



2023/0042(COD)

20.10.2023

COMPROMISE AMENDMENTS

1 - 28

Draft report
Bas Eickhout
(PE746.858v01-00)

on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2019/1242 as regards strengthening the CO₂ emission performance standards for new heavy-duty vehicles and integrating reporting obligations, and repealing Regulation (EU) 2018/956

Proposal for a regulation
(COM(2023)0088 – C9-0025/2023 – 2023/0042(COD))

Compromise Amendment 1 - Subject matter and objective

Supported by: EPP, S&D, Renew, Greens/EFA, ECR, The Left

Compromise amendment replacing Amendments: 1, 2, 4, 5, 6, 7, 26, 62, 63, 64, 65, 66, 67, 69, 70, 71, 72, 73, 74, 75, 76, 78, 79, 80, 81, 82, 190, 191, TRAN 1, TRAN 2, TRAN 3, TRAN 8, TRAN 9, ITRE 1, ITRE 2, ITRE 3, ITRE 22

Proposal for a regulation

Article 1 – paragraph 1 – point 1

Regulation (EU) 2019/1242

Article 1 – paragraph 1

Text proposed by the Commission

1. This Regulation establishes CO₂ emissions performance requirements for new heavy-duty vehicles that contribute to achieving the Union's **target of reducing its greenhouse gas emissions**, as laid down in Regulation (EU) 2018/842²³, and the objectives of the Paris Agreement²⁴ and to ensure the proper functioning of the internal market.

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

²⁴ OJ L 282, 19.10.2016, p.4.

Amendment

1. This Regulation establishes CO₂ emissions performance requirements for new heavy-duty vehicles that contribute to achieving the Union's **climate-neutrality objective and its intermediate Union climate targets as laid down in Regulation (EU) 2021/1119^{23a}, Member States' targets** as laid down in Regulation (EU) 2018/842²³, and the objectives of the Paris Agreement²⁴ and to ensure the proper functioning of the internal market.

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

^{23a} **Regulation (EU) 2021/1119 of the European Parliament and of the Council of 30 June 2021 establishing the framework for achieving climate neutrality and amending Regulations (EC) No 401/2009 and (EU) 2018/1999 ('European Climate Law') (OJ L 243, 9.7.2021, p. 1).**

²⁴ OJ L 282, 19.10.2016, p.4.

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 2019¹. 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.

Proposal for a regulation

Recital 2

Text proposed by the Commission

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

Amendment

(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 2019². 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 of the ongoing Russian aggression against Ukraine.***

Or. en

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 ***and vulnerable*** groups, such as ***low-income households and persons***, older people, persons with disabilities and persons with a minority racial or ethnic background. It must therefore be ensured

¹ Commission Communication of 11 December 2019 on the European Green Deal, COM(2019) 640 final.

² Commission Communication of 11 December 2019 on the European Green Deal, COM(2019) 640 final.

that the transition is just and inclusive, leaving no one behind.

Or. en

Proposal for a regulation Recital 3

Text proposed by the Commission

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

Amendment

(3) The Union committed to reducing the Union's economy-wide net greenhouse gas emissions by at least 55 % by 2030 below 1990 levels in the updated nationally determined contribution submitted to the UNFCCC Secretariat on 17 December 2020. ***The Council stated in its conclusions of 24 October 2022^{1a} that it stands ready, as soon as possible after the conclusions of the negotiations on the essential elements of the 'Fit for 55' package, to update, as appropriate, the NDC of the Union and its Member States, in line with paragraph 29 of the Glasgow Climate Pact.***

^{1a} Council conclusions on the Preparations for the 27th Conference of the Parties (COP27) of the United Nations Framework Convention on Climate Change (UNFCCC), 24 October 2022.

Or. en

Proposal for a regulation Recital 4

Text proposed by the Commission

(4) In Regulation (EU) 2021/1119 of the European Parliament and of the Council¹¹, the Union has enshrined the target of economy-wide climate neutrality by 2050 in legislation. That Regulation also establishes a binding Union domestic reduction commitment of net greenhouse gas emissions (emissions after deduction of removals) of at least 55 % below 1990 levels by 2030.

Amendment

(4) In Regulation (EU) 2021/1119 of the European Parliament and of the Council¹¹, the Union has enshrined the target of economy-wide climate neutrality ***within the Union at the latest*** by 2050 ***and the aim of achieving negative emissions thereafter*** in legislation. That Regulation also establishes a binding Union domestic reduction commitment of net greenhouse gas emissions (emissions after deduction of removals) of at least 55 % below 1990 levels by 2030. ***That Regulation also foresees that the Commission should propose a Union intermediate climate target for 2040, as appropriate, at the latest within six months of the first global***

stocktake carried out under the Paris Agreement, and publish at the same time the projected indicative Union greenhouse gas budget for the 2030-2050 period, defined as the indicative total volume of net greenhouse gas emissions that are expected to be emitted in that period without putting at risk the Union's commitments under the Paris Agreement, as well as the methodology underlying that indicative budget. On 15 June 2023, the European Scientific Advisory Board published its scientific advice for the determination of an EU-wide 2040 climate target and a greenhouse gas budget for 2030-2050^{11a}.

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

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

^{11a} European Scientific Advisory Board on Climate Change (2023). Scientific advice for the determination of an EU-wide 2040 climate target and a greenhouse gas budget for 2030-2050.

Or. en

Proposal for a regulation

Recital 5

Text proposed by the Commission

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

Amendment

(5) All sectors of the economy are expected to contribute to achieving those emission reductions, including the road transport sector. ***Heavy-duty vehicles are currently responsible for more than a quarter of greenhouse gas emissions from road transport in the Union and for over 6% of Union's total greenhouse gas emissions, more than those from aviation or maritime transport. The EU's Sustainable and Smart Mobility Strategy aims for a 90% reduction in the transport***

sector's emissions by 2050 including hard-to-abate sectors like aviation and maritime transport. This requires additional reduction targets for sectors fit for decarbonisation like road transport before 2050. This transition should take into account the industrial and social challenges of this process to ensure employment and accessible mobility for all.

Or. en

Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) The REPowerEU Communication¹³ outlined a plan to make the Union independent from Russian fossil fuels well before the end of this decade. The Communication highlights the importance, among others, of further increasing the efficiency and reducing fossil consumption in the transport sector, where electrification can be combined with the use of fossil-free hydrogen to replace fossil fuels.

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

Amendment

(7) The REPowerEU Communication¹³ outlined a plan to make the Union independent from Russian fossil fuels well before the end of this decade. The Communication highlights the importance, among others, of further increasing the efficiency and reducing fossil consumption in the transport sector, where electrification can be combined with the use of fossil-free hydrogen to replace fossil fuels.

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

Or. en

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

Amendment

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

beyond 2030 to contribute to achieving the climate neutrality objective by 2050.

beyond 2030 to contribute to achieving the climate neutrality objective by 2050.

Without ambitious action on greenhouse gas emission reductions in road transport, higher emission reductions would be needed in other sectors, including sectors where decarbonisation is more challenging.

Or. en

Proposal for a regulation

Recital 9

Text proposed by the Commission

(9) The ***strengthened*** CO₂ 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 currently include battery electric vehicles, fuel-cell and other hydrogen-powered vehicles, and technological innovations are continuing.

Amendment

(9) The ***revised*** CO₂ 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 ***and the associated high-quality jobs*** can be maintained, ***as the automotive industry remains one of the pillars of the EU economy***. Zero-emission vehicles currently include battery electric vehicles, fuel-cell and other hydrogen-powered vehicles, and technological innovations are continuing.

Or. en

Compromise Amendment 2 - Scope

Supported by: EPP, S&D, Renew, Greens/EFA, ECR, The Left

Compromise amendment replacing Amendments: 54, 192, 193, 194, 195, 196, 197, 198, 203, 204, 511, 512, TRAN 38, TRAN 48, TRAN 50, TRAN 73, ITRE 23

Proposal for a regulation

Article 1 – paragraph 1 – point 2 – point a

Regulation (EU) 2019/1242

Article 2 – paragraph 1 – subparagraph 1 – point b

Text proposed by the Commission

Amendment

(b) N₁, which do not fall under Regulation (EU) 2019/631, N₂ and N₃;

(b) N₁, which do not fall under Regulation (EU) 2019/631, N₂ and N₃;

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 2 – point a

Regulation (EU) 2019/1242

Article 2 – paragraph 1 – subparagraph 1 – point c

Text proposed by the Commission

Amendment

(c) O₃ and O₄.

(c) O₃ and O₄.

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 2 – point c

Regulation (EU) 2019/1242

Article 2 – paragraph 4

Text proposed by the Commission

Amendment

4. Notwithstanding Article 2(3) of Regulation (EU) 2017/2400, approved vehicles falling under Article 2(3), point (b), of Regulation (EU) 2018/858 shall not be subject to the CO₂ emission targets set out in Article 3a of this Regulation, unless the manufacturer chooses to include those vehicles in the calculation of its specific CO₂ emissions and targets when reporting the vehicle in accordance with Part B of Annex IV to this Regulation.

4. Notwithstanding Article 2(3) of Regulation (EU) 2017/2400, approved vehicles falling under Article 2(3), point (b), of Regulation (EU) 2018/858 shall not be subject to the CO₂ emission targets set out in Article 3a of this Regulation, unless the manufacturer chooses to include those vehicles in the calculation of its specific CO₂ emissions and targets when reporting the vehicle in accordance with Part B of Annex IV to this Regulation.

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 2 – point c

Regulation (EU) 2019/1242

Article 2 – paragraph 5

5. Vehicles other than those referred to in paragraph 4 registered for use by civil protection, fire services, forces responsible for maintaining the public order, armed services or urgent medical care shall not be subject to the CO₂ emission targets under Article 3a, if a Member State so indicates in the registration and reporting process, thereby confirming in the data reported in accordance with Part A of Annex IV that the purpose of the vehicle cannot be equally served by a ZEV and it is thus in the public interest to register a vehicle with a combustion engine to fulfil that purpose.

5. Vehicles other than those referred to in paragraph 4 registered for use by civil protection, fire services, forces responsible for maintaining the public order, armed services or urgent medical care shall not be subject to the CO₂ emission targets under Article 3a, if a Member State so indicates in the registration and reporting process, thereby confirming in the data reported in accordance with Part A of Annex IV that the purpose of the vehicle cannot be equally served by a ZEV and it is thus in the public interest to register a vehicle with a combustion engine to fulfil that purpose.

Or. en

Proposal for a regulation

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

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

| | |
|-----------------------------|-------|
| 35a, 35b1, 35b2, 35c | 35-FE |
| 39a, 39b1, 39b2, 35c | 39-FE |

Amendment

1.1.2. For vehicles of category M the sub-group *sg* is defined as follows:

| Vehicle group pursuant to Annex I to Regulation (EU) 2017/2400 | Vehicle sub-group (sg) attributed for the purposes of this Regulation |
|--|---|
| 31a, 31d | 31-LF |
| 31b1 | 31-L1 |
| 31b2 | 31-L2 |
| 31c, 31e | 31-DD |
| 32a, 32b | 32-C2 |
| 32c, 32d | 32-C3 |
| 32e, 32f | 32-DD |
| 33a, 33d, 37a, 37d | 33-LF |
| 33b1, 37b1 | 33-L1 |
| 33b2, 37b2 | 33-L2 |
| 33c, 33e, 37c, 37e | 33-DD |
| 34a, 34b, 36a, 36b, 38a, 38b, 40a, 40b | 34-C2 |
| 34c, 34d, 36c, 36d, 38c, 38d, 40c, 40d | 34-C3 |
| 34e, 34f, 36e, 36f, 38e, 38f, 40e, 40f | 34-DD |
| 35a, 35b1, 35b2, 35c | 35-FE |
| 39a, 39b1, 39b2, 39c | 39-FE |

Or. en

Compromise Amendment 3 - General Definitions (NB: other specific definitions will be dealt with in the relevant separate compromises)

Supported by: EPP, S&D, Renew, Greens/EFA, ECR, The Left

Compromise amendment replacing Amendments: 28, 142, 143, 144, 249, 250, 251, TRAN 40

Proposal for a regulation

Article 1 – paragraph 1 – point 3 – point e

Regulation (EU) 2019/1242

Article 3 – paragraph 1 – point 10

Text proposed by the Commission

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

Amendment

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

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

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 3 – point j

Regulation (EU) 2019/1242

Article 3 – paragraph 2

Text proposed by the Commission

(j) the following paragraph is added:
,

For the purposes of this Regulation, ‘a group of connected manufacturers’ means a manufacturer and its connected undertakings.

‘Connected undertaking’ means:

- (a) undertakings in which the manufacturer has, directly or indirectly:
 - (i) the power to exercise more than half the voting rights; or
 - (ii) the power to appoint more than half the members of the supervisory board, board of management or bodies legally representing the undertaking; or
 - (iii) the right to manage the undertaking’s affairs;

Amendment

(j) the following paragraph is added:
,

For the purposes of this Regulation, ‘a group of connected manufacturers’ means a manufacturer and its connected undertakings.

‘Connected undertaking’ means:

- (a) undertakings in which the manufacturer has, directly or indirectly:
 - (i) the power to exercise more than half the voting rights; or
 - (ii) the power to appoint more than half the members of the supervisory board, board of management or bodies legally representing the undertaking; or
 - (iii) the right to manage the undertaking’s affairs;

- (b) undertakings which directly or indirectly have, over the manufacturer, the rights or powers referred to in point (a);
- (c) undertakings in which an undertaking referred to in point (b) has, directly or indirectly, the rights or powers referred to in point (a);
- (d) undertakings in which the manufacturer together with one or more of the undertakings referred to in point (a), (b) or (c), or in which two or more of the latter undertakings, jointly have the rights or powers referred to in point (a);
- (e) undertakings in which the rights or the powers referred to in point (a) are jointly held by the manufacturer or one or more of its connected undertakings referred to in points (a) to (d) and one or more third parties.;

- (b) undertakings which directly or indirectly have, over the manufacturer, the rights or powers referred to in point (a);
- (c) undertakings in which an undertaking referred to in point (b) has, directly or indirectly, the rights or powers referred to in point (a);
- (d) undertakings in which the manufacturer together with one or more of the undertakings referred to in point (a), (b) or (c), or in which two or more of the latter undertakings, jointly have the rights or powers referred to in point (a);
- (e) undertakings in which the rights or the powers referred to in point (a) are jointly held by the manufacturer or one or more of its connected undertakings referred to in points (a) to (d) and one or more third parties.;

Or. en

Proposal for a regulation

Recital 23

Text proposed by the Commission

(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 Council²⁰ for light-duty vehicles.

²⁰ Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO2 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).

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 Council²⁰ for light-duty vehicles.

²⁰ Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO2 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).

Or. en

Compromise Amendment 4 - ZEV definition, lifecycle assessment & heavy combination

Supported by: EPP, S&D, Renew, Greens/EFA, The Left

Compromise amendment replacing Amendments: 29, 30, 83, 84, 96, 97, 106, 179, 180, 181, 182, 184, 185, 186, 187, 188, 189, 206, 207, 208, 209, 210, 211, 212, 213, 217, 218, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 252 (parts 1&2), 359, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 445, 446, 460, 467, 468, 469, 478, 501, 502, 503, 507, 508, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 543, 544, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, TRAN 10, TRAN 11, TRAN 13, TRAN 14, TRAN 24, TRAN 25, TRAN 31, TRAN 32, TRAN 33, TRAN 45, TRAN 46, TRAN 47, TRAN 51, TRAN 52, TRAN 59, TRAN 60, TRAN 68, TRAN 75, TRAN 81, TRAN 86, TRAN 88, ITRE 5, ITRE 17, ITRE 18, ITRE 24, ITRE 25, ITRE 26, ITRE 31, ITRE 32, ITRE 38, ITRE 39, ITRE 43, ITRE 44

Proposal for a regulation

Article 1 – paragraph 1 – point 3 – point g

Regulation (EU) 2019/1242

Article 3 – paragraph 1 – point 11 – point a

Text proposed by the Commission

(a) a heavy-duty motor vehicle **with not more than 5 g/(t.km) or 5 g/(p.km) of CO₂ emissions** as determined in accordance with Article 9 of Regulation (EU) 2017/2400;

Amendment

(a) **until 31 December 2034**, a heavy-duty motor vehicle **without an internal combustion engine, or with an internal combustion engine that emits less than 3gCO₂/(t.km) or 1gCO₂/(p.km)** as determined in accordance with Article 9 of Regulation (EU) 2017/2400; **as of 1 January 2035**, a heavy-duty motor vehicle **without an internal combustion engine, or with an internal combustion engine that emits less than 1gCO₂/(t.km) or 1gCO₂/(p.km)** as determined in accordance with Article 9 of Regulation (EU) 2017/400;

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 3 – point g

Regulation (EU) 2019/1242

Article 3 – paragraph 1 – point 11 – point b

Text proposed by the Commission

(b) a heavy-duty motor vehicle **fulfilling the conditions of point 1.1.4 of Annex I to this Regulation** if no CO₂ emissions have been determined according

Amendment

(b) **until 31 December 2034**, a heavy-duty motor vehicle **without a combustion engine or with a combustion engine emitting not more than 3gCO₂/kWh** or

to Regulation (EU) 2017/2400;

3gCO₂/km as determined in accordance with Regulation (EC) No 595/2009 or 715/2007 of the European Parliament and of the Council respectively, if no CO₂ emissions have been determined according to Regulation (EU) 2017/2400; as of 1 January 2035, a heavy-duty motor vehicle without a combustion engine or with a combustion engine emitting not more than 1gCO₂/kWh or 1gCO₂/km as determined in accordance with Regulation (EC) No 595/2009 or 715/2007 of the European Parliament and of the Council respectively, if no CO₂ emissions have been determined according to Regulation (EU) 2017/2400;

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 18

Regulation (EU) 2019/1242

Article 15 - paragraph 1a (new)- **point (ix)**

Text proposed by the Commission

Amendment

(ix) the report assessing the possibility of developing a common Union methodology for the assessment, and the consistent data reporting, of the full lifecycle CO₂ emissions of new heavy-duty vehicles that are placed on the Union market referred to in paragraph 2;

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 18

Regulation (EU) 2019/1242

Article 15 - **paragraph 1b (new)**

Text proposed by the Commission

Amendment

1b (new) The Commission shall by 31 December 2026 publish a report assessing the possibility of developing a common Union methodology for the assessment, and the consistent data reporting, of the full lifecycle CO₂ emissions of new heavy-duty vehicles that are placed on the Union market. The Commission shall submit

*that report to the European Parliament
and to the Council.*

Or. en

Proposal for a regulation
Article 1 – paragraph 1 – point 3 – point g

Regulation (EU) 2019/1242
Article 3 – paragraph 1 – point 24 (new)

Text proposed by the Commission

Amendment

(24) ‘Extra Heavy Combination (EHC) lorry’ means a category N3 vehicle suitable for usage in a vehicle combination and meeting the design and construction criteria as follows:

(a) equipped with a coupling device, and;

(b) having 3 axles or more, and;

(c) with an engine rated power of at least 400 kW, and;

(d) designed with a technically permissible maximum mass of the combination of more than 60 tonnes;

Or. en

Proposal for a regulation
Article 1 – paragraph 1 – point 17

Regulation (EU) 2019/1242
Article 14 - paragraph 1 - point (a)

Text proposed by the Commission

Amendment

(a) the criteria defining vehicle sub-groups set out in point 1.1;

(a) the criteria defining vehicle sub-groups set out in point 1.1, **including adding separate subgroups for EHC lorries;**

Or. en

Proposal for a regulation
Article 1 – paragraph 1 – point 18

Regulation (EU) 2019/1242
Article 15 - paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a (new) As part of the report referred to in paragraph 1, the Commission shall assess whether the creation of new sub-groups for EHC lorries have led to undue increase of the engine rated power. If the Commission concludes that all or some of the reported engine power ratings were unduly increased, it shall adopt a delegated act in accordance with Article 17 to amend the criteria laid out in point 24 of Article 3(1).

**Proposal for a regulation
Annex II**

Regulation (EU) 2019/1242
Article IV - paragraph 1 - point (na) (new)

Text proposed by the Commission

Amendment

(na) the technically permissible maximum mass of the combination for a category N3 truck in an extra heavy combination (EHC) referred to in Article 3 point (24) as specified in entry 16.4 of the certificate of conformity or individual vehicle approval certificate;

Or. en

**Proposal for a regulation
Annex II**

Regulation (EU) 2019/1242
Article IV - paragraph 1 - point (nb) (new)

Text proposed by the Commission

Amendment

(nb) engine maximum net power as specified in entry 27.1. of the certificate of conformity or individual vehicle approval certificate;

**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.

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

Text proposed by the Commission

Amendment

(15a) In order to assess the full life-cycle CO₂ emissions of heavy-duty vehicles at the Union level, the Commission should evaluate 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 placed on the Union market.

Or. en

Compromise Amendment 4 bis - ZEV definition & lifecycle assessment

Supported by: ID

Compromise amendment replacing Amendments: 29, 30, 83, 84, 96, 97, 106, 179, 180, 181, 182, 184, 185, 186, 187, 188, 189, 206, 207, 208, 209, 210, 211, 212, 213, 217, 218, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 252, 359, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 445, 446, 460, 467, 468, 469, 478, 501, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 543, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, TRAN 11, TRAN 13, TRAN 14, TRAN 24, TRAN 25, TRAN 32, TRAN 33, TRAN 45, TRAN 46, TRAN 47, TRAN 51, TRAN 52, TRAN 59, TRAN 60, TRAN 68, TRAN 75, TRAN 86, ITRE 5, ITRE 17, ITRE 18, ITRE 24, ITRE 25, ITRE 26, ITRE 31, ITRE 32, ITRE 38, ITRE 43

Proposal for a regulation

Article 1 – paragraph 1 – point 3 – point g

Regulation (EU) 2019/1242

Article 3 – paragraph 1 – point 11 – point a

Text proposed by the Commission

(a) a heavy-duty motor vehicle ***with not more than 5 g/(t.km) or 5 g/(p.km) of CO₂ emissions*** as determined in accordance with Article 9 of Regulation (EU) 2017/2400;

Amendment

(a) ***until 31 December 2034***, a heavy-duty motor vehicle ***without an internal combustion engine, or with an internal combustion engine that emits less than 3gCO₂/(t.km) or 1gCO₂/(p.km)*** as determined in accordance with Article 9 of Regulation (EU) 2017/2400; ***as of 1 January 2035, a heavy-duty motor vehicle without an internal combustion engine, or with an internal combustion engine that emits less than 1gCO₂/(t.km) or 1gCO₂/(p.km) as determined in accordance with Article 9 of Regulation (EU) 2017/400;***

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 3 – point g

Regulation (EU) 2019/1242

Article 3 – paragraph 1 – point 11 – point b

Text proposed by the Commission

(b) a heavy-duty motor vehicle ***fulfilling the conditions of point 1.1.4 of Annex I to this Regulation*** if no CO₂ emissions have been determined according to Regulation (EU) 2017/2400;

Amendment

(b) ***until 31 December 2034***, a heavy-duty motor vehicle ***without a combustion engine or with a combustion engine emitting not more than 3gCO₂/kWh or 3gCO₂/km as determined in accordance with Regulation (EC) No 595/2009 or 715/2007 of the European Parliament and***

of the Council respectively, if no CO₂ emissions have been determined according to Regulation (EU) 2017/2400; as of 1 January 2035, a heavy-duty motor vehicle without a combustion engine or with a combustion engine emitting not more than 1gCO₂/kWh or 1gCO₂/km as determined in accordance with Regulation (EC) No 595/2009 or 715/2007 of the European Parliament and of the Council respectively, if no CO₂ emissions have been determined according to Regulation (EU) 2017/2400;

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 18

Regulation (EU) 2019/1242

Article 15 - paragraph 1 c (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.

Or. en

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 decarbonize 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.

Proposal for a regulation
Recital 15a (new)

Text proposed by the Commission

Amendment

(15a) In order to assess the full life-cycle CO₂ emissions of heavy-duty vehicles at the Union level, the Commission should evaluate 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 placed on the Union market.

Or. en

Compromise Amendment 5 - Vocational vehicles

Supported by: S&D, Renew, Greens/EFA, The Left

Compromise amendment replacing Amendments: 17, 18, 32, 52, 61 (part 3), 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 145, 146, 147, 199, 200, 201, 202, 253, 254, 255, 317, 360, 361, 362, 363, 364, 480, 481, 497, 498, 199, 500, 509, 514, 515, 516, 517, 518, 519, 520, 521, 537, 542, 556 (part 3), 557 (part 3), 558 (part 3), 559 (part 3), 560 (part 3), 561 (part 3), 562 (part 3), 563 (part 3), 564 (part 3), 565 (part 3), 566 (part 3), 567 (part 3), 568 (part 3), 569 (part 3), 570 (part 3), TRAN 39, TRAN 49, TRAN 58, TRAN 74, TRAN 77, TRAN 80, TRAN 84 (part 3), ITRE 20, ITRE 37, ITRE 41 (part 3)

NB: Part 3 of amendments 556-570, TRAN 84 and ITRE 41 concern the information from Annex I – paragraph 4 – subparagraph 4.3. – table 4.3.1. on the vocational vehicles and heavy lorries without targets.

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3 a – paragraph 1 – introductory part

Text proposed by the Commission

1. The average CO₂ emissions of the Union fleet of new heavy-duty motor vehicles, other than special purpose, off-road, off-road special purpose, **and vocational** vehicles shall be reduced by the following percentages compared to the average CO₂ emissions of the reporting period of the year 2019:

Amendment

1. The average CO₂ emissions of the Union fleet of new heavy-duty motor vehicles, other than special purpose, off-road **and** off-road special purpose vehicles shall be reduced by the following percentages compared to the average CO₂ emissions of the reporting period of the year 2019:

Or. en

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; and;

Or. en

Proposal for a regulation

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

Text proposed by the Commission

1.1.1. For vehicles of category N the sub-group sg is defined as follows:

| Vehicle group according to Annex I to Regulation (EU) 2017/2400 | Vocational vehicle according to Article 3(9) of this Regulation | Cab type | Engine power | Operational range (OR) | Vehicle sub-group (sg) attributed for the purposes of this Regulation |
|---|---|-------------|---------------------|------------------------|---|
| 53 | No | All | | | 53 |
| 54 | No | All | | | 54 |
| 1s | No | All | | | 1s |
| 1 | No | All | | | 1 |
| 2 | No | All | | | 2 |
| 3 | No | All | | | 3 |
| 4 | No | All | <170 kW | All | 4-UD |
| | No | Day cab | ≥170 kW | All | 4-RD |
| | No | Sleeper cab | ≥170 kW and <265 kW | | |
| | No | Sleeper cab | ≥265 kW | < 350 km | |
| | No | Sleeper cab | ≥265 kW | ≥ 350 km | 4-LH |
| 9 | No | Day cab | All | All | 9-RD |
| | No | Sleeper cab | All | < 350 km | |
| | No | Sleeper cab | All | ≥ 350 km | 9-LH |
| 5 | No | Day cab | All | All | 5-RD |
| | No | Sleeper cab | < 265 kW | | |
| | No | Sleeper cab | ≥ 265 kW | | |
| | No | Sleeper cab | ≥ 265 kW | ≥ 350 km | 5-LH |
| 10 | No | Day cab | All | All | 10-RD |
| | No | Sleeper cab | All | < 350 km | |
| | No | Sleeper cab | All | ≥ 350 km | 10-LH |
| 11 | No | All | | | 11 |
| 12 | No | All | | | 12 |
| 16 | No | All | | | 16 |

| <i>Amendment</i> | | | | | |
|---|---|-------------|---------------------|------------------------|---|
| 1.1.1. For vehicles of category N the sub-group sg is defined as follows: | | | | | |
| Vehicle group according to Annex I to Regulation (EU) 2017/2400 | Vocational vehicle according to Article 3(9) of this Regulation | Cab type | Engine power | Operational range (OR) | Vehicle sub-group (sg) attributed for the purposes of this Regulation |
| 53 | No | All | | | 53 |
| 54 | No | All | | | 54 |
| 1s | No | All | | | 1s |
| 1 | No | All | | | 1 |
| 2 | No | All | | | 2 |
| 3 | No | All | | | 3 |
| 4 | No | All | <170 kW | All | 4-UD |
| | No | Day cab | ≥170 kW | All | 4-RD |
| | No | Sleeper cab | ≥170 kW and <265 kW | | |
| | No | Sleeper cab | ≥265 kW | < 350 km | |
| | No | Sleeper cab | ≥265 kW | ≥ 350 km | 4-LH |
| | Yes | All | | | 4v |
| 9 | No | Day cab | All | All | 9-RD |
| | No | Sleeper cab | All | < 350 km | |
| | No | Sleeper cab | All | ≥ 350 km | 9-LH |
| | Yes | All | | | 9v |
| 5 | No | Day cab | All | All | 5-RD |
| | No | Sleeper cab | < 265 kW | | |
| | No | Sleeper cab | ≥ 265 kW | < 350 km | |
| | No | Sleeper cab | ≥ 265 kW | ≥ 350 km | 5-LH |
| | Yes | All | | | 5v |
| 10 | No | Day cab | All | All | 10-RD |
| | No | Sleeper | All | < 350 km | |

| | | | | | |
|---|------------|-------|-------|-------|-------|
| Heavy lorries > 16 t with special axle configurations | 11, 12, 16 | 0 | 43% | 64% | 90% |
| [...] | [...] | [...] | [...] | [...] | [...] |

Amendment

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

| CO ₂ reduction targets rf_{sg} and rfp_{sg} | | | | | |
|--|---|-------------------------------|-------------|-------------|--------------|
| Sub-groups sg | | Reporting period of the years | | | |
| | | 2025 – 2029 | 2030 – 2034 | 2035 – 2039 | As from 2040 |
| [...] | [...] | [...] | [...] | [...] | [...] |
| <i>Vocational vehicles and heavy lorries > 16 t with special axle configurations</i> | <i>4v, 5v, 9v, 10v, 11, 11v, 12, 12v, 16</i> | 0 | [...] | [...] | [...] |
| [...] | [...] | [...] | [...] | [...] | [...] |

NB: The targets for vocational vehicles will be aligned with the results on general targets for sub-groups.

Proposal for a regulation
Recital 21 – paragraph 5

Text proposed by the Commission

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

Amendment

deleted

Or. en

Proposal for a regulation
Recital 25 a (new)

Text proposed by the Commission

Amendment

(25a) CO2 emissions from vocational vehicles, such as garbage, tippers or concrete mixers, are already certified under VECTO, monitored and reported by vehicle manufacturers and Member States, and several zero-emission vocational vehicles are already commercially available in Europe. CO2 emissions from vocational vehicles represent around 5% of heavy-duty vehicles emissions and around 10% of sales. As they mostly operate in cities, vocational vehicles also significantly impact urban air quality. Most of those vehicles run on low mileage and with predictable routes, and are being stored overnight in depots, thereby making it easier for operators to run zero-emission vehicles. CO2 emissions reduction targets should therefore also apply to those vehicles.

Or. en

Compromise Amendment 6 - Small lorries

Supported by: S&D, Renew, Greens/EFA, The Left

Compromise amendment replacing Amendments: 16, 19, 27, 31, 36, 53, 125, 126, 127, 128, 129, 130, 149, 150, 151, 205, 214, 215, 310, 311, 312, 313, 314, 510, 513, ITRE 19, ITRE 27, ITRE 36

Proposal for a regulation

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

Regulation (EU) 2019/1242

Article 3 – paragraph 1 – point 8

Present text

(8) ‘vehicle sub-group’ means a grouping of vehicles as defined in point 1 of Annex I, that are characterised by a common and distinctive set of technical criteria relevant for determining the CO₂ emissions and fuel consumption of those vehicles;

Amendment

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

‘(8) ‘vehicle sub-group’ means a grouping of vehicles as defined in point 1 of Annex I, that are characterised by a common and distinctive set of technical criteria relevant for determining the CO₂ emissions and fuel consumption of those vehicles, taking into account the attribution of small and medium lorries with a maximum mass lower than 7, 4t as laid down in Table 1.1.1a of Annex I;’

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 3 – point g

Regulation (EU) 2019/1242

Article 3 – paragraph 1 – point 11 – point b a (new)

Text proposed by the Commission

Amendment

(ba) until 31 December 2029, a heavy-duty motor vehicle of category N2 with a maximum mass lower than 7, 4t without an internal combustion engine, or with an internal combustion engine that emits less than 3 gCO₂/(t.km) as determined in accordance with Regulation (EU) 2018/858 if no CO₂ emissions have been determined according to Regulation (EU) 2017/2400; as of 1 January 2030, a heavy-duty motor vehicle of category N2 with a maximum mass lower than 7, 4t without an internal combustion engine, or with an internal combustion engine that emits less than 1 gCO₂/(t.km) as determined in accordance with Regulation (EU) 2018/858 if no CO₂

*emissions have been determined
according to Regulation (EU) 2017/2400;*

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3 a – paragraph 2

Text proposed by the Commission

2. To these CO₂ emission targets, the vehicle sub-groups have to contribute as laid down in point 4.3. of Annex I.

Amendment

2. To these CO₂ emission targets, the vehicle sub-groups have to contribute as laid down in point 4.3. of Annex I, ***taking into account the attribution of non-certified vehicles as laid down in Table 1.1.1a of Annex I.***

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3 – paragraph 3a (new)

Text proposed by the Commission

Amendment

3 a. Heavy-duty vehicles that are not attributed to one of the sub-groups in point 1.1 of Annex I shall be taken into account for assessing the compliance of manufacturers with the provisions of the reduction targets set out in paragraph 1, in accordance with point 1.1.1a of Annex I.

Or. en

Proposal for a regulation

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

Text proposed by the Commission

Amendment

1.1.1a. Attribution of small and medium lorries of category N2 with a maximum mass lower than 7, 4t, for which CO₂ emissions have been determined in accordance with Regulation (EU) 2018/858

| <i>Characteristics of vehicle</i> | <i>Vehicle sub-group (sg) attributed for the purposes of this Regulation</i> |
|---|--|
| <i>Category N2, with Technical Permissible Maximum Laden Mass (TPMLM) ≤ 7,4 t</i> | 53 |

Or. en

Proposal for a regulation

Recital 21 – paragraph 4

Text proposed by the Commission

As for certain vehicle groups, which are type-approved, CO₂ emissions are not determined yet for technical reasons, these vehicles do not have to meet the CO₂ targets set by this Regulation. These are for example special purpose vehicles, such as mobile cranes, carriers of hydraulic multi-equipment or exceptional load transport vehicles, off-road vehicles, such as certain vehicles used for mining, forestry and agricultural purposes, as well as other vehicles with non-standard axle configurations such as vehicles with more than 4 axles or more than 2 driven axles, small buses with a maximum mass lower than 7,5 t, **and small lorries with a maximum mass lower than 5t.**

Amendment

As for certain vehicle groups, which are type-approved, CO₂ emissions are not determined yet for technical reasons, these vehicles do not have to meet the CO₂ targets set by this Regulation. These are for example special purpose vehicles, such as mobile cranes, carriers of hydraulic multi-equipment or exceptional load transport vehicles, off-road vehicles, such as certain vehicles used for mining, forestry and agricultural purposes, as well as other vehicles with non-standard axle configurations such as vehicles with more than 4 axles or more than 2 driven axles, **and** small buses with a maximum mass lower than 7,5 t.

Or. en

Proposal for a regulation
Recital 25 b (new)

Text proposed by the Commission

Amendment

(25b) Due to the technical readiness of the vehicle segment and the need to improve air quality in cities, small lorries with a maximum mass lower than 5t should also have to meet the CO2 targets set by this Regulation. As for these vehicle sub-groups, CO2 emissions cannot be determined yet for technical reasons under Regulation (EU) 2017/2400, their CO2 emissions as determined under type-approval under Regulation (EU) 715/2007 should be used for the purpose of calculating average specific CO2 emissions of manufacturers. While these vehicles do not fall under the monitoring and reporting obligations of vehicle manufacturers, their new registrations are reported by EU member states. For the purpose of determining the vehicle mileage and payload factor of those vehicles, they should be attributed to the sub-groups as laid out in Annex 1.1.4.

Or. en

Compromise Amendment 7 - 2030 & 2035 Targets

Supported by: S&D, Renew, Greens/EFA, The Left

Compromise amendment replacing Amendments: 9, 33, 34, 61 (part 1), 85, 86, 87, 88, 89, 90, 91, 92, 94, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 304, 306, 307, 308, 309, 315, 429, 545, 546, 556 (part 1), 557 (part 1), 558 (part 1), 559 (part 1), 560 (part 1), 561 (part 1), 562 (part 1), 563 (part 1), 564 (part 1), 565 (part 1), 566 (part 1), 567 (part 1), 568 (part 1), 569 (part 1), 570 (part 1), TRAN 12, TRAN 54, TRAN 55, TRAN 82, TRAN 84 (part 1), ITRE 6, ITRE 41 (part 1)

NB: Part 1 of amendments 556-570, TRAN 84 and ITRE 41 concern the information from Annex I – paragraph 4 – subparagraph 4.3. – table 4.3.1. on the 2030 & 2035 targets.

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

Amendment

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

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

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3 a – paragraph 1 – point c

Text proposed by the Commission

Amendment

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

(c) for all vehicle sub-groups for the reporting periods of the years 2035 to 2039 by 70 %,

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3ab (new)

Text proposed by the Commission

Amendment

Article 3ab (new)

Additional measures to support the demand for zero-emission heavy-duty vehicles in the Union market

By 30 June 2024, the Commission shall present a legislative proposal to the European Parliament and to the Council to increase the share of zero-emission heavy-duty motor vehicles owner or leased by large fleet operators. The proposal shall include binding zero-emission mandates on large fleet operators, while taking into account regional disparities and the level of deployment of charging and refuelling infrastructure.

Or. en

**Proposal for a regulation
Annex I – paragraph 3 – table 3.2.**

| <i>Text proposed by the Commission</i> | |
|--|---|
| 3.2. Reference periods applicable to 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> | |
|--|---|
| 3.2. Reference periods applicable to 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 |

Or. en

**Proposal for a regulation
Annex I – paragraph 4 – subparagraph 4.3. – table 4.3.1.**

| Text proposed by the Commission | | | | | |
|--|-------------------------|-------------------------------|-------------|-------------|-------|
| 4.3.1. The following CO ₂ emissions reduction targets <i>rf_{sg}</i> and <i>rfp_{sg}</i> pursuant to Article 3a shall apply to vehicles in the sub-group <i>sg</i> for different reporting periods: | | | | | |
| CO ₂ reduction targets <i>rf_{sg}</i> and <i>rfp_{sg}</i> | | | | | |
| Sub-groups <i>sg</i> | | Reporting period of the years | | | |
| | | 2025 – 2029 | 2030 – 2034 | 2035 – 2039 | [...] |
| Medium lorries | 53, 54 | 0 | 43% | 64% | [...] |
| Heavy lorries > 7,4t | 1s, 1, 2, 3 | 0 | 43% | 64% | [...] |
| Heavy lorries > 16 t with 4x2 and 6x4 axle | 4-UD, 4-RD, 4-LH, 5-RD, | 15% | 43% | 64% | [...] |

| | | | | | |
|--|---|-------|------------|------------|-------|
| configurations | 5-LH, 9-RD, 9-LH, 10-RD, 10-LH | | | | |
| Heavy lorries > 16 t with special axle configurations | 11, 12, 16 | 0 | 43% | 64% | [...] |
| Coaches (<i>rf_{sg}</i>) | 32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD | 0 | 43% | 64% | [...] |
| Primary vehicles of coaches (<i>r_{fp}_{sg}</i>) | 32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD | 0 | 43% | 64% | [...] |
| [...] | [...] | [...] | [...] | [...] | [...] |

Amendment

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

CO₂ reduction targets *r_{fsg}* and *r_{fp}_{sg}*

| Sub-groups <i>sg</i> | | Reporting period of the years | | | |
|--|--|-------------------------------|-------------|-------------|-------|
| | | 2025 – 2029 | 2030 – 2034 | 2035 – 2039 | [...] |
| Medium lorries | 53, 54 | 0 | 44% | 70% | [...] |
| Heavy lorries > 7,4t | 1s, 1, 2, 3 | 0 | 44% | 70% | [...] |
| 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% | 44% | 70% | [...] |
| <i>Vocational vehicles and heavy lorries > 16 t with special axle configurations</i> | <i>4v, 5v, 9v, 10v, 11, 11v, 12, 12v, 16</i> | 0 | 44% | 70% | [...] |
| Coaches and interurban buses (<i>r_{fsg}</i>) | <i>31-L2, 32-C2, 32-C3, 32-DD, 33-L2, 34-C2, 34-C3, 34-DD</i> | 0 | 44% | 70% | [...] |

| | | | | | |
|---|---|-------|-------|-------|-------|
| Primary vehicles of coaches <i>and interurban buses</i> (<i>rfp_{sg}</i>) | 31-L2, 32-C2, 32-C3, 32-DD, 33-L2, 34-C2, 34-C3, 34-DD | 0 | 44% | 70% | [...] |
| [...] | [...] | [...] | [...] | [...] | [...] |

Or. en

Proposal for a regulation
Recital 10

Text proposed by the Commission

(10) Against that background, new strengthened CO₂ emission reduction targets should be set for new heavy-duty vehicles for the period 2030 onwards. Those targets should be set at a level that will deliver a strong signal to accelerate the uptake of zero-emission vehicles on the Union market **and to** stimulate innovation in zero-emission technologies in a cost-efficient way.

Amendment

(10) Against that background, new strengthened CO₂ emission reduction targets should be set for new heavy-duty vehicles for the period 2030 onwards. Those targets should be set at a level that will deliver a strong signal to accelerate the uptake of zero-emission vehicles on the Union market, stimulate innovation in zero-emission technologies in a cost-efficient way, **give the necessary signal to accelerate the deployment of charging and refuelling infrastructure across the Union, ensure the long-term competitiveness of the EU industry on a global market, and contribute to reduce the running costs for transport companies, while ensuring the Union fulfil its climate and air pollution objectives.**

Or. en

Compromise Amendment 7 bis - Targets

Supported by: EPP

Compromise amendment replacing Amendments : 9, 33, 34, 61 (part 1), 85, 86, 87, 88, 89, 90, 91, 92, 94, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 304, 306, 307, 308, 309, 315, 429, 545, 546, 556 (part 1), 557 (part 1), 558 (part 1), 559 (part 1), 560 (part 1), 561 (part 1), 562 (part 1), 563 (part 1), 564 (part 1), 565 (part 1), 566 (part 1), 567 (part 1), 568 (part 1), 569 (part 1), 570 (part 1), TRAN 12, TRAN 54, TRAN 55, TRAN 82, TRAN 84 (part 1), ITRE 6, ITRE 41 (part 1)

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 45 %,

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3 a – paragraph 1 – point c

Text proposed by the Commission

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

Amendment

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

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3ab (new)

Text proposed by the Commission

Amendment

Article 3ab (new)

Additional measures to support the demand for zero-emission heavy-duty vehicles in the Union market

By 30 June 2024, the Commission shall present a legislative proposal to the European Parliament and to the Council to increase the share of zero-emission

heavy-duty motor vehicles owner or leased by large fleet operators. The proposal shall include binding zero-emission mandates on large fleet operators, while taking into account regional disparities and the level of deployment of charging and refuelling infrastructure.

Or. en

Proposal for a regulation

Annex I – paragraph 3 – table 3.2.

| <i>Text proposed by the Commission</i> | |
|--|---|
| 3.2. Reference periods applicable to 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> | |
|--|---|
| 3.2. Reference periods applicable to 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 |

Or. en

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

| Text proposed by the Commission | | | | | |
|--|--|-------------------------------|-------------|-------------|-------|
| 4.3.1. The following CO ₂ emissions reduction targets <i>rf_{sg}</i> and <i>rfp_{sg}</i> pursuant to Article 3a shall apply to vehicles in the sub-group <i>sg</i> for different reporting periods: | | | | | |
| CO ₂ reduction targets <i>rf_{sg}</i> and <i>rfp_{sg}</i> | | | | | |
| Sub-groups <i>sg</i> | | Reporting period of the years | | | |
| | | 2025 – 2029 | 2030 – 2034 | 2035 – 2039 | [...] |
| Medium lorries | 53, 54 | 0 | 43% | 64% | [...] |
| Heavy lorries > 7,4t | 1s, 1, 2, 3 | 0 | 43% | 64% | [...] |
| Heavy lorries > 16 t with 4x2 and 6x4 axle configurations | 4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH | 15% | 43% | 64% | [...] |
| Heavy lorries > 16 t with special axle | 11, 12, 16 | 0 | 43% | 64% | [...] |

| | | | | | |
|--|--|-------|-------|-------|-------|
| configurations | | | | | |
| Coaches (rf_{sg}) | 32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD | 0 | 43% | 64% | [...] |
| Primary vehicles of coaches (rfp_{sg}) | 32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD | 0 | 43% | 64% | [...] |
| [...] | [...] | [...] | [...] | [...] | [...] |

| | | | | | |
|---|--|-------------------------------|-------------|-------------|-------|
| Amendment | | | | | |
| 4.3.1. The following CO ₂ emissions reduction targets rf_{sg} and rfp_{sg} pursuant to Article 3a shall apply to vehicles in the sub-group sg for different reporting periods: | | | | | |
| CO ₂ reduction targets rf_{sg} and rfp_{sg} | | | | | |
| Sub-groups sg | | Reporting period of the years | | | |
| | | 2025 – 2029 | 2030 – 2034 | 2035 – 2039 | [...] |
| Medium lorries | 53, 54 | 0 | 43% | 64% | [...] |
| Heavy lorries > 7,4t | 1s, 1, 2, 3 | 0 | 43% | 64% | [...] |
| Heavy lorries > 16 t with 4x2 and 6x4 axle configurations | 4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH | 15% | 43% | 64% | [...] |
| Heavy lorries > 16 t with special axle configurations | 11, 12, 16 | 0 | 43% | 64% | [...] |
| Coaches <i>and Interurban Buses</i> (rf_{sg}) | 31-L2 , 32-C2, 32-C3, 32-DD, 33-L2 , 34-C2, 34-C3, 34-DD | 0 | 43% | 64% | [...] |
| Primary vehicles of coaches <i>and Interurban Buses</i> (rfp_{sg}) | 31-L2 , 32-C2, 32-C3, 32-DD, 33-L2 , 34-C2, 34-C3, 34-DD | 0 | 43% | 64% | [...] |
| [...] | [...] | [...] | [...] | [...] | [...] |

Proposal for a regulation
Recital 10

Text proposed by the Commission

(10) Against that background, new strengthened CO₂ emission reduction targets should be set for new heavy-duty vehicles for the period 2030 onwards. Those targets should be set at a level that will deliver a strong signal to accelerate the uptake of zero-emission vehicles on the Union market **and to** stimulate innovation in zero-emission technologies in a cost-efficient way.

Amendment

(10) Against that background, new strengthened CO₂ emission reduction targets should be set for new heavy-duty vehicles for the period 2030 onwards. Those targets should be set at a level that will deliver a strong signal to accelerate the uptake of zero-emission vehicles on the Union market, stimulate innovation in zero-emission technologies in a cost-efficient way, ***give the necessary signal to accelerate the deployment of charging and refuelling infrastructure across the Union, ensure the long-term competitiveness of the EU industry on a global market, and contribute to reduce the running costs for transport companies, while ensuring the Union fulfil its climate and air pollution objectives.***

Compromise Amendment 7 ter - Targets

Supported by: ECR

Compromise amendment replacing Amendments: 9, 33, 34, 61 (part 1), 85, 86, 87, 88, 89, 90, 91, 92, 94, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 304, 306, 307, 308, 309, 315, 429, 545, 546, 556 (part 1), 557 (part 1), 558 (part 1), 559 (part 1), 560 (part 1), 561 (part 1), 562 (part 1), 563 (part 1), 564 (part 1), 565 (part 1), 566 (part 1), 567 (part 1), 568 (part 1), 569 (part 1), 570 (part 1), TRAN 12, TRAN 54, TRAN 55, TRAN 82, TRAN 84 (part 1), ITRE 6, ITRE 41 (part 1)

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

Amendment

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

(b) for all vehicle sub-groups for the reporting periods of the years 2030 to 2034 by **40 %**,

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3 a – paragraph 1 – point c

Text proposed by the Commission

Amendment

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

(c) for all vehicle sub-groups for the reporting periods of the years 2035 to 2039 by **60 %**,

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3ab (new)

Text proposed by the Commission

Amendment

Article 3ab (new)

Additional measures to support the demand for zero-emission heavy-duty vehicles in the Union market

By 30 June 2024, the Commission shall present a legislative proposal to the European Parliament and to the Council to increase the share of zero-emission heavy-duty motor vehicles owner or leased

by large fleet operators. The proposal shall include binding zero-emission mandates on large fleet operators, while taking into account regional disparities and the level of deployment of charging and refuelling infrastructure.

Or. en

Proposal for a regulation
Annex I – paragraph 3 – table 3.2.

| <i>Text proposed by the Commission</i> | |
|--|---|
| 3.2. Reference periods applicable to 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> | |
|--|---|
| 3.2. Reference periods applicable to 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 |

Or. en

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

| Text proposed by the Commission | | | | | |
|--|--|-------------------------------|-------------|-------------|-------|
| 4.3.1. The following CO ₂ emissions reduction targets <i>rf_{sg}</i> and <i>rfp_{sg}</i> pursuant to Article 3a shall apply to vehicles in the sub-group <i>sg</i> for different reporting periods: | | | | | |
| CO ₂ reduction targets <i>rf_{sg}</i> and <i>rfp_{sg}</i> | | | | | |
| Sub-groups <i>sg</i> | | Reporting period of the years | | | |
| | | 2025 – 2029 | 2030 – 2034 | 2035 – 2039 | [...] |
| Medium lorries | 53, 54 | 0 | 43% | 64% | [...] |
| Heavy lorries > 7,4t | 1s, 1, 2, 3 | 0 | 43% | 64% | [...] |
| Heavy lorries > 16 t with 4x2 and 6x4 axle configurations | 4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH | 15% | 43% | 64% | [...] |
| Heavy lorries > 16 t with special axle | 11, 12, 16 | 0 | 43% | 64% | [...] |

| | | | | | |
|--|--|-------|------------|------------|-------|
| configurations | | | | | |
| Coaches (rf_{sg}) | 32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD | 0 | 43% | 64% | [...] |
| Primary vehicles of coaches (rfp_{sg}) | 32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD | 0 | 43% | 64% | [...] |
| [...] | [...] | [...] | [...] | [...] | [...] |

| | | | | | |
|---|--|-------------------------------|-------------|-------------|-------|
| Amendment | | | | | |
| 4.3.1. The following CO ₂ emissions reduction targets rf_{sg} and rfp_{sg} pursuant to Article 3a shall apply to vehicles in the sub-group sg for different reporting periods: | | | | | |
| CO ₂ reduction targets rf_{sg} and rfp_{sg} | | | | | |
| Sub-groups sg | | Reporting period of the years | | | |
| | | 2025 – 2029 | 2030 – 2034 | 2035 – 2039 | [...] |
| Medium lorries | 53, 54 | 0 | 40% | 60% | [...] |
| Heavy lorries > 7,4t | 1s, 1, 2, 3 | 0 | 40% | 60% | [...] |
| 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% | 40% | 60% | [...] |
| Heavy lorries > 16 t with special axle configurations | 11, 12, 16 | 0 | 40% | 60% | [...] |
| Coaches <i>and Interurban Buses</i> (rf_{sg}) | 31-L2 , 32-C2, 32-C3, 32-DD, 33-L2 , 34-C2, 34-C3, 34-DD | 0 | 40% | 60% | [...] |
| Primary vehicles of coaches <i>and Interurban Buses</i> (rfp_{sg}) | 31-L2 , 32-C2, 32-C3, 32-DD, 33-L2 , 34-C2, 34-C3, 34-DD | 0 | 40% | 60% | [...] |
| [...] | [...] | [...] | [...] | [...] | [...] |

Proposal for a regulation
Recital 10

Text proposed by the Commission

(10) Against that background, new strengthened CO₂ emission reduction targets should be set for new heavy-duty vehicles for the period 2030 onwards. Those targets should be set at a level that will deliver a strong signal to accelerate the uptake of zero-emission vehicles on the Union market **and to** stimulate innovation in zero-emission technologies in a cost-efficient way.

Amendment

(10) Against that background, new strengthened CO₂ emission reduction targets should be set for new heavy-duty vehicles for the period 2030 onwards. Those targets should be set at a level that will deliver a strong signal to accelerate the uptake of zero-emission vehicles on the Union market, stimulate innovation in zero-emission technologies in a cost-efficient way, ***give the necessary signal to accelerate the deployment of charging and refuelling infrastructure across the Union, ensure the long-term competitiveness of the EU industry on a global market, and contribute to reduce the running costs for transport companies, while ensuring the Union fulfil its climate and air pollution objectives.***

Compromise Amendment 7A - 2040 Target

Supported by: S&D, Greens/EFA, The Left

Compromise amendment replacing Amendments: 35, 61 (part 2), 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 556 (part 2), 557 (part 2), 558 (part 2), 559 (part 2), 560 (part 2), 561 (part 2), 562 (part 2), 563 (part 2), 564 (part 2), 565 (part 2), 566 (part 2), 567 (part 2), 568 (part 2), 569 (part 2), 570 (part 2), TRAN 56, TRAN 84 (part 2), ITRE 16, ITRE 41 (part 2)

NB: Part 2 of amendments 556-570, TRAN 84 and ITRE 41 concern the information from Annex I – paragraph 4 – subparagraph 4.3. – table 4.3.1. on the 2040 target.

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3 a – paragraph 1 – point d

Text proposed by the Commission

Amendment

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

(d) for all vehicle sub-groups for the reporting periods of the years 2040 onwards by **92,5** %.

Or. en

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

| Text proposed by the Commission | | | | | |
|---|--|-------------------------------|-------------|-------------|--------------|
| 4.3.1. The following CO ₂ emissions reduction targets rf_{sg} and rfp_{sg} pursuant to Article 3a shall apply to vehicles in the sub-group sg for different reporting periods: | | | | | |
| CO ₂ reduction targets rf_{sg} and rfp_{sg} | | | | | |
| Sub-groups sg | | Reporting period of the years | | | |
| | | 2025 – 2029 | 2030 – 2034 | 2035 – 2039 | As from 2040 |
| Medium lorries | 53, 54 | [...] | [...] | [...] | 90% |
| Heavy lorries > 7,4t | 1s, 1, 2, 3 | [...] | [...] | [...] | 90% |
| Heavy lorries > 16 t with 4x2 and 6x4 axle configurations | 4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH | [...] | [...] | [...] | 90% |
| Heavy lorries > 16 t with special axle configurations | 11, 12, 16 | [...] | [...] | [...] | 90% |
| Coaches (rf_{sg}) | 32-C2, 32-C3, 32-DD, 34-C2, 34- | [...] | [...] | [...] | 90% |

| | | | | | |
|--|--|-------|-------|-------|------------|
| | C3, 34-DD | | | | |
| Primary vehicles of coaches (<i>r_{fp_{sg}}</i>) | 32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD | [...] | [...] | [...] | 90% |
| [...] | [...] | [...] | [...] | [...] | [...] |

Amendment

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

CO₂ reduction targets *r_{fsg}* and *r_{fp_{sg}}*

| Sub-groups <i>sg</i> | | Reporting period of the years | | | |
|---|--|-------------------------------|-------------|-------------|--------------|
| | | 2025 – 2029 | 2030 – 2034 | 2035 – 2039 | As from 2040 |
| Medium lorries | 53, 54 | [...] | [...] | [...] | 92,5% |
| Heavy lorries > 7,4t | 1s, 1, 2, 3 | [...] | [...] | [...] | 92,5% |
| 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 | [...] | [...] | [...] | 92,5% |
| <i>Vocational vehicles and heavy lorries</i> > 16 t with special axle configurations | <i>4v, 5v, 9v, 10v, 11, 11v, 12, 12v, 16</i> | [...] | [...] | [...] | 92,5% |
| Coaches <i>and interurban buses</i> (<i>r_{fsg}</i>) | <i>31-L2, 32-C2, 32-C3, 32-DD, 33-L2, 34-C2, 34-C3, 34-DD</i> | [...] | [...] | [...] | 92,5% |
| Primary vehicles of coaches <i>and interurban buses</i> (<i>r_{fp_{sg}}</i>) | <i>31-L2, 32-C2, 32-C3, 32-DD, 33-L2, 34-C2, 34-C3, 34-DD</i> | [...] | [...] | [...] | 92,5% |
| [...] | [...] | [...] | [...] | [...] | [...] |

Compromise Amendment 7A bis - 2040 Target

Supported by: EPP, Renew

Compromise amendment replacing Amendments: 35, 61 (part 2), 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 556 (part 2), 557 (part 2), 558 (part 2), 559 (part 2), 560 (part 2), 561 (part 2), 562 (part 2), 563 (part 2), 564 (part 2), 565 (part 2), 566 (part 2), 567 (part 2), 568 (part 2), 569 (part 2), 570 (part 2), TRAN 56, TRAN 84 (part 2), ITRE 16, ITRE 41 (part 2)

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3 a – paragraph 1 – point d

Text proposed by the Commission

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

Amendment

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

Or. en

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

| Text proposed by the Commission | | | | | |
|---|--|-------------------------------|-------------|-------------|--------------|
| 4.3.1. The following CO ₂ emissions reduction targets rf_{sg} and rfp_{sg} pursuant to Article 3a shall apply to vehicles in the sub-group sg for different reporting periods: | | | | | |
| CO ₂ reduction targets rf_{sg} and rfp_{sg} | | | | | |
| Sub-groups sg | | Reporting period of the years | | | |
| | | 2025 – 2029 | 2030 – 2034 | 2035 – 2039 | As from 2040 |
| Medium lorries | 53, 54 | [...] | [...] | [...] | 90% |
| Heavy lorries > 7,4t | 1s, 1, 2, 3 | [...] | [...] | [...] | 90% |
| Heavy lorries > 16 t with 4x2 and 6x4 axle configurations | 4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH | [...] | [...] | [...] | 90% |
| Heavy lorries > 16 t with special axle configurations | 11, 12, 16 | [...] | [...] | [...] | 90% |
| Coaches (rf_{sg}) | 32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD | [...] | [...] | [...] | 90% |

| | | | | | |
|---|--|-------|-------|-------|-------|
| Primary vehicles of coaches (<i>rfp_{sg}</i>) | 32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD | [...] | [...] | [...] | 90% |
| [...] | [...] | [...] | [...] | [...] | [...] |

Amendment

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

CO₂ reduction targets *rf_{sg}* and *rfp_{sg}*

| Sub-groups <i>sg</i> | | Reporting period of the years | | | |
|--|--|-------------------------------|-------------|-------------|--------------|
| | | 2025 – 2029 | 2030 – 2034 | 2035 – 2039 | As from 2040 |
| Medium lorries | 53, 54 | [...] | [...] | [...] | 90% |
| Heavy lorries > 7,4t | 1s, 1, 2, 3 | [...] | [...] | [...] | 90% |
| Heavy lorries > 16 t with 4x2 and 6x4 axle configurations | 4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH | [...] | [...] | [...] | 90% |
| <i>Vocational vehicles and heavy lorries > 16 t with special axle configurations</i> | <i>4v, 5v, 9v, 10v, 11, 11v, 12, 12v, 16</i> | [...] | [...] | [...] | 90% |
| Coaches <i>and interurban buses</i> (<i>rf_{sg}</i>) | <i>31-L2, 32-C2, 32-C3, 32-DD, 33-L2, 34-C2, 34-C3, 34-DD</i> | [...] | [...] | [...] | 90% |
| Primary vehicles of coaches <i>and interurban buses</i> (<i>rfp_{sg}</i>) | <i>31-L2, 32-C2, 32-C3, 32-DD, 33-L2, 34-C2, 34-C3, 34-DD</i> | [...] | [...] | [...] | 90% |
| [...] | [...] | [...] | [...] | [...] | [...] |

Or. en

Compromise Amendment 8 - Trailers

Supported by: S&D, Renew, Greens/EFA

Compromise amendment replacing Amendments: 61 (part 4), 125, 148, 216, 303, 305, 479, 556 (part 4), 557 (part 4), 558 (part 4), 559 (part 4), 560 (part 4), 561 (part 4), 562 (part 4), 563 (part 4), 564 (part 4), 565 (part 4), 566 (part 4), 567 (part 4), 568 (part 4), 569 (part 4), 570 (part 4), TRAN 84 (part 4), ITRE 41 (part 4)

NB: Part 4 of amendments 556-570, TRAN 84 and ITRE 41 concern the information from Annex I – paragraph 4 – subparagraph 4.3. – table 4.3.1. on the trailers and semi-trailers, including their targets for 2030, 2035 and 2040.

Proposal for a regulation

Recital 25 a (new)

Text proposed by the Commission

Amendment

(25 a) In order to facilitate the development and enable the widespread use of trailers equipped with CO₂ emission reduction technology, it is imperative to promptly update and expand the approval framework for such technologies, in particular for electrified trailers, by adapting the Regulation (EU) 2018/858 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles.

Or. en

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

| Text proposed by the Commission | | | | | |
|---|-------------------------------|-------------|-------------|--------------|--|
| 4.3.1. The following CO ₂ emissions reduction targets rf_{sg} and rfp_{sg} pursuant to Article 3a shall apply to vehicles in the sub-group sg for different reporting periods: | | | | | |
| CO ₂ reduction targets rf_{sg} and rfp_{sg} | | | | | |
| Sub-groups sg | Reporting period of the years | | | | |
| | 2025 – 2029 | 2030 – 2034 | 2035 – 2039 | As from 2040 | |
| Trailers | 0 | 7,5% | 7,5% | 7,5% | |
| Semi-trailers | 0 | 15% | 15% | 15% | |

Amendment

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

CO₂ reduction targets rf_{sg} and rfp_{sg}

| Sub-groups sg | | Reporting period of the years | | | |
|-----------------|---|-------------------------------|-------------|-------------|--------------|
| | | 2025 – 2029 | 2030 – 2034 | 2035 – 2039 | As from 2040 |
| Trailers | 421, 421v, 422, 422v, 423, 431, 431v, 432, 432v, 433, 611, 612, 611v, 612v, 621, 623, 621v, 623v, 622, 622V, 624, 624V, 625, 631, 631v, 632, 632v, 633 | 0 | 7,5% | 7,5% | 7,5% |
| Semi-trailers | 111, 111V, 112, 112V, 113, 121, 121V, 122, 122V, 123, 123V, 124, 124V, 125, 126, 131, 131v, 132, 132v, 133 | 0 | 12,5% | 12,5% | 12,5% |

Or. en

Compromise Amendment 8 bis - Trailers

Supported by: EPP, ECR

Compromise amendment replacing Amendments: 61 (part 4), 125, 148, 216, 303, 305, 479, 556 (part 4), 557 (part 4), 558 (part 4), 559 (part 4), 560 (part 4), 561 (part 4), 562 (part 4), 563 (part 4), 564 (part 4), 565 (part 4), 566 (part 4), 567 (part 4), 568 (part 4), 569 (part 4), 570 (part 4), TRAN 84 (part 4), ITRE 41 (part 4)

Proposal for a regulation

Recital 25 a (new)

Text proposed by the Commission

Amendment

(25 a) In order to facilitate the development and enable the widespread use of trailers equipped with CO₂ emission reduction technology, it is imperative to promptly update and expand the approval framework for such technologies, in particular for electrified trailers, by adapting the Regulation (EU) 2018/858 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles.

Or. en

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

| Text proposed by the Commission | | | | | |
|---|--|-------------------------------|-------------|-------------|--------------|
| 4.3.1. The following CO ₂ emissions reduction targets rf_{sg} and rfp_{sg} pursuant to Article 3a shall apply to vehicles in the sub-group sg for different reporting periods: | | | | | |
| CO ₂ reduction targets rf_{sg} and rfp_{sg} | | | | | |
| Sub-groups sg | | Reporting period of the years | | | |
| | | 2025 – 2029 | 2030 – 2034 | 2035 – 2039 | As from 2040 |
| Trailers | | 0 | 7,5% | 7,5% | 7,5% |
| Semi-trailers | | 0 | 15% | 15% | 15% |

Amendment

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

CO₂ reduction targets rf_{sg} and rfp_{sg}

| Sub-groups sg | | Reporting period of the years | | | |
|-----------------|---|-------------------------------|-------------|-------------|--------------|
| | | 2025 – 2029 | 2030 – 2034 | 2035 – 2039 | As from 2040 |
| Trailers | <i>421, 421v, 422, 422v, 423, 431, 431v, 432, 432v, 433, 611, 612, 611v, 612v, 621, 623, 621v, 623v, 622, 622V, 624, 624V, 625, 631, 631v, 632, 632v, 633</i> | 0 | 5,0% | 5,0% | 5,0% |
| Semi-trailers | <i>111, 111V, 112, 112V, 113, 121, 121V, 122, 122V, 123, 123V, 124, 124V, 125, 126</i> | 0 | 5,0% | 5,0% | 5,0% |
| Semi-trailers | <i>131, 131v, 132, 132v, 133</i> | 0 | 5,0% | 7,5% | 7,5% |

Or. en

Compromise Amendment 9 - Zero-emission buses

Supported by: S&D, Renew, Greens/EFA, The Left

Compromise amendment replacing Amendments: 20, 21, 37, 152, 153, 154, 155, 156, 157, 158, 167, 168, 169, 170, 171, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 547, 548, 549, 550, 551, 552, 553, 554, 555, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, TRAN 42, TRAN 53, TRAN 83, TRAN 85, ITRE 28, ITRE 29, ITRE 40, ITRE 42

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3b - Title

Text proposed by the Commission

Amendment

Article 3b

Article 3b

Zero-emission vehicle target for urban buses

Zero-emission vehicle target for urban buses

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3b – paragraph 1

Text proposed by the Commission

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 100% as from the reporting period of the year 2030.;

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.**;

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3b – paragraph 2

Text proposed by the Commission

Amendment

2. **Member States** may decide to exclude from the obligation under this Article a limited share of the urban buses

2. **Member States may submit to the Commission a request** to exclude from the obligation under this Article a limited share

registered in each reporting period, **confirming that the purpose of the vehicle cannot be equally served by a zero-emission vehicle and it is thus in the public interest to register a non-zero emission vehicle to fulfil that purpose, due to socio-economic cost-benefit in view of specific territorial morphology or meteorological circumstances.**

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

of those vehicles referred to in point 4.2 of Annex I registered in each reporting period, **where this is justified by substantial investments in biomethane refuelling infrastructure by local authorities that were made or decided before the date of entry into force of this Regulation in view of meeting the Member State’s target under Directive (EU) 2019/1161. To qualify for the exclusion, vehicles shall be fuelled by biomethane produced from a virtuous waste treatment process, such as treatment of manure, urban waste and urban wastewater, which shall be guaranteed by certificates of origin. The Commission shall grant this exclusion where it concludes that the conditions laid down in this paragraph and in the delegated act referred to in the second subparagraph are fulfilled. This exemption shall cease by 2035.**

The Commission is empowered to adopt delegated acts in accordance with Article 17 to define the maximum share of vehicles that a Member State can exclude, and the **type of information a Member State shall submit to be granted** the exclusion referred to in the previous paragraph.

Or. en

**Proposal for a regulation
Paragraph 4 – subparagraph 4.1. – table 4.2.**

Text proposed by the Commission

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

| X = 2025 | X= NO | X = MCO ₂ | X= MZE |
|--|--|---|--|
| vehicle sub-groups, subject to CO ₂ emissions targets according to Article 3a | sub-groups of transport of goods vehicles, subject to CO ₂ emissions targets according to | sub-groups of transport of persons vehicles, subject to CO ₂ emissions targets | sub-groups of transport of persons vehicles, subject to zero-emissions vehicle targets according to Article 3b |

| | | | |
|--|---|--|--|
| paragraph 1 (a) | Article 3a paragraphs 1(b), 1(c) and 1(d) and paragraph 3 | according to Article 3a paragraphs 1(b), 1(c) and 1(d) | |
| 4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH | All vehicle sub-groups referred to in points 1.1.1 and 1.1.3. | 32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD, | 31-LF, 31-L1, 31-L2 , 31-DD, 33-LF, 33-L1, 33-L2 , 33-DD, 35-FE, 39-FE |

Amendment

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

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

Or. en

Proposal for a regulation

Annex I – paragraph 4 – subparagraph 4.3. – table 4.3.2

| <i>Text proposed by the Commission</i> | | | | | | |
|---|-------|---|-------------------------------|-------------|-------------|--------------|
| Vehicle sub-groups included in the calculation of average specific CO2 emissions and specific emissions targets of manufacturers | | | | | | |
| The following sub-groups sg shall be included in the calculation of the specific CO2 emissions CO2(X), specific emissions targets T(X) and CO2 emissions trajectory ET(X)Y: | | | | | | |
| Zero-emission vehicle mandates $zevM_{sg}$ | | | | | | |
| 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, 31-L2 , 33-L2 | 0 | 100% | 100% | 100% |

| <i>Amendment</i> | | | | | | |
|---|-------|--|-------------------------------|-------------|-------------|--------------|
| Vehicle sub-groups included in the calculation of average specific CO2 emissions and specific emissions targets of manufacturers | | | | | | |
| The following sub-groups sg shall be included in the calculation of the specific CO2 emissions CO2(X), specific emissions targets T(X) and CO2 emissions trajectory ET(X)Y: | | | | | | |
| Zero-emission vehicle mandates $zevM_{sg}$ | | | | | | |
| Zero-emission vehicle mandates $zevM_{sg}$ | | | 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 | 0 | 100% | 100% | 100% |

Or. en

Proposal for a regulation
Recital 26

Text proposed by the Commission

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

Amendment

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

Or. en

Proposal for a regulation
Recital 27

Text proposed by the Commission

(27) ***A mandatory minimum share of zero-emission urban buses should reflect the societal need for affordable public transport, including in rural areas.*** The increased supply of zero-emission urban buses that result from such a mandatory minimum share should have a positive effect on purchasing cost, both in terms of upfront purchase price and the total cost of ownership of zero-emission urban buses, reflecting fossil fuel savings resulting from their operation. Joint procurement of urban buses building on the Clean Bus Platform can bring the purchasing cost of such buses further down, and the proposed Social Climate Fund could be used by Member States to support vulnerable citizens with reduced or free public transport tickets or subscriptions. Finally, regional and long-distance buses and coaches, including for transport in rural areas, remain subject to the targets for heavy duty vehicles. Support from the Social Climate Fund could address specific needs of rural areas and prevent transport poverty²¹ by securing access to affordable public transport.

Amendment

(27) The increased supply of zero-emission urban buses that result from such a mandatory minimum share should have a positive effect on purchasing cost, both in terms of upfront purchase price and the total cost of ownership of zero-emission urban buses, reflecting fossil fuel savings resulting from their operation. Joint procurement of urban buses building on the Clean Bus Platform can bring the purchasing cost of such buses further down, and the proposed Social Climate Fund could be used by Member States to support vulnerable citizens with reduced or free public transport tickets or subscriptions. Finally, regional and long-distance buses and coaches, including for transport in rural areas, remain subject to the targets for heavy duty vehicles. Support from the Social Climate Fund could address specific needs of rural areas and prevent transport poverty²¹ by securing access to affordable public transport. ***The Commission should also consider amending the Clean Vehicles Directive^{21a} so that it is aligned with the ambition of this Regulation.***

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

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

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

Or. en

Proposal for a regulation
Recital 27 a (new)

Text proposed by the Commission

Amendment

(27 a) Urban areas in which significant investments have already been allocated or spent on the conversion of infrastructure to allow for the use of biomethane in urban buses over a long period of time may be able to apply for a temporary derogation from the target for urban buses to the Commission. Such derogation should cease in 2032.

Or. en

Proposal for a regulation
Recital 27 b (new)

Text proposed by the Commission

Amendment

(27b) 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.

Compromise Amendment 9 bis - Zero-emission buses

Supported by: ECR

Compromise amendment replacing Amendments: 20, 21, 37, 152, 153, 154, 155, 156, 157, 158, 167, 168, 169, 170, 171, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 547, 548, 549, 550, 551, 552, 553, 554, 555, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, TRAN 42, TRAN 53, TRAN 83, TRAN 85, ITRE 28, ITRE 29, ITRE 40, ITRE 42

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3b - Title

Text proposed by the Commission

Amendment

Article 3b

Article 3b

Zero-emission vehicle target for urban buses

Zero-emission vehicle target for urban buses

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3b – paragraph 1

Text proposed by the Commission

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 100% as from the reporting period of the year 2030.;

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 **85% as from the reporting period of the year 2030 and 100% as from the reporting period of the year 2035.**;

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3b – paragraph 2

Text proposed by the Commission

Amendment

2. **Member States** may decide to

2. **Member States may submit to the**

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

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

Commission a request to exclude from the obligation under this Article a limited share of ***those vehicles referred to in point 4.2 of Annex I*** registered in each reporting period, ***where this is justified by substantial investments in biomethane refuelling infrastructure by local authorities that were made or decided before the date of entry into force of this Regulation in view of meeting the Member State's target under Directive (EU) 2019/1161. To qualify for the exclusion, vehicles shall be fuelled by biomethane produced from a virtuous waste treatment process, such as treatment of manure, urban waste and urban wastewater, which shall be guaranteed by certificates of origin. The Commission shall grant this exclusion where it concludes that the conditions laid down in this paragraph and in the delegated act referred to in the second subparagraph are fulfilled. This exemption shall cease by 2035.***

The Commission is empowered to adopt delegated acts in accordance with Article 17 to define the maximum share of vehicles that a Member State can exclude, and the ***type of information a Member State shall submit to be granted*** the exclusion referred to in the previous paragraph.

Or. en

**Proposal for a regulation
Paragraph 4 – subparagraph 4.1. – table 4.2.**

Text proposed by the Commission

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

| X = 2025 | X= NO | X = MCO2 | X= MZE |
|--|---|---|--|
| vehicle sub-groups, subject to CO ₂ emissions targets | sub-groups of transport of goods vehicles, subject to CO ₂ emissions | sub-groups of transport of persons vehicles, subject to CO ₂ | sub-groups of transport of persons vehicles, subject to zero-emissions vehicle targets according to Article 3b |

| | | | |
|--|--|--|--|
| according to Article 3a paragraph 1 (a) | targets according to Article 3a paragraphs 1(b), 1(c) and 1(d) and paragraph 3 | emissions targets according to Article 3a paragraphs 1(b), 1(c) and 1(d) | |
| 4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH | All vehicle sub-groups referred to in points 1.1.1 and 1.1.3. | 32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD, | 31-LF, 31-L1, 31-L2 , 31-DD, 33-LF, 33-L1, 33-L2 , 33-DD, 35-FE, 39-FE |

Amendment

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

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

Or. en

Proposal for a regulation

Annex I – paragraph 4 – subparagraph 4.3. – table 4.3.2

| <i>Text proposed by the Commission</i> | | | | | |
|---|---|-------------------------------|-------------|-------------|--------------|
| Vehicle sub-groups included in the calculation of average specific CO2 emissions and specific emissions targets of manufacturers | | | | | |
| The following sub-groups sg shall be included in the calculation of the specific CO2 emissions CO2(X), specific emissions targets T(X) and CO2 emissions trajectory ET(X)Y: | | | | | |
| Zero-emission vehicle mandates $zevM_{sg}$ | | | | | |
| Sub-groups sg | | Reporting period of the years | | | |
| | | before 2030 | 2030 – 2034 | 2035 – 2039 | As from 2040 |
| Urban heavy buses | 31-LF, 31-L1, 31-DD, 33-LF, 33-L1, 33-DD, 35-FE, 39-FE, 31-L2, 33-L2 | 0 | 100% | 100% | 100% |

| <i>Amendment</i> | | | | | |
|---|--|-------------------------------|-------------|-------------|--------------|
| Vehicle sub-groups included in the calculation of average specific CO2 emissions and specific emissions targets of manufacturers | | | | | |
| The following sub-groups sg shall be included in the calculation of the specific CO2 emissions CO2(X), specific emissions targets T(X) and CO2 emissions trajectory ET(X)Y: | | | | | |
| Zero-emission vehicle mandates $zevM_{sg}$ | | | | | |
| Zero-emission vehicle mandates $zevM_{sg}$ | | Reporting period of the years | | | |
| | | before 2030 | 2030 – 2034 | 2035 – 2039 | As from 2040 |
| Urban heavy buses | 31-LF, 31-L1, 31-DD, 33-LF, 33-L1, 33-DD, 35-FE, 39-FE | 0 | 85% | 100% | 100% |

Or. en

Proposal for a regulation

Recital 26

Text proposed by the Commission

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

Amendment

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

Or. en

Proposal for a regulation

Recital 27

Text proposed by the Commission

(27) ***A mandatory minimum share of zero-emission urban buses should reflect the societal need for affordable public transport, including in rural areas.*** The increased supply of zero-emission urban buses that result from such a mandatory minimum share should have a positive effect on purchasing cost, both in terms of upfront purchase price and the total cost of ownership of zero-emission urban buses, reflecting fossil fuel savings resulting from their operation. Joint procurement of urban buses building on the Clean Bus Platform can bring the purchasing cost of such buses further down, and the proposed Social Climate Fund could be used by Member States to support vulnerable citizens with reduced or free public transport tickets or subscriptions. Finally, regional and long-distance buses and coaches, including for transport in rural areas, remain subject to the targets for heavy duty vehicles. Support from the Social Climate Fund could address specific needs of rural areas and prevent transport poverty²¹ by securing access to affordable public transport.

Amendment

(27) The increased supply of zero-emission urban buses that result from such a mandatory minimum share should have a positive effect on purchasing cost, both in terms of upfront purchase price and the total cost of ownership of zero-emission urban buses, reflecting fossil fuel savings resulting from their operation. Joint procurement of urban buses building on the Clean Bus Platform can bring the purchasing cost of such buses further down, and the proposed Social Climate Fund could be used by Member States to support vulnerable citizens with reduced or free public transport tickets or subscriptions. Finally, regional and long-distance buses and coaches, including for transport in rural areas, remain subject to the targets for heavy duty vehicles. Support from the Social Climate Fund could address specific needs of rural areas and prevent transport poverty²¹ by securing access to affordable public transport. ***The Commission should also consider amending the Clean Vehicles Directive^{21a} so that it is aligned with the ambition of this Regulation.***

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

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

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

Or. en

Proposal for a regulation
Recital 27 a (new)

Text proposed by the Commission

Amendment

(27 a) Urban areas in which significant investments have already been allocated or spent on the conversion of infrastructure to allow for the use of biomethane in urban buses over a long period of time may be able to apply for a temporary derogation from the target for urban buses to the Commission. Such derogation should cease in 2032.

Or. en

Proposal for a regulation
Recital 27 b (new)

Text proposed by the Commission

Amendment

(27b) 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.

Or. en

Compromise Amendment 10 - Public procurements

Supported by: S&D, Renew, Greens/EFA, The Left

Compromise amendment replacing Amendments: 14, 38, 39, 40, 41, 42, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, TRAN 57, ITRE 30

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3 c – title

Text proposed by the Commission

Amendment

Public procurement procedures

Ensuring sustainable and resilient supply chains for urban buses through (Rapp 38)
public procurement procedures

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3 c – paragraph 1

Text proposed by the Commission

Amendment

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

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

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3 c – paragraph 2 - point c

Text proposed by the Commission

(c) the availability of essential spare parts for the functioning of the equipment subject to the tender;

Amendment

(c) the ***current and estimated future*** availability of essential spare parts for the functioning of the equipment subject to the tender;

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3 c – paragraph 2 a (new)

Text proposed by the Commission

Amendment

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

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

(b) the energy efficiency of the vehicles;

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

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3 c – paragraph 3

Text proposed by the Commission

3. In accordance with Article 3b, the tender’s contribution to security of supply shall be given a weighting of between 15 to

Amendment

3. In accordance with Article 3b, the tender’s contribution to ***sustainability shall be given a weighting of between 15 to***

40% of the award criteria. ;

35% of the award criteria, and the tender's contribution to security of supply shall also be given a weighting of between 15 to 40% of the award criteria. This is without prejudice of the application of Article 41(3) of Directive 2014/23/EU, Article 67(5) of Directive 2014/24/EU or Article 82(5) of Directive 2014/25/EU with a view to giving a higher weighting to those criteria;

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3 c – paragraph 3 a (new)

Text proposed by the Commission

Amendment

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

Or. en

Proposal for a regulation

Recital 16

Text proposed by the Commission

Amendment

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

(16) **In order to ensure sustainable and resilient supply chains, and reduce current strategic import dependencies in some technologies and products needed for the accelerated roll-out of zero-emission heavy-duty vehicles, in particular urban buses, and prevent the formation of new ones,** contracting authorities or contracting entities should consider, when basing the award of contracts for the purchase or the use of vehicles referred to in point 4.2 of Annex I, the **sustainability and** resilience of supply, including by considering the “Guidance on the participation of third country bidders and goods in the EU procurement market” (C(2019) 5494 final). **The weighting of**

criteria on the sustainability and resilience contribution of the tender in relation to public procurement procedures is without prejudice to the possibility for contracting authorities and contracting entities to set a higher threshold for the criteria relating to environmental sustainability or innovation, in accordance with Article 41(3) and Recital 64 of Directive 2014/23/EU of the European Parliament and of the Council, Article 67(5) of Directive 2014/24/EU and Article 82(5) of Directive 2014/25/EU. (Rapp 14)

Or. en

Compromise Amendment 11 - ZLEV factor

Supported by: S&D, Renew, Greens/EFA, The Left

Compromise amendment replacing Amendments: 15, 22, 44, 45, 55, 56, 57, 58, 59, 60, 117, 118, 119, 120, 121, 122, 123, 124, 159, 160, 161, 162, 163, 164, 165, 166, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 533, 541, 535, 536, 537, 538, 539, 540, TRAN 36, TRAN 43, TRAN 61, TRAN 62, TRAN 78, TRAN 79, TRAN 80

Proposal for a regulation

Article 1 – paragraph 1 – point 6 – point a

Regulation (EU) 2019/1242

Article 5 – paragraph 1 – subparagraph 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 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.

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 6 – point a

Regulation (EU) 2019/1242

Article 5 – paragraph 1 – subparagraph 2

Text proposed by the Commission

The zero-emission and low-emission factor shall take into account the number and the CO₂ emissions of all zero- and low-emission heavy-duty vehicles in the manufacturer's fleet.;

Amendment

The zero-emission and low-emission factor shall take into account the number and the CO₂ emissions of all zero- and low-emission heavy-duty vehicles *of category N* in the manufacturer's fleet.;

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 6 – point b

Regulation (EU) 2019/1242

Article 5 – paragraph 3

Text proposed by the Commission

3. For the reporting periods from 2025 to 2029 the zero- and low-emission factor shall be determined on the basis of a 2 % benchmark in accordance with point 2.3.2 of Annex I;

Amendment

3. For the reporting periods from 2025 to 2029 the zero- and low-emission factor shall **only take into account the number and the CO₂ emissions of all zero-emission heavy-duty vehicles of category N in the manufacturer's fleet, and shall** be determined on the basis of a 8 % benchmark in accordance with point 2.3.2 of Annex I;

Or. en

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 CO₂ 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 CO₂ emissions of a manufacturer by a maximum of 1,5 %;

Amendment

4. The zero-emission and low-emission factor shall reduce the average specific CO₂ 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 CO₂ emissions of a manufacturer by a maximum of 1,5 %;

Or. en

Proposal for a regulation

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

Regulation (EU) 2019/1242

Annex I – Point 2.3 – Point 2.3.2 – Paragraph 1

Text proposed by the Commission

Reporting periods from 2025 to 2029

Amendment

Reporting periods from 2025 to 2029

Or. en

Proposal for a regulation

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

Text proposed by the Commission

Amendment

x is **0,02**

x is **0,08**

Or. en

Proposal for a regulation

Annex I – point 2 – point 2.3 – point 2.3.2 – paragraph 3 – subparagraph 2 – subparagraph 1 – introductory part

Text proposed by the Commission

Amendment

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

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

Or. en

Proposal for a regulation

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

Text proposed by the Commission

Amendment

$ZLEV_{specific} = 1 - (CO2_v / LET_{sg})$

deleted

Or. en

Proposal for a regulation

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

Text proposed by the Commission

Amendment

$CO2_v$ is the specific CO_2 emissions in g/km of a zero- and low-emission heavy-duty vehicle v determined in accordance with point 2.1,

deleted

Or. en

Proposal for a regulation

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

Text proposed by the Commission

Amendment

LET_{sg} is the low-emission threshold of the sub-group sg to which the vehicle v belongs as defined in point 2.3.4;

deleted

Or. en

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

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

Or. en

Proposal for a regulation

Annex I – point 2 – point 2.3 – point 2.3.3

Regulation (EU) 2019/1242

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
ZLEV = 1

2.3.3 Reporting periods as from 2030
ZLEV = 1

Or. en

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

(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.

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. ***Furthermore, considering the high Technology Readiness Levels (TRL) of zero-emission vehicles, there is no compelling reason to continue providing additional incentives to low-emission vehicles. That*** incentive mechanism should therefore ***cease to apply to low-emission heavy-duty vehicles as of 2025 and be fully, be aligned with current market developments, and be*** removed as of 2030.

Or. en

Proposal for a regulation **Recital 28**

Text proposed by the Commission

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

Amendment

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

Or. en

Compromise Amendment 11 bis - ZLEV factor

Supported by: ID

Compromise amendment replacing Amendments: 15, 22, 44, 45, 55, 56, 57, 58, 59, 60, 117, 118, 119, 120, 121, 122, 123, 124, 159, 160, 161, 162, 163, 164, 165, 166, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 533, 541, 535, 536, 537, 538, 539, 540, TRAN 36, TRAN 43, TRAN 61, TRAN 62, TRAN 78, TRAN 79, TRAN 80

Proposal for a regulation

Article 1 – paragraph 1 – point 6 – point a

Regulation (EU) 2019/1242

Article 5 – paragraph 1 – subparagraph 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.

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 6 – point a

Regulation (EU) 2019/1242

Article 5 – paragraph 1 – subparagraph 2

Text proposed by the Commission

The zero-emission and low-emission factor shall take into account the number and the CO₂ emissions of all zero- and low-emission heavy-duty vehicles in the manufacturer's fleet.;

Amendment

The zero-emission and low-emission factor shall take into account the number and the CO₂ emissions of all zero- and low-emission heavy-duty vehicles in the manufacturer's fleet.;

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 6 – point b

Regulation (EU) 2019/1242

Article 5 – paragraph 3

Text proposed by the Commission

3. For the reporting periods from 2025 to 2029 the zero- and low-emission factor shall be determined on the basis of a 2 % benchmark in accordance with point 2.3.2 of Annex I;

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 CO₂ 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 CO₂ emissions of a manufacturer by a maximum of 1,5 %;

Proposal for a regulation

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

Regulation (EU) 2019/1242

Annex I – Point 2.3 – Point 2.3.2 – Paragraph 1

Text proposed by the Commission

Reporting periods from 2025 to 2029

Proposal for a regulation

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

Text proposed by the Commission

x is 0,02

Amendment

3. For the reporting periods from 2025 to 2029 the zero- and low-emission factor shall be determined on the basis of a 2 % benchmark in accordance with point 2.3.2 of Annex I;

Or. en

Amendment

4. The zero-emission and low-emission factor shall reduce the average specific CO₂ 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 CO₂ emissions of a manufacturer by a maximum of 3 %;

Or. en

Amendment

Reporting periods from 2025 to 2029

Or. en

Amendment

x is 0,02

Or. en

Proposal for a regulation

Annex I – point 2 – point 2.3 – point 2.3.2 – paragraph 3 – subparagraph 2 – subparagraph 1 – introductory part

Text proposed by the Commission

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

Amendment

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

Or. en

Proposal for a regulation

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

Text proposed by the Commission

$ZLEV_{specific} = 1 - (CO2_v / LET_{sg})$

Amendment

$ZLEV_{specific} = 1 - (CO2_v / LET_{sg})$

Or. en

Proposal for a regulation

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

Text proposed by the Commission

$CO2_v$ is the specific CO_2 emissions in g/km of a zero- and low-emission heavy-duty vehicle v determined in accordance with point 2.1,

Amendment

$CO2_v$ is the specific CO_2 emissions in g/km of a zero- and low-emission heavy-duty vehicle v determined in accordance with point 2.1,

Or. en

Proposal for a regulation

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

Text proposed by the Commission

LET_{sg} is the low-emission threshold of the sub-group sg to which the vehicle v belongs as defined in point 2.3.4;

Amendment

LET_{sg} is the low-emission threshold of the sub-group sg to which the vehicle v belongs as defined in point 2.3.4;

Or. en

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

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

Or. en

Proposal for a regulation

Annex I – point 2 – point 2.3 – point 2.3.3

Regulation (EU) 2019/1242

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

Or. en

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

Or. en

Proposal for a regulation
Recital 28

Text proposed by the Commission

Amendment

(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. *deleted*

Compromise Amendment 12 - Governance & retrofit

Supported by: EPP, S&D, Renew, Greens/EFA, The Left

Compromise amendment replacing Amendments: 12, 23, 24, 43, 46, 47, 172, 173, 174, 175, 176, 177, 178, 316, 395, 396, 397, 398, 399, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 421, 422, 423, 424, 425, 426, 427, 428, 504, 505, TRAN 44, TRAN 63, TRAN 64, TRAN 65, ITRE 21, ITRE 33

Proposal for a regulation

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

Regulation (EU) 2019/1242

Article 3 d (new)

Text proposed by the Commission

Amendment

(4a) the following Article is inserted:

‘Article 3d

Zero-Emission HDVs Forum

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

Or. en

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

Text proposed by the Commission

Amendment

Article 3e - Additional measures to support the transition to zero-emission vehicles in the Union market

By [6 months entry into force of this Regulation], the Commission shall adopt a delegated act in accordance with Article 17 to harmonise the type-approval rules for vehicles with internal combustion engines converted to zero-emission vehicles as defined under this Regulation, in order to allow for series approval. The Commission shall also assess the introduction of a rule for calculating the CO2 equivalents of combustion engine vehicles converted to zero emission vehicles in the context of the application of this regulation.

Or. en

Proposal for a regulation
Article 1 – paragraph 1 – point 8
Regulation (EU) 2019/1242
Article 6a – paragraph 1 – point b

Text proposed by the Commission

Amendment

(b) for the transfer of vehicles other than zero-emission vehicles, the transferring and the receiving manufacturer must belong to a group of connected manufacturers;

(b) for the transfer of vehicles other than zero-emission vehicles, the transferring and the receiving manufacturer must belong to a group of connected manufacturers;

Or. en

Proposal for a regulation
Article 1 – paragraph 1 – point 8
Regulation (EU) 2019/1242
Article 6 a – paragraph 1 – subparagraph 1– point c

Text proposed by the Commission

Amendment

(c) for transfers of zero-emission vehicles between manufacturers not

(c) for transfers of zero-emission vehicles between manufacturers not

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

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

Or. en

Proposal for a regulation

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

Regulation (EU) 2019/1242

Article 7 – paragraph 1 – subparagraph 2

Present text

Emission credits shall be acquired in the reporting periods of the years 2019 to **2029**. However, the emission credits acquired in the reporting periods of the years 2019 to 2024 shall be taken into account for the purpose of determining the manufacturer's compliance with the specific CO₂ emissions target of the reporting period of the year 2025 *only*.

Amendment

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

‘Emission credits shall be acquired in the reporting periods of the years 2019 to **2039, and shall be taken into account only for the purpose of determining the manufacturer's compliance with the specific CO₂ emissions target of any of the five years following the year during which they have been acquired.** However, *where* the emission credits *have been* acquired in the reporting periods of the years 2019 to 2024, *they* shall be taken into account *only* for the purpose of determining the manufacturer's compliance with the specific CO₂ emissions target of the reporting period of the year 2025.’;

Or. en

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

Amendment

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

to the next reporting period. However, any remaining emission debts shall be cleared in the reporting periods of the year 2029, 2034 and 2039.;

period. However, any remaining emission debts shall be cleared in the reporting periods of the year 2029, 2034 and 2039.;

Or. en

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

(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;

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;

Or. en

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

(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;

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;

Or. en

Proposal for a regulation

Annex I – point 6 – paragraph 6 – subparagraph 1 – introductory part

Regulation (EU) 2019/1242

Annex I – point 6

Text proposed by the Commission

$\text{exeCO}_2(\text{NO})_Y = (\text{dCO}_2(\text{NO})_I - \text{cCO}_2(\text{NO})_I) - \text{exeCO}_2(\text{NO})_J - \text{redCO}_2$

Amendment

$\text{exeCO}_2(\text{NO})_Y = (\text{dCO}_2(\text{NO})_I - \text{cCO}_2(\text{NO})_I) - \text{exeCO}_2(\text{NO})_J - \text{redCO}_2$

Or. en

Proposal for a regulation

Annex I – point 6 – paragraph 7 – subparagraph 1 – introductory part

Regulation (EU) 2019/1242

Annex I – point 6

Text proposed by the Commission

$\text{exeCO}_2(\text{M})_Y = (\text{dCO}_2(\text{M})_I - \text{cCO}_2(\text{M})_I) - \text{exeCO}_2(\text{M})_J$

Amendment

$\text{exeCO}_2(\text{M})_Y = (\text{dCO}_2(\text{M})_I - \text{cCO}_2(\text{M})_I) - \text{exeCO}_2(\text{M})_J$

Or. en

Proposal for a regulation

Recital 12 a (new)

Text proposed by the Commission

Amendment

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

Or. en

Proposal for a regulation

Recital 29

Text proposed by the Commission

(29) As commercial rather than legal

Amendment

(29) As commercial rather than legal

entities should be considered for compliance, economically connected manufacturers should, within certain limits, be allowed to transfer vehicles between them for the purposes of accounting these vehicles under Regulation (EU) 2019/1242.

entities should be considered for compliance, economically connected manufacturers should, within certain limits, be allowed to transfer vehicles between them for the purposes of accounting these vehicles under Regulation (EU) 2019/1242.

Or. en

Proposal for a regulation **Recital 30**

Text proposed by the Commission

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

Amendment

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

Or. en

Proposal for a regulation **Recital 32**

Text proposed by the Commission

(32) The existing system of multi-annual emission credits and emission debts should be extended to 2039 as reduction targets keep strengthening beyond 2030 until 2040 and require forward-looking technical developments of manufacturers during that period.

Amendment

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

Or. en

Compromise Amendment 12 bis - Governance & retrofit

Supported by: ID

Compromise amendment replacing Amendments: 23, 46, 47, 172, 173, 174, 175, 176, 177, 178, 398, 399, 409, 410, 411, 412, 413, 414, 415, 416, 421, 422, 423, 424, 425, 426, 427, 428, 504, 505, TRAN 44, TRAN 63, TRAN 64, TRAN 65, ITRE 21, ITRE 33

Proposal for a regulation

Article 1 – paragraph 1 – point 8

Regulation (EU) 2019/1242

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

Text proposed by the Commission

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

Amendment

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

Or. en

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

Amendment

Emission credits and emission debts acquired in the reporting periods of the years 2025 to 2039 shall, where applicable, be carried over from one reporting period to the next reporting period.

Or. en

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;

Or. en

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

Or. en

Proposal for a regulation

Annex I – point 6 – paragraph 6 – subparagraph 1 – introductory part

Regulation (EU) 2019/1242

Annex I – point 6

Text proposed by the Commission

Amendment

$\text{exeCO}_2(\text{NO})_Y = (\text{dCO}_2(\text{NO})_I - \text{cCO}_2(\text{NO})_I) - \text{exeCO}_2(\text{NO})_J - \text{redCO}_2$

$\text{exeCO}_2(\text{NO})_Y = (\text{dCO}_2(\text{NO})_I - \text{cCO}_2(\text{NO})_I) - \text{exeCO}_2(\text{NO})_J - \text{redCO}_2 - \text{limCO}_2(\text{NO})_Y$

Or. en

Proposal for a regulation

Annex I – point 6 – paragraph 7 – subparagraph 1 – introductory part

Regulation (EU) 2019/1242

Annex I – point 6

Text proposed by the Commission

Amendment

$\text{exeCO}_2(\text{M})_Y = (\text{dCO}_2(\text{M})_I - \text{cCO}_2(\text{M})_I) - \text{exeCO}_2(\text{M})_J$

$\text{exeCO}_2(\text{M})_Y = (\text{dCO}_2(\text{M})_I - \text{cCO}_2(\text{M})_I) - \text{exeCO}_2(\text{M})_J - \text{redCO}_2(\text{M}) - \text{limCO}_2(\text{M})_Y$

Or. en

Proposal for a regulation
Recital 29

Text proposed by the Commission

(29) As commercial rather than legal entities should be considered for compliance, economically connected manufacturers should, within certain limits, be allowed to transfer vehicles between them for the purposes of accounting these vehicles under Regulation (EU) 2019/1242.

Amendment

deleted

Or. en

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 ***powered by carbon neutral fuels*** in specialized small- and medium-sized companies, it should also be possible to transfer zero-emission ***and*** vehicles ***powered by carbon neutral fuels*** between non-connected entities.

Or. en

Proposal for a regulation
Recital 32

Text proposed by the Commission

(32) The existing system of multi-annual emission credits and emission debts should be extended to 2039 as reduction targets keep strengthening beyond 2030 until 2040 and require forward-looking technical developments of manufacturers during that period.

Amendment

(32) The existing system of multi-annual emission credits and emission debts should be extended to 2039 as reduction targets keep strengthening beyond 2030 until 2040 and require forward-looking technical developments of manufacturers during that period.

Or. en

Compromise Amendment 13 - Small vehicle manufacturers

Supported by: EPP, S&D, Renew, Greens/EFA, The Left

Compromise amendment replacing Amendments: 50, 394, 400, 401, 402, 403, 404, 405, 406, 431

Proposal for a regulation

Article 1 – paragraph 1 – point 8

Regulation (EU) 2019/1242

Article 6 b – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

Article 6b

Article 6b

Exemption for manufacturers producing few vehicles

Exemption for manufacturers producing few vehicles

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 8

Regulation (EU) 2019/1242 t

Article 6 b – paragraph 1

Text proposed by the Commission

Amendment

1. If less than 100 new heavy-duty vehicles of a manufacturer were registered in a given reporting period, the average specific CO₂ emissions as provided for in Article 4 and point 2.7 of Annex I and the specific CO₂ emissions targets as provided for in Article 6 and point 4.1 of Annex I shall be set to “0” in the respective reporting period.

1. If less than 100 new heavy-duty vehicles of a manufacturer were registered in a given reporting period, the average specific CO₂ emissions as provided for in Article 4 and point 2.7 of Annex I and the specific CO₂ emissions targets as provided for in Article 6 and point 4.1 of Annex I shall be set to “0” in the respective reporting period.

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 8

Regulation (EU) 2019/1242

Article 6 b – paragraph 2

Text proposed by the Commission

Amendment

2. The values of the average specific CO₂ emissions and specific CO₂ emissions shall not be included in the publication under Article 11 for the manufacturers and reporting periods concerned.

2. The values of the average specific CO₂ emissions and specific CO₂ emissions shall not be included in the publication under Article 11 for the manufacturers and reporting periods concerned.

Proposal for a regulation

Article 1 – paragraph 1 – point 8

Regulation (EU) 2019/1242

Article 6 b – paragraph 3

Text proposed by the Commission

3. The exemption laid down in paragraph 1 shall not be applied in a given reporting period in any of the following cases:

- (a) upon request of the manufacturer;
- (b) if the manufacturer requests a transfer of vehicles in accordance with Article 6a;
- (c) if the manufacturer is part of a group of connected manufacturers that collectively registered more than 100 vehicles in that reporting period or with another manufacturer to which the exemption of paragraph 1 does not apply.

Amendment

3. The exemption laid down in paragraph 1 shall not be applied in a given reporting period in any of the following cases:

- (a) upon request of the manufacturer;
- (b) if the manufacturer requests a transfer of vehicles in accordance with Article 6a;
- (c) if the manufacturer is part of a group of connected manufacturers that collectively registered more than 100 vehicles in that reporting period or with another manufacturer to which the exemption of paragraph 1 does not apply.

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 8

Regulation (EU) 2019/1242

Article 6 b – paragraph 4

Text proposed by the Commission

4. Manufacturers, who are part of a group in the meaning of paragraph 3, point (c), shall inform the Commission if they registered less than 100 vehicles in a given reporting period.

Amendment

4. Manufacturers, who are part of a group in the meaning of paragraph 3, point (c), shall inform the Commission if they registered less than 100 vehicles in a given reporting period.

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 8

Regulation (EU) 2019/1242

Article 6 b – paragraph 5

Text proposed by the Commission

5. Manufacturers, to which the exemption laid down in paragraph 1 does not apply, shall inform the Commission in each reporting period about all their connected undertakings that fulfil the conditions of the exemption laid down in paragraph 1.

Amendment

5. Manufacturers, to which the exemption laid down in paragraph 1 does not apply, shall inform the Commission in each reporting period about all their connected undertakings that fulfil the conditions of the exemption laid down in paragraph 1.

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 8

Regulation (EU) 2019/1242

Article 6 b – paragraph 6

Text proposed by the Commission

6. The manufacturers shall communicate the necessary information to the Commission using the electronic tools provided by the Commission.;

Amendment

6. The manufacturers shall communicate the necessary information to the Commission using the electronic tools provided by the Commission.;

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 16

Regulation (EU) 2019/1242

Article 13 b – paragraph 1 – subparagraph 3

Text proposed by the Commission

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

Amendment

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

Or. en

Compromise Amendment 14 - Excess emissions premium

Supported by: EPP, S&D, Renew, Greens/EFA, ECR, The Left

Compromise amendment replacing Amendments: 48, 49, 417, 418, 419, 420

Proposal for a regulation

Article 1 – paragraph 1 – point 11 – point a

Regulation (EU) 2019/1242

Article 8 – paragraph 1 – point a

Text proposed by the Commission

Amendment

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

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

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 11 – point b

Regulation (EU) 2019/1242

Article 8 – paragraph 1 – point b

Text proposed by the Commission

Amendment

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

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

Or. en

Compromise Amendment 15 - Empowerments

Supported by: EPP, S&D, Renew, Greens/EFA, ECR, The Left

Compromise amendment replacing Amendments: 436, 437, 438, 439, 440, 441, 442, 443, 470, 471, 472, 473, 474, 475, 476, TRAN 69, TRAN 70, TRAN 71, TRAN 72

Proposal for a regulation

Article 1 – paragraph 1 – point 17

Regulation (EU) 2019/1242

Article 14 – paragraph 1

Text proposed by the Commission

1. The Commission is empowered to adopt delegated acts in accordance with Article 17 with a view to amending the following elements in Annex I to take into account technical progress, the evolution of freight transport logistics, necessary adjustments based on the application of this Regulation and amendments of the underlying type-approval legislation, in particular Regulations (EU) 2018/858 and (EU) 595/2009:

- (a) the criteria defining vehicle sub-groups set out in point 1.1;
- (b) the criteria defining vocational vehicles set out in point 1.2;
- (c) the criteria for the operational ranges of different powertrain technologies set out in point 1.3;
- (d) the list of mission profiles set out in point 1.4;
- (e) the weight of mission profiles set out in point 2.1;
- (f) the payloads, passenger numbers, passenger masses, technically permissible maximum payloads, technically permissible maximum passenger number and cargo volumes of vehicle sub-groups set out in point 2.5;
- (g) the annual mileage values set out in point 2.6.

Amendment

1. The Commission is empowered to adopt delegated acts in accordance with Article 17 with a view to amending the following elements in Annex I to take into account technical progress, the evolution of freight transport logistics, necessary adjustments based on the application of this Regulation and amendments of the underlying type-approval legislation, in particular Regulations (EU) 2018/858 and (EU) 595/2009:

- (a) the criteria defining vehicle sub-groups set out in point 1.1;
- (b) the criteria defining vocational vehicles set out in point 1.2;
- (c) the criteria for the operational ranges of different powertrain technologies set out in point 1.3;
- (d) the list of mission profiles set out in point 1.4;
- (e) the weight of mission profiles set out in point 2.1;
- (f) the payloads, passenger numbers, passenger masses, technically permissible maximum payloads, technically permissible maximum passenger number and cargo volumes of vehicle sub-groups set out in point 2.5;
- (g) the annual mileage values set out in point 2.6.

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 19 – point a

Regulation (EU) 2019/1242

Article 17 – paragraph 2 – subparagraph 1

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(2)**, **Article 3e**, Article 11(2), Article 13(4) second subparagraph, Article 13c(3), Article 13d(2), Article 13e(4), Article 13f(2), Article 14(1) **and Article 15(3)** 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].;

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 19 – point b

Regulation (EU) 2019/1242

Article 17 – paragraph 3 – subparagraph 1

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

Amendment

The delegation of power referred to in **Article 3b(2)**, **Article 3e**, Article 11(2), Article 13(4) second subparagraph, Article 13c(3), Article 13d(2), Article 13e(4), Article 13f(2), Article 14(1) **and Article 15(3)** may be revoked at any time by the European Parliament or by the Council.;

Or. en

Proposal for a regulation

Article 1 – paragraph 1 – point 19 – point c

Regulation (EU) 2019/1242

Article 17 – paragraph 6 – point c

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 3b(2)**, **Article 3e**, Article 11(2), Article 13(4) second subparagraph, Article 13c(3), Article 13d(2), Article 13f(2), Article 14(1) **and Article 15(3)**”;

Or. en

Compromise Amendment 16 - Review clause

Supported by: EPP, S&D, Renew, Greens/EFA, The Left

Compromise amendment replacing Amendments: 13, 25, 51, 68, 101, 103, 104, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 183, 444, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, TRAN 4, TRAN 5, TRAN 7, TRAN 21, TRAN 22, TRAN 27, TRAN 28, TRAN 30, TRAN 67, ITRE 15, ITRE 34, ITRE 35

Proposal for a regulation

Article 1 – paragraph 1 – point 18

Regulation (EU) 2019/1242

Article 15

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.

The report shall, where appropriate, be accompanied by a proposal for amending this Regulation.

Amendment

1. The Commission shall, **not later than 31 December 2027**, review the effectiveness and impact of this Regulation and submit a report to the European Parliament and to the Council with the result of the review.

In that report, the Commission shall in particular assess:

(i) the number of registrations of zero-emission heavy-duty vehicles in Member States;

(ii) the progress made in deployment of charging and refuelling infrastructure suitable for heavy-duty vehicles in Member States;

(iii) strictly for the purpose of this Regulation, considerations of heavy-duty vehicles and vehicle combinations taking into account weights and dimensions applicable to national transport, for example modular and intermodal concepts, while also assessing possible transport safety and efficiency aspects, intermodal, environmental, infrastructural and rebound effects as well as the geographical situation of Member States;

(iv) impacts on employment, especially on micro, small and medium-sized enterprises (SMEs), the effectiveness of measures to support retraining and

upskilling of the workforce, and the importance of an economically viable and socially fair transition towards zero-emission road mobility;

(v) whether the continuation of the exemption for manufacturers producing few vehicles set out in Article 6b of this Regulation is still justified with a view to achieving a balance between Union-wide greenhouse gas emissions and removals across all sectors within the Union by 2050 at the latest as set out in Regulation (EU) 2021/1119;

(vi) the impacts of establishing minimum energy efficiency thresholds for new zero-emission heavy-duty vehicles placed on the Union market;

(vii) the impacts of ensuring that special purpose, off-road and off-road special vehicles are subject to CO₂ emissions reduction targets;

(viii) an assessment of the level of the excess CO₂ emissions premium to ensure that it exceeds the average marginal costs of the technologies needed to meet the CO₂ emissions targets.

The report shall, where appropriate, be accompanied by a proposal for amending this Regulation.

Or. en

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

Amendment

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

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.***

and uncertified vehicles.

Or. en

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

Text proposed by the Commission

Amendment

(38a) The market adoption of zero-emission heavy-duty vehicles depends on a number of factors, including progress made on the deployment of charging and refuelling infrastructures, aspects to further facilitate an economically viable and socially fair transition towards zero-emission road mobility, and other regulatory measures to incentivise the update of those vehicles. Those elements should be carefully assessed as part of the review. In order to promote the uptake of more efficient vehicles, the Commission should also investigate as part of the review the impacts of setting minimum energy efficiency thresholds for new zero-emission heavy-duty vehicles placed on the Union market.

Or. en

Compromise Amendment 16 bis - Review clause

Supported by: ID

Compromise amendment replacing Amendments: 13, 51, 68, 101, 103, 104, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 183, 444, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, TRAN 4, TRAN 5, TRAN 7, TRAN 21, TRAN 22, TRAN 27, TRAN 28, TRAN 30, TRAN 67, ITRE 15, ITRE 34, ITRE 35

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

1. 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.

Or. en

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 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.

Or. en

Compromise Amendment 17 - Remaining recitals

Supported by: EPP, S&D, Renew, Greens/EFA, The Left

Compromise amendment replacing Amendments: 8, 11, 77, 93, 98, 99, 100, 101, 102, 103, 104, 107, 183, TRAN 6, TRAN 15, TRAN 17, TRAN 18, TRAN 19, TRAN 21, TRAN 26, TRAN 29, ITRE 4, ITRE 8, ITRE 9, ITRE 10, ITRE 11, ITRE 12

Proposal for a regulation

Recital 8 a (new)

Text proposed by the Commission

Amendment

(8a) Strengthening CO2 emission reduction requirements for heavy-duty vehicles and rolling-out the necessary recharging and refuelling infrastructure will play a key role in reducing the emissions of the entire heavy-duty vehicles fleet to achieve economy-wide climate-neutrality by 2050 at the very latest as set out in Regulation (EU) 2021/1119, notwithstanding other initiatives that will be needed to accelerate a modal shift from road to rail and increasing rail freight.

Or. en

Proposal for a regulation

Recital 11 – paragraph 1

Text proposed by the Commission

Amendment

(11) The updated New Industrial Strategy¹⁴ foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway is being developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway takes particular heed of small and medium-sized enterprises in the automotive supply chain, of the consultation of social partners including by

(11) The updated New Industrial Strategy¹⁴ foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway is being developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway takes particular heed of small and medium-sized enterprises in the automotive supply chain, of the consultation of social partners including by

Member States, and also build on the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions and on the Talent Booster Mechanism in the framework of the Harnessing Talents in EU regions initiative. The appropriate actions and incentives at the European and national level to boost the affordability of zero-emission vehicles are also being addressed in the pathway. This could, for example, include the possibility for Member States to use the proposed Social Climate Fund to assist micro-enterprises in the purchasing of zero-emission trucks and lorries.

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

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

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

Or. en

Proposal for a regulation

Recital 12

Text proposed by the Commission

(12) ***The Union fleet-wide targets are to be complemented by the necessary roll-out of recharging and refuelling infrastructure as set out in the Commission Proposal for a regulation on the deployment of alternative fuel infrastructure¹⁶.***

Amendment

(12) ***Commercial vehicles are essential tools for the movement of goods and people. Factors such as the cost of zero-emission vehicles, the availability of charging infrastructure, the need to preserve and fasten innovation, and the impact of carbon pricing measures are critical in achieving more ambitious CO2 reduction goals. Regulation (EU) .../... of the European Parliament and of the Council on the deployment of alternative fuels infrastructure (AFIR) sets a minimum coverage of publicly accessible recharging and refuelling points***

dedicated to heavy-duty vehicles. Several Member States have already announced they will go beyond those minimum requirements, and several European truck manufacturers have created joint ventures to install and operate public charging networks across Europe. Strengthened CO2 standards should incentivise additional investments from operators of recharging and refuelling infrastructure. Member States should be provided with sufficient support in that context, in particular from EU funding instruments, and be encouraged to include in their revised national policy frameworks measures to support the deployment of recharging and refuelling infrastructure in depots, logistic centres and warehouses. The deployment of recharging and refuelling infrastructure is equally important in private locations, such as in private depots and at logistic centres. Additional measures should also be taken to reduce the duration of permit granting process for recharging infrastructure. All those initiatives will contribute to the necessary roll-out of recharging and refuelling infrastructure across the Union.

Or. en

Compromise Amendment 18 - CO2 neutral fuels

Supported by: EPP, ECR

Compromise amendment replacing Amendments: 83, 84, 93, 96, 97, 106, 181, 182, 185, 186, 187, 188, 189, 218, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 237, 238, 239, 240, 241, 242, 243, 245, 246, 247, 248, 252, 359, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 478, 522, 524, 525, 526, 527, 528, 529, 530, 531, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, TRAN 11, TRAN 14, TRAN 24, TRAN 25, TRAN 32, TRAN 33, TRAN 45, TRAN 46, TRAN 47, TRAN 51, TRAN 52, TRAN 59, TRAN 60, TRAN 75, TRAN 86, ITRE 17, ITRE 24, ITRE 25, ITRE 31, ITRE 38, ITRE 43

Proposal for a regulation

Recital 9 b (new)

Regulation 2019/1242

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 CO2 neutral fuels for compliance purposes in conformity with EU law and with the Union's climate neutrality objective.

Proposal for a regulation

Recital 10 b (new)

Regulation 2019/1242

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.

Proposal for a regulation
Recital 14 a (new)
Regulation 2019/1242

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.

Proposal for a regulation
Recital 15 c (new)
Regulation 2019/1242

Text proposed by the Commission

Amendment

(15c) CO2-neutral fuels, such as biogas, biofuels or synthetic fuels can contribute to significant CO2 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.

Proposal for a regulation
Recital 42 c (new)
Regulation 2019/1242

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.

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Proposal for a regulation
Article 1 – paragraph 1 – point 3 – point i
Regulation 2019/1242
Article 3 – point 23 a (new)

Text proposed by the Commission

Amendment

(23 a) 'CO2 Neutral Fuel' refers to a renewable and / or synthetic fuel, as defined in Directive 2018/2001, which encompasses biofuels, biogas, biomass fuel, renewable liquid and gaseous transport fuel of non-biological origin (RFNBO), or Recycled Carbon Fuel (RCF). In the case of such fuel being used, the emissions associated with its usage (e_u) are considered to be net zero. This means that the CO2 equivalent of the carbon contained in the chemical composition of the fuel in use (e_u) is derived from biogenic sources and / or has been prevented from being emitted as CO₂ into the atmosphere, or has been captured from the ambient air, or prevented from following its usual emission pathway. Any other renewable and / or synthetic fuel, not explicitly listed in Directive 2018/2001, can meet this definition provided that it satisfies the aforementioned criteria and the sustainability requirements outlined in the Directive and its associated delegated acts. A mixture of two or more CO2 Neutral Fuels is considered a CO2 Neutral Fuel.

Or. en

Proposal for a regulation
Article 1 – paragraph 1 – point 3 – point i
Regulation 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.

Or. en

Proposal for a regulation
Article 1 – paragraph 1 – point 5 a (new)
Regulation 2019/1242
Article 4 – paragraph 1 - point b a (new)

Text proposed by the Commission

Amendment

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

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

Or. en

Proposal for a regulation
Article 1 – paragraph 1 – point 5 a (new)
Regulation 2019/1242
Article 4 – paragraph 1 - point b a (new)

Text proposed by the Commission

Amendment

(5 b) the following Article 4a is inserted
Methodology for registration of heavy-duty vehicles running exclusively on CO₂ neutral fuels

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 CO2 neutral fuels for compliance purposes in conformity with EU law and with the Union's climate neutrality objective.

Or. en

**Proposal for a regulation
ANNEX I – Paragraph 2.1**

| | |
|---|---|
| <i>Text proposed by the Commission</i> | |
| 2.1. Calculation of the specific CO2 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 ₂ emissions in g/km of a new heavy-duty vehicle v determined for a mission profile mp_2 reported in accordance with Articles 13a and 13b and normalised pursuant to Annex III; |
| $CO2p_{v,mp}$ | is the CO ₂ emissions in g/km of the primary vehicle of the new heavy-duty vehicle v , determined for a mission profile mp , reported in accordance with Articles 13a and 13b. |
| For zero-emissions motor vehicles the values of $CO2_{v,mp}$ and $CO2p_{v,mp}$ shall be set to 0. | |

Amendment

2.1. Calculation of the specific CO₂ 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 CO₂ emissions in g/km of a 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 CO₂ emissions in g/km of the primary vehicle of the new heavy-duty vehicle v , determined for a mission profile mp , reported in accordance with Articles 13a and 13b.

CCF_i is the Carbon Correction Factor for the fuel in use i , as defined in Article 3 point 23b 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.

Or. en

Proposal for a regulation
ANNEX I – Paragraph 7 (new)

Text proposed by the Commission

Amendment

7. Calculation of the Carbon Correction Factor (CCF)

For each fuel or blends of fuel i , the CCF_i shall be calculated according to the following formula:

$$CCF_i = \frac{SHARES_{n,i}}{100}$$

Where:

CCF_i is the Carbon Correction Factor for a specific blend of conventional and CO₂-Neutral Fuel i ;

$SHARES_{n,i}$ is the percentage of CO₂ Neutral Fuel i over the total consumption of the fuel i for road transport, calculated from SHARES¹ database - Detailed results, referred to the last available reporting period n and calculated as the average share over all EU Member States.

When the share of CO₂ Neutral Fuels is 100 %, $CCF_i = 1$;

When the share of CO₂ Neutral Fuels is 0%, $CCF_i = 0$.

¹ *The SHARES database is accessible at:*

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