



2018/0143(COD)

10.9.2018

AMENDMENTS

255 - 419

Draft report

Bas Eickhout

(PE625.231v01-00)

on the proposal for a regulation of the European Parliament and of the Council setting CO₂ emission performance standards for new heavy-duty vehicles

Proposal for a regulation

(COM(2018)0284 – C8-0197/2018 – 2018/0143(COD))

Amendment 255
Nils Torvalds, Gerben-Jan Gerbrandy, Carolina Punset

Proposal for a regulation
Article 5 – paragraph 3

Text proposed by the Commission

Amendment

3. The zero- and low-emission factor shall reduce the average specific emissions of a manufacturer by a maximum of 3% . The contribution of zero-emission heavy-duty vehicles of the categories referred to in the second subparagraph of Article 2(1) to that factor shall reduce the average specific emissions of a manufacturer by a maximum of 1.5%. **deleted**

Or. en

Amendment 256
Jadwiga Wiśniewska, Bolesław G. Piecha

Proposal for a regulation
Article 5 – paragraph 3

Text proposed by the Commission

Amendment

3. The zero- and low-emission factor shall reduce the average specific emissions of a manufacturer by a maximum of 3% . The contribution of zero-emission heavy-duty vehicles of the categories referred to in the second subparagraph of Article 2(1) to that factor shall reduce the average specific emissions of a manufacturer by a maximum of 1.5%. **deleted**

Or. pl

Justification

These rules should serve as a very strong incentive for the development of highly efficient zero-emission and low-emission vehicles.

Amendment 257
Sirpa Pietikäinen

Proposal for a regulation
Article 5 – paragraph 3

Text proposed by the Commission

3. The zero- and low-emission factor shall reduce the average specific emissions of a manufacturer by a maximum of 3% .
The contribution of zero-emission heavy-duty vehicles of the categories referred to in the second sub-paragraph of Article 2(1) to that factor shall reduce the average specific emissions of a manufacturer by a maximum of 1.5%.

Amendment

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

Or. en

Amendment 258
Elisabetta Gardini

Proposal for a regulation
Article 5 – paragraph 3

Text proposed by the Commission

3. The zero- and low-emission factor shall reduce the average specific emissions of a manufacturer by a maximum of **3%** . The contribution of zero-emission heavy-duty vehicles of the categories referred to in the second sub-paragraph of Article 2(1) to that factor shall reduce the average specific emissions of a manufacturer by a maximum of 1.5%.

Amendment

3. The zero- and low-emission factor shall reduce the average specific emissions of a manufacturer by a maximum of **10% as of 2030**. The contribution of zero-emission heavy-duty vehicles of the categories referred to in the second sub-paragraph of Article 2(1) to that factor shall reduce the average specific emissions of a manufacturer by a maximum of 1.5%.

Or. en

Justification

ZEV and LEV are today a niche market. To ensure that the market for LEVs and ZEVs is being developed and expanded, no cap should be considered for 2025. A cap could be considered in 2030 in the order of 10%.

Amendment 259
Rupert Matthews

Proposal for a regulation
Article 5 – paragraph 3

Text proposed by the Commission

3. The zero- and low-emission factor shall reduce the average specific emissions of a manufacturer by a maximum of **3%**. The contribution of zero-emission heavy-duty vehicles of the categories referred to in the second sub-paragraph of Article 2(1) to that factor shall reduce the average specific emissions of a manufacturer by a maximum of 1.5%.

Amendment

3. The zero- and low-emission factor shall reduce the average specific emissions of a manufacturer by a maximum of **6%**. The contribution of zero-emission heavy-duty vehicles of the categories referred to in the second sub-paragraph of Article 2(1) to that factor shall reduce the average specific emissions of a manufacturer by a maximum of 1.5%.

Or. en

Amendment 260
Stefan Eck

Proposal for a regulation
Article 5 – paragraph 3

Text proposed by the Commission

3. The zero- and low-emission factor shall reduce the average specific emissions of a manufacturer by a maximum of **3%**. The contribution of zero-emission heavy-duty vehicles of the categories referred to in the second sub-paragraph of Article 2(1) to that factor shall reduce the average specific emissions of a manufacturer by a maximum of 1.5%.

Amendment

3. The zero- and low-emission factor shall reduce the average specific emissions of a manufacturer by a maximum of **5%**. The contribution of zero-emission heavy-duty vehicles of the categories referred to in the second sub-paragraph of Article 2(1) to that factor shall reduce the average specific emissions of a manufacturer by a maximum of 1.5%.

Or. en

Amendment 261
Christofer Fjellner

Proposal for a regulation

Article 5 – paragraph 3

Text proposed by the Commission

3. The zero- and low-emission factor shall reduce the average specific emissions of a manufacturer by a maximum of 3% . The contribution of zero-emission heavy-duty vehicles of the categories referred to in the second sub-paragraph of Article 2(1) to that factor shall reduce the average specific emissions of a manufacturer by a maximum of **1.5%**.

Amendment

3. The zero- and low-emission factor shall reduce the average specific emissions of a manufacturer by a maximum of 3% . The contribution of zero-emission heavy-duty vehicles of the categories referred to in the second sub-paragraph of Article 2(1) to that factor shall reduce the average specific emissions of a manufacturer by a maximum of **10 % as of 2030**.

Or. en

Justification

Electric heavy duty trucks are today not on the markets but will hopefully appear in the next years. To encourage a real shift towards electrification and hinder a stagnation of the current 3 % uptake of zero emission vehicles, such vehicles should benefit from a super credit system. Otherwise the European manufactures and EU efforts to cut CO2 emissions from heavy duty vehicles risk falling behind US efforts, which would be very unfortunate.

Amendment 262

Damiano Zoffoli

Proposal for a regulation

Article 5 – paragraph 3

Text proposed by the Commission

3. The zero- and low-emission factor shall reduce the average specific emissions of a manufacturer by a maximum of 3% . The contribution of zero-emission heavy-duty vehicles of the categories referred to in the second sub-paragraph of Article 2(1) to that factor shall reduce the average specific emissions of a manufacturer by a maximum of **1.5%**.

Amendment

3. The zero- and low-emission factor shall reduce the average specific emissions of a manufacturer by a maximum of 3% . The contribution of zero-emission heavy-duty vehicles of the categories referred to in the second sub-paragraph of Article 2(1) to that factor shall reduce the average specific emissions of a manufacturer by a maximum of **0.75%**.

Or. en

Amendment 263

Stefan Eck

Proposal for a regulation
Article 5 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. *The low emission factor shall reduce the average specific emissions of a manufacturer by a maximum of 3%.*

Or. en

Amendment 264
Damiano Zoffoli

Proposal for a regulation
Article 5 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. *This Regulation sets a yearly benchmark for the share of zero- and low emission vehicles of 5% as from 1 January 2026 to 31 December 2030, in order to achieve the Union's climate targets and ensure the proper functioning of the internal market. For the purposes of meeting that target, the benchmark shall apply to vehicles of the categories referred to in points (a) to (d) of the first subparagraph of Article 2(1). Specific CO₂ emissions shall be adjusted based on the performance against the benchmark in accordance with point 4 of Annex I.*

Or. en

Amendment 265
Seb Dance

Proposal for a regulation
Article 5 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. *In order to ensure the sufficient level of supply of zero-emission buses on the Union market, each manufacturer shall include, as part of their new bus vehicle fleet, at least the following percentage of zero-emission buses:*

(a) 25% from 1 January 2025;

(b) 50% from 1 January 2030.

Or. en

Amendment 266
Stefan Eck

Proposal for a regulation
Article 6 – paragraph 2

Text proposed by the Commission

The specific emission target shall be calculated in accordance with Point 4 of Annex I.

Amendment

The specific emission target shall be calculated in accordance with Point 4 of Annex I.

Binding targets of at least 10% will be set for the share of zero- and low-emission vehicles in each manufacturer's fleet of new heavy-duty vehicles from 2025 onwards.

A binding target of at least 35% will be set for the share of zero- and low-emission vehicles in each manufacturer's fleet of new heavy-duty vehicles from 2030 onwards.

Or. en

Amendment 267
Eleonora Evi, Piernicola Pedicini, Dario Tamburrano

Proposal for a regulation
Article 6 a (new)

Text proposed by the Commission

Amendment

Article 6a

Binding minimum share of zero- and low-emission vehicles on manufacturers

1. In order to ensure the smooth transition towards zero-emission mobility in this sector, and to provide incentives for the development and deployment of the Union market and infrastructure for zero- and low-emission heavy-duty vehicles, this Regulation sets a binding minimum share of zero- and low-emission vehicles in a manufacturer's fleet of new heavy-duty vehicles as follows:

(a) 10 % as of 1 January 2025;

(b) 35 % as of 1 January 2030.

2. For the purpose of meeting those targets, the Regulation shall also apply to vehicles of category N that do not fall within the scope of Regulation (EU) No 510/2011 and do not meet the characteristics set out in points (a) to (d) of Article 2(1), including vocational vehicles.

3. For the purpose of meeting the 2030 target referred to in point (b) of paragraph 1, and in order to provide manufacturers with sufficient flexibility without jeopardising the objective of this Regulation, a reward shall be given to early innovators according to the following formula:

$$\mathbf{ZLEV2030 = 0.35 - [(ZLEV2025 - 0.10) * 0.5]}$$

where: - ZLEV2030 is the binding 2030 target of a manufacturer;

-ZLEV2025 is the share of ZLEV in this manufacturer's fleet in 2025.

Or. en

Amendment 268
Christofer Fjellner

Proposal for a regulation
Article 7 – paragraph 1

Text proposed by the Commission

Amendment

1. For the purpose of determining a manufacturer's compliance with its specific emission targets in the period 2025 to 2029, account shall be taken of its emission credits or emission debts, which correspond to the number of new heavy-duty vehicles, excluding vocational vehicles, of the manufacturer in a calendar year, multiplied by the difference between:

deleted

(a) the CO₂ reduction trajectory referred to in paragraph 2 and the average specific emissions of a manufacturer, if the difference is positive ('emission credits');

(b) the average specific emissions and the specific emission target of a manufacturer, if that difference is positive ('emission debts').

Emission credits shall be acquired over the period 2019 to 2029. However, the credits acquired over the period 2019 to 2024 shall be taken into account for the purpose of determining the manufacturer's compliance with the 2025 specific emission target only.

Emission debts shall be acquired over the period 2025 to 2029, but the total debt shall not exceed 5% of the manufacturer's specific emission target in 2025 multiplied by the number of heavy-duty vehicles of the manufacturer in that year ('emission debt limit').

Emission credits and debts acquired in 2025 and any of the subsequent calendar years until 2028 shall, where available, be carried-over from one calendar year to another until 2029 when any remaining emission debts shall be cleared.

Or. en

Justification

A credit and debit system is necessary but should be reworked.

Amendment 269 **Elisabetta Gardini**

Proposal for a regulation **Article 7 – paragraph 1 – subparagraph 1 – introductory part**

Text proposed by the Commission

For the purpose of determining a manufacturer's compliance with its specific emission targets *in the period 2025 to 2029*, account shall be taken of its emission credits or emission debts, which correspond to the number of new heavy-duty vehicles, excluding vocational vehicles, of the manufacturer in a calendar year, multiplied by the difference between:

Amendment

For the purpose of determining a manufacturer's compliance with its specific emission targets *from calendar year 2025 and onwards*, account shall be taken of its emission credits or emission debts, which correspond to the number of new heavy-duty vehicles, excluding vocational vehicles, of the manufacturer in a calendar year, multiplied by the difference between:

Or. en

Justification

A credit and debit banking system allows OEMs to balance unavoidable changes in market demand from one year to another with negative impact on CO2 emissions and new technologies. The earlier a CO2 saving technology is introduced in the market, the more CO2 emissions can be avoided overall. To incentivise early reduction achievements by allowing credits to be earned from 2020 is therefore welcome. The proposed system is similar to the EPA/NHTSA GHG rule for heavy-duty vehicles in US.

Amendment 270 **Nils Torvalds, Gerben-Jan Gerbrandy, Carolina Punset, Anneli Jäätteenmäki**

Proposal for a regulation **Article 7 – paragraph 1 – subparagraph 1 – introductory part**

Text proposed by the Commission

For the purpose of determining a manufacturer's compliance with its specific emission targets in the period 2025

Amendment

For the purpose of determining a manufacturer's compliance with its specific emission targets in the period 2025

to 2029, account shall be taken of its emission credits or emission debts, which correspond to the number of new heavy-duty vehicles, *excluding vocational vehicles*, of the manufacturer in a calendar year, multiplied by the difference between:

to 2029, account shall be taken of its emission credits or emission debts, which correspond to the number of new heavy-duty vehicles, of the manufacturer in a calendar year, multiplied by the difference between:

Or. en

Amendment 271
Elisabetta Gardini

Proposal for a regulation
Article 7 – paragraph 1 – subparagraph 1 – point a

Text proposed by the Commission

Amendment

(a) the *CO₂ reduction trajectory referred to in paragraph 2* and the average specific emissions of a manufacturer, if the difference is positive ('emission credits');

(a) the *specific emissions target of a manufacturer* and the average specific emissions of a manufacturer, if the difference is positive ('emission credits');

Or. en

Justification

A credit and debit banking system allows OEMs to balance unavoidable changes in market demand from one year to another with negative impact on CO₂ emissions and new technologies. The earlier a CO₂ saving technology is introduced in the market, the more CO₂ emissions can be avoided overall. To incentivise early reduction achievements by allowing credits to be earned from 2020 is therefore welcome. The proposed system is similar to the EPA/NHTSA GHG rule for heavy-duty vehicles in US.

Amendment 272
Elisabetta Gardini

Proposal for a regulation
Article 7 – paragraph 1 – subparagraph 2

Text proposed by the Commission

Amendment

Emission credits *shall be acquired over the period 2019 to 2029. However, the credits acquired over the period 2019 to 2024 shall be taken into account for the*

Emission credits *can be carried-over from one calendar year to another for a period of maximum five years. The manufacturer can use emission credits to*

purpose of determining the manufacturer's compliance with the 2025 specific emission target only.

compensate for any emission debits during this period.

Or. en

Justification

A credit and debit banking system allows OEMs to balance unavoidable changes in market demand from one year to another with negative impact on CO2 emissions and on new technologies. The earlier a CO2 saving technology is introduced in the market, the more CO2 emissions can be avoided overall. To incentivise early reduction achievements by allowing credits to be earned from 2020 is therefore welcome. The proposed system is similar to the EPA/NHTSA GHG rule for heavy-duty vehicles in US.

Amendment 273

Eleonora Evi, Piernicola Pedicini, Dario Tamburrano

Proposal for a regulation

Article 7 – paragraph 1 – subparagraph 2

Text proposed by the Commission

Emission credits shall be acquired over the period 2019 to 2029. However, the credits acquired over the period 2019 to 2024 shall be taken into account for the purpose of determining the manufacturer's compliance with the 2025 specific emission target only.

Amendment

Emission credits *and debits* shall be acquired over the period 2019 to 2029 *in accordance with point 5.2 of Annex I*. However, the credits *and the debits* acquired over the period 2019 to 2024 shall be taken into account for the purpose of determining the manufacturer's compliance with the 2025 specific emission target only.

Or. en

Amendment 274

Eleonora Evi, Piernicola Pedicini, Dario Tamburrano

Proposal for a regulation

Article 7 – paragraph 1 – subparagraph 2 a (new)

Text proposed by the Commission

Amendment

Credits may be acquired without limitations. However, a limitation to the total debits that a manufacturer may take

on for the period 2019-2024 and 2025-2029 shall be set in accordance with point 5.3 of Annex I.

Or. en

Amendment 275

Eleonora Evi, Piernicola Pedicini, Dario Tamburrano

Proposal for a regulation

Article 7 – paragraph 1 – subparagraph 3

Text proposed by the Commission

Amendment

Emission debts shall be acquired over the period 2025 to 2029, but the total debt shall not exceed 5% of the manufacturer's specific emission target in 2025 multiplied by the number of heavy-duty vehicles of the manufacturer in that year ('emission debt limit').

deleted

Or. en

Amendment 276

Elisabetta Gardini

Proposal for a regulation

Article 7 – paragraph 1 – subparagraph 3

Text proposed by the Commission

Amendment

Emission debts *shall be acquired over the period 2025 to 2029, but* the total debt shall not exceed 5% of the manufacturer's specific emission target *in 2025* multiplied by the number of heavy-duty vehicles of the manufacturer in that year ('emission debt limit').

Emission debts *can be carried-over from one calendar year to another for a period of maximum three years.* The total debt shall not exceed 5% of the manufacturer's specific emission target multiplied by the number of heavy-duty vehicles of the manufacturer in that year ('emission debt limit').

Or. en

Justification

A credit and debit banking system allows OEMs to balance unavoidable changes in market demand from one year to another with negative impact on CO2 emissions and on new technologies. The earlier a CO2 saving technology is introduced in the market, the more CO2 emissions can be avoided overall. To incentivise early reduction achievements by allowing credits to be earned from 2020 is therefore welcome. The proposed system is similar to the EPA/NHTSA GHG rule for heavy-duty vehicles in US.

Amendment 277

Eleonora Evi, Piernicola Pedicini, Dario Tamburrano

Proposal for a regulation

Article 7 – paragraph 1 – subparagraph 3 a (new)

Text proposed by the Commission

Amendment

Emission credits and debts acquired in 2019 and in any of the subsequent years until 2024 may, where available, be carried over from one year to another until 2025, when any emission debts shall be cleared.

Or. en

Amendment 278

Elisabetta Gardini

Proposal for a regulation

Article 7 – paragraph 1 – subparagraph 4

Text proposed by the Commission

Amendment

Emission credits *and debts* acquired in 2025 and any of the subsequent calendar years *until 2028* shall, *where available, be carried-over from one calendar year to another until 2029 when any remaining emission debts shall be cleared.*

Emission credits *can be* acquired in 2020 and any of the subsequent calendar years. *The 2025 emission target specified in Article 1(a) shall be used for calculating emission credits during the period 2020 to 2024.*

Or. en

Justification

A credit and debit banking system allows OEMs to balance unavoidable changes in market demand from one year to another with negative impact on CO₂ emissions and on new technologies. The earlier a CO₂ saving technology is introduced in the market, the more CO₂ emissions can be avoided overall. To incentivise early reduction achievements by allowing credits to be earned from 2020 is therefore welcome. The proposed system is similar to the EPA/NHTSA GHG rule for heavy-duty vehicles in US.

Amendment 279 **Christofer Fjellner**

Proposal for a regulation **Article 7 – paragraph 2**

Text proposed by the Commission

Amendment

2. The CO₂ reduction trajectory referred to in paragraph 1(a) shall be set for each manufacturer in accordance with point 5.1 of Annex I, based on a linear trajectory between the reference CO₂ emissions referred to in the second subparagraph of Article 1 and the 2025 target specified in point (a) of that Article, and between the 2025 target and the 2030 target specified in point (b) of that Article. *deleted*

Or. en

Justification

A credit and debit banking system allows manufacturers to balance unavoidable changes in market demand from one year to another with negative impact on CO₂ emissions and long development time of new technologies. The earlier a CO₂ saving technology is introduced in the market, the more CO₂ emissions can be avoided overall. To incentivise early reduction achievements by allowing credits to be earned from 2020 is therefore welcome. The proposed system is similar to the one used for heavy-duty vehicles in US.

Amendment 280 **Elisabetta Gardini**

Proposal for a regulation **Article 7 – paragraph 2**

2. The CO₂ reduction trajectory referred to in paragraph 1(a) shall be set for each manufacturer in accordance with point 5.1 of Annex I, based on a linear trajectory between the reference CO₂ emissions referred to in the second subparagraph of Article 1 and the 2025 target specified in point (a) of that Article, and between the 2025 target and the 2030 target specified in point (b) of that Article. *deleted*

Or. en

Justification

A credit and debit banking system allows OEMs to balance unavoidable changes in market demand from one year to another with negative impact on CO₂ emissions and on new technologies. The earlier a CO₂ saving technology is introduced in the market, the more CO₂ emissions can be avoided overall. To incentivise early reduction achievements by allowing credits to be earned from 2020 is therefore welcome. The proposed system is similar to the EPA/NHTSA GHG rule for heavy-duty vehicles in US.

Amendment 281
José Inácio Faria

Proposal for a regulation
Article 7 a (new)

Article 7a

Pooling

- 1. Manufacturers of new heavy duty vehicles may form a pool for the purposes of meeting their obligations under Article 6.**
- 2. An agreement to form a pool may relate to one or more calendar years, provided that the overall duration of each agreement does not exceed five calendar years, and must be entered into on or before 31 December in the first calendar year for which emissions are to be pooled.**

Manufacturers which form a pool shall file the following information with the Commission:

- (a) the manufacturers who will be included in the pool;***
- (b) the manufacturer nominated as the pool manager who will be the contact point for the pool and will be responsible for paying any excess emissions premium imposed on the pool in accordance with Article 8;***
- (c) evidence that the pool manager will be able to fulfil the obligations under point (b). ;***
- (d) the category of vehicles registered as N2 or N3 referred to under Article 2(1) including vehicles of category N that do not fall within the scope of the Regulation (EU) No 210/2011, for which the pool shall apply. Vehicles of categories M2 and M3 cannot be part of the pool.***

3. Where the proposed pool manager fails to meet the requirement to pay any excess emissions premium imposed on the pool in accordance with Article 8, the Commission shall notify the manufacturers.

4. Manufacturers included in a pool shall jointly inform the Commission of any change of pool manager or of its financial status, in so far as this may affect its ability to meet the requirement to pay any excess emissions premium imposed on the pool in accordance with Article 8 and of any changes to the membership of the pool or the dissolution of the pool.

5. Manufacturers may enter into pooling arrangements provided that their agreements comply with Articles 101 and 102 TFEU and that they allow open, transparent and non-discriminatory participation on commercially reasonable terms by any manufacturer requesting membership of the pool. Without prejudice to the general applicability of

Union competition rules to such pools, all members of a pool shall in particular ensure that neither data sharing nor information exchange may occur in the context of their pooling arrangement, except in respect of the following information:

- (a) the average specific emissions of CO₂;***
- (b) the specific emissions target;***
- (c) the total number of vehicles registered.***

6. Paragraph 5 shall not apply where all the manufacturers included in the pool are part of the same group of connected manufacturers.

7. Except where notification is given under paragraph 3, the manufacturers in a pool in respect of which information is filed with the Commission shall be considered as one manufacturer for the purposes of meeting their obligations under Article 6.

8. The Commission may specify the detailed conditions that shall apply for a pooling arrangement set up pursuant to paragraph 5 by way of implementing acts to be adopted in accordance with the examination procedure referred to in Article 5 of Regulation (EU) No 182/2011.

Or. en

Justification

Pooling is already in place for cars and light commercial vehicles manufacturers for meeting their CO₂ standards. It is consistent to apply this approach to heavy duty vehicles too because it can further enhance effectiveness and cost effectiveness of the regulation. It would allow for more ambitious CO₂ standards and improve cost effectiveness because it introduces an incentive for manufacturers to exceed their targets. Moreover, pooling provisions for heavy-duty vehicles are supported by the majority of stakeholders, as reported in the European Commission's Impact Assessment.

Amendment 282

Christofer Fjellner

Proposal for a regulation

Article 7 a (new)

Text proposed by the Commission

Amendment

Article 7a

Emission credits and debts

For the purpose of determining a manufacturer's compliance with the emission targets, account shall be taken to the manufacturers CO2 balance. In years when the average specific emissions of the manufacturer is below the CO2 reduction trajectory referred to in paragraph 2, the CO2 balance shall increase with the number of heavy duty vehicles determined in accordance with point 3 of Annex I, multiplied by the difference between the specific emissions and the reduction trajectory.

In years when the average specific emissions of the manufacturer is above the specific emission target the CO2 emission balance shall be reduced by the number of heavy duty vehicles determined in accordance with point 3 of Annex I, multiplied by the difference between the specific emissions and the specific emission target. The balance shall be measured in ton CO2.

Or. en

Justification

The industry's product cycles are significantly longer than one year and therefore a CO2 balance should be established to allow manufacturers to balance product launches and fluctuations in market demand from one year to another. To incentivise early reduction achievements by allowing credits to be earned from 2019 will reduce the emissions more than would otherwise be the case.

Amendment 283
Christofer Fjellner

Proposal for a regulation
Article 8 – paragraph 1

Text proposed by the Commission

Amendment

1. *Where a manufacturer is found to have excess emissions pursuant to paragraph 2 in a given calendar year from 2025 onwards, the Commission shall impose an excess emission premium calculated in accordance with the following formula:*

deleted

(Excess emission premium) = (Excess emissions x 6 800 €/gCO₂/tkm)

Or. en

Justification

A credit and debit system is necessary but should be reworked.

Amendment 284
Sirpa Pietikäinen

Proposal for a regulation
Article 8 – paragraph 1

Text proposed by the Commission

Amendment

1. Where a manufacturer is found to have excess emissions pursuant to paragraph 2 in a given calendar year from 2025 onwards, the Commission shall impose an excess emission premium calculated in accordance with the following formula:

1. Where a manufacturer is found to have excess emissions pursuant to paragraph 2 in a given calendar year from 2025 onwards, the Commission shall impose an excess emission premium ***on the manufacturer or in the case of a pool, the pool manager***, calculated in accordance with the following formula:

Or. en

Amendment 285
José Inácio Faria

Proposal for a regulation
Article 8 – paragraph 1

Text proposed by the Commission

1. Where a manufacturer is found to have excess emissions pursuant to paragraph 2 in a given calendar year from 2025 onwards, the Commission shall impose an excess emission premium calculated in accordance with the following formula:

Amendment

1. Where a manufacturer is found to have excess emissions pursuant to paragraph 2 in a given calendar year from 2025 onwards, the Commission shall impose an excess emission premium ***on the manufacturer or, in case of a pool, the pool manager***, calculated in accordance with the following formula:

Or. en

Amendment 286
Elisabetta Gardini

Proposal for a regulation
Article 8 – paragraph 1 – subparagraph 1

Text proposed by the Commission

(Excess emission premium) = (Excess emissions x **6 800** €/gCO₂/tkm)

Amendment

(Excess emission premium) = (Excess emissions x **570** €/gCO₂/tkm)

Or. en

Justification

The level of the penalty has been set by comparing CO₂ emissions from vans to CO₂ emissions from trucks, in g/km. This comparison is misleading as a heavier truck carrying a higher load is more efficient than a lighter one. Hence, the level of the premium is set at 570 € per g/tkm, which is equivalent to the premium of 95 € per g/km for light-duty vehicles multiplied by a higher mileage of about 6 times for heavy-duty vehicles compared to light-duty vehicles.

Amendment 287
Gesine Meissner, Ulrike Müller

Proposal for a regulation
Article 8 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Amendment

(Excess emission premium) = (Excess emissions x **6 800** €/gCO₂/tkm)

(Excess emission premium) = (Excess emissions x **570** €/gCO₂/tkm)

Or. en

Justification

Under the current LDV legislation the excess emissions premium for exceeding CO2 emission targets from 2019 on is €95 per g CO2/km for each new vehicle registered in the year of exceedance. As HDVs have an average lifetime mileage of around 1.2 million km, which is about six times higher than LDVs, this penalty level would translate into a €570 per g CO2/km penalty for HDVs.

Amendment 288

Norbert Lins

Proposal for a regulation

Article 8 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Amendment

(Excess emission premium) = (Excess emissions x **6 800** €/gCO₂/tkm)

(Excess emission premium) = (Excess emissions x **3 400** €/gCO₂/tkm)

Or. de

Justification

Ziel eines solchen Sanktionssystems sollte nicht sein, die Existenz eines Unternehmens zu gefährden, sondern Investitionen in neue kraftstoffsparende Technologien zu fördern, um die CO2-Emissionen zu senken. Zudem wurden bei der Berechnung der Strafzahlungen ganz klar Bezug zu Autos genommen. Dieser Vergleich ist irreführend, da ein schwerer Lkw mit einer höheren Ladung trotzdem effizienter ist als ein leichter, selbst wenn seine Gesamt-CO2-Emissionen in g / km höher sind. Eine Reduzierung der Strafzahlungen um die Hälfte ist trotzdem noch hoch genug, um Anreize für Investitionen in effizientere und emissionsärmere Technologien zu schaffen.

Amendment 289

Eleonora Evi, Piernicola Pedicini, Dario Tamburrano

Proposal for a regulation

Article 8 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. The Commission shall ensure that the level of excess emission premium always exceeds the average marginal costs of the technologies needed to meet the targets established under Article 1(1).

Or. en

Amendment 290
Christofer Fjellner

Proposal for a regulation
Article 8 – paragraph 2

Text proposed by the Commission

Amendment

2. A manufacturer shall be deemed to have excess emissions in any of the following cases: ***deleted***

(a) Where, in any of the calendar years from 2025 to 2028, 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);

(b) In the calendar year 2029, where the sum of the emission debts reduced by the sum of the emission credits exceeds zero;

(c) In the calendar years from 2030 onwards, where the manufacturer's average specific emissions exceed its specific emission target.

The excess emissions in a given calendar year shall be calculated in accordance with Point 6 of Annex I.

Or. en

Justification

A credit and debit system is necessary but should be reworked.

Amendment 291
Elisabetta Gardini

Proposal for a regulation
Article 8 – paragraph 2 – subparagraph 1 – point a

Text proposed by the Commission

(a) Where, in any of the calendar years from 2025 **to 2028**, 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);

Amendment

(a) Where, in any of the calendar years from 2025, the sum of the emission debts reduced by the sum of the emission credits exceeds the emission debt limit referred to in Article 7;

Or. en

Amendment 292
Elisabetta Gardini

Proposal for a regulation
Article 8 – paragraph 2 – subparagraph 1 – point b

Text proposed by the Commission

(b) In the calendar *year* 2029, *where the sum of the emission debts reduced by the sum of the emission credits exceeds zero*;

Amendment

(b) In *any of the calendar years from 2029, if the manufacturer has any un-cleared* emission debts *older than 3 years*.

Or. en

Justification

A credit and debit banking system allows OEMs to balance unavoidable changes in market demand from one year to another with negative impact on CO2 emissions and on new technologies. The earlier a CO2 saving technology is introduced in the market, the more CO2 emissions can be avoided overall. To incentivise early reduction achievements by allowing credits to be earned from 2020 is therefore welcome. The proposed system is similar to the EPA/NHTSA GHG rule for heavy-duty vehicles in US.

Amendment 293
Elisabetta Gardini

Proposal for a regulation
Article 8 – paragraph 2 – subparagraph 1 – point c

Text proposed by the Commission

Amendment

(c) In the calendar years from 2030 onwards, where the manufacturer's average specific emissions exceed its specific emission target. *deleted*

Or. en

Justification

A credit and debit banking system allows OEMs to balance unavoidable changes in market demand from one year to another with negative impact on CO2 emissions and on new technologies. The earlier a CO2 saving technology is introduced in the market, the more CO2 emissions can be avoided overall. To incentivise early reduction achievements by allowing credits to be earned from 2020 is therefore welcome. The proposed system is similar to the EPA/NHTSA GHG rule for heavy-duty vehicles in US.

Amendment 294

Bas Eickhout

Proposal for a regulation

Article 8 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. Where a manufacturer is found not to comply with the minimum share of zero- and low-emission vehicles referred to in point b of Article 6a(1), the Commission shall impose on the manufacturer an excess premium. The Commission shall adopt delegated acts in accordance with Article 15 in order to supplement this Regulation by specifying the method to calculate the excess premium.

Or. en

Amendment 295

Bas Eickhout

Proposal for a regulation

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Article 8 – paragraph 3

Text proposed by the Commission

3. The Commission shall determine the means for collecting excess *emissions* premiums under *paragraph 1* by means of implementing acts. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 14(2).

Amendment

3. The Commission shall determine the means for collecting excess premiums under *paragraphs 1 and 2a* by means of implementing acts. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 14(2).

Or. en

Amendment 296

Bas Eickhout

Proposal for a regulation

Article 8 – paragraph 4

Text proposed by the Commission

4. The amounts of the excess *emissions premium* shall be considered as revenue for the general budget of the Union.

Amendment

4. The amounts of the excess *premiums referred to in paragraphs 1 and 2a* shall be considered as revenue for the general budget of the Union.

Or. en

Amendment 297

Eleonora Evi, Piernicola Pedicini, Dario Tamburrano

Proposal for a regulation

Article 8 – paragraph 4

Text proposed by the Commission

4. The amounts of the excess emissions premium shall be considered as revenue for the general budget of the Union.

Amendment

4. The amounts of the excess emissions premium shall be considered as revenue for the general budget of the Union. *As such they shall be used to complement Union and national measures and programmes, conducted in close cooperation with social partners and the competent authorities in the Member*

States, in particular for those regions and communities that may be adversely affected by the changes that will occur in the automotive sector, in order to promote the just transition towards zero-emission mobility.

Or. en

Amendment 298
Seb Dance

Proposal for a regulation
Article 8 – paragraph 4

Text proposed by the Commission

4. The amounts of the excess emissions premium shall be considered as revenue for the general budget of the Union.

Amendment

4. The amounts of the excess emissions premium shall be considered as revenue for the general budget of the Union ***and shall be earmarked for policy measures, conducted in close cooperation with social partners, promoting re-skilling and redeployment in the automotive sector in order to contribute to a just transition to a low-carbon economy.***

Or. en

Amendment 299
Stefan Eck

Proposal for a regulation
Article 8 – paragraph 4

Text proposed by the Commission

4. The amounts of the excess emissions premium shall be considered as revenue for the general budget of the Union.

Amendment

4. The amounts of the excess emissions premium shall be considered as revenue for the general budget of the Union. ***Prioritisation for these revenues may be, notably, on investments for programmes incentivising the deployment of zero- and low-emission heavy-duty vehicles and related infrastructure.***

Amendment 300

Ivo Belet

Proposal for a regulation

Article 8 a (new)

Text proposed by the Commission

Amendment

Article 8a

Pooling

1. Manufacturers of new heavy duty vehicles may form a pool for the purposes of meeting their obligations under Article 6.

2. An agreement to form a pool may relate to one or more calendar years, provided that the overall duration of each agreement does not exceed five calendar years, and must be entered into on or before 31 December in the first calendar year for which emissions are to be pooled.

Manufacturers which form a pool shall file the following information with the Commission:

(a) the manufacturers who will be included in the pool;

(b) the manufacturer nominated as the pool manager who will be the contact point for the pool and will be responsible for paying any excess emissions premium imposed on the pool in accordance with Article 8;

(c) evidence that the pool manager will be able to fulfil the obligations under point (b).

3. Where the proposed pool manager fails to meet the requirement to pay any excess emissions premium imposed on the pool in accordance with Article 8, the Commission shall notify the manufacturers.

4. Manufacturers included in a pool shall jointly inform the Commission of any change of pool manager or of its financial status, in so far as this may affect its ability to meet the requirement to pay any excess emissions premium imposed on the pool in accordance with Article 8 and of any changes to the membership of the pool or the dissolution of the pool.

5. Manufacturers may enter into pooling arrangements provided that their agreements comply with Articles 101 and 102 TFEU and that they allow open, transparent and non-discriminatory participation on commercially reasonable terms by any manufacturer requesting membership of the pool.

Without prejudice to the general applicability of Union competition rules to such pools, all members of a pool shall in particular ensure that neither data sharing nor information exchange may occur in the context of their pooling arrangement, except in respect of the following information:

- (a) the average specific emissions of CO₂;**
- (b) the specific emissions target;**
- (c) the total number of vehicles registered.**

6. Paragraph 5 shall not apply where all the manufacturers included in the pool are part of the same group of connected manufacturers.

7. Except where notification is given under paragraph 3, the manufacturers in a pool in respect of which information is filed with the Commission shall be considered as one manufacturer for the purposes of meeting their obligations under Article 6.

Or. en

Justification

Regulation 2009/443 allows manufacturers and manufacturer groups of passenger cars and light commercial vehicles to pool and file for compliance together. Pooling can further enhance effectiveness and cost effectiveness of the regulation. Even considering possible risks with regard to technological competition and concentration in the sector, it seems appropriate to apply this approach to heavy duty vehicles in order to create a level playing field between manufacturers.

Amendment 301 **Elisabetta Gardini**

Proposal for a regulation **Article 8 a (new)**

Text proposed by the Commission

Amendment

Article 8a

Group of connected manufacturers

- 1. Manufacturers may form a group of connected manufacturers for the purposes of meeting their obligations.*
- 2. Manufacturers which form a group of connected manufacturers shall file the following information with the Commission:*
 - (a) the manufacturers who will be included in the group;*
 - (b) the manufacturer nominated as the contact point for the group who will be responsible for paying any excess emissions premium imposed on the group in accordance with Article 8;*
 - (c) evidence that the group manager will be able to fulfil the obligations under point (b).*
- 3. Where the proposed pool manager fails to meet the requirement to pay any excess emissions premium imposed on the group in accordance with Article 8, the Commission shall notify the manufacturers.*
- 4. Manufacturers included in a group shall jointly inform the*

Commission of any change of group manager or of its financial status, in so far as this may affect its ability to meet the requirement to pay any excess emissions premium imposed on the pool in accordance with Article 8 and of any changes to the membership of the group.

5. The group of connected manufacturers in respect of which information is filed with the Commission shall be considered as one manufacturer for the purposes of meeting their obligations under Article 8.

Or. en

Justification

Heavy-duty vehicle manufacturers within the same group may have different brands or different legal entities between trucks and buses. This proposal to create a “group of connected manufacturers”, as already foreseen in Regulation 510/2011 for light-duty vehicles, is intrinsically linked to the provisions set out in Article 5, paragraph 3, allowing for the contribution for ZEV of other vehicle categories such as buses.

Amendment 302 Seb Dance

Proposal for a regulation Article 8 a (new)

Text proposed by the Commission

Amendment

Article 8a

*Maximum authorised weight of
alternatively fuelled and zero-emission
vehicles*

*The maximum authorised weight of the
alternatively-fuelled vehicle combinations
as defined in Article 5 (2) point b is
increased by the additional weight
required for the alternative fuel
technology with a maximum of 1 tonne.*

*The maximum authorised weight of zero-
emission vehicle combinations is
increased by the additional weight*

required for the zero-emission technologies which shall depend on the zero-emission range of the vehicle, with a maximum of 2 tonnes. The Commission shall no later than 1 July 2019 adopt a formula to calculate the weight required.

Or. en

Justification

Alternatively-fuelled motor vehicles as referred to in Article 5 (2) point b receive an allowance to compensate for additional weight required for alternative powertrains. Such an allowance is not yet available for vehicle combinations.

Amendment 303
Christofer Fjellner

Proposal for a regulation
Article 8 a (new)

Text proposed by the Commission

Amendment

Article 8

Compliance with the specific emission targets

- 1. Where a manufacturer is found to have a negative balance for two consecutive years the Commission shall impose an excess emission premium equal to the negative balance multiplied with 1000 € per ton CO₂.***
- 2. Payment of the excess premium referred to in Paragraph 1 shall reset the manufacturers balance to zero.***

Or. en

Justification

Excess premium in the unit € per ton gives more transparency.

Amendment 304
Christofer Fjellner

Proposal for a regulation
Article 9 – paragraph 1

Text proposed by the Commission

1. Type approval authorities shall, without delay, report to the Commission deviations found in the CO₂ emissions of heavy-duty vehicles ***in service as compared to those values that are indicated in certificates of conformity or in the customer file*** as a result of verifications performed in accordance with the procedure referred to in [Article 5(4)(1)] of Regulation (EC) No 595/2009.

Amendment

1. Type approval authorities shall, without delay, report to the Commission deviations found in the CO₂ emissions of heavy-duty vehicles as a result of verifications performed in accordance with the procedure referred to in [Article 5(4)(1)] of Regulation (EC) No 595/2009.

Or. en

Justification

The Article 9 and new test procedures proposed in Article 5(4)(1) of Regulation 595/2009 implies that test of vehicle in-service could be used for checking conformity of the CO₂ values declared in the customer information file and the certificate of conformity. This is not the case, the comparison is inconsistent. The declared CO₂ values are calculated with the simulation tool VECTO for new vehicles using assumptions on standard bodies, standard routes and other assumptions. Deviations to CO₂ emissions of vehicles in-service can differ for many reasons, including factors outside of the manufacturer control, and one cannot expect to always have similar results.

Amendment 305
Elisabetta Gardini

Proposal for a regulation
Article 9 – paragraph 1

Text proposed by the Commission

1. Type approval authorities shall, without delay, report to the Commission deviations found in the CO₂ emissions of heavy-duty vehicles ***in service as compared to those values that are indicated in certificates of conformity or in the customer file*** as a result of

Amendment

1. Type approval authorities shall, without delay, report to the Commission deviations found in the CO₂ emissions of heavy-duty vehicles as a result of verifications performed in accordance with the procedure referred to in [Article

verifications performed in accordance with the procedure referred to in [Article 5(4)(1)] of Regulation (EC) No 595/2009.

5(4)(1)] of Regulation (EC) No 595/2009.

Or. en

Justification

The proposal implies that the test procedure referred to in 595/2009 for pollutant emissions can be used for comparison with the CO₂ values indicated in the customer file. This comparison is however inconsistent because both tests are not performed under the same conditions of speed, payload and duration.

Amendment 306

Joëlle Mélin, Jean-François Jalkh, Sylvie Goddyn

Proposal for a regulation

Article 9 – paragraph 1

Text proposed by the Commission

1. Type approval authorities shall, without delay, report to the Commission deviations found in the CO₂ emissions of heavy-duty vehicles in service as compared to those values that are indicated in certificates of conformity or in the customer file as a result of verifications performed in accordance with the procedure referred to in [Article 5(4)(1)] of Regulation (EC) No 595/2009.

Amendment

1. Type approval authorities shall, without delay, report to the Commission deviations found in the CO₂ emissions of heavy-duty *motorised* vehicles in service as compared to those values that are indicated in certificates of conformity or in the customer file as a result of verifications performed in accordance with the procedure referred to in [Article 5(4)(1)] of Regulation (EC) No 595/2009.

Or. fr

Justification

Deviations need to be measured and reported in the motorised part of the road vehicle concerned: the towing vehicle in the case of a semi-trailer, and the carrying vehicle in the case of a lorry with trailer.

Amendment 307

Christofer Fjellner

Proposal for a regulation

Article 9 – paragraph 2

Text proposed by the Commission

2. The Commission **shall** take those deviations into account for the purpose of calculating the average specific emissions of a manufacturer.

Amendment

2. ***If deviations are proven to be caused by systematic irregularities in the type approval certification according to Regulation 2017/2400*** the Commission **may** take those deviations into account for the purpose of calculating the average specific emissions of a manufacturer.

Or. en

Justification

A situation where the outcome of a few vehicle tests, carried out under different conditions from the certification tests, could alter the reported fleet values results in unacceptable legal uncertainties for the manufacture. Only deviations that are a result of irregularities in the type approval certification should be able to alter the specific emissions of a manufacturer. Manufacturer must have a possibility to plan CO2 reductions using the certification (EC) Regulation 2017/2400 with component tests and know that this is sufficient without having to test every vehicle.

Amendment 308
Elisabetta Gardini

Proposal for a regulation
Article 9 – paragraph 2

Text proposed by the Commission

2. The Commission **shall** take those deviations into account for the purpose of calculating the average specific emissions of a manufacturer.

Amendment

2. ***If those deviations are proved to be caused by systematic non-compliance to the type approval certificates*** the Commission **may** take those deviations into account for the purpose of calculating the average specific emissions of a manufacturer.

Or. en

Justification

Deviations between CO2 emissions in service and those reported according to the certified process can differ for many reasons independent from the manufacturers. CO2 values are

determined for new vehicles with standard bodies on standard routes in a certified process with certified components and with the possibility to declare standard values with VECTO. There is not any standard type to which in-use vehicles should comply.

Amendment 309

Nils Torvalds, Fredrick Federley, Gerben-Jan Gerbrandy, Carolina Punset, Anneli Jäätteenmäki

Proposal for a regulation

Article 9 – paragraph 2

Text proposed by the Commission

2. The Commission shall take those deviations into account for the purpose of calculating the average specific emissions of a manufacturer.

Amendment

2. The Commission shall take those deviations into account for the purpose of calculating the average specific emissions of a manufacturer ***and adapting, where appropriate, the 2019 reference CO2 emissions.***

Or. en

Amendment 310

Seb Dance

Proposal for a regulation

Article 9 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. In 2019, in order to verify and ensure accuracy of data reported by vehicle manufacturers pursuant to Regulation (EU) No .../2018 [HDV M&R] and of Regulation (EU) No 2017/2400, the Commission shall, by means of delegated act, perform testing, per manufacturer, of a representative sample of the components, separate technical units and systems specified in Article 12(1) of Regulation (EU) No 2017/2400 of the vehicles falling within the scope of this Regulation set in Article 2. The results of the testing by the Commission shall be compared with the data inserted by the manufacturers under

of Regulation (EU) No 2017/2400 and, if appropriate, the 2019 reference CO2 emissions calculated in accordance with Point 3 of Annex I shall be adapted.

Or. en

Amendment 311

Eleonora Evi, Piernicola Pedicini, Dario Tamburrano

Proposal for a regulation

Article 9 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. To ensure the accuracy of the data reported by manufacturers in accordance with Regulation (EU) N° 2018/956, the Commission shall, by means of delegated act, be empowered to perform testing, as of 2019 and each subsequent year, on representative samples of components, separate technical units and systems listed under Article 12(1), points (a) to (i), of Regulation (EU) N° 2017/2400 of the vehicles falling within the scope of this Regulation. The results of the tests performed by the Commission shall be compared with the data inserted by the manufacturers pursuant Regulation (EU) N° 2017/2400 and, if necessary, the 2019 reference CO2 emissions calculated in accordance with Point 3 of Annex I shall be adjusted.

Or. en

Amendment 312

Elisabetta Gardini

Proposal for a regulation

Article 10 – paragraph 1 – subparagraph 1 – introductory part

Text proposed by the Commission

The Commission shall, *by means of implementing acts to be adopted by 31 October each year, publish a list indicating:*

Amendment

By 30 June 2020 and each subsequent year, the Commission shall provisionally calculate for each manufacturer:

Or. en

Amendment 313

Nils Torvalds, Gerben-Jan Gerbrandy, Carolina Punset, Anneli Jäätteenmäki

Proposal for a regulation

Article 10 – paragraph 1 – subparagraph 1 – point b

Text proposed by the Commission

(b) from 2020, the zero- and low-emission *factor*, referred to in Article 5;

Amendment

(b) from 2020, the *share of* zero- and low-emission *heavy duty vehicles in each manufacturer's fleet, as* referred to in Article 5;

Or. en

Amendment 314

Elisabetta Gardini

Proposal for a regulation

Article 10 – paragraph 1 – subparagraph 1 – point d

Text proposed by the Commission

(d) from 2020 until 2030, for each manufacturer *its CO₂ reduction trajectory*, its emission credits and, from 2026, its emission debts in the preceding year, referred to in Article 7;

Amendment

(d) from 2020 until 2030, for each manufacturer, its emission credits and, from 2026, its emission debts in the preceding year, referred to in Article 7;

Or. en

Justification

The provision to check data prior official publication is already foreseen in the light-duty vehicle regulation. Because heavy-duty vehicles are often multi-stage built there is a gap between produced vehicles and registered vehicles within the same calendar year. This provision will make sure that the reporting is done correctly and according to the relevant calendar year.

Amendment 315 **Elisabetta Gardini**

Proposal for a regulation **Article 10 – paragraph 1 a (new)**

Text proposed by the Commission

Amendment

1a. The Commission shall notify each manufacturer of its provisional calculation for that manufacturer. The notification shall include data per Member State on the number of new commercial vehicles registered and their specific emissions of CO₂.

Or. en

Justification

The provision to check data prior official publication is already foreseen in the light-duty vehicle regulation. Because heavy-duty vehicles are often multi-stage built there is a gap between produced vehicles and registered vehicles within the same calendar year. This provision will make sure that the reporting is done correctly and according to the relevant calendar year.

Amendment 316 **Elisabetta Gardini**

Proposal for a regulation **Article 10 – paragraph 1 b (new)**

Text proposed by the Commission

Amendment

1b. Manufacturers may, within three months of being notified of the provisional calculation under paragraph

2 notify the Commission of any errors in the data, specifying the Member State in which it considers that the error occurred.

Or. en

Justification

The provision to check data prior official publication is already foreseen in the light-duty vehicle regulation. Because heavy-duty vehicles are often multi-stage built there is a gap between produced vehicles and registered vehicles within the same calendar year. This provision will make sure that the reporting is done correctly and according to the relevant calendar year.

Amendment 317

Stefan Eck

Proposal for a regulation

Article 11 – paragraph 1

Text proposed by the Commission

1. The Commission shall monitor and assess the real-world representativeness of the CO₂ emissions and fuel consumption values determined in accordance with Regulation (EU) 2017/2400. It shall ensure that the public ***it informed of how that representativeness evolves over time.***

Amendment

1. The Commission shall monitor and assess the real-world representativeness of the CO₂ emissions and fuel consumption values determined in accordance with Regulation (EU) 2017/2400. It shall ensure that the public ***can consult, free of charge, in a digitally searchable format, all relevant data at any time. Yearly assessments on CO₂ emission trends from new trucks, will be published by the Commission allowing prospective purchasers to compare the performance of different manufacturers.***

Or. en

Amendment 318

Joëlle Mélin, Jean-François Jalkh, Sylvie Goddyn

Proposal for a regulation

Article 11 – paragraph 2

Text proposed by the Commission

2. For that purpose, the Commission shall ensure the availability, from manufacturers or national authorities, as the case may be, of robust non-personal data on real-world CO₂ emissions and energy consumption of heavy-duty vehicles.

Amendment

2. For that purpose, the Commission shall ensure the availability, from manufacturers or national authorities, as the case may be, of robust non-personal data on real-world CO₂ emissions and energy consumption of *motorised* heavy-duty vehicles, ***taking into account the specific operating conditions that apply owing to the type of bodywork concerned (in the case of carrying vehicles), or the type of semi-trailer to be coupled (in the case of towing vehicles).***

Or. fr

Justification

The CO₂ emissions and fuel consumption of heavy-duty vehicles varies depending on the type of transport concerned: the level of CO₂ emissions will be different if the goods concerned are being transported on pallets or otherwise (e.g. in a tipper or tank). Where the load is not on pallets, the lorry's engine needs to be on in order to drive a pump or hydraulic cylinder to unload. Where the load is on pallets, the lorry's engine can be turned off during loading and unloading.

Amendment 319
Damiano Zoffoli

Proposal for a regulation
Article 11 – paragraph 2

Text proposed by the Commission

2. For that purpose, the Commission shall ensure the availability, from manufacturers or national authorities, as the case may be, of robust non-personal data on real-world CO₂ emissions and energy consumption of heavy-duty vehicles.

Amendment

2. For that purpose, the Commission shall ensure the availability, from manufacturers or national authorities, as the case may be, of robust non-personal data on real-world CO₂ emissions and energy consumption of heavy-duty vehicles. ***These real-world fuel consumption data shall be based on mandatory standardised fuel consumption meters.***

Or. en

Amendment 320

Eleonora Evi, Piernicola Pedicini, Dario Tamburrano

Proposal for a regulation

Article 11 – paragraph 2

Text proposed by the Commission

2. For that purpose, the Commission shall ensure the availability, from manufacturers or national authorities, as the case may be, of robust ***non-personal*** data on real-world CO₂ emissions and energy consumption of heavy-duty vehicles.

Amendment

2. For that purpose, the Commission shall ensure the availability, from manufacturers or national authorities, as the case may be, of robust data on real-world CO₂ emissions and energy consumption of heavy-duty vehicles. ***Such data shall also be made available to third parties for the purpose of independent testing.***

Or. en

Amendment 321

Nils Torvalds, Fredrick Federley, Gerben-Jan Gerbrandy, Carolina Punset, Anneli Jäätteenmäki

Proposal for a regulation

Article 11 – paragraph 2

Text proposed by the Commission

2. For that purpose, the Commission shall ensure the availability, from manufacturers or national authorities, as the case may be, of robust non-personal data on real-world CO₂ emissions and energy consumption of heavy-duty vehicles.

Amendment

2. For that purpose, the Commission shall ensure the availability, ***including to third parties for the purpose of independent testing***, from manufacturers or national authorities, as the case may be, of robust non-personal data on real-world CO₂ emissions and energy consumption of heavy-duty vehicles.

Or. en

Amendment 322

Seb Dance

Proposal for a regulation
Article 11 – paragraph 2

Text proposed by the Commission

2. For that purpose, the Commission shall ensure the availability, from manufacturers or national authorities, as the case may be, of robust non-personal data on real-world CO₂ emissions and energy consumption of heavy-duty vehicles.

Amendment

2. For that purpose, the Commission shall ensure the availability, ***including to third parties for the purpose of independent testing***, from manufacturers or national authorities, as the case may be, of robust non-personal data on real-world CO₂ emissions and energy consumption of heavy-duty vehicles.

Or. en

Amendment 323
Christofer Fjellner, Francesc Gambús

Proposal for a regulation
Article 11 – paragraph 2

Text proposed by the Commission

2. For that purpose, the Commission shall ensure the availability, from manufacturers or national authorities, as the case may be, of robust non-personal data on real-world CO₂ emissions and energy consumption of heavy-duty vehicles.

Amendment

2. For that purpose, the Commission shall ensure the availability, from manufacturers or national authorities, as the case may be, of robust non-personal data on real-world CO₂ emissions and energy consumption of heavy-duty vehicles, ***based on a standardisation of existing data collection systems***.

Or. en

Justification

The overall idea of monitoring real-world CO₂ emissions is supported under the condition that customer privacy can be ensured, and that practical solution should not be unproportionate. It would be expensive and slow to request a standardized meter as outlined in the explanatory notes. A faster, cheaper and accurate approach is to standardize the way existing fleet management systems report fuel consumption.

Amendment 324
Elisabetta Gardini

Proposal for a regulation
Article 11 – paragraph 2

Text proposed by the Commission

2. For that purpose, the Commission shall ensure the availability, from manufacturers or national authorities, as the case may be, of robust non-personal data on real-world CO₂ emissions and energy consumption of heavy-duty vehicles.

Amendment

2. For that purpose, the Commission shall ensure the availability, from manufacturers or national authorities, as the case may be, of robust non-personal data on real-world CO₂ emissions and energy consumption of heavy-duty vehicles ***based on a standardisation of existing data collection systems.***

Or. en

Justification

The overall idea of monitoring real-world CO₂ emissions is supported under the condition that customer privacy can be ensured, and that practical solution should not be unproportionate. It would be expensive and slow to request a standardized meter as outlined in the explanatory notes. A faster, cheaper and accurate approach is to standardize the way existing fleet management systems report fuel consumption.

Amendment 325
Stefan Eck

Proposal for a regulation
Article 11 – paragraph 2

Text proposed by the Commission

2. For that purpose, the Commission shall ensure the availability, from manufacturers or national authorities, as the case may be, of robust non-personal data on real-world CO₂ emissions and energy consumption of heavy-duty vehicles.

Amendment

2. For that purpose, the Commission shall ensure the ***public*** availability, from manufacturers or national authorities, as the case may be, of robust non-personal data on real-world CO₂ emissions and energy consumption of heavy-duty vehicles.

Or. en

Amendment 326
Nils Torvalds, Fredrick Federley, Gerben-Jan Gerbrandy, Carolina Punset

Proposal for a regulation
Article 11 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. The Commission shall adopt, no later than 31 December 2019, delegated acts in accordance with Article 15 to introduce an on-road in-service conformity test for ensuring that on-road CO₂ emissions and fuel consumption of heavy-duty vehicles do not exceed the monitoring data reported pursuant to Regulation (EU) 2018/956. The Commission shall take any non-compliance into account for the purpose of calculating the average specific CO₂ emissions of a manufacturer, and adapting, where appropriate, the 2019 reference CO₂ emissions.

Or. en

Amendment 327
Eleonora Evi, Piernicola Pedicini, Dario Tamburrano

Proposal for a regulation
Article 11 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. The Commission shall adopt, no later than 31 December 2019, delegated acts in accordance with Article 15 to introduce an on-road conformity test to ensure that on-road CO₂ emissions and fuel consumption of heavy duty vehicles do not exceed the monitoring data reported in accordance with Regulation (EU) n° 2018/956. The Commission shall take any deviation into account for the purposes of calculating the average specific CO₂ emissions of a manufacturer, and adapting, where appropriate, the 2019 reference CO₂ emissions.

Amendment 328

Christofer Fjellner, Norbert Lins, Francesc Gambús

Proposal for a regulation**Article 11 – paragraph 2 a (new)***Text proposed by the Commission**Amendment*

2a. The Commission shall update, on a yearly basis, the VECTO simulation tool, as set out in Regulation (EU) 2017/2400, to reflect the introduction of fuel saving technologies, including truck platooning, as well as the improvements to trailers, semi-trailers and rigid bodies. The updates should consider discrepancies between VECTO results and real-world road CO2 emissions.

Or. en

Justification

To reflect the technical progress and stimulate development of fuel saving technologies, it is important that VECTO is updated in a continuous and timely manner. To capture the full reduction potential of the complete vehicles, VECTO should be further developed to include improvement of trailers, semi-trailer and rigid-bodies.

Amendment 329

Nils Torvalds, Fredrick Federley, Gerben-Jan Gerbrandy, Carolina Punset, Anneli Jäätteenmäki

Proposal for a regulation**Article 11 – paragraph 3***Text proposed by the Commission**Amendment*

3. The Commission *may* adopt, by means of implementing acts, **the measures** referred to in paragraphs 1 and 2 of this Article. Those implementing acts shall be adopted in accordance with the examination procedure referred to in

3. The Commission **shall** adopt, by means of implementing acts, **rules on the procedures for reporting data on real-world CO2 emissions and energy consumption of heavy duty vehicles** referred to in paragraphs 1 and 2 of this

Article 14(2).

Article. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 14(2).

Or. en

Amendment 330
Christofer Fjellner, Francesc Gambús

Proposal for a regulation
Article 11 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. The Commission shall adopt, by means of implementing acts, the measures necessary referred to in paragraph 2a of this Article. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 14(2).

Or. en

Justification

This paragraph is linked to changes in Article 11 (2b)

Amendment 331
Kateřina Konečná

Proposal for a regulation
Article 11 a (new)

Text proposed by the Commission

Amendment

Article 11a

Update of the simulation tool ("VECTO") and eco-feature procedure

1. The Commission shall update, on a yearly basis, the simulation tool ("VECTO"), as set out in Regulation (EU) 2017/2400, to reflect the

introduction of fuel saving technologies, including truck platooning, as well as the improvements to rigid bodies, trailers and semi-trailers.

2. In order to stimulate the market introduction of new fuel-efficient features ("eco-features"), manufacturers should be entitled to get credits for technologies which are not yet reflected in the simulation tool ("VECTO"). To this purpose, a "VECTO fast track procedure" will be developed by delegated acts in accordance with Article 15. This procedure will allow manufacturers to demonstrate and get benefit from new eco-features; all technical content and functionality will be revealed to the Commission only, prior to the implementation of the feature in VECTO.

3. The Certification Regulation (EU) 2017/2400 should be updated accordingly.

Or. en

Justification

It is essential that VECTO is continuously updated to stimulate market introduction of available fuel efficiency technologies. Adding a new fuel-efficient technology into VECTO is a long process, which may take up to three years. A manufacturer should be entitled to get early credits for the innovative vehicle technologies he implements before it is actually calculated by VECTO. Such a process would enhance innovation while incentivizing the uptake of cleaner technologies as fast as possible.

Amendment 332
Elisabetta Gardini

Proposal for a regulation
Article 11 a (new)

Text proposed by the Commission

Amendment

Article 11a

***Update of the simulation tool ("VECTO")
and eco-feature procedure***

(a) The Commission shall update, on a yearly basis, the simulation tool ("VECTO"), as set out in Regulation (EU) 2017/2400, to reflect the introduction of fuel saving technologies, including truck platooning, as well as the improvements to rigid bodies, trailers and semi-trailers.

(b) In order to stimulate the market introduction of new fuel-efficient features ("eco-features"), manufacturers should be entitled to get credits for technologies which are not yet reflected in the simulation tool ("VECTO"). To this purpose, a "VECTO fast track procedure" will be developed by delegated acts in accordance with Article 15. This procedure will allow manufacturers to demonstrate and get benefit from new eco-features; all technical content and functionality will be revealed to the Commission only, prior to the implementation of the feature in VECTO.

(c) The Certification Regulation (EU) 2017/2400 should be updated accordingly.

Or. en

Justification

It is essential that VECTO is continuously updated to stimulate market introduction of available fuel efficiency technologies. Adding a new technology into VECTO is however a long process, which may take up to three years. Hence, a manufacturer should be entitled to get early credits for the innovative vehicle technologies he implements before it is actually calculated by VECTO. Such a process would enhance innovation while incentivizing the uptake of cleaner technologies as fast as possible.

Amendment 333
Kateřina Konečná

Proposal for a regulation
Article 12 – paragraph 1

Text proposed by the Commission

Amendment

1. In order to ensure that the technical

1. In order to ensure that the technical

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parameters used for the calculation of the average specific emissions of a manufacturer pursuant to Article 4 and the calculation of the specific emission targets pursuant to Article 6 take into account technical progress and the evolution of freight transport logistics, the Commission shall be empowered to adopt delegated acts in accordance with Article 15 to amend the following provisions set out in Annexes I and II

parameters used for the calculation of the average specific emissions of a manufacturer pursuant to Article 4 and the calculation of the specific emission targets pursuant to Article 6 take into account technical progress and the evolution of freight transport logistics, the Commission shall ***continuously and timely update the VECTO simulation tool and*** be empowered to adopt delegated acts in accordance with Article 15 to amend the following provisions set out in Annexes I and II

Or. en

Justification

It is essential that VECTO is continuously updated to stimulate market introduction of available fuel efficiency technologies.

Amendment 334 Rupert Matthews

Proposal for a regulation Article 12 – paragraph 1

Text proposed by the Commission

1. In order to ensure that the technical parameters used for the calculation of the average specific emissions of a manufacturer pursuant to Article 4 and the calculation of the specific emission targets pursuant to Article 6 take into account technical progress and the evolution of freight transport logistics, the Commission shall be empowered to adopt delegated acts in accordance with Article 15 to amend the following provisions set out in Annexes I and II

Amendment

1. In order to ensure that the technical parameters used for the calculation of the average specific emissions of a manufacturer pursuant to Article 4 and the calculation of the specific emission targets pursuant to Article 6 take into account technical progress and the evolution of freight transport logistics, the Commission shall ***continuously and timely update the VECTO simulation tool and*** be empowered to adopt delegated acts in accordance with Article 15 to amend the following provisions set out in Annexes I and II

Or. en

Amendment 335
Christophe Hansen

Proposal for a regulation
Article 12 – paragraph 1

Text proposed by the Commission

1. In order to ensure that the technical parameters used for the calculation of the average specific emissions of a manufacturer pursuant to Article 4 and the calculation of the specific emission targets pursuant to Article 6 take into account technical progress and the evolution of freight transport logistics, the Commission shall be empowered to adopt delegated acts in accordance with Article 15 to amend the following provisions set out in Annexes I and II

Amendment

1. In order to ensure that the technical parameters used for the calculation of the average specific emissions of a manufacturer pursuant to Article 4 and the calculation of the specific emission targets pursuant to Article 6 take into account technical progress and the evolution of freight transport logistics, the Commission shall ***keep the VECTO simulation tool up to date at all times, and shall*** be empowered to adopt delegated acts in accordance with Article 15 to amend the following provisions set out in Annexes I and II:

Or. fr

Justification

It is vital that the VECTO simulation tool is kept up to date so that it is possible to simulate the placing on the market of technologies that save money and improve energy efficiency.

Amendment 336
Damiano Zoffoli

Proposal for a regulation
Article 13 – paragraph 1

Text proposed by the Commission

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation, ***the CO₂*** reduction target to be determined for 2030 pursuant ***to*** Article 1 ***and*** the setting of ***CO₂*** reduction targets to other types of

Amendment

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation. ***That report shall also include an assessment of inter alia:***

heavy-duty vehicles including *trailers*.
That report shall also include an assessment of the effectiveness of the modalities addressing, in particular, zero- and low-emission vehicles, notably buses taking into account the targets set out in Directive 2009/33/EC³⁰, and the CO₂ credit system and the appropriateness of prolonging the application of those modalities in 2030 and beyond and, where appropriate, be accompanied by a proposal for amending this Regulation.

(a) ***the CO₂ reduction target to be determined for 2030 pursuant Article 1, that in any case shall be only revised upwards.***

(b) ***the setting of CO₂ reduction targets to other types of heavy-duty vehicles, including vehicles of categories M2 and M3, vehicles of the category N that do not meet the characteristics set out in point a) to d) of Article 1 and do not fall within the scope of Regulation (EU) No 510/2011, as well as to vehicles of the categories O3 and O4.***

(c) ***The effectiveness of the binding 2030 minimum share of zero emission buses referred to in article 1 a (new).***

(d) ***the effectiveness of the modalities addressing zero- and low-emission vehicles, considering their deployment in the Union market as well as the roll-out of recharging and refuelling infrastructure, and taking into account the targets set out in Directive 2009/33/EC³⁰.***

(e) ***the effectiveness of the 5% benchmark determined for 2026 pursuant to Article 5 paragraph 3a, that in any case shall be only revised upwards.***

(f) ***the effectiveness of the modalities related to the CO₂ emission credit and debt system pursuant to article 7, including assessing the need of differentiating between vehicle subgroups and the appropriateness of prolonging the application of those modalities in 2030 and***

beyond, *as well as the possibility of replacing them with similar flexibilities.*

(g) *the real-world representativeness of the CO₂ emissions and fuel consumption values determined in accordance with regulation (EU) 2017/2400.*

(h) *the robustness of the reference CO₂ emissions.*

The report shall be accompanied by 31 December 2024:

– *by a legislative proposal setting CO₂ engine standards for vocational vehicles;*

– *and, if appropriate, by a study on how to move from a tail-pipe approach standard to a well to wheel standard on CO₂ regulations.*

³⁰ Clean Vehicle Directive 2009/33/EC as amended by Directive .../.../EU

³⁰ Clean Vehicle Directive 2009/33/EC as amended by Directive .../.../EU

Or. en

Amendment 337

Eleonora Evi, Piernicola Pedicini, Dario Tamburrano

Proposal for a regulation

Article 13 – paragraph 1

Text proposed by the Commission

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation, the CO₂ reduction target to be determined for 2030 pursuant to Article 1 *and the setting of CO₂ reduction targets to other types of heavy-duty vehicles including trailers.* *That* report shall also include an assessment of the effectiveness of the modalities addressing, in particular, zero- and low-emission vehicles, notably buses

Amendment

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation, the CO₂ reduction target to be determined for 2030 pursuant to Article 1. *In the context of the review the Commission shall set a binding CO₂ reduction target of at least 60% for the heavy duty vehicles within N2 and N3 categories not covered by Article 2(1), letters from (a) to (d) of the present Regulation, introduce a binding minimum*

taking into account the targets set out in Directive 2009/33/EC³⁰, and the CO₂ credit system and the appropriateness of prolonging the application of those modalities in 2030 and beyond and, where appropriate, be accompanied by a proposal for amending this Regulation.

³⁰ Clean Vehicle Directive 2009/33/EC as amended by Directive .../.../EU

share of zero- and low-emission vehicles in the Union's fleet of such vehicles of at least 35% as of 1 January 2030 and introduce trailer standards bringing an efficiency improvement of at least 10% in 2030 with respect to the first year of CO₂ certification for trailers. The report of the Commission shall also include an assessment of the effectiveness of the modalities addressing, in particular, zero- and low-emission vehicles, notably buses taking into account the targets set out in Directive 2009/33/EC³⁰, and the CO₂ credit system and the appropriateness of prolonging the application of those modalities in 2030 and beyond and, where appropriate, be accompanied by a proposal for amending this Regulation.

³⁰ Clean Vehicle Directive 2009/33/EC as amended by Directive .../.../EU

Or. en

Amendment 338 **Fredrick Federley**

Proposal for a regulation **Article 13 – paragraph 1**

Text proposed by the Commission

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation, the CO₂ reduction target to be determined for 2030 pursuant to Article 1 and the setting of CO₂ reduction targets to other types of heavy-duty vehicles including trailers. That report shall also include an assessment of the effectiveness of the modalities addressing, in particular, zero- and low-emission vehicles, notably buses taking into account the targets set out in Directive 2009/33/EC³⁰, and the CO₂ credit system

Amendment

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation, the CO₂ reduction target to be determined for 2030 pursuant to Article 1 and the setting of CO₂ reduction targets to other types of heavy-duty vehicles including trailers. That report shall also include an assessment of the effectiveness of the modalities addressing, in particular, zero- and low-emission vehicles, notably buses taking into account the targets set out in Directive 2009/33/EC³⁰, and the CO₂ credit system

and the appropriateness of prolonging the application of those modalities in 2030 and beyond and, where appropriate, be accompanied by a proposal for amending this Regulation.

³⁰ Clean Vehicle Directive 2009/33/EC as amended by Directive .../.../EU

and the appropriateness of prolonging the application of those modalities in 2030 and beyond. ***The report shall also assess different vehicle combinations beyond standard dimensions applicable to national transport, such as Modular Concepts*** and, where appropriate, be accompanied by a proposal for amending this Regulation.

³⁰ Clean Vehicle Directive 2009/33/EC as amended by Directive .../.../EU

Or. en

Justification

Different Modular concepts should be considered in the spirit of my AM on recital 34.

Amendment 339 **Norbert Lins**

Proposal for a regulation **Article 13 – paragraph 1**

Text proposed by the Commission

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation, the CO₂ reduction target to be determined for 2030 pursuant to Article 1 and the setting of CO₂ reduction targets to other types of heavy-duty vehicles including trailers. That report shall also include an assessment of the effectiveness of the modalities addressing, in particular, zero- and low-emission vehicles, notably buses taking into account the targets set out in Directive 2009/33/EC³⁰, and the CO₂ credit system and the appropriateness of prolonging the application of those modalities in 2030 and beyond and, where appropriate, be accompanied by a proposal for amending

Amendment

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation, the CO₂ reduction target to be determined for 2030 pursuant to Article 1 and the setting of CO₂ reduction targets to other types of heavy-duty vehicles including trailers. ***The CO₂ reduction target for 2030 shall only be adjusted if the scope of VECTO has been extended to factor in new technologies contributing to achievement of the target.*** That report shall also include an assessment of the effectiveness of the modalities addressing, in particular, zero- and low-emission vehicles, notably buses taking into account the targets set out in Directive 2009/33/EC³⁰, and the CO₂ credit system and the appropriateness of

this Regulation.

prolonging the application of those modalities in 2030 and beyond and, where appropriate, be accompanied by a proposal for amending this Regulation.

³⁰ Clean Vehicle Directive 2009/33/EC as amended by Directive .../.../EU

³⁰ Clean Vehicle Directive 2009/33/EC as amended by Directive .../.../EU

Or. de

Justification

With currently available technologies, a reduction target of 25% is ambitious but not unrealistic. However, in order to achieve 30 %, new technologies need to be factored into the VECTO calculation tool as soon as possible. The review of the 2030 target should accordingly reflect such a VECTO upgrade. If the review pursuant to Article 13 shows in 2022 that new technologies factored into the VECTO make a higher reduction target feasible, the latter may be adjusted accordingly.

Amendment 340 **Seb Dance**

Proposal for a regulation **Article 13 – paragraph 1**

Text proposed by the Commission

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation, the CO₂ reduction target to be determined for 2030 pursuant to Article 1 and the setting of CO₂ reduction targets to other types of heavy-duty vehicles including trailers. That report shall also include an assessment of the effectiveness of the modalities addressing, in particular, zero- and low-emission vehicles, notably buses taking into account the targets set out in Directive 2009/33/EC³⁰, and the CO₂ credit system and the appropriateness of prolonging the application of those modalities in 2030 and beyond and, where appropriate, be accompanied by a proposal for amending this Regulation.

Amendment

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation, the CO₂ reduction target to be determined for 2030 pursuant to Article 1 and the setting of CO₂ reduction targets to other types of heavy-duty vehicles including trailers, ***including the possibility of introducing engine CO₂ standards as a complement to the CO₂ reduction targets applied to the vehicle as a whole***. That report shall also include an assessment of the effectiveness of the modalities addressing, in particular, zero- and low-emission vehicles, notably buses taking into account the targets set out in Directive 2009/33/EC³⁰, and the CO₂ credit system and the appropriateness of prolonging the application of those modalities in 2030 and beyond and, where

appropriate, be accompanied by a proposal for amending this Regulation.

³⁰ Clean Vehicle Directive 2009/33/EC as amended by Directive .../.../EU

³⁰ Clean Vehicle Directive 2009/33/EC as amended by Directive .../.../EU

Or. en

Amendment 341

Nils Torvalds, Fredrick Federley, Gerben-Jan Gerbrandy, Carolina Punset

Proposal for a regulation

Article 13 – paragraph 1

Text proposed by the Commission

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation, the CO₂ reduction target to be determined for 2030 pursuant to Article 1 and the setting of CO₂ reduction targets to other types of heavy-duty vehicles including trailers. That report shall also include an assessment of the effectiveness of the modalities addressing, in particular, zero- and low-emission vehicles, notably buses taking into account the targets set out in Directive 2009/33/EC³⁰, and the CO₂ credit system and the appropriateness of prolonging the application of those modalities in 2030 and beyond and, where appropriate, be accompanied by a proposal for amending this Regulation.

³⁰ Clean Vehicle Directive 2009/33/EC as amended by Directive .../.../EU

Amendment

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation, the CO₂ reduction target to be determined for 2030 pursuant to Article 1 and the setting of CO₂ reduction targets to other types of heavy-duty vehicles including trailers. That report shall also include an assessment of ***the update of the VECTO simulation tool, as well as*** the effectiveness of the modalities addressing, in particular, zero- and low-emission vehicles, notably buses taking into account the targets set out in Directive 2009/33/EC³⁰, and the CO₂ credit system and the appropriateness of prolonging the application of those modalities in 2030 and beyond and, where appropriate, be accompanied by a proposal for amending this Regulation.

³⁰ Clean Vehicle Directive 2009/33/EC as amended by Directive .../.../EU

Or. en

Amendment 342

Stefan Eck

**Proposal for a regulation
Article 13 – paragraph 1**

Text proposed by the Commission

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation, the CO₂ reduction target to be determined for 2030 pursuant to Article 1 and the setting of CO₂ reduction targets to other types of heavy-duty vehicles including trailers. That report shall also include an assessment of the effectiveness of the modalities addressing, in particular, zero- and low-emission vehicles, notably buses taking into account the targets set out in Directive 2009/33/EC³⁰, and the CO₂ credit system and the appropriateness of prolonging the application of those modalities in 2030 and beyond and, where appropriate, be accompanied by a proposal for amending this Regulation.

³⁰ Clean Vehicle Directive 2009/33/EC as amended by Directive .../.../EU

Amendment

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation, the CO₂ reduction target to be determined for 2030 pursuant to Article 1 and the setting of CO₂ reduction targets to other types of heavy-duty vehicles including trailers **and vocational vehicles such as garbage trucks**. That report shall also include an assessment of the effectiveness of the modalities addressing, in particular, zero- and low-emission vehicles, notably buses taking into account the targets set out in Directive 2009/33/EC³⁰, and the CO₂ credit system and the appropriateness of prolonging the application of those modalities in 2030 and beyond and, where appropriate, be accompanied by a proposal for amending this Regulation.

³⁰ Clean Vehicle Directive 2009/33/EC as amended by Directive .../.../EU

Or. en

**Amendment 343
Elisabetta Gardini**

**Proposal for a regulation
Article 13 – paragraph 1**

Text proposed by the Commission

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation, the CO₂ reduction target to be determined for 2030

Amendment

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation, the CO₂ reduction target to be determined for 2030

pursuant to Article 1 and the setting of CO₂ reduction targets to other types of heavy-duty vehicles including trailers. That report shall also include an assessment of the effectiveness of the modalities addressing, in particular, zero- and low-emission vehicles, notably buses taking into account the targets set out in Directive 2009/33/EC³⁰, and the CO₂ credit system and the appropriateness of prolonging the application of those modalities in 2030 and beyond and, where appropriate, be accompanied by a proposal for amending this Regulation.

³⁰ Clean Vehicle Directive 2009/33/EC as amended by Directive .../.../EU

pursuant to Article 1 and the setting of CO₂ reduction targets to other types of heavy-duty vehicles including trailers. That report shall also include an assessment of the effectiveness of the modalities addressing, in particular, zero- and low-emission vehicles ***including their definition***, notably buses taking into account the targets set out in Directive 2009/33/EC³⁰, and the CO₂ credit system and the appropriateness of prolonging the application of those modalities in 2030 and beyond and, where appropriate, be accompanied by a proposal for amending this Regulation.

³⁰ Clean Vehicle Directive 2009/33/EC as amended by Directive .../.../EU

Or. en

Justification

The definition of low-emission vehicles should be reviewed in 2022 in order to adapt the threshold as defined in Article 3 (k) according to technological developments.

Amendment 344 **Rebecca Harms**

Proposal for a regulation **Article 13 – paragraph 1**

Text proposed by the Commission

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation, the CO₂ reduction target to be ***determined*** for 2030 pursuant to Article 1 and the setting of CO₂ reduction targets to other types of heavy-duty vehicles including trailers. That report shall also include an assessment of the effectiveness of the modalities addressing, in particular, zero- and low-emission vehicles, ***notably buses*** taking into account the targets set out in Directive

Amendment

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation, the CO₂ reduction target to be ***adjusted*** for 2030 pursuant to Article 1 and the setting of CO₂ reduction targets to other types of heavy-duty vehicles including trailers. That report shall also include an assessment of the effectiveness of the modalities addressing, in particular, zero- and low-emission vehicles taking ***also*** into account the targets set out in Directive 2009/33/EC³⁰,

2009/33/EC³⁰, **and the CO₂ credit system** and the appropriateness of prolonging the application of those modalities in 2030 and beyond and, where appropriate, be accompanied by a proposal for amending this Regulation.

³⁰ Clean Vehicle Directive 2009/33/EC as amended by Directive .../.../EU

and the appropriateness of prolonging the application of those modalities in 2030 and beyond and, where appropriate, be accompanied by a proposal for amending this Regulation.

³⁰ Clean Vehicle Directive 2009/33/EC as amended by Directive .../.../EU

Or. en

Amendment 345

Joëlle Mélin, Jean-François Jalkh, Sylvie Goddyn

Proposal for a regulation

Article 13 – paragraph 1

Text proposed by the Commission

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation, the CO₂ reduction target to be determined for 2030 pursuant to Article 1 and the setting of CO₂ reduction targets to other types of heavy-duty vehicles **including trailers**. That report shall also include an assessment of the effectiveness of the modalities addressing, in particular, zero- and low-emission vehicles, notably buses taking into account the targets set out in Directive 2009/33/EC³⁰, and the CO₂ credit system and the appropriateness of prolonging the application of those modalities in 2030 and beyond and, where appropriate, be accompanied by a proposal for amending this Regulation.

³⁰ Clean Vehicle Directive 2009/33/EC as amended by Directive .../.../EU

Amendment

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation, the CO₂ reduction target to be determined for 2030 pursuant to Article 1 and the setting of CO₂ reduction targets to other types of heavy-duty vehicles. That report shall also include an assessment of the effectiveness of the modalities addressing, in particular, zero- and low-emission vehicles, notably buses taking into account the targets set out in Directive 2009/33/EC³⁰, and the CO₂ credit system and the appropriateness of prolonging the application of those modalities in 2030 and beyond and, where appropriate, be accompanied by a proposal for amending this Regulation.

³⁰ Clean Vehicle Directive 2009/33/EC as amended by Directive .../.../EU

Or. fr

Justification

Les remorques sont des véhicules lourds mais elles ne sont pas motorisées et de ce fait elles n'émettent pas de CO₂, contrairement aux porteurs ou aux tracteurs qui assurent leur traction. Par conséquent, les remorques ne doivent pas s'inscrire parmi les véhicules lourds motorisés concernés par les objectifs de réduction des émissions de CO₂. Par ailleurs, les constructeurs de camions motorisés ne construisent pas de remorques : elles sont construites par des carrossiers-constructeurs, qui eux ne construisent pas non plus le véhicule moteur ; ce sont deux segments de marché bien distincts mais complémentaires l'un de l'autre.

Amendment 346 **Christophe Hansen**

Proposal for a regulation **Article 13 – paragraph 1**

Text proposed by the Commission

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation, the CO₂ reduction target to be determined for 2030 pursuant to Article 1 and the setting of CO₂ reduction targets to other types of heavy-duty vehicles including trailers. That report shall also include an assessment of the effectiveness of the modalities addressing, in particular, zero- and low-emission vehicles, notably buses taking into account the targets set out in Directive 2009/33/EC³⁰, and the CO₂ credit system and the appropriateness of prolonging the application of those modalities in 2030 and beyond and, where appropriate, be accompanied by a proposal for amending this Regulation.

³⁰ Clean Vehicle Directive 2009/33/EC as amended by Directive .../.../EU

Amendment

By 31 December 2022, the Commission shall submit a report to the European Parliament and the Council on the effectiveness of this Regulation, the CO₂ reduction target to be determined for 2030 pursuant to Article 1 and the setting of CO₂ reduction targets to other types of heavy-duty vehicles including trailers. That report shall **take due account of developments in technology, and shall** also include an assessment of the effectiveness of the modalities addressing, in particular, zero- and low-emission vehicles, notably buses taking into account the targets set out in Directive 2009/33/EC³⁰, and the CO₂ credit system and the appropriateness of prolonging the application of those modalities in 2030 and beyond and, where appropriate, be accompanied by a proposal for amending this Regulation.

³⁰ Clean Vehicle Directive 2009/33/EC as amended by Directive .../.../EU

Or. fr

Amendment 347
Gesine Meissner, Ulrike Müller

Proposal for a regulation
Article 13 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

For this report, the Commission shall assess all the major parameters influencing the ramp-up of alternative powertrains, by considering the following indicators:

- Expansion of the charging infrastructure***
- Range of vehicles on offer (battery electric vehicles [BEV], plug-in hybrid electric vehicles [PHEV], fuel-cell electric vehicles [FCEV], etc.)***
- Oil and fuel prices***
- Levels of subsidies and non-monetary incentives***
- Level of public procurement, etc. Depending on the outcome of the report, the commission shall propose appropriate change in the ambition level.***

Or. en

Amendment 348
Jadwiga Wiśniewska, Bolesław G. Piecha

Proposal for a regulation
Article 13 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

In conducting the review, account needs to be taken of the following:

- (a) the latest vehicle fuel efficiency information as confirmed using VECTO, as well as the latest fuel efficiency technologies that have been placed on the market;***

(b) the market share of alternative vehicles (APVs) and the development and deployment of infrastructure for charging and refuelling;

(c) the state of play with regard to the establishment of new emissions standards (Euro standards).

The review should also examine the full spectrum of solutions available that may help cut CO₂ emissions in road freight transport, and not just focus on solutions that result in new CO₂ emissions standards being imposed directly on heavy-duty vehicles.

Or. pl

Amendment 349
Kateřina Konečná

Proposal for a regulation
Article 15 – paragraph 2

Text proposed by the Commission

2. The power to adopt delegated acts referred to Articles 10(2) and 12(1) shall be conferred on the Commission for an indeterminate period of time from [the date of entry into force of this Regulation].

Amendment

2. The power to adopt delegated acts referred to Articles 10(2), **11a(2)**, and 12(1) shall be conferred on the Commission for an indeterminate period of time from [the date of entry into force of this Regulation].

Or. en

Justification

This article is intrinsically linked to Article 11a paragraph 2.

Amendment 350
Elisabetta Gardini

Proposal for a regulation
Article 15 – paragraph 2

Text proposed by the Commission

Amendment

2. The power to adopt delegated acts referred to Articles **10(2)** and 12(1) shall be conferred on the Commission for an indeterminate period of time from [the date of entry into force of this Regulation].

2. The power to adopt delegated acts referred to Articles **10(5)**, **11a(1)(b)**, and 12(1) shall be conferred on the Commission for an indeterminate period of time from [the date of entry into force of this Regulation].

Or. en

Justification

This article is intrinsically linked to Article 11 (a), point b.

Amendment 351
Elisabetta Gardini

Proposal for a regulation
Article 15 – paragraph 3

Text proposed by the Commission

Amendment

3. The delegation of power referred to in Articles **10(2)** and 12(1) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated act already in force.

3. The delegation of power referred to in Articles **10(5)**, **11a(1)(b)**, and 12(1) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated act already in force.

Or. en

Justification

This article is intrinsically linked to Article 11 (a), point b.

Amendment 352
Kateřina Konečná

Proposal for a regulation
Article 15 – paragraph 3

Text proposed by the Commission

3. The delegation of power referred to in Articles 10(2) and 12(1) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated act already in force.

Amendment

3. The delegation of power referred to in Articles 10(2), **11a(2)** and 12(1) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated act already in force.

Or. en

Justification

This article is intrinsically linked to Article 11a paragraph 2.

Amendment 353
Elisabetta Gardini

Proposal for a regulation
Article 15 – paragraph 6

Text proposed by the Commission

6. A delegated act adopted pursuant to Articles **10(2)** and 12(1) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended to two months at the initiative of the European Parliament or

Amendment

6. A delegated act adopted pursuant to Articles **10(5)**, **11a(1)(b)**, and 12(1) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended to two months at the initiative of the European Parliament or

of the Council.

of the Council.

Or. en

Justification

This article is intrinsically linked to Article 11 (a), point b.

Amendment 354
Kateřina Konečná

Proposal for a regulation
Article 15 – paragraph 6

Text proposed by the Commission

6. A delegated act adopted pursuant to Articles 10(2) and 12(1) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended to two months at the initiative of the European Parliament or of the Council.

Amendment

6. A delegated act adopted pursuant to Articles 10(2), **11a(2)** and 12(1) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended to two months at the initiative of the European Parliament or of the Council.

Or. en

Justification

This article is intrinsically linked to Article 11a paragraph 2.

Amendment 355
Christofer Fjellner

Proposal for a regulation
Article 16 – paragraph 1
Regulation (EC) No 595/2009
Article 5 – paragraph 4 – point 1

Text proposed by the Commission

(l) a procedure **to verify**, on the basis of appropriate and representative samples, **whether** vehicles that have been registered and entered into service **are in conformity with** the CO₂ emissions and fuel consumption values determined pursuant to this Regulation and its implementing measures;

Amendment

(l) a procedure, on the basis of appropriate and representative samples, **to check** vehicles that have been registered and entered into service **to verify** the CO₂ emissions and fuel consumption values determined pursuant to this Regulation and its implementing measures;

Or. en

Justification

If such a test is introduced, the objective, and the responsibility of the test need to be clarified. The proposed wording is not appropriate and implies legal uncertainties for the manufacture. It is not relevant to request conformity testing of vehicle in-service against the declared CO₂ emissions from VECTO simulations. A comparison is inconsistent because the tests are not performed under the same conditions of speed, payload and duration. (see also the justification Article 9-paragraph 1 and paragraph 2).

Amendment 356
Damiano Zoffoli

Proposal for a regulation
Article 16 – paragraph 1
Regulation (EC) No 595/2009
Article 5 – paragraph 4 – point 1

Text proposed by the Commission

‘(l) a procedure to verify, on the basis of appropriate and representative samples, whether vehicles that have been registered and entered into service are in conformity with the CO₂ emissions and fuel consumption values determined pursuant to this Regulation and its implementing measures;’

Amendment

‘(l) a procedure to verify, on the basis of appropriate and representative samples, whether vehicles that have been registered and entered into service are in conformity with the CO₂ emissions and fuel consumption values determined pursuant to this Regulation and its implementing measures; **that procedure shall also be carried on by accredited and independent third parties in accordance with Article 13(10) of Regulation (EU) 585/2018.**’

Or. en

Amendment 357
Sirpa Pietikäinen

Proposal for a regulation
Article 16 a (new)

Text proposed by the Commission

Amendment

Article 16a

Pooling

- 1. Manufacturers of new heavy duty vehicles may form a pool for the purposes of meeting their obligations under Article 6.**
- 2. An agreement to form a pool may relate to one or more calendar years, provided that the overall duration of each agreement does not exceed five calendar years, and shall be entered into on or before 31 December in the first calendar year for which emissions are to be pooled. Manufacturers which form a pool shall file the following information with the Commission:**
 - (a) the manufacturers who will be included in the pool;**
 - (b) the manufacturer appointed as the pool manager which will be the contact point for the pool and will be responsible for paying any excess emissions premium imposed on the pool in accordance with Article 8;**
 - (c) evidence that the pool manager will be able to fulfil the obligations under point (b);**
 - (d) the category of vehicles registered as N2 or N3 referred to under Article 2(1) including vehicles of category N that do not fall within the scope of the Regulation (EU) No 210/2011, for which the pool shall apply. Vehicles of categories M2 and M3 shall not be part of the pool.**
- 3. Where the proposed pool manager fails to meet the requirement to pay any**

excess emissions premium imposed on the pool in accordance with Article 8, the Commission shall notify the manufacturers.

4. Manufacturers included in a pool shall jointly inform the Commission of any change of pool manager or of its financial status, in so far as this may affect its ability to meet the requirement to pay any excess emissions premium imposed on the pool in accordance with Article 8 and of any changes to the membership of the pool or the dissolution of the pool.

5. Manufacturers may enter into pooling arrangements provided that their agreements comply with Articles 101 and 102 TFEU and that they allow open, transparent and non-discriminatory participation on commercially reasonable terms by any manufacturer requesting membership of the pool. Without prejudice to the general applicability of Union competition rules to such pools, all members of a pool shall in particular ensure that neither data sharing nor information exchange may occur in the context of their pooling arrangement, except in respect of the following information:

- (a) the average specific emissions of CO₂;*
- (b) the specific emissions target;*
- (c) the total number of vehicles registered.*

6. Paragraph 5 shall not apply where all the manufacturers included in the pool are part of the same group of connected manufacturers.

7. Except where notification is given under paragraph 3, the manufacturers in a pool in respect of which information is filed with the Commission shall be considered as one manufacturer for the purposes of meeting their obligations

under Article 6.

8. The Commission may specify the detailed conditions that shall apply for a pooling arrangement set up pursuant to paragraph 5 by way of implementing acts to be adopted in accordance with the examination procedure referred to in Article 5 of Regulation (EU) No 182/2011.

Or. en

Amendment 358
José Inácio Faria

Proposal for a regulation
Article 16 a (new)

Text proposed by the Commission

Amendment

Article 16a

*Amendment to Council Directive
96/53/EC*

In Annex I, the following points are inserted:

"2.2.5 The maximum authorised weight of the alternatively-fuelled vehicle combinations as defined in point (b) of Article 5 (2) of Regulation (EU) .../... [2018/0143(COD)] is increased by the additional weight required for the alternative fuel technology with a maximum of 1 tonne.

2.2.6 The maximum authorized weight of zero-emission vehicle combinations is increased by the additional weight required for the zero-emission technologies which shall depend on the zero-emission range of the vehicle, with a maximum of 2 tonnes. The Commission shall at the latest by 1 July 2019 adopt a formula to calculate the weight required."

Or. en

Justification

Maximum authorised weight of alternatively-fuelled and zero-emission vehicles can be incentivised. Alternatively-fuelled motor vehicles as referred to in Annex I, Article 2.3 already receive an allowance to compensate for additional weight required for alternative powertrains. Such an allowance is not yet available for vehicle combinations, however, which is overall inconsistent.

Amendment 359 **Sirpa Pietikäinen**

Proposal for a regulation **Article 16 b (new)**

Text proposed by the Commission

Amendment

Article 16b

Testing and baseline adjustment

In 2019, in order to verify and ensure accuracy of data reported by vehicle manufacturers pursuant to Regulation (EU) No .../2018 [HDV M&R] and of Regulation (EU) No 2017/2400 , the Commission shall, by means of delegated act, perform testing, for each manufacturer, of a representative sample of the components, separate technical units and systems specified in Article 12(1) of Regulation (EU) No 2017/2400 of the vehicles falling within the scope of this Regulation. The results of the testing by the Commission shall be compared with the data inserted by the manufacturers under of Regulation (EU) No 2017/2400 and, if appropriate, the 2019 reference CO₂ emissions calculated in accordance with Point 3 of Annex I shall be adapted.

Or. en

Amendment 360 **Sirpa Pietikäinen**

Proposal for a regulation

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Article 16 c (new)

Text proposed by the Commission

Amendment

Article 16c

Real world and independent testing

1. No later than 31 December 2019, the Commission shall introduce an on-road in-service conformity test (ISC) for measuring CO₂ emissions and fuel consumption of heavy duty vehicles in order to identify possible discrepancies between the simulated and actual CO₂ values of a complete heavy-duty vehicle.

Type approval authorities shall perform the ISC tests on a mandatory basis at the latest as from 1 January 2020.

Alternatively, those tests may continue to be carried out under the responsibility of the manufacturer provided that a strict oversight by the type approval authorities is ensured, at the latest as from 1 January 2020. The tolerance for those tests shall not be higher than 5 %.

Type approval authorities shall publish a report with the results of the ISC tests on an annual basis. That publication shall be available online free of charge and include all the test results of each individual tested vehicle, including the relevant test conditions, and the difference between the VECTO derived and the measured fuel consumption vehicle, together with the decision made for the ISC sample at the end, in order to ensure a full transparent process.

2. The Commission shall introduce independent testing according to which accredited third parties shall have, at the latest as from 1 January 2020, the possibility to perform ISC tests of vehicles in use. Such accredited third parties shall have access to all the necessary data. If those tests show a discrepancy between the declared value and the on-road results, the type approval authorities shall be obliged to take action, report their

actions to the Commission and publish an account of the discrepancies identified, the remediation measures underway, and the test or check back planned to demonstrate non-occurrence. The tolerance for that independent testing shall not be higher than 7 %.

3. The Commission shall introduce a testing procedure on production vehicles that allows recognised third parties, at the latest as from 1 January 2020, to perform independent testing of the air drag and tyre rolling resistance values. Those tests shall be carried out by accredited laboratories and technical services. Those third parties shall have access to all the data necessary to repeat the original tests performed by manufacturers.

Type approval authorities and manufacturers shall make available free of charge the necessary data to the recognised third parties carrying out tests. Recognised third parties shall be able to test production vehicles and have access to all the necessary data.

Any values measured outside the tolerance shall be reported to the granting type approval authority, which shall investigate such a report further and, on a case-by-case basis, publish an account of any such discrepancies identified, the remediation measures underway, and the test or check back planned to demonstrate non-occurrence.

Or. en

Amendment 361
Christopher Fjellner

Proposal for a regulation
Annex I – point 1 – table

| <i>Text proposed by the Commission</i> | <i>Amendment</i> |
|--|------------------|
|--|------------------|

| Heavy-duty vehicles | Cab type | Engine power | Vehicle sub-group (sg) | Heavy-duty vehicles | Cab type | Engine power | Vehicle sub-group (sg) |
|--|-------------|---------------------|------------------------|--|--------------------|---------------------|------------------------|
| Rigid lorries with axle configuration 4x2 and technically permissible maximum laden mass > 16 tons | All | <170 kW | 4-UD | Rigid lorries with axle configuration 4x2 and technically permissible maximum laden mass > 16 tons | All | <170 kW | 4-UD |
| | Day cab | ≥170 kW | 4-RD | | Day cab | ≥170 kW | 4-RD |
| | Sleeper cab | ≥170 kW and <265 kW | | | Sleeper cab | ≥170 kW and <265 kW | |
| | Sleeper cab | ≥265 kW | 4-LH | | Sleeper cab | ≥265 kW | 4-LH |
| Rigid lorries with axle configuration 6x2 | Day cab | <i>All</i> | 9-RD | Rigid lorries with axle configuration 6x2 | Day cab | All | 9-RD |
| | Sleeper cab | | 9-LH | | Sleeper cab | <i><410 kW</i> | 9-LH |
| | | | | | <i>Sleeper cab</i> | <i>≥410 kW</i> | <i>9-LE</i> |
| Tractors with axle configuration 4x2 and technically permissible maximum laden mass >16 tons | Day cab | All | 5-RD | Tractors with axle configuration 4x2 and technically permissible maximum laden mass >16 tons | Day cab | All | 5-RD |
| | Sleeper cab | < 265 kW | | | Sleeper cab | < 265 kW | |
| | Sleeper cab | ≥ 265 kW | 5-LH | | Sleeper cab | ≥ 265 kW | 5-LH |
| Tractors with axle configuration 6x2 | Day cab | <i>All</i> | 10-RD | Tractors with axle configuration 6x2 | Day cab | All | 10-RD |
| | Sleeper | | 10-LH | | Sleeper | <i><410</i> | 10-LH |

| | | | | | | | |
|--|-----|--|--|--|--------------------|-------------------------|--------------|
| | cab | | | | cab | <i>kW</i> | |
| | | | | | <i>Sleeper cab</i> | ≥ 410 <i>kW</i> | <i>10-LE</i> |

Or. en

Justification

High capacity transports (combinations of 45-76 tons) are the most CO2 efficient, saving 10-15 % CO2 per ton km compared to 16-40 ton combinations. These vehicles would be penalized if they are in the same sub-group as vehicles intended for lighter payloads. The sub-grouping is based on the most probable transport mission of a vehicle to allow optimization of the vehicle towards the most probable payload. It is fair to introduce a high capacity sub-group because it is probable that vehicles with 3 axles and big engines pull heavier loads than vehicles with 2 axles and small engines.

Amendment 362 **Elisabetta Gardini**

Proposal for a regulation **Annex I – point 1 – table – column 3**

| <i>Text proposed by the Commission</i> | | | | <i>Amendment</i> | | | |
|--|-------------|---------------------------|------------------------|--|-------------|---------------------------|------------------------|
| Heavy-duty vehicles | Cab type | Engine power | Vehicle sub-group (sg) | Heavy-duty vehicles | Cab type | Engine power | Vehicle sub-group (sg) |
| Rigid lorries with axle configuration 4x2 and technically permissible maximum laden mass > 16 tons | All | <170 kW | 4-UD | Rigid lorries with axle configuration 4x2 and technically permissible maximum laden mass > 16 tons | All | <170 kW | 4-UD |
| | Day cab | ≥ 170 kW | 4-RD | | Day cab | ≥ 170 kW | 4-RD |
| | Sleeper cab | ≥ 170 kW and <265 kW | | | Sleeper cab | ≥ 170 kW and <265 kW | |

| | | | | | | | |
|--|-------------|---------------|-------|--|--------------------|-------------------|--------------|
| | Sleeper cab | ≥ 265 kW | 4-LH | | Sleeper cab | ≥ 265 kW | 4-LH |
| Rigid lorries with axle configuration 6x2 | Day cab | <i>All</i> | 9-RD | Rigid lorries with axle configuration 6x2 | Day cab | All | 9-RD |
| | Sleeper cab | | 9-LH | | Sleeper cab | <i><410 kW</i> | 9-LH |
| | | | | | <i>Sleeper cab</i> | ≥ 410 kW | <i>9-LE</i> |
| Tractors with axle configuration 4x2 and technically permissible maximum laden mass >16 tons | Day cab | All | 5-RD | Tractors with axle configuration 4x2 and technically permissible maximum laden mass >16 tons | Day cab | All | 5-RD |
| | Sleeper cab | < 265 kW | | | Sleeper cab | < 265 kW | |
| | Sleeper cab | ≥ 265 kW | 5-LH | | Sleeper cab | ≥ 265 kW | 5-LH |
| Tractors with axle configuration 6x2 | Day cab | <i>All</i> | 10-RD | Tractors with axle configuration 6x2 | Day cab | All | 10-RD |
| | Sleeper cab | | 10-LH | | Sleeper cab | <i><410 kW</i> | 10-LH |
| | | | | | <i>Sleeper cab</i> | ≥ 410 kW | <i>10-LE</i> |

Or. en

Justification

Vehicles, intended to pull high payloads (above 60 t Gross Combination Weight (GCW)), are the most CO₂ efficient vehicles on the market measured in CO₂ gram/tkm, both in reality and according to VECTO calculations. However, the proposed CO₂ emission performance standards for new heavy-duty vehicles are putting these high capacity vehicles in the same vehicle sub-groups as any other truck. The used 'mission profile' is thereby not reflecting the specific use of these vehicles.

Amendment 363
Elisabetta Gardini

Proposal for a regulation
Annex I – point 1 – table – column 3

Text proposed by the Commission

| | | | |
|--|-------------|---------------------|------|
| Rigid lorries with axle configuration 4x2 and technically permissible maximum laden mass > 16 tons | All | <170 kW | 4-UD |
| | Day cab | ≥170 kW | 4-RD |
| | Sleeper cab | ≥170 kW and <265 kW | |
| | Sleeper cab | ≥265 kW | 4-LH |

Amendment

| | | | |
|--|-------------|---------------------|------|
| Rigid lorries with axle configuration 4x2 and technically permissible maximum laden mass > 16 tons | All | <175 kW | 4-UD |
| | Day cab | ≥175 kW | 4-RD |
| | Sleeper cab | ≥175 kW and <265 kW | |
| | Sleeper cab | ≥265 kW | 4-LH |

Or. en

Justification

In a fleet analysis performed in 2018, the engine power of these vehicles has increased to < 175 kW.

Amendment 364
Elisabetta Gardini

Proposal for a regulation
Annex I – point 1 – paragraph 2

Text proposed by the Commission

"Sleeper cab" means a type of cab ***that has a compartment behind the driver's seat intended to be used for sleeping as reported in accordance with Regulation (EU) No .../2018 [HDV M&R].***

Amendment

"Sleeper cab" means a type of cab ***with length of more than 2074 mm.***

Or. en

Justification

Many vehicles have a small bed behind the driver's seat to allow some rest but are not intended to be used for sleeping. It is very difficult to consider an intention in a regulation, as written in the Commission's proposal. Therefore, a more robust parameter using the length should be considered.

Amendment 365

Marijana Petir, Angélique Delahaye, Norbert Erdős,

Proposal for a regulation

Annex I – point 2 – point 2.1 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

The amount of liquid and gaseous biofuels sold at the stations shall be considered and their respective CO₂ savings shall be deducted from the specific CO₂ emissions of a new heavy-duty vehicle. This is the Carbon Correction Factor (CCF), which is calculated in reference to the national share of liquid and gaseous biofuels used.

Or. en

Justification

Biofuels are one of several important tools to reduce the GHG emissions in the transport sector. To be sold in the EU market, these biofuels must comply with the sustainability criteria included in the EU Renewable Energy Directive. As such, all biofuels GHG emissions savings should be considered, and their share in the market should be fully accounted for when determining the CO₂ emissions of Heavy-Duty Vehicles. Therefore, a Carbon Correction Factor should be put in place to account for the GHG emissions savings delivered by all liquid and gaseous biofuels sold in fuelling stations.

Amendment 366

Christofer Fjellner

Proposal for a regulation

Annex I – point 2 – point 2.1 – table 2

Text proposed by the Commission

| Vehicle sub-group (sg) | Mission profile (mp) | | | | | | | REL, RER, LEL, LER |
|------------------------|----------------------|-------------|-------------|-------------|------------|------------|---|---------------------------------------|
| | RDL | RDR | LHL | LHR | UDL | UDR | | |
| 4-UD | 0 | 0 | 0 | 0 | 0,5 | 0,5 | 0 | |
| 4-RD | 0,45 | 0,45 | 0,05 | 0,05 | 0 | 0 | 0 | |
| 4-LH | 0,05 | 0,05 | 0,45 | 0,45 | 0 | 0 | 0 | |
| 9-RD | 0,27 | 0,63 | 0,03 | 0,07 | 0 | 0 | 0 | |
| 9-LH | 0,03 | 0,07 | 0,27 | 0,63 | 0 | 0 | 0 | |
| 5-RD | 0,27 | 0,63 | 0,03 | 0,07 | 0 | 0 | 0 | |
| 5-LH | 0,03 | 0,07 | 0,27 | 0,63 | 0 | 0 | 0 | |
| 10-RD | 0,27 | 0,63 | 0,03 | 0,07 | 0 | 0 | 0 | |
| 10-LH | 0,03 | 0,07 | 0,27 | 0,63 | 0 | 0 | 0 | |

Amendment

| Vehicle sub-group (sg) | Mission profile (mp) | | | | | | | | | |
|------------------------|----------------------|------------|------------|------------|------------|------------|----------|------------|------------|------------|
| | RDL | RDR | LHL | LHR | UDL | UDR | REL | RER | LEL | LER |
| 4-UD | 0 | 0 | 0 | 0 | 0,1 | 0,9 | 0 | 0 | 0 | 0 |
| 4-RD | 0,1 | 0,9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4-LH | 0 | 0 | 0,1 | 0,9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9-RD | 0,1 | 0,9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9-LH | 0 | 0 | 0,1 | 0,9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5-RD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,1 | 0,9 |
| 5-LH | 0,1 | 0,9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10-RD | 0 | 0 | 0,1 | 0,9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10-LE | 0,1 | 0,9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Or. en

Justification

Following the changes proposed in Annex I, Table 1 – Vehicles sub-groups (sg), the EMS sub-groups should be included. In addition, modifications are proposed to the “representative” payloads for the other sub-groups in order to reflect the average payload during normal use, including both driving fully loaded and empty. The “low” payload is set to 10% of maximum payload to reflect empty runs. For instance, the Commission statement to use a total of 30% driving empty for long-haulage in group 5 is not reflecting market conditions.

Amendment 367 Elisabetta Gardini

Proposal for a regulation Annex I – point 2 – point 2.1 – table 2

Text proposed by the Commission

| Vehicle sub-group (sg) | Mission profile (mp) | | | | | | REL, RER, LEL, LER |
|------------------------|----------------------|-------------|-------------|-------------|------------|------------|---------------------------------------|
| | RDL | RDR | LHL | LHR | UDL | UDR | |
| 4-UD | 0 | 0 | 0 | 0 | 0,5 | 0,5 | 0 |
| 4-RD | 0,45 | 0,45 | 0,05 | 0,05 | 0 | 0 | 0 |
| 4-LH | 0,05 | 0,05 | 0,45 | 0,45 | 0 | 0 | 0 |
| 9-RD | 0,27 | 0,63 | 0,03 | 0,07 | 0 | 0 | 0 |
| 9-LH | 0,03 | 0,07 | 0,27 | 0,63 | 0 | 0 | 0 |
| 5-RD | 0,27 | 0,63 | 0,03 | 0,07 | 0 | 0 | 0 |
| 5-LH | 0,03 | 0,07 | 0,27 | 0,63 | 0 | 0 | 0 |
| 10-RD | 0,27 | 0,63 | 0,03 | 0,07 | 0 | 0 | 0 |
| 10-LH | 0,03 | 0,07 | 0,27 | 0,63 | 0 | 0 | 0 |

Amendment

| Vehicle sub-group (sg) | Mission profile (mp) | | | | | | | | | |
|------------------------|----------------------|-----|-----|-----|-----|-----|-----|------------|------------|------------|
| | RDL | RDR | LHL | LHR | UDL | UDR | REL | RER | LEL | LER |

| | | | | | | | | | | |
|-------|-----|-----|-----|-----|-----|-----|---|---|-----|-----|
| 4-UD | 0 | 0 | 0 | 0 | 0,1 | 0,9 | 0 | 0 | 0 | 0 |
| 4-RD | 0,1 | 0,9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4-LH | 0 | 0 | 0,1 | 0,9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9-RD | 0,1 | 0,9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9-LH | 0 | 0 | 0,1 | 0,9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5-RD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,1 | 0,9 |
| 5-LH | 0,1 | 0,9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10-RD | 0 | 0 | 0,1 | 0,9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10-LE | 0,1 | 0,9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Or. en

Justification

Following the changes proposed in Annex I, Table 1 the EMS sub-groups should be included. In addition, modifications are proposed to the “representative” payloads for the other sub-groups to reflect the average payload during normal use, including both driving fully loaded and empty. The “low” payload is set to 10% of maximum payload to reflect empty runs. For instance, the Commission statement to use a total of 30% driving empty for long-haulage in group 5 is not reflecting market conditions (the Commission statement is based on data coming from one Member State only, not representative of the European Union).

Amendment 368 Elisabetta Gardini

Proposal for a regulation Annex I – point 2 – point 2.1 a (new)

Text proposed by the Commission

Amendment

2.1 a. Calculation of the specific CO₂ emissions of a new Natural Gas (NG) heavy-duty vehicle.

The specific emissions in g/km(CO_{2v,NG}) of a new heavy-duty vehicle v_{NG} , attributed to a sub-group sg shall be calculated in accordance with the following formula:

$$CO_{2v,NG} = \sum mp W_{sg,mp} \times CO_{2v,mp,NG} \times (1 - CCF)$$

Where,

Σmp : is the sum is 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 Table 2;

CO_{2v,mp,NG}: is the CO₂ emissions in g/km of a new Natural Gas (NG) heavy-duty vehicle v_{NG} determined for a mission profile mp and reported in accordance with Regulation (EU) No .../2018 [HDV M&R].

CCF: is the CO₂ Correction Factor as defined in Article 3 point (o).

The specific CO₂ emissions of a zero-emission heavy-duty vehicle shall be set to 0 g CO₂/km. The specific CO₂ emissions of avocational vehicle shall be the average of the CO₂ emissions in g/km reported in accordance with Regulation (EU) No .../2018 [HDV M&R].

Or. en

Amendment 369
Giovanni La Via

Proposal for a regulation
Annex I – point 2 – point 2.1 a (new)

Text proposed by the Commission

Amendment

2.1 a. Calculation of the specific CO₂ emissions of a new Natural Gas (NG) heavy-duty vehicle

The specific emissions in g/km (CO_{2v,NG}) of a new heavy-duty vehicle v_{NG}, attributed to a sub-group sg shall be calculated in accordance with the following formula:

$CO_{2v,NG} = \Sigma W_{sg,mp} \times CO_{2v,mp,NG} \times (1 - CCF)$

Where, Σmp is the sum is 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; Wsg,mp, is the mission profile weight specified in Table 2; CO2v,mp,NG is the CO2 emissions in g/km of a new Natural Gas (NG) heavy-duty vehicle vNG determined for a mission profile mp and reported in accordance with Regulation (EU) No ...2018 [HDV M&R]. CCF is the CO2 Correction Factor as defined in Article 3 point (o).

Or. en

Justification

The EC acknowledges the potential of alternative fuels – and liquefied natural gas (LNG) in particular (recital 16) – to further reduce CO2 emissions from heavy-duty vehicles. However, the current proposal does not sufficiently reward the potential of LNG-fuelled vehicles.

Amendment 370 **Elisabetta Gardini**

Proposal for a regulation **Annex I – point 2 – point 2.2 – paragraph 1 – introductory part**

Text proposed by the Commission

For each manufacturer and each calendar year, the average specific CO₂ emissions in g/tkm (avgCO₂sg) of all new heavy-duty vehicles in a sub-group sg shall be calculated as follows:

Amendment

For each manufacturer and each calendar year, the average specific CO₂ emissions in g/tkm (avgCO₂sg) of all new heavy-duty vehicles in a sub-group sg shall be calculated as follows:

$$avgCO_2sg = \frac{\sum v CO_2v + \sum v_{NG} CO_2v,NG}{Vsg \times PLsg}$$

Where,

$\sum v$ is the sum over all new heavy-duty vehicles of the manufacturer in the sub-group sg excluding all vocational vehicles in accordance with Article 4(a).

$\sum v_{NG}$: is the sum over all new Natural Gas (NG) heavy-duty vehicles of the manufacturer in the sub-group sg

excluding all vocational vehicles in accordance with Article 4(a).

CO_{2v}: is the specific CO₂ emissions of a new heavy-duty vehicle v determined in accordance with point 2.1;

CO_{2v,NG} is the specific CO₂ emissions of a new Natural Gas (NG) heavy-duty vehicle v_{NG} determined in accordance with point 2.1.1;

V_{sg}: is the number of new heavy-duty vehicles of the manufacturer in subgroup sg excluding all vocational vehicles in accordance with Article 4(a);

PL_{sg}: is the average payload of vehicles in the sub-group sg as determined in point 2.5.

Or. en

Justification

For the purpose of taking into account the GHG savings that renewable energy used by each Member State, e.g. biomethane and synthetic gas, and in order to stimulate more of these energies to be produced and put on the market (according to the Renewable Energy Directive), this Regulation needs to acknowledge such amount and deduct its GHG saving benefit from the final CO₂ calculation. Thus, the correction would also serve as a link between this Regulation and the Renewable Energy Directive.

Amendment 371 Giovanni La Via

Proposal for a regulation Annex I – point 2 – point 2.2 – paragraph 1 – introductory part

Text proposed by the Commission

For each manufacturer and each calendar year, the average specific CO₂ emissions in g/tkm (avgCO_{2sg}) of all new heavy-duty vehicles in a sub-group sg shall be calculated as follows:

Amendment

For each manufacturer and each calendar year, the average specific CO₂ emissions in g/tkm (avgCO_{2sg}) of all new heavy-duty vehicles in a sub-group sg shall be calculated as follows:

$$\mathit{avgCO}_{2sg} = \frac{\sum CO_{2v} + \sum CO_{2v,NG} v_{NG} V_{sg}}{g \times PL_{sg}}$$

Amendment 372
Giovanni La Via

Proposal for a regulation
Annex I – point 2 – point 2.2 – paragraph 1 – subparagraph 2 – introductory part

Text proposed by the Commission

Amendment

Where,

Where,

Σv is the sum over all new heavy-duty vehicles of the manufacturer in the sub-group sg excluding all vocational vehicles in accordance with Article 4(a).

Σv_{NG} is the sum over all new Natural Gas (NG) heavy-duty vehicles of the manufacturer in the sub-group sg excluding all vocational vehicles in accordance with Article 4(a).

$CO2v$ is the specific CO2 emissions of a new heavy-duty vehicle v determined in accordance with point 2.1;

$CO2v_{NG}$ is the specific CO2 emissions of a new Natural Gas (NG) heavy-duty vehicle v_{NG} determined in accordance with point 2.1.1;

V_{sg} is the number of new heavy-duty vehicles of the manufacturer in subgroup sg excluding all vocational vehicles in accordance with Article 4(a);

PL_{sg} is the average payload of vehicles in the sub-group sg as determined in point 2.5.

Or. en

Justification

The EC acknowledges the potential of alternative fuels – and liquefied natural gas (LNG) in particular (recital 16) – to further reduce CO2 emissions from heavy-duty vehicles. However, the current proposal does not sufficiently reward the potential of LNG-fuelled vehicles.

Amendment 373
Marijana Petir, Angélique Delahaye, Norbert Erdős

Proposal for a regulation
Annex I – point 2 – point 2.2 – paragraph 1 – subparagraph 2 a (new)

Text proposed by the Commission

Amendment

The amount of liquid and gaseous biofuels sold at the stations shall be considered and their respective CO₂ savings shall be deducted from the average specific CO₂ emissions of all new heavy-duty vehicles in a sub-group for a manufacturer. This is the Carbon Correction Factor (CCF), which is calculated in reference to the national share of liquid and gaseous biofuels used.

Or. en

Justification

Biofuels are one of several important tools to reduce the GHG emissions in the transport sector. To be sold in the EU market, these biofuels must comply with the sustainability criteria included in the EU Renewable Energy Directive. As such, all biofuels GHG emissions savings should be considered, and their share in the market should be fully accounted for when determining the CO₂ emissions of Heavy-Duty Vehicles. Therefore, a Carbon Correction Factor should be put in place to account for the GHG emissions savings delivered by all liquid and gaseous biofuels sold in fuelling stations.

Amendment 374
Rupert Matthews

Proposal for a regulation
Annex I – point 2 – point 2.2 a (new)

Text proposed by the Commission

Amendment

2. 1a. Average specific CO₂ emissions of all new heavy-duty vehicles in a sub-group

The average specific CO₂ emissions, in g/km, of all new heavy-duty vehicles in a sub-group shall be calculated for each sub-group on the basis of all new heavy-

duty vehicles of all manufacturers of the year 2019 according to the following formula:

$$\text{avgCO2}_{sg} = \frac{\sum_v \text{CO2}_v}{V_{sg}}$$

Where,

\sum_v is the sum over all new heavy-duty vehicles of all manufacturers in the sub-group *sg* excluding all vocational vehicles in accordance with Article 4(a);

CO2_v is the specific CO2 emissions of a new heavy-duty vehicle *v* determined in accordance with point 2.1;

V_{sg} is the number of new heavy-duty vehicles of all manufacturers in the sub-group *sg* excluding all vocational vehicles in accordance with Article 4(a).

Or. en

Amendment 375

Eleonora Evi, Piernicola Pedicini, Dario Tamburrano

Proposal for a regulation

Annex I – point 2 – point 2.3

Text proposed by the Commission

Amendment

2.3. Calculation of the zero- and low-emission factor as referred to in Article 5

deleted

For each manufacturer and calendar year, the zero- and low-emission factor (ZLEV) referred to in Article 5 shall be calculated as follows:

ZLEV = $V / (V_{conv} + V_{zlev})$ with a minimum of 0,97

Where:

V is the number of new heavy-duty vehicles of the manufacturer excluding all vocational vehicles in accordance with Article 4(a).

V_{conv} is the number of new heavy-duty

vehicles of the manufacturer excluding all vocational vehicles in accordance with Article 4(a) and excluding zero- and low-emission heavy-duty vehicles;

V_{zlev} is the sum of V_{in} and V_{out},

Where,

null

with being the sum over all new zero- and low-emission heavy-duty vehicles with the characteristics set out in Article 2(1)(a) to (d);

null

CO_{2v} is the specific CO₂ emissions in g/km of a zero- and low-emission heavy-duty vehicle v determined in accordance with point 2.1.

V_{out} is the total number of zero-emission heavy-duty vehicles of the categories referred to in in the second subparagraph of Article 2(1), multiplied by 2 , and with a maximum of 1,5% of V_{conv}.

Or. en

Amendment 376

Nils Torvalds, Gerben-Jan Gerbrandy, Carolina Punset

Proposal for a regulation

Annex I – point 2 – point 2.3

Text proposed by the Commission

Amendment

2.3. Calculation of the zero- and low-emission factor as referred to in Article 5

deleted

For each manufacturer and calendar year, the zero- and low-emission factor (ZLEV) referred to in Article 5 shall be calculated as follows:

ZLEV = V / (V_{conv} + V_{zlev}) with a minimum of 0,97

Where:

V is the number of new heavy-duty

vehicles of the manufacturer excluding all vocational vehicles in accordance with Article 4(a).

Vconv is the number of new heavy-duty vehicles of the manufacturer excluding all vocational vehicles in accordance with Article 4(a) and excluding zero- and low-emission heavy-duty vehicles;

Vzlev is the sum of Vin and Vout,

Where,

null

withbeing the sum over all new zero- and low-emission heavy-duty vehicles with the characteristics set out in Article 2(1)(a) to (d);

null

CO_{2v} is the specific CO₂ emissions in g/km of a zero- and low-emission heavy-duty vehicle v determined in accordance with point 2.1.

Vout is the total number of zero-emission heavy-duty vehicles of the categories referred to in in the second subparagraph of Article 2(1), multiplied by 2 , and with a maximum of 1,5% of Vconv.

Or. en

Amendment 377
Rebecca Harms

Proposal for a regulation
Annex I – point 2 – point 2.3

Text proposed by the Commission

Amendment

2.3. Calculation of the zero- and low-emission factor as referred to in Article 5

deleted

For each manufacturer and calendar year, the zero- and low-emission factor (ZLEV) referred to in Article 5 shall be calculated as follows:

$ZLEV = V / (V_{conv} + V_{zlev})$ with a minimum of 0,97

Where:

V is the number of new heavy-duty vehicles of the manufacturer excluding all vocational vehicles in accordance with Article 4(a).

V_{conv} is the number of new heavy-duty vehicles of the manufacturer excluding all vocational vehicles in accordance with Article 4(a) and excluding zero- and low-emission heavy-duty vehicles;

V_{zlev} is the sum of V_{in} and V_{out} ,

Where,

null

withbeing the sum over all new zero- and low-emission heavy-duty vehicles with the characteristics set out in Article 2(1)(a) to (d);

null

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

V_{out} is the total number of zero-emission heavy-duty vehicles of the categories referred to in in the second subparagraph of Article 2(1), multiplied by 2 , and with a maximum of 1,5% of V_{conv} .

Or. en

Amendment 378

Nils Torvalds, Gerben-Jan Gerbrandy, Carolina Punset

Proposal for a regulation

Annex I – point 2 – point 2.3

Text proposed by the Commission

Amendment

2.3. Calculation of the zero- and low-emission factor as referred to in Article 5

deleted

For each manufacturer and calendar year, the zero- and low-emission factor (ZLEV) referred to in Article 5 shall be calculated as follows:

$ZLEV = V / (V_{conv} + V_{zlev})$ with a minimum of 0,97

Where:

V is the number of new heavy-duty vehicles of the manufacturer excluding all vocational vehicles in accordance with Article 4(a).

V_{conv} is the number of new heavy-duty vehicles of the manufacturer excluding all vocational vehicles in accordance with Article 4(a) and excluding zero- and low-emission heavy-duty vehicles;

V_{zlev} is the sum of V_{in} and V_{out},

Where,

null

withbeing the sum over all new zero- and low-emission heavy-duty vehicles with the characteristics set out in Article 2(1)(a) to (d);

null

CO_{2v} is the specific CO₂ emissions in g/km of a zero- and low-emission heavy-duty vehicle v determined in accordance with point 2.1.

V_{out} is the total number of zero-emission heavy-duty vehicles of the categories referred to in in the second subparagraph of Article 2(1), multiplied by 2 , and with a maximum of 1,5% of V_{conv}.

Or. en

Amendment 379

José Inácio Faria

Proposal for a regulation

Annex I – point 2 – point 2.3

2.3. Calculation of the zero- and low-emission factor as referred to in Article 5

deleted

For each manufacturer and calendar year, the zero- and low-emission factor (ZLEV) referred to in Article 5 shall be calculated as follows:

$ZLEV = V / (V_{conv} + V_{zlev})$ with a minimum of 0,97

Where:

V is the number of new heavy-duty vehicles of the manufacturer excluding all vocational vehicles in accordance with Article 4(a).

V_{conv} is the number of new heavy-duty vehicles of the manufacturer excluding all vocational vehicles in accordance with Article 4(a) and excluding zero- and low-emission heavy-duty vehicles;

V_{zlev} is the sum of V_{in} and V_{out},

Where,

null

withbeing the sum over all new zero- and low-emission heavy-duty vehicles with the characteristics set out in Article 2(1)(a) to (d);

null

CO_{2v} is the specific CO₂ emissions in g/km of a zero- and low-emission heavy-duty vehicle v determined in accordance with point 2.1.

V_{out} is the total number of zero-emission heavy-duty vehicles of the categories referred to in in the second subparagraph of Article 2(1), multiplied by 2 , and with a maximum of 1,5% of V_{conv}.

Or. en

Amendment 380
Damiano Zoffoli

Proposal for a regulation

Annex I – point 2 – point 2.3 – paragraph 1 – introductory part

Text proposed by the Commission

For each manufacturer and calendar year, the zero- and low-emission factor (ZLEV) referred to in Article 5 shall be calculated as follows:

Amendment

For each manufacturer and **each** calendar year **from 2020 until 2025**, the zero- and low-emission factor (ZLEV) referred to in Article 5 shall be calculated as follows:

Or. en

Amendment 381

Sirpa Pietikäinen

Proposal for a regulation

Annex I – point 2 – point 2.3 – paragraph 1 – introductory part

Text proposed by the Commission

For each manufacturer and calendar year, the zero- and low-emission factor (ZLEV) referred to in Article 5 shall be calculated as follows:

Amendment

For each manufacturer and **each** calendar year **from 2020 until 2024**, the zero- and low-emission factor (ZLEV) referred to in Article 5 shall be calculated as follows:

Or. en

Amendment 382

Elisabetta Gardini

Proposal for a regulation

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

Text proposed by the Commission

$ZLEV = V / (V_{conv} + V_{zlev})$ with a minimum of **0,97**

Amendment

$ZLEV = V / (V_{conv} + V_{zlev})$ with a minimum of **0,9 as of 2030**

Or. en

Justification

ZEV and LEV are today a niche market. To ensure that the market for LEVs and ZEVs is being developed and expanded, no cap should be considered for 2025. A cap could be considered in 2030 in the order of 10%.

Amendment 383
Christofer Fjellner

Proposal for a regulation
Annex I – point 2 – point 2.3 – paragraph 1 – subparagraph 1

Text proposed by the Commission

ZLEV = $V / (V_{conv} + V_{zlev})$ with a minimum of **0,97**

Amendment

ZLEV = $V / (V_{conv} + V_{zlev})$ with a minimum of **0,9**

Or. en

Justification

Due to changes to Article 5 point 3 this paragraph will be changed as well.

Amendment 384
Rupert Matthews

Proposal for a regulation
Annex I – point 2 – point 2.3 – paragraph 1 – subparagraph 1

Text proposed by the Commission

ZLEV = $V / (V_{conv} + V_{zlev})$ with a minimum of **0,97**

Amendment

ZLEV = $V / (V_{conv} + V_{zlev})$ with a minimum of **0.94**

Or. en

Amendment 385
Rupert Matthews

Proposal for a regulation
Annex I – point 2 – point 2.3 – paragraph 1 – subparagraph 2 – subparagraph 4 – subparagraph 1

Text proposed by the Commission

$$V_{in} = \sum_v 1x\left(\frac{1 - CO2_v}{350}\right)$$

| | |
|---|--|
| <i>Amendment</i> | |
| $V_{in} = \sum_v 1x \left(\frac{1 - CO2_v}{avgCO2_{sg}} \right) = \sum_v \blacksquare 1x \left(\frac{1 - CO2_v}{avgCO2_{sg}} \right)$ | |
| <i>avgCO2sg is, for each vehicle sub-group, the average CO2 emissions of that sub-group, in g/km, as determined in accordance with point 2.2.1, multiplied by 0.65.</i> | |

Or. en

Amendment 386
Sirpa Pietikäinen

Proposal for a regulation
Annex I – point 2 – point 2.3 – paragraph 1 – subparagraph 2 – subparagraph 4 – subparagraph 4

Text proposed by the Commission

Amendment

Vout is the total number of zero-emission heavy-duty vehicles of the categories referred to in in the second subparagraph of Article 2(1), multiplied by 2 , and with a maximum of 1,5% of Vconv. *deleted*

Or. en

Amendment 387
Damiano Zoffoli

Proposal for a regulation
Annex I – point 2 – point 2.3 – paragraph 1 – subparagraph 2 – subparagraph 4 – subparagraph 4

Text proposed by the Commission

Amendment

Vout is the total number of zero-emission heavy-duty vehicles of the categories referred to in in the second sub-paragraph of Article 2(1), multiplied by 2 , and with a maximum of 1,5% of Vconv.

Vout is the total number of zero-emission heavy-duty vehicles of the categories referred to in in the second sub-paragraph of Article 2(1), multiplied by 2 , and with a maximum of 0.75 % of Vconv.

Or. en

Amendment 388
Elisabetta Gardini

Proposal for a regulation
Annex I – point 2 – point 2.3 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

Where,

Where,

$$V_{in} = \sum_{sg} \sum_{v \square} 1x + (1 - (CO2v/350PLsg)/0.65 * rC02sg) + \sum_{sg} \sum_{v \square} 3 + \sum_{sg} \sum_{v \square} 4 + \sum_{sg} \sum_{v \square} 5$$

With \sum_{sg} being the sum over all sub-groups; with $\sum_{1v \square}$ being the sum over all new low-emission heavy-duty vehicles and zero-emission heavy-duty vehicles with a range below 100km, with the characteristics set out in Article 2(1)(a) to (d); and with $rC02sg$ determined in accordance with point 3;

$\sum_{2v \square}$ being the sum over all new zero-emission heavy-duty vehicles with the characteristics set out in Article 2(1)(a) to (d) with a range between 100km and 199km;

$\sum_{3v \square}$ being the sum over all new zero-emission heavy-duty vehicles with the characteristics set out in Article 2(1)(a) to (d) with a range between 200 km and 399km;

$\sum_{4v \square}$ being the sum over all new zero-emission heavy-duty vehicles with the characteristics set out in Article 2(1)(a) to (d) with a range higher than 400km. (...)

V_{out} is the total number of zero-emission heavy-duty vehicles of the categories referred to in in the second subparagraph of Article 2(1), multiplied by 2 if the range is below 100km, by 3 if the range is between 100km and 199km, by 4 if the range is between 200km and 399km, by 5 with a range higher than 400km, and with a maximum of 1,5% of V_{conv}

Justification

This is in line with the definition of LEV and ZEV as proposed in Article 5 point 2 and in Article 3 (k).

Amendment 389
Damiano Zoffoli

Proposal for a regulation
Annex I – point 2 – point 2.3 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

As of 1 January 2026, ZLEV = 1

Or. en

Amendment 390
Christofer Fjellner

Proposal for a regulation
Annex I – point 2 – point 2.6 – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

The mileage and payload weighting factor (MPW_{sg}) of a sub-group sg is defined as the product of the annual mileage specified in Table 4 and the payload value per sub-group specified in Table 3 of point 2.5, ***normalised to the respective value for sub-group 5-LH***, and shall be calculated as follows:

$$MPW_{sg} = \frac{(AM_{sg} \times PL_{sg})}{AM_{5-LH} \times PL_{5-LH}}$$

The mileage and payload weighting factor (MPW_{sg}) of a sub-group sg is defined as the product of the annual mileage specified in Table 4 and the payload value per sub-group specified in Table 3 of point 2.5 and shall be calculated as follows:

$$MPW_{sg} = AM_{sg} \times PL_{sg}$$

Or. en

Justification

A credit and debit banking system allows manufacturers to balance unavoidable changes in market demand from one year to another with negative impact on CO2 emissions and long development time of new technologies. The earlier a CO2 saving technology is introduced in the market, the more CO2 emissions can be avoided overall. To incentivise early reduction achievements by allowing credits to be earned from 2020 is therefore welcome. The proposed system is similar to the one used for heavy-duty vehicles in US.

Amendment 391

Bas Eickhout

Proposal for a regulation

Annex I – point 2 – point 2.6 – paragraph 1 –subparagraph 1

| |
|--|
| <i>Text proposed by the Commission</i> |
| $MPW_{sg} = \frac{(AM_{sg} \times PL_{sg})}{(AM_{5-LH} \times PL_{5-LH})}$ |
| <i>Amendment</i> |
| $MPW_{sg} = \frac{(AM_{sg} \times PL_{sg})}{\sum_{sg} AM_{sg} \times PL_{sg}}$ |

Or. en

Amendment 392

Elisabetta Gardini

Proposal for a regulation

Annex I – point 2.6 – table 4

| <i>Text proposed by the Commission</i> | | <i>Amendment</i> | |
|--|-----------------------------|----------------------|-----------------------------|
| Vehicle sub-group sg | Annual mileage AMsg (in km) | Vehicle sub-group sg | Annual mileage AMsg (in km) |
| 4-UD | 60 000 | 4-UD | 60 000 |
| 4-RD | 78 000 | 4-RD | 76 000 |
| 4-LH | 98 000 | 4-LH | 115 000 |
| 5-RD | 78 000 | 5-RD | 76 000 |
| 5-LH | 116 000 | 5-LH | 115 000 |

| | | | |
|-------|---------|-------------|----------------|
| 9-RD | 73 000 | 9-RD | 76 000 |
| 9-LH | 108 000 | 9-LH | 115 000 |
| | | 9-LE | 115 000 |
| 10-RD | 68 000 | 10-RD | 76 000 |
| 10-LH | 107 000 | 10-LH | 115 000 |

Or. en

Justification

The differences found for yearly mileages for the same mission over different groups are very small, most probably within the inaccuracy band of the impact assessment study. By using the same figures for the same mission over all groups hardly any accuracy is lost, and transparency is increased. Figures proposed are sales share weighted (based on 2016 fleet) averages.

Amendment 393 **Rebecca Harms**

Proposal for a regulation **Annex I – point 2 – point 2.7 – paragraph 1 – subparagraph 1**

Text proposed by the Commission

$$\text{CO2} = \text{ZLEV} \times \sum_{\text{sg}} \text{share}_{,\text{sg}} \times \text{MPW}_{\text{sg}} \times \text{avgCO2}_{\text{sg}}$$

Amendment

$$\text{CO2} = \sum_{\text{sg}} \text{share}_{,\text{sg}} \times \text{MPW}_{\text{sg}} \times \text{avgCO2}_{\text{sg}}$$

Or. en

Amendment 394 **Bas Eickhout**

Proposal for a regulation **Annex I – point 2 – point 2.7 – paragraph 1 – subparagraph 1**

Text proposed by the Commission

$$\text{CO2} = \text{ZLEV} \times \sum_{\text{sg}} \text{share}_{,\text{sg}} \times \text{MPW}_{\text{sg}} \times \text{avgCO2}_{\text{sg}}$$

Amendment

$$\text{CO2} = \sum_{\text{sg}} \text{share}_{,\text{sg}} \times \text{MPW}_{\text{sg}} \times \text{avgCO2}_{\text{sg}}$$

Or. en

Amendment 395
Rebecca Harms

Proposal for a regulation
Annex I – point 2 – point 2.7 – paragraph 1 – subparagraph 3

Text proposed by the Commission

Amendment

ZLEV is as determined in point 2.3

deleted

Or. en

Amendment 396
Nils Torvalds, Gerben-Jan Gerbrandy, Carolina Punset

Proposal for a regulation
Annex I – point 2 – point 2.7 a (new)

Text proposed by the Commission

Amendment

2.7 a. Specific share of zero- and low-emission heavy duty vehicles

The specific share of zero- and low-emission heavy duty vehicles is benchmarked against the following values:

As of 2025: at least 5%

As of 2028: at least 15%

As of 2030: at least x%, pursuant to the review carried out in accordance with Article 13.

Or. en

Amendment 397
Sirpa Pietikäinen

Proposal for a regulation
Annex I – point 2 – point 2.7 a (new)

Text proposed by the Commission

Amendment

2.7 a. Specific share of zero- and low-emission heavy duty vehicles

The specific share of zero and low emissions heavy duty vehicles is benchmarked against the following values here:

2025: 5 %

2026: 7,20 %

2027: 10, 20 %

2028: 14,70 %

2029: 21 %

2030: 30 %

Or. en

**Amendment 398
Damiano Zoffoli**

**Proposal for a regulation
Annex I – point 4 – paragraph 1 – introductory part**

Text proposed by the Commission

For each manufacturer and each calendar year, **from 2025** on, the specific emission target T shall be calculated as follows:

Amendment

For each manufacturer and each calendar year **as from January 1st 2026** on, the specific emission target T shall be calculated as follows:

Or. en

**Amendment 399
Elisabetta Gardini**

**Proposal for a regulation
Annex I – point 4 – paragraph 1 – introductory part**

Text proposed by the Commission

For each manufacturer and each calendar year, from **2025** on, the specific emission

Amendment

For each manufacturer and each calendar year, from **2020** on, the specific emission

target T shall be calculated as follows:

target T shall be calculated as follows:

Or. en

Justification

This amendment is intrinsically linked to the amendments to Article 7 and Article 8.

Amendment 400

Nils Torvalds, Gerben-Jan Gerbrandy, Carolina Punset

Proposal for a regulation

Annex I – point 4 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Amendment

$$T = \sum_{sg} \text{share}_{sg} \times \text{MPW}_{sg} \times (1 - \text{rf}) \times \text{rCO2}_{sg}$$

$$T = \text{ZLEV_benchmark_factor} * \sum_{sg} \text{share}_{sg} \times \text{MPW}_{sg} \times (1 - \text{rf}) \times \text{rCO2}_{sg}$$

ZLEV_benchmark_factor is (1+y-x), unless this sum is larger than 1.05 or 0.95 in which case the ZLEV factor shall be set to 1.05 or 0.95 as the case may be.

Where,

y is the share of zero- and low-emission vehicles in the manufacturer's fleet of newly registered heavy duty vehicles calculated as the total number of zero- and low-emission vehicles, where each of them is counted as ZLEV_specific in accordance with the formula below, divided by the total number of vehicles registered in the relevant calendar year

ZLEV_specific = 1- (specific emissions/350)

x is the benchmarked share of zero- and low-emissions heavy duty vehicles as set in Annex I point 2.7 a (new)

Or. en

Amendment 401

Damiano Zoffoli

Proposal for a regulation
Annex I – point 4 – paragraph 1 – subparagraph 1

Text proposed by the Commission

$$T = \sum_{sg} \text{share}_{sg} \times \text{MPW}_{sg} \times (1 - rf) \times r\text{CO2}_{sg}$$

Amendment

$$T = \text{ZLEV benchmark factor} * \sum_{sg} \text{share}_{sg} \times \text{MPW}_{sg} \times (1 - rf) \times r\text{CO2}_{sg}$$

Or. en

Amendment 402
Sirpa Pietikäinen

Proposal for a regulation
Annex I – point 4 – paragraph 1 – subparagraph 1

Text proposed by the Commission

$$T = \sum_{sg} \text{share}_{sg} \times \text{MPW}_{sg} \times (1 - rf) \times r\text{CO2}_{sg}$$

Amendment

$$T = \text{ZLEV benchmark factor} * \sum_{sg} \text{share}_{sg} \times \text{MPW}_{sg} \times (1 - rf) \times r\text{CO2}_{sg}$$

Or. en

Amendment 403
Elisabetta Gardini

Proposal for a regulation
Annex I – point 4 – paragraph 1 – subparagraph 2 – subparagraph 4

Text proposed by the Commission

rf is the CO₂ reduction target (in %) as specified in Article 1(a) and (b) for the specific calendar year;

Amendment

rf is the CO₂ reduction target (in %) as specified in Article 1(a) and (b) for the specific calendar year. ***rf2025 shall be used when calculating T for the years 2020 to 2024;***

Or. en

Justification

This amendment is intrinsically linked to the amendments to Article 7 and Article 8.

Amendment 404
Damiano Zoffoli

Proposal for a regulation
Annex I – point 4 – paragraph 1 – subparagraph 2 – subparagraph 4

Text proposed by the Commission

rf is the CO₂ reduction target (in %) as specified in **Article 1(a) and (b)** for the specific calendar year;

Amendment

rf is the CO₂ reduction target (in %) as specified in **points (a) and (b) of the first subparagraph of Article 1** for the specific calendar year;

Or. en

Amendment 405
Sirpa Pietikäinen

Proposal for a regulation
Annex I – point 4 – paragraph 1 – subparagraph 2 – subparagraph 4 a (new)

Text proposed by the Commission

Amendment

ZLEV_benchmark_factor is (1+y-x), unless this sum is higher than 1,05 or lower than 0,95 in which case the ZLEV factor shall be set at 1,05 or 0,95

Where,

y is the share of zero- and low-emission vehicles in the manufacturer's fleet of newly registered heavy duty vehicles calculated as the total number of zero- and low-emission vehicles, where each of them is counted as ZLEVspecific in accordance with the formula below, divided by the total number of passenger cars registered in the relevant calendar year
ZLEVspecific = 1 – (specific emissions/350)

x is the benchmarked share of zero and low emissions heavy duty vehicles as set in point 2.7 a of Annex I.

Or. en

Amendment 406
Damiano Zoffoli

Proposal for a regulation

Annex I – point 4 – paragraph 1 – subparagraph 2 – subparagraph 4 a (new))

Text proposed by the Commission

Amendment

ZLEV benchmark factor is $(1+y-x)$, unless this sum is larger than 1,05 or lower than 0,95 in which case the ZLEV factor shall be set to 1,05 or 0,95 as the case may be; If this sum is between 0,98 and 1,0, the ZLEV factor shall be set at 1,0; if this sum is lower than 0,95 the ZLEV factor shall be set to 0,95

Where,

o y is the share of zero- and low- emission vehicles in the manufacturer's fleet of newly registered heavy duty vehicles calculated as the total number of zero- and low-emission vehicles, where each of them is counted as ZLEV specific in accordance with the formula below, divided by the total number of passenger cars registered in the relevant calendar year

ZLEV specific = 1 (specific emissions/350).

o x is the benchmarked share of zero and low emissions heavy duty vehicles as set in article

5 paragraph 3a.

Or. en

Amendment 407
Christofer Fjellner

Proposal for a regulation

Annex I – point 5 – point 5.1

Text proposed by the Commission

Amendment

5.1. Calculation of the CO₂ reduction

deleted

trajectory for emission credits

For each manufacturer and each calendar year Y in the period 2019 to 2029, a CO₂ emission trajectory (ET_Y) is defined as follows:

$$ET_{Y} = \sum_{sg} share_{sg} \times MPW_{sg} \times R-ET_{Y} \times rCO2_{sg}$$

Where,

$\sum_{sg} (...)$ is the sum over all sub-groups;

share_{sg} is as determined in point 4 of Section 2;

MPW_{sg} is as determined point 6 of Section 2;

rCO2_{sg} is as determined in Section 3;

Where,

for the calendar years Y from 2019 to 2025:

$$R-ET_{Y} = (1-rf_{2025}) + rf_{2025} \times (2025 - Y)/6$$

and, for the calendar years Y from 2026 to 2030:

$$R-ET_{Y} = (1-rf_{2030}) + (rf_{2030} - rf_{2025}) \times (2030 - Y)/5$$

rf₂₀₂₅ and rf₂₀₃₀ are the CO₂ reduction targets (in %) for 2025 and 2030 as specified in Article 1(a) and (b), respectively.

Or. en

Justification

This amendment is intrinsically linked to the amendments to Article 7 and 8. The industry's product cycles are significantly longer than one year and therefore a CO₂ balance should be established to allow manufacturers to balance product launches and fluctuations in market demand from one year to another. To incentivise early reduction achievements by allowing credits to be earned from 2019 will reduce the emissions more than would otherwise be the case.

Amendment 408
Elisabetta Gardini

Proposal for a regulation
Annex I – point 5 – point 5.1

Text proposed by the Commission

Amendment

5.1. Calculation of the CO₂ reduction trajectory for emission credits **deleted**

For each manufacturer and each calendar year Y in the period 2019 to 2029, a CO₂ emission trajectory (ET_Y) is defined as follows:

$$ET_{Y} = \sum_{sg} share_{sg} \times MPW_{sg} \times R-ET_{Y} \times rCO2_{sg}$$

Where,

$\sum_{sg} (...)$ is the sum over all sub-groups;

share_{,sg} is as determined in point 4 of Section 2;

MPW_{sg} is as determined point 6 of Section 2;

rCO2_{sg} is as determined in Section 3;

Where,

for the calendar years Y from 2019 to 2025:

$$R-ET_{Y} = (1-rf_{2025}) + rf_{2025} \times (2025 - Y)/6$$

and, for the calendar years Y from 2026 to 2030:

$$R-ET_{Y} = (1-rf_{2030}) + (rf_{2030} - rf_{2025}) \times (2030 - Y)/5$$

rf₂₀₂₅ and rf₂₀₃₀ are the CO₂ reduction targets (in %) for 2025 and 2030 as specified in Article 1(a) and (b), respectively.

Or. en

Justification

This amendment is intrinsically linked to the amendments to Article 7 and Article 8.

Amendment 409
Elisabetta Gardini

Proposal for a regulation

Annex I – point 5 – point 5.2 – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

For each manufacturer and each calendar year Y *in the period 2019 to 2029*, the emission credits (cCO_{2Y}) and emission debts (dCO_{2Y}) shall be calculated as follows:

For each manufacturer and each calendar year Y, the emission credits (cCO_{2Y}) and emission debts (dCO_{2Y}) shall be calculated as follows:

Or. en

Amendment 410

Elisabetta Gardini

Proposal for a regulation

Annex I – point 5 – point 5.2 – paragraph 1 – subparagraph 1 – introductory part

Text proposed by the Commission

Amendment

If CO_{2Y} < ET_Y:

If CO_{2Y} < T_Y: *from year 2020 and onwards*

Or. en

Amendment 411

Elisabetta Gardini

Proposal for a regulation

Annex I – point 5 – point 5.2 – paragraph 1 – subparagraph 1 – subparagraph 1

Text proposed by the Commission

Amendment

cCO_{2Y} = (ET_Y – CO_{2Y}) × V_y and

cCO_{2Y} = (T_Y – CO_{2Y}) × V_y and

Or. en

Amendment 412

Elisabetta Gardini

Proposal for a regulation

Annex I – point 5 – point 5.2 – paragraph 1 – subparagraph 2 – introductory part

Text proposed by the Commission

Amendment

If $CO_{2Y} > T_Y$ for the years 2025 *to 2029*:

If $CO_{2Y} > T_Y$ for the years 2025 *and onwards*:

Or. en

Amendment 413
Elisabetta Gardini

Proposal for a regulation

Annex I – point 5 – point 5.2 – paragraph 1 – subparagraph 4 – subparagraph 1

Text proposed by the Commission

Amendment

E_{TY} is the manufacturer's emission trajectory in the calendar year Y determined in accordance with point 5.1;

deleted

Or. en

Amendment 414
Christofer Fjellner

Proposal for a regulation

Annex I – point 5 – point 5.3

Text proposed by the Commission

Amendment

5.3. Emission debt limit

deleted

For each manufacturer the emission debt limit ($limCO_2$) is defined as follows:

$$limCO_2 = T_{2025} \times 0,05 \times V_{2025}$$

Where

T_{2025} is the manufacturer specific emission target for 2025 determined in accordance with Section 4;

V_{2025} is the number of new heavy-duty vehicles of the manufacturer in 2025 excluding all vocational vehicles in accordance with Article 4(a).

Justification

This amendment is intrinsically linked to the amendments to Article 7 and 8. The industry's product cycles are significantly longer than one year and therefore a CO2 balance should be established to allow manufacturers to balance product launches and fluctuations in market demand from one year to another. To incentivise early reduction achievements by allowing credits to be earned from 2019 will reduce the emissions more than would otherwise be the case.

Amendment 415
Elisabetta Gardini

Proposal for a regulation
Annex I – point 5 – point 5.4

Text proposed by the Commission

Amendment

5.4. Emission credits acquired before the year 2025 **deleted**

Emission debts acquired in the year 2025 shall be reduced by an amount (redCO2) corresponding to the emission credits acquired prior to 2025, which is determined for each manufacturer as follows:

null

Where,

min is the minimum of the two values mentioned between the brackets;

null

is the sum over the calendar years 2019 to 2024;

dCO2₂₀₂₅ is the emission debts for 2025 as determined in accordance with point 5.2;

cCO2_y is the emission credits for the calendar year Y as determined in accordance with point 5.2.

Justification

This amendment is intrinsically linked to the amendments to Article 7 and Article 8.

Amendment 416

Eleonora Evi, Piernicola Pedicini, Dario Tamburrano

Proposal for a regulation

Annex I – point 5 – point 5.4

Text proposed by the Commission

Amendment

5.4. Emission credits acquired before the year 2025 **deleted**

Emission debts acquired in the year 2025 shall be reduced by an amount (redCO₂) corresponding to the emission credits acquired prior to 2025, which is determined for each manufacturer as follows:

null

Where,

min is the minimum of the two values mentioned between the brackets;

null

is the sum over the calendar years 2019 to 2024;

dCO₂2025 is the emission debts for 2025 as determined in accordance with point 5.2;

cCO₂_Y is the emission credits for the calendar year Y as determined in accordance with point 5.2.

Or. en

Amendment 417

Christofer Fjellner

Proposal for a regulation

Annex I – point 5 – point 5.4

Text proposed by the Commission

Amendment

5.4. Emission credits acquired before the year 2025 *deleted*

Emission debts acquired in the year 2025 shall be reduced by an amount (redCO2) corresponding to the emission credits acquired prior to 2025, which is determined for each manufacturer as follows:

null

Where,

min is the minimum of the two values mentioned between the brackets;

null

is the sum over the calendar years 2019 to 2024;

dCO2₂₀₂₅ is the emission debts for 2025 as determined in accordance with point 5.2;

cCO2_y is the emission credits for the calendar year Y as determined in accordance with point 5.2.

Or. en

Justification

This amendment is intrinsically linked to the amendments to Article 7 and 8. The industry's product cycles are significantly longer than one year and therefore a CO2 balance should be established to allow manufacturers to balance product launches and fluctuations in market demand from one year to another. To incentivise early reduction achievements by allowing credits to be earned from 2019 will reduce the emissions more than would otherwise be the case.

Amendment 418
Christofer Fjellner

Proposal for a regulation
Annex I – point 6

Text proposed by the Commission

Amendment

6. Determination of a *deleted*

manufacturer's excess emissions referred to in Article 8(2)

For each manufacturer and each calendar year from 2025 onwards the value of the excess emissions ($exeCO2_Y$) shall be determined as follows, if the value is positive:

For the year 2025

null

For the years Y from 2026 to 2028

null

For the year 2029

null

For the years Y from 2030 onwards

$$exeCO2_y = (CO2_Y - T_Y) \times V_Y$$

Where,

null

is the sum over the calendar years 2019 to 2025;

null

is the sum over the calendar years 2025 to Y;

null

is the sum over the calendar years 2025 to (Y-1);

null

is the sum over the calendar years 2025 to 2028;

null

is the sum over the calendar years 2025 to 2029;

$dCO2_Y$ is the emission debts for the calendar year Y as determined in accordance with point 5.2;

$cCO2_Y$ is the emission credits for the calendar year Y as determined in accordance with point 5.2;

$limCO2$ is the emission debt limit as

*determined in accordance with point 5.3;
redCO₂ is the reduction of emission debts
of the year 2025 as determined in
accordance with 5.4.*

*In all other cases the value of the excess
emissions exeCO_{2Y} shall be set to 0.*

Or. en

Justification

This amendment is intrinsically linked to the amendments to Article 7 and 8. The industry's product cycles are significantly longer than one year and therefore a CO₂ balance should be established to allow manufacturers to balance product launches and fluctuations in market demand from one year to another. To incentivise early reduction achievements by allowing credits to be earned from 2019 will reduce the emissions more than would otherwise be the case.

Amendment 419 **Elisabetta Gardini**

Proposal for a regulation **Annex I – point 6 – paragraph 1 – introductory part**

Text proposed by the Commission

For each manufacturer and each calendar year from 2025 onwards the value of the excess emissions (*exeCO_{2Y}*) shall be determined as follows, if the value is positive:

Amendment

For each manufacturer and each calendar year from 2025 onwards the value of the excess emissions (*exeCO_{2Y}*) shall be determined as follows, if the value is positive:

For the year 2025

$$\text{exeCO}_{2025} = d\text{CO}_{2025} - \Sigma_{Y=2019} c\text{CO}_2 Y - \text{limCO}_2$$

For the years Y from 2026 and onwards

$$\text{exeCO}_2 Y = \Sigma d\text{CO}_2 y Y - \Sigma c\text{CO}_2 y Y - \text{limCO}_2 = \text{2025} - \Sigma Y - 1 = \text{2025} \text{exeCO}_2 - \text{limCO}_2$$

Where,

emission credits can be carried-over from one calendar year to another for a period of maximum five years,

emission debts can be carried-over from

one calendar year to another for a period of maximum three years

dCO₂Y is the emission debts for the calendar year Y as determined in accordance with point 5.2;

cCO₂Y is the emission credits for the calendar year Y as determined in accordance with point 5.2;

limCO₂ is the emission debt limit as determined in accordance with point 5.3;

In all other cases the value of the excess emissions exeCO₂Y shall be set to 0.

Or. en

Justification

This amendment is intrinsically linked to the amendments to Article 7 and Article 8.