sub-group *sg*, **including zero-and-low vocational vehicles** subject to the provisions of Article 7b;

CO<sub>2v</sub> is the specific CO<sub>2</sub> emissions of the new heavy-duty vehicle *v* determined in accordance with point 2.1;

CO<sub>2p<sub>v</sub></sub> is the specific CO<sub>2</sub> emissions of the primary vehicle of the new heavy-duty vehicle *v* determined in accordance with point 2.1;

V<sub>sg</sub> is the number of new heavy-duty vehicles of the manufacturer, **including zero-and-**

|           |   |               |   |
|-----------|---|---------------|---|
|           | heavy-duty vehicles within the sub-group <i>sg</i> , which pursuant to Article 7b shall be accounted for with the CO2 emissions of their primary vehicles in the calculation of the average specific CO2 emissions of point 2.2.3.; |               | <b><i>low vocational vehicles</i></b> in subgroup <i>sg</i> ;   |
| $PL_{sg}$ | is the average payload of vehicles in the sub-group <i>sg</i> as determined in point 2.5.   | $V_{pv_{sg}}$ | the number of new heavy-duty vehicles within the sub-group <i>sg</i> , which pursuant to Article 7b shall be accounted for with the CO2 emissions of their primary vehicles in the calculation of the average specific CO2 emissions of point 2.2.3.; |
| $PN_{sg}$ | is the average passenger number of vehicles in the sub-group <i>sg</i> as determined in point 2.5.  | $PL_{sg}$     | is the average payload of vehicles in the sub-group <i>sg</i> as determined in point 2.5.   |
|           |   | $PN_{sg}$     | is the average passenger number of vehicles in the sub-group <i>sg</i> as determined in point 2.5.  |

*Justification*

*Vocational vehicles should keep being exempted from the scope of this Regulation. On the other hand, the scope of this regulation should be widened so that zero-emission vocational vehicles can be accounted in a manufacturer's specific CO2 emission performance during the reporting period*

**Amendment 78**

**Proposal for a regulation**

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

*Text proposed by the Commission*

*Amendment*

2.3.2 Reporting periods from 2025 **to 2029**  
[...]

2.3.2 Reporting periods from 2025 **onwards**  
[...]

## *Justification*

*It should be noticed that market penetration of zero-emission technologies in the HDV sector is still uncertain due to the availability of enabling conditions and customer acceptance. The Regulation should continue to provide some flexibility to help vehicle makers sell new zero-emission vehicles. For these reasons, the ZLEV factor should be prolonged for the duration of the regulation, and the maximum contribution from the ZLEV factor should be raised.*

### **Amendment 79**

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

#### **Annex I – point 2 – point 2.3 – point 2.3.3**

*Text proposed by the Commission*

*Amendment*

**2.3.3 Reporting periods as from 2030**                      **deleted**  
**ZLEV = 1**

### **Amendment 80**

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

#### **Annex I – point 2 – point 2.4**

*Text proposed by the Commission*

[...]

Where,

$V_{zev_{sg}}$             is the number of new zero-emissions heavy-duty vehicles of the manufacturer in a subgroup *sg*;

$V_{pv_{sg}}$             the number of new heavy-duty vehicles within the sub-group *sg*, which pursuant to Article 7b shall be accounted for with the CO<sub>2</sub> emissions of their primary vehicles in the calculation of the average specific CO<sub>2</sub> emissions of point 2.2.;

$V_{sg}$                 is the number of new heavy-duty vehicles of the manufacturer in a subgroup *sg*;

$V$                     is the number of new heavy-duty vehicles of the manufacturer.

*Amendment*

[...]

Where,

$V_{zev_{sg}}$             is the number of new zero-emissions heavy-duty vehicles of the

- manufacturer in a subgroup  $sg$ ;
- $V_{pv_{sg}}$  the number of new heavy-duty vehicles within the sub-group  $sg$ , which pursuant to Article 7b shall be accounted for with the CO<sub>2</sub> emissions of their primary vehicles in the calculation of the average specific CO<sub>2</sub> emissions of point 2.2.;
- $V_{sg}$  is the number of new heavy-duty vehicles of the manufacturer, ***including zero-and-low vocational vehicles***, in a subgroup  $sg$ ;
- $V$  is the number of new heavy-duty vehicles of the manufacturer, ***including zero-and-low vocational vehicles***.

*Justification*

*Vocational vehicles should continue to be exempted from the scope of this Regulation. However, when it comes to zero-emission technologies, these vehicles will be the first to be put on the market (for example, for municipal waste collection). To this end, the scope of the regulation should be extended in a way that zero-emission vocational vehicles can be accounted in the specific CO<sub>2</sub> emission performance of a manufacturer in the specific reporting period.*

**Amendment 81**

**Proposal for a regulation**  
**Annex I – point 2 – point 2.7**

*Text proposed by the Commission*

2.7. Average specific CO<sub>2</sub> emissions of manufacturers, as referred to in Article 4

For each manufacturer the following average specific CO<sub>2</sub> emissions shall be calculated:

2.7.1. For the reporting periods 2019 to 2029:

$$CO2(2025) = ZLEV \times \sum_{sg} share_{sg} \times MPW_{sg} \times avgCO2_{sg}$$

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 <sub>2</sub> 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.  |

*Amendment*

Average specific CO<sub>2</sub> emissions of manufacturers, as referred to in Article 4

For each manufacturer the following average specific CO<sub>2</sub> emissions shall be calculated:

2.7.1. For the reporting periods 2019 to 2029:

$$CO2(2025) = ZLEV \times \sum_{sg} share_{sg} \times MPW_{sg} \times avgCO2_{sg}$$

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<sub>2</sub> emissions according to point 4.2;

*ZLEV* is as determined in point 2.3;

*share<sub>sg</sub>* is as determined in point 2.4;

*zev<sub>sg</sub>* is as determined in point 2.4;

*pv<sub>sg</sub>* is as determined in point 2.4;

*MPW<sub>sg</sub>* is as determined in point 2.6;

*avgCO2<sub>sg</sub>* is as determined in point 2.2;

*avgCO2p<sub>sg</sub>* is as determined in point 2.2;

*rCO2<sub>sg</sub>* is as determined in point 3.1.2.

*share<sub>sgEHC</sub>* **is the share in subgroup sg of the manufacturer's new heavy duty cate-gory N3 vehicles that are permitted to be used in an EHC**

*α<sub>sg</sub>* **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 formulae:**

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

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

*avgGVW<sub>sg comb</sub>* **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 CO<sub>2</sub> 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 re-reported in accordance with point (r) of Part A of Annex IV.*

## Amendment 82

### Proposal for a regulation

#### Annex I – point 3 – point 3.2 – table

| <i>Text proposed by the Commission</i>   |   |
|--|---|
| Reference periods applicable to sub-groups   |   |
| The following reporting periods shall be applied as reference periods to vehicle sub-groups: |   |
| Vehicle sub-group <i>sg</i>  | Reporting period of the year applicable as reference period |
| 4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH                                       | 2019  |
| All others   | 2025  |
| <i>Amendment</i>   |   |
| Reference periods applicable to sub-groups   |   |
| The following reporting periods shall be applied as reference periods to vehicle sub-groups: |   |
| Vehicle sub-group <i>sg</i>  | Reporting period of the year applicable as reference period |
| 4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH                                       | 2019  |
| <i>1s, 1,2, 3, 11, 12, 16</i>  | <b>2020</b>   |
| All others   | 2025  |

## Amendment 83

### Proposal for a regulation

#### Annex I – point 4 – point 4.2

*Text proposed by the Commission*

4.2 Vehicle sub-groups included in the calculation of average specific CO<sub>2</sub> emissions and specific emissions targets of manufacturers

The following sub-groups *sg* shall be included in the calculation of the specific CO<sub>2</sub>

emissions  $CO_2(X)$ ; specific emissions targets  $T(X)$  and CO<sub>2</sub> emissions trajectory  $ET(X)_y$ :

| X = 2025   | X= NO  | X = MCO2   | X= MZE   |
|--|--|--|--|
| vehicle sub-groups, subject to CO <sub>2</sub> emissions targets according to Article 3a paragraph 1 (a) | sub-groups of transport of goods vehicles, subject to CO <sub>2</sub> 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 <sub>2</sub> 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, <b>31-L2</b> , 31-DD, 33-LF, 33-L1, <b>33-L2</b> , 33-DD, 35-FE, 39-FE                           |

*Amendment*

4.2 Vehicle sub-groups included in the calculation of average specific CO<sub>2</sub> emissions and specific emissions targets of manufacturers

The following sub-groups  $sg$  shall be included in the calculation of the specific CO<sub>2</sub> emissions  $CO_2(X)$ ; specific emissions targets  $T(X)$  and CO<sub>2</sub> emissions trajectory  $ET(X)_y$ :

| X = 2025   | X= NO  | X = MCO2   | X= MZE   |
|--|--|--|--|
| vehicle sub-groups, subject to CO <sub>2</sub> emissions targets according to Article 3a paragraph 1 (a) | sub-groups of transport of goods vehicles, subject to CO <sub>2</sub> 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 <sub>2</sub> 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,  | All vehicle sub-   | <b>31-L2</b> , 32-C2,  | 31-LF, 31-L1, 31-DD, 33-LF, 33-L1, 33-DD, 35-FE, 39-FE   |

|                                |   |   |  |
|--------------------------------|---|---|--|
| 5-LH, 9-RD, 9-LH, 10-RD, 10-LH | groups referred to in points 1.1.1 and 1.1.3. | 32-C3, 32-DD, <b>33-L2</b> 34-C2, 34-C3, 34-DD, |  |
|--------------------------------|---|---|--|

*Justification*

*Only vehicles with urban mission profiles should be subject to the zero-emission vehicle mandate for urban buses (Art 3b). Class II low-entry buses with interurban mission profiles are used in interurban missions and should therefore not be subject to the ZEV mandate requirements. Therefore, vehicle groups 31-L2 (2-axle class II low entry) and 33-L2 (3-axle class II low entry) should be moved from the group of vehicles which fall under the zero-emission mandate (“MZE”) to the group of vehicles that are subject to CO2 reduction targets (“MCO2”). The impact in terms of CO2 emissions is very low because vehicle groups 31-L2 and 33-L2 have an overall emission share of all commercial vehicles of approximately 1%.*

*Class II low-entry vehicles have a market share of approximately 11% of all M3 vehicles and M3 vehicles have an overall emission share of approximately 9% according to the Impact Assessment, annex 8, table 11.*

*Class II low-entry vehicles are specifically designed for interurban operations with reduced passenger flow and capacity compared to full low-floor buses designed for urban operation.*

**Amendment 84**

**Proposal for a regulation**

**Annex I – point 4 – point 4.3.1 – table**

*Text proposed by the Commission*

| CO <sub>2</sub> 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                             | <b>43%</b>  | <b>64%</b>  | <b>90%</b>   |
| Heavy lorries > 7,4t                                       | 1s, 1, 2, 3  | 0                             | <b>43%</b>  | <b>64%</b>  | <b>90%</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>43%</b>  | <b>64%</b>  | <b>90%</b>   |
| Heavy lorries > 16 t with special axle                     | 11, 12, 16   | 0                             | <b>43%</b>  | <b>64%</b>  | <b>90%</b>   |

|  |   |   |            |            |            |
|--|---|---|------------|------------|------------|
| configurations                                     |   |   |            |            |            |
| Coaches <i>and interurban busses</i> ( $rf_{sg}$ ) | 32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD, <b>31-L2, 33-L2</b> | 0 | <b>43%</b> | <b>64%</b> | <b>90%</b> |
| Primary vehicles of coaches ( $rfp_{sg}$ )         | 32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD                      | 0 | <b>43%</b> | <b>64%</b> | <b>90%</b> |
| Trailers   |   | 0 | 7,5%       | 7,5%       | 7,5%       |
| Semi-trailers                                      |   | 0 | 15%        | 15%        | 15%        |

*Amendment*

| CO <sub>2</sub> 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                             | <b>15%</b>  | <b>50%</b>  | <b>70%</b>   |
| Heavy lorries > 7,4t                                       | 1s, 1, 2, 3  | 0                             | <b>30%</b>  | <b>50%</b>  | <b>70%</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>30%</b>  | <b>50%</b>  | <b>70%</b>   |
| Heavy lorries > 16 t with special axle configurations      | 11, 12, 16   | 0                             | <b>30%</b>  | <b>50%</b>  | <b>70%</b>   |
| Coaches ( $rf_{sg}$ )                                      | 32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD               | 0                             | <b>15%</b>  | <b>50%</b>  | <b>70%</b>   |
| Primary vehicles of coaches ( $rfp_{sg}$ )                 | 32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD               | 0                             | <b>15%</b>  | <b>50%</b>  | <b>70%</b>   |

|               |  |   |      |      |      |
|---------------|--|---|------|------|------|
| Trailers      |  | 0 | 7,5% | 7,5% | 7,5% |
| Semi-trailers |  | 0 | 15%  | 15%  | 15%  |

### *Justification*

*Only vehicles with urban mission profiles shall be subject to the zero-emission vehicle mandate for urban buses (Art 3b). Class II low-entry buses with significant interurban mission profiles are used in interurban missions and should therefore not be subject to the ZEV mandate. Therefore 31-L2 (2-axle class II low entry) and 33-L2 (3-axle class II low entry) are proposed to move from “MZE” to “MCO2”, i.e. from ZEV mandate to the CO2 reduction targets together with coaches. The impact will be very low as 31-L2 and 33-L2 have an overall emission share of all commercial vehicles of ca. 1%. (Class II low-entry vehicles have a market share of ca. 11% of all M3 vehicles according to an ACEA fleet analysis 2015-2019 and M3 vehicles have an overall emission share of ca. 9% according to the impact assessment, annex 8, table 11). Class II low-entry vehicles cannot be seen as an escape option from the ZEV mandate for urban buses as passenger flow and capacity are usually reduced compared to full low floor buses designed for urban operation.*

*In addition to the above, these vehicle classes are not part of the green public procurement legislations since they are not considered urban vehicles.*

## **Amendment 85**

### **Proposal for a regulation**

#### **Annex I – point 4 – point 4.3.2 – table**

| <i>Text proposed by the Commission</i>            |       |   |                               |             |             |              |
|---|-------|---|-------------------------------|-------------|-------------|--------------|
| Zero-emission vehicle mandates zevM <sub>sg</sub> |       |   |                               |             |             |              |
| Sub-groups sg                                     |       |   | Reporting period of the years |             |             |              |
|   |       |   | before 2030                   | 2030 – 2034 | 2035 – 2039 | As from 2040 |
| Urban buses                                       | heavy | 31-LF, 31-L1, 31-DD, 33-LF, 33-L1, 33-DD, 35-FE, 39-FE, <b>31-L2, 33-L2</b> | 0                             | <b>100%</b> | 100%        | 100%         |
| <i>Amendment</i>                                  |       |   |                               |             |             |              |
| Zero-emission vehicle mandates zevM <sub>sg</sub> |       |   |                               |             |             |              |
|   |       |   | Reporting period of the years |             |             |              |

|             |       |  | before 2030 | 2030 – 2034 | 2035 – 2039 | As from 2040 |
|-------------|-------|--|-------------|-------------|-------------|--------------|
| Urban buses | heavy | 31-LF, 31-L1, 31-DD, 33-LF, 33-L1, 33-DD, 35-FE, 39-FE | 0           | <b>80%</b>  | 100%        | 100%         |

### *Justification*

*A full ZEV mandate in 2030 will put huge pressure on public transport operators to fit their investment plans and ensure that the necessary charging and refuelling infrastructures are in place at depots. It risks overstressing the capabilities of many local transport operators and public transport authorities across the EU and will financially expose Member States and cities with limited resources.*

*In addition, this requirement will be not in line with those laid down in the Directive (EU) 2019/1161 on the promotion of clean and energy-efficient road transport vehicles, which are based on the principle of technological neutrality and provide national authorities and transport operators with a wide portfolio of technological options to tackle pollution in city centres.*

*Thus, it is suggested to set at 80% the 2030 target share of zero-emission urban buses and to delay the 100% to 2035, as assessed by the Commission in its impact assessment*

## **Amendment 86**

### **Proposal for a regulation Annex I – point 7(new)**

*Text proposed by the Commission*

### *Amendment*

## **7. CALCULATION OF THE CARBON CORRECTION FACTOR (CCF)**

**For each fuel or blend of fuels *i*, the CCF shall be calculated according to the following method:**

**7.1. For CO<sub>2</sub>-Neutral Fuels, as defined in article 3 point (25) and used in compliance with Art. 4a, CCF<sub>*i*</sub> = 1;**

**7.2. For fuels other than CO<sub>2</sub>-Neutral Fuels, CCF<sub>*i*</sub> = 0;**

7.3. For blends of CO<sub>2</sub>-Neutral Fuels and fuels other than CO<sub>2</sub>-Neutral Fuels, the CCF shall be calculated according to the following formula:

$$CCF_i = \frac{\frac{SHARES_{n,i}}{100} + \frac{SHARES_{n-1,i}}{100}}{2}$$

Where:

**CCF<sub>i</sub>** is the Carbon Correction Factor for a specific blend of conventional and CO<sub>2</sub>-Neutral Fuel i

**SHARES<sub>n,i</sub>** percentage of renewable fuel i reported in Shares database, referred to the last available reporting period n and calculated as the average share over all EU member states.

**SHARES<sub>n-1,i</sub>** percentage of renewable fuel i reported in Shares database, referred to the second 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/data/shares>

#### *Justification*

*The Regulation should introduce a robust and transparent Carbon Correction Factor for zero-and-low carbon fuels. This would not change the overall approach of the Regulation but it would help to address the shortcomings of a tailpipe only approach and recognise the actual greenhouse gas footprint of vehicles and the fuels they use.*

#### **Amendment 87**

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

##### **Annex III – point 1 – paragraph 2 – subparagraph 9**

*Text proposed by the Commission*

are the CO<sub>2</sub> emissions in g/km of the **primary vehicle of a** new heavy-duty vehicle v determined for a mission profile mp and reported in accordance with Articles 13a and 13b;

*Amendment*

are the CO<sub>2</sub> emissions in g/km of the new heavy-duty vehicle v determined for a mission profile mp and reported in accordance with Articles 13a and 13b;

## *Justification*

*This amendment corrects a typo, the definition of reportCO2\_v\_mp of Annex III should refer to the completed vehicle only. The CO2 emissions of primary vehicles are not corrected for their passenger numbers, since all primary vehicles of a given sub-group are simulated with the same passenger numbers. This is also visible from the definitions of the CO2p\_v\_mp in point 2.1 of Annex I, which does not refer to Annex III for a correction.*

## **Amendment 88**

### **Proposal for a regulation**

#### **Annex IV – Part A – point q a (new)**

Regulation (EU) 2019/1242

Annex IV – point qa (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

|   |  |
|---|--|
| <b>Title</b>  | 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   |
| <b>References</b>   | COM(2023)0088 – C9-0025/2023 – 2023/0042(COD)  |
| <b>Committee responsible</b><br>Date announced in plenary       | ENVI<br>29.3.2023  |
| <b>Opinion by</b><br>Date announced in plenary                  | TRAN<br>29.3.2023  |
| <b>Rapporteur for the opinion</b><br>Date appointed             | Andris Ameriks<br>19.4.2023  |
| <b>Discussed in committee</b>                                   | 24.5.2023  |
| <b>Date adopted</b>   | 19.9.2023  |
| <b>Result of final vote</b>                                     | +: 29<br>–: 11<br>0: 3   |
| <b>Members present for the final vote</b>                       | José Ramón Bauzá Díaz, Erik Bergkvist, Izaskun Bilbao Barandica, Paolo Borchia, Karolin Braunsberger-Reinhold, Jakob G. Dalunde, Karima Delli, Anna Deparnay-Grunenberg, Gheorghe Falcă, Carlo Fidanza, Isabel García Muñoz, Jens Gieseke, Elsi Katainen, Kateřina Konečná, Peter Lundgren, Elżbieta Katarzyna Łukacijewska, Marian-Jean Marinescu, Jan-Christoph Oetjen, Rovana Plumb, Bergur Løkke Rasmussen, Dominique Riquet, Thomas Rudner, Massimiliano Salini, Achille Variati, Petar Vitanov, Lucia Vuolo, Roberts Zīle, Kosma Złotowski |
| <b>Substitutes present for the final vote</b>                   | Pär Holmgren, Ondřej Kovařík, Ljudmila Novak, Jutta Paulus, Andreas Schieder, Annalisa Tardino   |
| <b>Substitutes under Rule 209(7) present for the final vote</b> | Matteo Adinolfi, Mohammed Chahim, Pietro Fiocchi, Niclas Herbst, Francisco José Millán Mon, Dennis Radtke, Antonio Maria Rinaldi, Christian Sagartz, Eugen Tomac   |

## FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

| 29       | +  |
|----------|--|
| ECR      | Carlo Fidanza, Pietro Fiocchi, Peter Lundgren, Roberts Zīle, Kosma Złotowski   |
| ID       | Matteo Adinolfi, Paolo Borchia, Antonio Maria Rinaldi, Annalisa Tardino  |
| PPE      | Karolin Braunsberger-Reinhold, Gheorghe Falcă, Jens Gieseke, Niclas Herbst, Elzbieta Katarzyna Łukacijewska, Marian-Jean Marinescu, Francisco José Millán Mon, Ljudmila Novak, Dennis Radtke, Christian Sagartz, Massimiliano Salini, Eugen Tomac, Lucia Vuolo |
| Renew    | José Ramón Bauzá Díaz, Izaskun Bilbao Barandica, Elsi Katainen, Ondřej Kovařík, Jan-Christoph Oetjen, Dominique Riquet   |
| The Left | Kateřina Konečná   |

| 11        | -  |
|-----------|--|
| Renew     | Bergur Løkke Rasmussen   |
| S&D       | Mohammed Chahim, Isabel García Muñoz, Thomas Rudner, Andreas Schieder, Achille Variati |
| Verts/ALE | Jakop G. Dalunde, Karima Delli, Anna Deparnay-Grunenberg, Pär Holmgren, Jutta Paulus   |

| 3   | 0   |
|-----|---|
| S&D | Erik Bergkvist, Rovana Plumb, Petar Vitanov |

Key to symbols:

+ : in favour

- : against

0 : abstention