



Plenary sitting

A9-0313/2023

28.10.2023

*****I**
REPORT

on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2019/1242 as regards strengthening the CO₂ emission performance standards for new heavy-duty vehicles and integrating reporting obligations, and repealing Regulation (EU) 2018/956 (COM(2023)0088) – C9-0025/2023 – 2023/0042(COD))

Committee on the Environment, Public Health and Food Safety

Rapporteur: Bas Eickhout

Symbols for procedures

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

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

Amendments to a draft act

Amendments by Parliament set out in two columns

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

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

Amendments by Parliament in the form of a consolidated text

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

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

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DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2019/1242 as regards strengthening the CO₂ emission performance standards for new heavy-duty vehicles and integrating reporting obligations, and repealing Regulation (EU) 2018/956 (COM(2023)0088) – C9-0025/2023 – 2023/0042(COD))

(Ordinary legislative procedure: first reading)

The European Parliament,

- having regard to the Commission proposal to Parliament and the Council (COM(2023)0088),
 - having regard to Article 294(2) and Article 192(1) of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C9-0025/2023),
 - having regard to the reasoned opinion submitted, within the framework of Protocol No 2 on the application of the principles of subsidiarity and proportionality, by the Italian Chamber of Deputies and the Italian Senate, asserting that the draft legislative act does not comply with the principle of subsidiarity,
 - having regard to the opinion of the European Economic and Social Committee of 12 July 2023¹,
 - after consulting the Committee of the Regions,
 - having regard to Rules 59 and 40 of its Rules of Procedure,
 - having regard to the opinions of the Committee on Transport and Tourism and the Committee on Industry, Research and Energy
 - having regard to the report of the Committee on the Environment, Public Health and Food Safety (A9-0313/2023),
1. Adopts its position at first reading hereinafter set out;
 2. Approves the joint statement by Parliament and the Council annexed to this resolution;
 3. Calls on the Commission to refer the matter to Parliament again if it replaces, substantially amends or intends to substantially amend its proposal;
 4. Instructs its President to forward its position to the Council, the Commission and the national parliaments.

¹ Not yet published in the Official Journal.

Amendment 1

Proposal for a regulation

Recital 1

Text proposed by the Commission

(1) Tackling climate and environmental-related challenges and reaching the objectives of the Paris Agreement, adopted in December 2015 under the United Nations Framework Convention on Climate Change (UNFCCC), are at the core of the Communication on the “European Green Deal”, adopted by the Commission on 11 December 2019¹⁰. The necessity and value of the European Green Deal have only grown in light of the very severe effects of the COVID-19 pandemic on the health and economic well-being of the Union’s citizens.

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

Amendment

(1) Tackling climate and environmental-related challenges and reaching the objectives of the Paris Agreement, adopted in December 2015 under the United Nations Framework Convention on Climate Change (UNFCCC), are at the core of the Communication on the “European Green Deal”, adopted by the Commission on 11 December 2019¹⁰. The necessity and value of the European Green Deal have only grown in light of the very severe effects of the COVID-19 pandemic on the health and economic well-being of the Union’s citizens ***and of the Russian aggression against Ukraine.***

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

Amendment 2

Proposal for a regulation

Recital 2

Text proposed by the Commission

(2) The European Green Deal combines a comprehensive set of mutually reinforcing measures and initiatives aimed at achieving climate neutrality in the Union by 2050, and sets out a new growth strategy that aims to transform the Union into a fair and prosperous society with a modern, resource-efficient and competitive economy, where economic growth is decoupled from resource use. It also aims

Amendment

(2) The European Green Deal combines a comprehensive set of mutually reinforcing measures and initiatives aimed at achieving climate neutrality in the Union by 2050, and sets out a new growth strategy that aims to transform the Union into a fair and prosperous society with a modern, resource-efficient and competitive economy, where economic growth is decoupled from resource use. It also aims

to protect, conserve and enhance the Union's natural capital, and protect the health and well-being of citizens from environment-related risks and impacts. At the same time, this transition affects women and men differently and has a particular impact on some disadvantaged groups, such as older people, persons with disabilities and persons with a minority racial or ethnic background. It must therefore be ensured that the transition is just and inclusive, leaving no one behind.

to protect, conserve and enhance the Union's natural capital, and protect the health and well-being of citizens from environment-related risks and impacts. At the same time, this transition affects women and men differently and has a particular impact on some disadvantaged **and vulnerable** groups, such as **low-income households and persons**, older people, persons with disabilities and persons with a minority racial or ethnic background. It must therefore be ensured that the transition is just and inclusive, leaving no one behind.

Amendment 3

Proposal for a regulation Recital 3

Text proposed by the Commission

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

Amendment

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

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

Amendment 4

Proposal for a regulation Recital 4

Text proposed by the Commission

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

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

Amendment

(4) In Regulation (EU) 2021/1119 of the European Parliament and of the Council¹¹, the Union has enshrined the target of economy-wide climate neutrality ***within the Union at the latest*** by 2050 ***and the aim of achieving negative emissions thereafter*** in legislation. That Regulation also establishes a binding Union domestic reduction commitment of net greenhouse gas emissions (emissions after deduction of removals) of at least 55 % below 1990 levels by 2030. ***That Regulation also provides that the Commission is to propose a Union intermediate climate target for 2040, as appropriate, at the latest within six months of the first global stocktake carried out under the Paris Agreement, and publish at the same time the projected indicative Union greenhouse gas budget for the 2030-2050 period, defined as the indicative total volume of net greenhouse gas emissions that are expected to be emitted in that period without putting at risk the Union's commitments under the Paris Agreement, as well as the methodology underlying that indicative budget. On 15 June 2023, the European Scientific Advisory Board published its scientific advice for the determination of an EU-wide 2040 climate target and a greenhouse gas budget for 2030-2050.***^{11a}

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

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

Amendment 5

Proposal for a regulation

Recital 5

Text proposed by the Commission

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

Amendment

(5) All sectors of the economy are expected to contribute to achieving those emission reductions, including the road transport sector. ***Heavy-duty vehicles are currently responsible for more than a quarter of greenhouse gas emissions from road transport in the Union and for over 6% of Union's total greenhouse gas emissions, more than those from aviation or maritime transport. The EU's Sustainable and Smart Mobility Strategy aims for a 90% reduction in the transport sector's emissions by 2050, including hard-to-abate sectors like aviation and maritime transport. This requires additional reduction targets for sectors fit for decarbonisation, such as road transport before 2050. That transition should take into account the industrial and social challenges of that process to ensure employment and accessible mobility for all.***

Amendment 6

Proposal for a regulation

Recital 8

Text proposed by the Commission

(8) In order to contribute to the reduction in net greenhouse gas emissions of at least 55 % by 2030 compared to 1990

Amendment

(8) In order to contribute to the reduction in net greenhouse gas emissions of at least 55 % by 2030 compared to 1990

and in conformity with the energy efficiency first principle, it is necessary to strengthen the reduction requirements set out in Regulation (EU) 2019/1242 for heavy-duty vehicles. A clear pathway also needs to be set for further reductions beyond 2030 to contribute to achieving the climate neutrality objective by 2050.

and in conformity with the energy efficiency first principle, it is necessary to strengthen the reduction requirements set out in Regulation (EU) 2019/1242 for heavy-duty vehicles. A clear pathway also needs to be set for further reductions beyond 2030 to contribute to achieving the climate neutrality objective by 2050.

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

Amendment 7

Proposal for a regulation Recital 8 a (new)

Text proposed by the Commission

Amendment

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

Amendment 8

Proposal for a regulation Recital 9

Text proposed by the Commission

Amendment

(9) The ***strengthened*** CO₂ emission reduction requirements should incentivise an increasing share of zero-emission

(9) The ***revised*** CO₂ emission reduction requirements should incentivise an increasing share of zero-emission

vehicles being deployed on the Union market whilst providing benefits to users and citizens in terms of air quality and energy savings, as well as ensuring that innovation in the automotive value chain can be maintained. Zero-emission vehicles currently include battery electric vehicles, fuel-cell and other hydrogen-powered vehicles, and technological innovations are continuing.

vehicles being deployed on the Union market whilst providing benefits to users and citizens in terms of air quality and energy savings, as well as ensuring that innovation in the automotive value chain **and the associated high-quality jobs** can be maintained, **as the automotive industry remains one of the pillars of the Union economy**. Zero-emission vehicles currently include battery electric vehicles, fuel-cell and other hydrogen-powered vehicles, and technological innovations are continuing.

Amendment 9

Proposal for a regulation Recital 9 a (new)

Text proposed by the Commission

Amendment

(9a) Battery electric, fuel-cell and other hydrogen-powered vehicles have a strong potential to decarbonise certain segments of the heavy duty transport sector and their development should be encouraged, while taking into account the fact that no technology exists without an environmental impact.

Amendment 10

Proposal for a regulation Recital 10

Text proposed by the Commission

Amendment

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

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

accelerate the deployment of charging and refuelling infrastructure across the Union, ensure the long-term competitiveness of the Union industry on a global market, and contribute to reduce the running costs for transport companies, while ensuring the Union fulfils its climate and air pollution objectives.

Amendment 11

Proposal for a regulation Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) According to the latest information provided by the European Environment Agency (EEA), 97% of the urban population in the Union in 2021 was exposed to concentrations of fine particulate matter above the health-based guideline level set by the World Health Organization^{1a}. In 2020, 275 000 premature deaths in Europe were attributable to exposure of high concentrations of particulate matter, and 64 000 premature deaths were attributable to exposure of high NO₂ concentrations^{1b}. By accelerating the roll-out of zero-emission vehicles, strengthened CO₂ emission reduction requirements will also contribute to reduce air pollution from road transport.

^{1a} *Europe's Air Quality Status 2023, European Environment Agency (2023).*

^{1b} *Health impacts of air pollution in Europe, European Environment Agency (2023).*

Amendment 12

Proposal for a regulation

Recital 11 – paragraph 1

Text proposed by the Commission

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

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

Amendment

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

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

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

Amendment 13

Proposal for a regulation
Recital 11 a (new)

Text proposed by the Commission

Amendment

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

Amendment 14

Proposal for a regulation
Recital 12

Text proposed by the Commission

Amendment

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

(12) Commercial vehicles are essential tools for the movement of goods and people. Factors such as the cost of zero-emission vehicles, the availability of charging infrastructure, the need to preserve and fasten innovation, and the impact of carbon pricing measures are critical to achieving more ambitious CO2 reduction goals. Regulation (EU) .../... of the European Parliament and of the Council on the deployment of alternative fuels infrastructure (AFIR) sets a minimum coverage of publicly accessible recharging and refuelling points dedicated to heavy-duty vehicles. Several Member States have already announced they will go beyond those minimum requirements, and several European truck manufacturers have created joint ventures to install and operate public charging networks across Europe. Strengthened CO2 standards should incentivise additional investments from operators of recharging and refuelling infrastructure. Member States should be provided with sufficient support in that context, in particular from EU funding instruments,

*and be encouraged to include in their revised national policy frameworks measures to support the deployment of recharging and refuelling infrastructure in depots, logistic centres and warehouses. The deployment of recharging and refuelling infrastructure is equally important in private locations, such as in private depots and at logistic centres. Additional measures should also be taken to reduce the duration of permit granting process for recharging infrastructure. All those initiatives will contribute to the necessary roll-out of recharging and refuelling infrastructure across the Union*¹⁶.

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

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

Amendment 15

Proposal for a regulation Recital 12 a (new)

Text proposed by the Commission

Amendment

(12a) Within 6 months of the date of entry into force of this Regulation, the Commission should convene a Zero-Emission HDVs Forum, gathering public charging stations operators, electricity transmission system operators, long-haul transporters, urban logistic operators, public transport operators, civil society, think tanks, Member States and manufacturers, in order to work together on the effective and cost-efficient roll-out of recharging and refuelling infrastructure in view of the increased CO2 emissions reduction targets for HDVs. The work of that Forum should in

particular feed into the preparation of the first review referred to in Article 22(2) of Regulation (EU) .../... of the European Parliament and of the Council on the deployment of alternative fuels infrastructure (AFIR) in order to ensure that the targets set out in that Regulation are aligned with the ambition of this Regulation.

Amendment 16

Proposal for a regulation Recital 14 a (new)

Text proposed by the Commission

Amendment

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

Amendment 17

Proposal for a regulation Recital 15

Text proposed by the Commission

Amendment

(15) Due to the heterogeneous structure of the total truck fleet, ***it is not possible to fully predict whether for all niche uses, technological developments will be quick enough to ensure that zero-emission tailpipe technology is a viable choice.*** This may include uses such as ***long-haul heavy-duty vehicles in specific territorial***

(15) Due to the heterogeneous structure of the total truck fleet, ***some room should be given in the short term to account for particular niche uses.*** This may include uses such as vehicles for critical security and safety applications that cannot be fulfilled by zero-emission tailpipe technologies. The vehicles in question

morphology and meteorological circumstances, coaches and lorries for critical security and safety applications that cannot be fulfilled by zero-emission tailpipe technologies. The vehicles in question should constitute a limited share of the entire heavy-duty vehicle fleet. ***In view of such considerations, some margin in the 2040 target should be left to accommodate developments in technology yet to occur.***

should constitute a limited share of the entire heavy-duty vehicle fleet. ***The review clause should assess the possibility of applying CO2 targets also for niche uses and uncertified vehicles.***

Amendment 18

Proposal for a regulation Recital 15 a (new)

Text proposed by the Commission

Amendment

(15a) In order to assess the full life-cycle CO2 emissions of heavy-duty vehicles at Union level, the Commission should evaluate the possibility of developing a common Union methodology for the assessment and the consistent data reporting of the full life-cycle CO2 emissions of heavy-duty vehicles placed on the Union market.

Amendment 19

Proposal for a regulation Recital 16

Text proposed by the Commission

Amendment

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

(16) In order to ensure sustainable and resilient supply chains, and reduce current strategic import dependencies in some technologies and products needed for the accelerated roll-out of zero-emission heavy-duty vehicles, in particular urban buses, and prevent the formation of new ones, contracting authorities or contracting entities should consider, when basing the award of

contracts for the purchase or the use of vehicles referred to in point 4.2 of Annex I, the **sustainability and** resilience of supply, including by considering the “Guidance on the participation of third country bidders and goods in the EU procurement market” (C(2019) 5494 final). ***The weighting of criteria on the sustainability and resilience contribution of the tender in relation to public procurement procedures is without prejudice to the possibility for contracting authorities and contracting entities to set a higher threshold for the criteria relating to environmental sustainability or innovation, in accordance with Article 41(3) and Recital 64 of Directive 2014/23/EU of the European Parliament and of the Council, Article 67(5) of Directive 2014/24/EU and Article 82(5) of Directive 2014/25/EU.***

Amendment 20

Proposal for a regulation Recital 17

Text proposed by the Commission

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

Amendment

(17) With the stricter Union fleet-wide targets from 2030 onwards, manufacturers will have to deploy significantly more zero-emission vehicles on the Union market. In that context, the incentive mechanism for zero- and low-emission vehicles (‘ZLEV’) would no longer serve its original purpose and would risk undermining the effectiveness of Regulation (EU) 2019/1242. ***Furthermore, considering the high Technology Readiness Levels (TRL) of zero-emission vehicles, there is no compelling reason to continue providing additional incentives to low-emission vehicles. That*** incentive mechanism should therefore ***cease to apply to low-emission heavy-duty vehicles as of 2025, be aligned with current market developments, and be fully*** removed as of

Amendment 21**Proposal for a regulation****Recital 21 – paragraph 4***Text proposed by the Commission*

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

Amendment

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

Amendment 22**Proposal for a regulation****Recital 21 – paragraph 5***Text proposed by the Commission*

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

Amendment

deleted

Amendment 23**Proposal for a regulation****Recital 25 a (new)**

Text proposed by the Commission

Amendment

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

Amendment 24

Proposal for a regulation Recital 25 b (new)

Text proposed by the Commission

Amendment

(25b) Due to the technical readiness of the vehicle segment and the need to improve air quality in cities, small lorries with a maximum mass lower than 5 tonnes should also have to meet the CO₂ targets set by this Regulation. As CO₂ emissions for those vehicle sub-groups, cannot be determined yet for technical reasons under Regulation (EU) 2017/2400, their CO₂ emissions as determined under type-approval under Regulation (EU) 715/2007 should be used for the purpose of calculating average specific CO₂ emissions of manufacturers. While those vehicles sub-groups do not fall under the monitoring and reporting

obligations of vehicle manufacturers, their new registrations are reported by Member States. For the purpose of determining the vehicle mileage and payload factor of those vehicles, they should be attributed to the sub-groups as laid down in Annex I. 1.4 to this Regulation.

Amendment 25

Proposal for a regulation Recital 25 c (new)

Text proposed by the Commission

Amendment

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

Amendment 26

Proposal for a regulation Recital 26

Text proposed by the Commission

Amendment

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

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

Amendment 27

Proposal for a regulation Recital 27

Text proposed by the Commission

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

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

Amendment

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

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

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

Amendment 28

Proposal for a regulation Recital 27 a (new)

Text proposed by the Commission

Amendment

(27a) Urban areas, in which significant investments have already been allocated or spent on the conversion of infrastructure to allow for the use of biomethane in urban buses over a long period of time, may be able to apply for a temporary derogation from the target for urban buses to the Commission. Such exemptions should cease by 2035.

Amendment 29

Proposal for a regulation Recital 27 b (new)

Text proposed by the Commission

Amendment

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

Amendment 30

Proposal for a regulation Recital 28

Text proposed by the Commission

Amendment

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

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

entrance of zero-emission vehicles.

of zero-emission vehicles.

Amendment 31

Proposal for a regulation

Recital 30

Text proposed by the Commission

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

Amendment

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

Amendment 32

Proposal for a regulation

Recital 32

Text proposed by the Commission

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

Amendment

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

Amendment 33

Proposal for a regulation
Recital 38 a (new)

Text proposed by the Commission

Amendment

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

Amendment 34

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

Text proposed by the Commission

Amendment

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

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

²³ Regulation (EU) 2018/842 of the

²³ Regulation (EU) 2018/842 of the

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

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

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

²⁴ OJ L 282, 19.10.2016, p.4.

²⁴ OJ L 282, 19.10.2016, p.4.

Amendment 35

Proposal for a regulation

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

Regulation (EU) 2019/1242

Article 3 – paragraph 1 – point 8

Present text

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

Amendment

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

''(8) 'vehicle sub-group' means a grouping of vehicles as defined in point 1 of Annex I, that are characterised by a common and distinctive set of technical criteria relevant for determining the CO₂ emissions and fuel consumption of those vehicles, taking into account the attribution of small and medium lorries with a maximum mass lower than 7, 4 tonnes as laid down in Table 1.1.1a of Annex I;''

(32019R1242)

Amendment 36

Proposal for a regulation

Article 1 – paragraph 1 – point 3 – point e

Regulation (EU) 2019/1242

Article 3 – paragraph 1 – point 10

Text proposed by the Commission

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

Amendment

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

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

Amendment 37

Proposal for a regulation

Article 1 – paragraph 1 – point 3 – point g

Regulation EU 2019/1242

Article 3 – paragraph 1 – point 11 – point a

Text proposed by the Commission

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

Amendment

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

Amendment 38

Proposal for a regulation

Article 1 – paragraph 1 – point 3 – point g

Regulation EU 2019/1242

Article 3 – paragraph 1 – point 11 – point b

Text proposed by the Commission

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

Amendment

(b) ***until 31 December 2034, a heavy-duty motor vehicle without a combustion engine or with a combustion engine emitting not more than 3gCO₂/kWh or 3gCO₂/km as determined in accordance with Regulation (EC) No 595/2009 or 715/2007 of the European Parliament and of the Council, respectively, if no CO₂ emissions have been determined according to Regulation (EU) 2017/2400; as of 1 January 2035, a heavy-duty motor vehicle without a combustion engine or with a combustion engine emitting not more than 1gCO₂/kWh or 1gCO₂/km as determined in accordance with Regulation (EC) No 595/2009 or 715/2007 of the European Parliament and of the Council, respectively, if no CO₂ emissions have been determined according to Regulation (EU) 2017/2400;***

Amendment 39

Proposal for a regulation

Article 1 – paragraph 1 – point 3 – point g

Regulation (EU) 2019/1242

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

Text proposed by the Commission

Amendment

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

than 1 gCO₂/(t.km) as determined in accordance with Regulation (EU) 2018/858 if no CO₂ emissions have been determined according to Regulation (EU) 2017/2400;

Amendment 40

Proposal for a regulation

Article 1 – paragraph 1 – point 3 – point i

Regulation (EU) 2019/1242

Article 3 – paragraph 1 – point 23 a (new)

Text proposed by the Commission

Amendment

(23a) ‘Extra Heavy Combination lorry’ or ‘EHC lorry’ means a category N3 vehicle suitable for usage in a vehicle combination and meeting all the following -design and construction criteria:

- (a) equipped with a coupling device;*
- (b) having three axles or more;*
- (c) with an engine rated power of at least 400 kW;*
- (d) designed with a technically permissible maximum mass of the combination of more than 60 tonnes;*

Amendment 41

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3a – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

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

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

period of the year 2019:

year 2019:

Amendment 42

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3a – paragraph 1 – point c

Text proposed by the Commission

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

Amendment

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

Amendment 43

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3a – paragraph 2

Text proposed by the Commission

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

Amendment

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

Amendment 44

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3 a– paragraph 3 a (new)

Text proposed by the Commission

Amendment

Article 3a

3 a. Heavy-duty vehicles that are not attributed to one of the sub-groups in point 1.1 of Annex I shall be taken into account for assessing the compliance of

manufacturers with the provisions of the reduction targets set out in paragraph 1, in accordance with point 1.1.1a of Annex I.

Amendment 45

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

Text proposed by the Commission

Amendment

Article 3aa

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

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

Amendment 46

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

Text proposed by the Commission

Amendment

Article 3ab

Additional measures to support the demand for zero-emission heavy-duty

vehicles in the Union market

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

Amendment 47

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3b – paragraph 2 – subparagraph 1

Text proposed by the Commission

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

Amendment

Member States may submit to the Commission a request to exclude from the obligation under this Article a limited share of the vehicles referred to in point 4.2 of Annex I registered in each reporting period, where this is justified by substantial investments in biomethane refuelling infrastructure by local authorities that were made or decided before the date of entry into force of this Regulation with a view to meeting the Member State's target under Directive (EU) 2019/1161. To qualify for such an exemption, vehicles shall be fuelled by biomethane produced from a virtuous waste treatment process, such as treatment of manure, urban waste and urban wastewater, which shall be guaranteed by certificates of origin. The Commission shall grant that exemption where it concludes that the conditions laid down in this paragraph and in the delegated act referred to in the second subparagraph are fulfilled. Such exemptions shall cease by 1 January

Amendment 48**Proposal for a regulation****Article 1 – paragraph 1 – point 4**

Regulation (EU) 2019/1242

Article 3b – paragraph 2 – subparagraph 2

Text proposed by the Commission

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

Amendment

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

Amendment 49**Proposal for a regulation****Article 1 – paragraph 1 – point 4**

Regulation (EU) 2019/1242

Article 3c – title

Text proposed by the Commission

Public procurement procedures

Amendment

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

Amendment 50**Proposal for a regulation****Article 1 – paragraph 1 – point 4**

Regulation (EU) 2019/1242

Article 3c – paragraph 1

Text proposed by the Commission

1. Contracting authorities or contracting entities shall *base the award of*

Amendment

1. Contracting authorities or contracting entities shall, *when contracting*

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

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

Amendment 51

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3c – paragraph 2 – point c

Text proposed by the Commission

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

Amendment

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

Amendment 52

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3c – paragraph 2 a (new)

Text proposed by the Commission

Amendment

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

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

(b) the energy efficiency of the

vehicles;

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

Amendment 53

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3c – paragraph 3

Text proposed by the Commission

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

Amendment

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

Amendment 54

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3c – paragraph 3 a (new)

Text proposed by the Commission

Amendment

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

Amendment 55

Proposal for a regulation

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

Regulation (EU) 2019/1242

Article 3 d (new)

Text proposed by the Commission

Amendment

(4a) the following Article is inserted:

‘Article 3d

Zero-Emission HDVs Forum

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

Amendment 56

Proposal for a regulation

Article 1 – paragraph 1 – point 6 – point a

Regulation (EU) 2019/1242

Article 5 – paragraph 1 – subparagraph 2

Text proposed by the Commission

Amendment

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

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

Amendment 57

Proposal for a regulation

Article 1 – paragraph 1 – point 6 – point b

Regulation (EU) 2019/1242

Article 5 – paragraph 3

Text proposed by the Commission

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

Amendment

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

Amendment 58

Proposal for a regulation

Article 1 – paragraph 1 – point 8

Regulation (EU) 2019/1242

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

Text proposed by the Commission

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

Amendment

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

Amendment 59

Proposal for a regulation

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

Regulation (EU) 2019/1242

Article 7 – paragraph 1 – subparagraph 2

Present text

Amendment

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

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

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

(32019R1242)

Amendment 60

Proposal for a regulation

Article 1 – paragraph 1 – point 9 – point d

Regulation (EU) 2019/1242

Article 7 – paragraph 1 – subparagraph 4

Text proposed by the Commission

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

Amendment

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

Amendment 61

Proposal for a regulation

Article 1 – paragraph 1 – point 16

Regulation (EU) 2019/1242
Article 13c – paragraph 1 – subparagraph 2

Text proposed by the Commission

The register shall be publicly available with the exception of data entries listed in point 3.2.2 of Annex V.

Amendment

The register shall be publicly available with the exception of data entries listed in point 3.2. of Annex V.

Justification

Editorial correction

Amendment 62

Proposal for a regulation

Article 1 – paragraph 1 – point 17

Regulation (EU) 2019/1242

Article 14 – paragraph 1 – point a

Text proposed by the Commission

(a) the criteria defining vehicle subgroups set out in point 1.1;

Amendment

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

Amendment 63

Proposal for a regulation

Article 1 – paragraph 1 – point 18

Regulation (EU) 2019/1242

Article 15 – paragraph 1

Text proposed by the Commission

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

Amendment

1. The Commission shall, ***not later than 31 December 2027***, review the effectiveness and impact of this Regulation and submit a report to the European Parliament and to the Council with the result of the review. ***In that report, the Commission shall in particular assess:***
(i) the number of registrations of zero-emission heavy-duty vehicles in

Member States;

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

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

(iv) impacts on employment, especially on micro, small and medium-sized enterprises (SMEs), the effectiveness of measures to support retraining and upskilling of the workforce, and the importance of an economically viable and socially fair transition towards zero-emission road mobility;

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

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

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

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

CO₂ emissions targets.

Amendment 64

Proposal for a regulation

Article 1 – paragraph 1 – point 18

Regulation (EU) 2019/1242

Article 15 – paragraph 1 a (new) – point ix

Text proposed by the Commission

Amendment

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

Amendment 65

Proposal for a regulation

Article 1 – paragraph 1 – point 18

Regulation (EU) 2019/1242

Article 15 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. The Commission shall by 31 December 2026 publish a report assessing the possibility of developing a common Union methodology for the assessment, and the consistent data reporting, of the full lifecycle CO₂ emissions of new heavy-duty vehicles that are placed on the Union market. The Commission shall submit that report to the European Parliament and to the Council.

Amendment 66

Proposal for a regulation

Article 1 – paragraph 1 – point 18

Regulation (EU) 2019/1242

Article 15 – paragraph 2 b (new)

Text proposed by the Commission

Amendment

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

Amendment 67

Proposal for a regulation

Article 1 – paragraph 1 – point 19 – point a

Regulation (EU) 2019/1242

Article 17 – paragraph 2

Text proposed by the Commission

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

Amendment

The power to adopt delegated acts referred to in Article 3b(2), **Article 3e**, Article 11(2), Article 13(4) second subparagraph, Article 13c(3), Article 13d(2), Article 13e(4), Article 13f(2), Article 14(1) **and Article 15(3)** shall be conferred on the Commission for a period of five years from [OP, please insert the date of entry into force of this Regulation].;

Amendment 68

Proposal for a regulation

Article 1 – paragraph 1 – point 19 – point b

Regulation (EU) 2019/1242

Article 17 – paragraph 3

Text proposed by the Commission

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

Amendment

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

13d(2), Article 13e(4), Article 13f(2) **and** Article 14(1) may be revoked at any time by the European Parliament or by the Council.;

13c(3), Article 13d(2), Article 13e(4), Article 13f(2), Article 14(1) **and Article 15(3)** may be revoked at any time by the European Parliament or by the Council.;

Amendment 69

Proposal for a regulation

Article 1 – paragraph 1 – point 19 – point c

Regulation (EU) 2019/1242

Article 17 – paragraph 6

Text proposed by the Commission

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

Amendment

(c) in paragraph (6), “Article 11(2), the second subparagraph of Article 13(4) and Article 14(1)” is replaced by the following: “Article **3b(2), Article 3e, Article** 11(2), Article 13(4) second subparagraph, Article 13c(3), Article 13d(2), Article 13f(2), Article 14(1) **and Article 15(3)**”;

Amendment 70

Proposal for a regulation

Annex I – point 1 – point 1.1.1.

Text proposed by the Commission

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

Vehicle group according to Annex I to Regulation (EU) 2017/2400	Vocational vehicle according to Article 3(9) of this Regulation	Cab type	Engine power	Operational range (OR)	Vehicle sub-group (sg) attributed for the purposes of this Regulation
53	No	All			53
54	No	All			54
1s	No	All			1s
1	No	All			1
2	No	All			2
3	No	All			3

4	No	All	<170 kW	All	4-UD
	No	Day cab	≥ 170 kW	All	4-RD
	No	Sleeper cab	≥ 170 kW and <265 kW		
	No	Sleeper cab	≥ 265 kW	< 350 km	
	No	Sleeper cab	≥ 265 kW	≥ 350 km	4-LH
9	No	Day cab	All	All	9-RD
	No	Sleeper cab	All	< 350 km	
	No	Sleeper cab	All	≥ 350 km	9-LH
5	No	Day cab	All	All	5-RD
	No	Sleeper cab	< 265 kW		
	No	Sleeper cab	≥ 265 kW	< 350 km	
	No	Sleeper cab	≥ 265 kW	≥ 350 km	5-LH
10	No	Day cab	All	All	10-RD
	No	Sleeper cab	All	< 350 km	
	No	Sleeper cab	All	≥ 350 km	10-LH
11	No	All			11
12	No	All			12
16	No	All			16

Amendment

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

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

11	<i>All</i>	11
12	<i>All</i>	12
16	<i>All</i>	16

Amendment 71

Proposal for a regulation

Annex I – point 1 – point 1.1.1. – point 1.1.1. a (new)

<i>Text proposed by the Commission</i>	
<i>Amendment</i>	
<i>1.1.1a. Attribution of small and medium lorries of category N2 with a maximum mass lower than 7,4 tonnes, for which CO2 emissions have been determined in accordance with Regulation (EU) 2018/858</i>	
<i>Characteristics of vehicle</i>	<i>Vehicle sub-group (sg) attributed for the purposes of this Regulation</i>
<i>Category N2, with Technical Permissible Maximum Laden Mass (TPMLM) ≤ 7,4 t</i>	<i>53</i>

Amendment 72

Proposal for a regulation

Annex I – point 1 – point 1.1.2.

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

33b1, 37b1	33-L1
33b2, 37b2	33-L2
33c, 33e, 37c, 37e	33-DD
34a, 34b, 36a, 36b, 38a, 38b, 40a, 40b	34-C2
34c, 34d, 36c, 36d, 38c, 38d, 40c, 40d	34-C3
34e, 34f, 36e, 36f, 38e, 38f, 40e, 40f	34-DD
35a, 35b1, 35b2, 35c	35-FE
39a, 39b1, 39b2, 35c	39-FE

<i>Amendment</i>	
1.1.2. For vehicles of category M the sub-group <i>sg</i> is defined as follows:	
Vehicle group pursuant to Annex I to Regulation (EU) 2017/2400	Vehicle sub-group (sg) attributed for the purposes of this Regulation
31a, 31d	31-LF
31b1	31-L1
31b2	31-L2
31c, 31e	31-DD
32a, 32b	32-C2
32c, 32d	32-C3
32e, 32f	32-DD
33a, 33d, 37a, 37d	33-LF
33b1, 37b1	33-L1
33b2, 37b2	33-L2
33c, 33e, 37c, 37e	33-DD
34a, 34b, 36a, 36b, 38a, 38b, 40a, 40b	34-C2
34c, 34d, 36c, 36d, 38c, 38d, 40c, 40d	34-C3
34e, 34f, 36e, 36f, 38e, 38f, 40e, 40f	34-DD
35a, 35b1, 35b2, 35c	35-FE
39a, 39b1, 39b2, 39c	39-FE

Amendment 73

Proposal for a regulation

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

Text proposed by the Commission

Amendment

x is **0,02**

x is **0,08**

Amendment 74

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

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

Amendment 75

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

deleted

Amendment 76

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

deleted

Amendment 77

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

Amendment 78

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

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

Amendment 79

Proposal for a regulation

Annex I – point 4 – point 4.2

<i>Text proposed by the Commission</i>			
4.2. Vehicle sub-groups included in the calculation of average specific CO ₂ emissions and specific emissions targets of manufacturers			
The following sub-groups sg shall be included in the calculation of the specific CO ₂ emissions $CO_2(X)$, specific emissions targets $T(X)$ and CO ₂ emissions trajectory $ET(X)_y$:			
X = 2025	X= NO	X = MCO2	X= MZE
vehicle sub-groups, subject to CO ₂ emissions targets according to	sub-groups of transport of goods vehicles, subject to CO ₂ emissions targets	sub-groups of transport of persons vehicles, subject to CO ₂ emissions	sub-groups of transport of persons vehicles, subject to zero-emissions vehicle targets according to Article 3b

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

<i>Amendment</i>			
4.2. Vehicle sub-groups included in the calculation of average specific CO ₂ emissions and specific emissions targets of manufacturers			
The following sub-groups <i>sg</i> shall be included in the calculation of the specific CO ₂ emissions $CO_2(X)$, specific emissions targets $T(X)$ and CO ₂ emissions trajectory $ET(X)_y$:			
X = 2025	X= NO	X = MCO ₂	X= MZE
vehicle sub-groups, subject to CO ₂ emissions targets according to Article 3a paragraph 1 (a)	sub-groups of transport of goods vehicles, subject to CO ₂ emissions targets according to Article 3a paragraphs 1(b), 1(c) and 1(d) and paragraph 3	sub-groups of transport of persons vehicles, subject to CO ₂ emissions targets according to Article 3a paragraphs 1(b), 1(c) and 1(d)	sub-groups of transport of persons vehicles, subject to zero-emissions vehicle targets according to Article 3b
4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH	All vehicle sub-groups referred to in points 1.1.1 and 1.1.3.	31-L2 , 32-C2, 32-C3, 32-DD, 33-L2 , 34-C2, 34-C3, 34-DD	31-LF, 31-L1, 31-DD, 33-LF, 33-L1, 33-DD, 35-FE, 39-FE

Amendment 80

Proposal for a regulation

Annex I – point 4 – point 4.3. – point 4.3.1.

Text proposed by the Commission

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

CO ₂ reduction targets rf_{sg} and rfp_{sg}					
Sub-groups sg		Reporting period of the years			
		2025 – 2029	2030 – 2034	2035 – 2039	As from 2040
Medium lorries	53, 54	0	43%	64%	90%
Heavy lorries > 7,4t	1s, 1, 2, 3	0	43%	64%	90%
Heavy lorries > 16 t with 4x2 and 6x4 axle configurations	4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH	15%	43%	64%	90%
Heavy lorries > 16 t with special axle configurations	11, 12, 16	0	43%	64%	90%
Coaches (rf_{sg})	32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD	0	43%	64%	90%
Primary vehicles of coaches (rfp_{sg})	32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD	0	43%	64%	90%
Trailers		0	7,5%	7,5%	7,5%
Semi-trailers		0	15%	15%	15%

Amendment

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

CO ₂ reduction targets rf_{sg} and rfp_{sg}	
Reporting period of the years	

Sub-gro		2025 – 2029	2030 – 2034	2035 – 2039	As from 2040
Medium lorries	53, 54	0	44%	70%	90%
Heavy lorries > 7,4t	1s, 1, 2, 3	0	44%	70%	90%
Heavy lorries > 16 t with 4x2 and 6x4 axle configurations	4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH	15%	44%	70%	90%
Vocational vehicles and heavy lorries > 16 t with special axle configurations	4v, 5v, 9v, 10v, 11, 11v, 12, 12v, 16	0	44%	70%	90%
Coaches and Interurban Buses (rfsg)	31-L2, 32-C2, 32-C3, 32-DD, 33-L2, 34-C2, 34-C3, 34-DD	0	44%	70%	90%
Primary vehicles of coaches and interurban buses (rfpsg)	31-L2, 32-C2, 32-C3, 32-DD, 33-L2, 34-C2, 34-C3, 34-DD	0	44%	70%	90%
Trailers	421, 421v, 422, 422v, 423, 431, 431v, 432, 432v, 433, 611, 612, 611v, 612v, 621, 623, 621v, 623v, 622, 622V, 624, 624V, 625, 631, 631v, 632, 632v, 633	0	7,5%	7,5%	7,5%

Semi-trailers	<i>111, 111V, 112, 112V, 113, 121, 121V, 122, 122V, 123, 123V, 124, 124V, 125, 126, 131, 131v, 132, 132v, 133</i>	0	12,5%	12,5%	12,5%
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Amendment 81

Proposal for a regulation

Annex I – point 4 – point 4.3. – point 4.3.2.

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

<i>Amendment</i>				
The following zero-emission vehicle targets $zevM_{sg}$ pursuant to Article 3b are applicable to vehicles in the sub-group sg for different reporting periods:				
The following sub-groups sg shall be included in the calculation of the specific CO ₂ emissions CO ₂ (X), specific emissions targets T(X) and CO ₂ emissions trajectory ET(X)Y:				
Zero-emission vehicle mandates $zevM_{sg}$				
Zero-emission vehicle mandates $zevM_{sg}$		Reporting period of the years		
		before 2030	2030 – 2034	2035 –

					2039	2040
Urban buses	heavy	31-LF, 31-L1, 31-DD, 33-LF, 33-L1, 33-DD, 35-FE, 39-FE	0	100%	100%	100%

Amendment 82

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

Text proposed by the Commission

are the CO₂ emissions in g/km of the **primary vehicle of a** new heavy-duty vehicle v determined for a mission profile mp and reported in accordance with Articles 13a and 13b;

Amendment

are the CO₂ emissions in g/km of the new heavy-duty vehicle v determined for a mission profile mp and reported in accordance with Articles 13a and 13b;

Justification

This amendment corrects a typo, the definition of reportCO₂_v_mp of Annex III should refer to the completed vehicle only. The CO₂ emissions of primary vehicles are not corrected for their passenger numbers, since all primary vehicles of a given sub-group are simulated with the same passenger numbers. This is also visible from the definitions of the CO₂p_v_mp in point 2.1 of Annex I, which does not refer to Annex III for a correction.

Amendment 83

Proposal for a regulation Annex IV Regulation (EU) 2019/1242 Annex IV – part A – paragraph 1 – point n a (new)

Text proposed by the Commission

Amendment

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

vehicle approval certificate;

Amendment 84

Proposal for a regulation

Annex IV

Regulation (EU) 2019/1242

Annex IV – part A – paragraph 1 – point n b (new)

Text proposed by the Commission

Amendment

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

EXPLANATORY STATEMENT

The European Commission's proposal to revise and strengthen CO₂ emission standards for new heavy-duty vehicles (HDVs) is one of the pillars of the 'Fit for 55' package. This new regulation is crucial if we want to achieve our goal to reach climate neutrality by 2050 at the latest, reduce air pollution and protect Europeans' health, and innovate to keep European industry at the top of the HDV market while reducing operational transport costs.

The rapporteur would like to highlight the following:

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

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

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

It is clear that the EU will have to promote strategies to reduce the distances covered by goods and accelerate the modal shift towards trains and rail freight. But given that the average lifespan of a lorry is 18 years, and that road transport is expected to continue to expand, it is vital that all new HDVs put on the market be zero-emission by 2040 at the latest, and that the CO₂ targets for 2030 and 2035 be strengthened to keep on track our emission reduction goals. Otherwise, other sectors and European citizens will have to bear the brunt of the painful and sometimes impossible extra efforts that will need to be made.

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

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

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

compared to less ambitious targets.

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

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

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

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

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

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

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

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

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

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

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

For the sake of consistency and to ensure greater certainty for stakeholders in the sector, the report seeks to extend the CO₂ targets to professional vehicles and small lorries below 5 tonnes, so as not to leave 20 % of lorry sales outside CO₂ reduction obligations. Similarly, the report encourages retrofitting.

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

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

4/ ‘Zero-Emission HDV’ forum to ensure the availability of charging infrastructure

The transition to zero emissions must be accompanied by the establishment of an efficient and sufficiently dense charging network. However, we need to bear in mind that in 2030, even with a very ambitious CO₂ target, less than 10 % of lorries will be electric and hydrogen powered.

We do, nonetheless, take heed of manufacturers’ concerns about the need to quickly set up this recharging and refuelling network. The report therefore proposes that, as soon as the regulation enters into force, the European Commission set up a ‘Zero-Emission HDV’ forum, bringing together manufacturers, public charging point operators, electricity operators, carriers, logistics operators, public transport operators, civil society and the Member States. The forum will allow for consultation to ensure that charging infrastructure is available and accessible at an affordable cost. It will also provide for a constructive dialogue with a view to the revision of the AFIR Regulation in 2026, to align the AFIR’s goals with the new CO₂ emission reduction standards for HDVs.

Parliament bears a huge responsibility in setting the CO₂ rules for lorries: it must demonstrate that the fight against climate change and air pollution is a lever for innovation and the assertion of European industry as the market leader. While China and the United States have embarked on an industrial battle, the European Union cannot stop halfway in this zero-emission revolution that is already under way.

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

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

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

13.10.2023

OPINION OF THE COMMITTEE ON INDUSTRY, RESEARCH AND ENERGY

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

on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2019/1242 as regards strengthening the CO₂ emission performance standards for new heavy-duty vehicles and integrating reporting obligations, and repealing Regulation (EU) 2018/956 (COM(2023)0088 – C9-0025/2023 – 2023/0042(COD))

Rapporteur for opinion: Miapetra Kumpula-Natri

SHORT JUSTIFICATION

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

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

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

as zero emissions, while ensuring that the real contribution of dual-fuel engines to reductions in CO₂ emissions are properly accounted for.

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

Similarly, vehicles with a maximum mass lower than 5 tonnes include many urban delivery trucks supplying stores like supermarkets in cities, so their decarbonisation will contribute to the improvement of urban air quality. Small lorries should therefore also be subject to the same CO₂ targets, and be attributed to the respective sub-groups according to their mission profile, mileage and payload.

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

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

AMENDMENT

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

Amendment 1

Proposal for a regulation
Recital 4

Text proposed by the Commission

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

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

Amendment 2

Proposal for a regulation
Recital 5

Text proposed by the Commission

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

Amendment

(4) In Regulation (EU) 2021/1119 of the European Parliament and of the Council¹¹, the Union has enshrined **in legislation** the target of economy-wide climate neutrality **as soon as possible and by 2050 at the latest, and the aim to achieve negative emissions thereafter**. That Regulation also establishes a binding Union domestic reduction commitment of net greenhouse gas emissions (emissions after deduction of removals) of at least 55 % below 1990 levels by 2030. **That Regulation also establishes that the Commission should endeavour to align all future legislative and budgetary proposals with the objectives and targets set out in that Regulation and, in any case of non-alignment, provide the reasons as part of the impact assessment accompanying those proposals.**

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

Amendment

(5) All sectors of the economy are expected to contribute to achieving those emission reductions, including the road transport sector, **which is the only sector in the Union in which emissions have been increasing since the 1990s. Heavy duty**

transport in particular represents more than a quarter of greenhouse gas emissions from road transport in the EU and over 6% of total EU greenhouse gas emissions.

Amendment 3

Proposal for a regulation Recital 8

Text proposed by the Commission

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

Amendment

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

Amendment 4

Proposal for a regulation Recital 8 a (new)

Text proposed by the Commission

Amendment

(8 a) Strengthening CO2 emission reduction requirements for heavy-duty vehicles and rolling-out the necessary recharging and refuelling infrastructure will play a key role in reducing the emissions of the entire heavy-duty vehicles fleet, but it should also be complemented by other initiatives aiming at accelerating a modal shift from road to

rail and increasing rail freight.

Amendment 5

Proposal for a regulation

Recital 9 a (new)

Text proposed by the Commission

Amendment

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

Amendment 6

Proposal for a regulation

Recital 10

Text proposed by the Commission

Amendment

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

(10) Against that background, new strengthened CO₂ emission reduction targets should be set for new heavy-duty vehicles for the period 2030 onwards. Those targets should be set at a level that will deliver a strong signal to accelerate the uptake of zero-emission vehicles on the Union market and ***should be consistent with the availability of enabling conditions, namely sufficiently dense network of alternative fuels infrastructure, with the aim of promoting, innovation in zero-emission technologies in a cost-efficient way. This should ensure that European companies maintain a leading position on the global market, and contribute to reduce the running costs for transport companies, while ensuring the Union fulfil its climate and air pollution objectives.***

Amendment 7

Proposal for a regulation
Recital 10 a (new)

Text proposed by the Commission

Amendment

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

Amendment 8

Proposal for a regulation
Recital 11 – paragraph 1

Text proposed by the Commission

Amendment

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

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

in the pathway. This could, for example, include the possibility for Member States to use the proposed Social Climate Fund to assist micro-enterprises in the purchasing of zero-emission trucks and lorries.

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

Amendment 9

Proposal for a regulation Recital 12

Text proposed by the Commission

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

¹⁶ Proposal for a Regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, and repealing Directive

in the pathway. This could, for example, include the possibility for Member States to use the proposed Social Climate Fund to assist micro-enterprises in the purchasing of zero-emission trucks and lorries.

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

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

Amendment

(12) ***Several Member States have already announced they will go beyond those minimum requirements, and several European truck manufacturers have created joint ventures to install and operate public charging networks across Europe. This regulation will also encourage further investment in recharging infrastructure by providing certainty for investors that there will be an increase in demand. Member States should also be encouraged to include in their revised national policy frameworks measures to support the deployment of recharging and refuelling infrastructure in depots, logistic centres and warehouses. All those initiatives will contribute to the necessary roll-out of recharging and refuelling infrastructure¹⁶.***

¹⁶ Proposal for a Regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, and repealing Directive

2014/94/EU of the European Parliament
and of the Council, 14.7.2021,
COM/2021/559 final.

2014/94/EU of the European Parliament
and of the Council, 14.7.2021,
COM/2021/559 final.

Amendment 10

Proposal for a regulation Recital 12 a (new)

Text proposed by the Commission

Amendment

(12 a) Furthermore the deployment of recharging and refuelling infrastructure is equally important in private locations, such as in private depots and at logistic centres to ensure overnight and destination charging. It is imperative that no European region is left behind and that regional disparities in the deployment of alternative fuels infrastructure are duly addressed, particularly in less developed regions or regions with specific needs and circumstances, such as rural and sparsely populated, remote and outermost, island and mountainous regions. This public and private network of recharging and refuelling stations is an enabling condition for manufacturers to be able to reach the CO2 reduction targets.

Amendment 11

Proposal for a regulation Recital 12 b (new)

Text proposed by the Commission

Amendment

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

Amendment 12

Proposal for a regulation Recital 12 c (new)

Text proposed by the Commission

Amendment

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

Amendment 13

Proposal for a regulation Recital 13

Text proposed by the Commission

Amendment

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

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

Amendment 14

Proposal for a regulation Recital 14 a (new)

Text proposed by the Commission

Amendment

(14 a) Access to training and reskilling in numerous sectors, including the heavy-

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

Amendment 15

Proposal for a regulation

Recital 15

Text proposed by the Commission

(15) Due to the heterogeneous structure of the total truck fleet, it is not possible to fully predict whether for all *niche* uses, technological developments will be quick enough to ensure that zero-emission tailpipe technology is a viable choice. This *may include* uses such as long-haul heavy-duty vehicles in specific territorial morphology and meteorological circumstances, coaches and lorries for critical security and safety applications that cannot be fulfilled by zero-emission tailpipe technologies. The vehicles in question should constitute a limited share of the entire heavy-duty vehicle fleet. In view of such considerations, some margin in the 2040 target should be left to accommodate developments in technology yet to occur.

Amendment

(15) Due to the heterogeneous structure of the total truck fleet, it is not possible to fully predict whether for all uses, technological developments will be quick enough to ensure that zero-emission tailpipe technology is a viable choice. This *includes* uses such as long-haul heavy-duty vehicles in specific territorial morphology and meteorological circumstances, coaches and lorries for critical security and safety applications that cannot be fulfilled by zero-emission tailpipe technologies. *Also due the national safety reasons and possible use of civil evacuations, coaches must be available.* The vehicles in question should constitute a limited share of the entire heavy-duty vehicle fleet. In view of such considerations, some margin in the 2040 target should be left to accommodate developments in technology yet to occur.

Amendment 16

Proposal for a regulation

Recital 15 a (new)

Text proposed by the Commission

Amendment

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

Amendment 17

Proposal for a regulation Recital 15 b (new)

Text proposed by the Commission

Amendment

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

Amendment 18

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

Text proposed by the Commission

Amendment

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

Amendment 19

Proposal for a regulation Recital 21 – paragraph 4

Text proposed by the Commission

Amendment

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

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

Amendment 20

Proposal for a regulation Recital 21 – paragraph 5

Text proposed by the Commission

Amendment

Vocational vehicles, ***such as garbage trucks***, tippers or concrete mixers, should

Vocational vehicles, tippers or concrete mixers, should continue to be exempted

continue to be exempted from the calculation of average specific CO₂ emissions of manufacturers.

from the calculation of average specific CO₂ emissions of manufacturers.

Amendment 21

Proposal for a regulation Recital 30

Text proposed by the Commission

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

Amendment

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

Amendment 22

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

Text proposed by the Commission

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

²³ Regulation (EU) 2018/842 of the European Parliament and of the Council of

Amendment

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

²³ Regulation (EU) 2018/842 of the European Parliament and of the Council of

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

²⁴ OJ L 282, 19.10.2016, p.4.

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

²⁴ OJ L 282, 19.10.2016, p.4.

Amendment 23

Proposal for a regulation

Article 1 – paragraph 1 – point 2 – point c

Regulation (EU) 2019/1242

Article 1 – paragraph 5

Text proposed by the Commission

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

Amendment

5. Vehicles other than those referred to in paragraph 4 registered for use by civil protection, fire services, forces responsible for maintaining the public order, armed services or urgent medical care ***or category N3 trucks in group 11, 12 or 16 permitted to be used in their state of registration for towing combinations with a maximum permissible mass exceeding 70 tonnes,*** shall not be subject to the CO₂ emission targets under Article 3a, if a Member State so indicates in the registration and reporting process, thereby confirming in the data reported in accordance with Part A of Annex IV that the purpose of the vehicle cannot be equally served by a ZEV and it is thus in the public interest to register a vehicle with a combustion engine to fulfil that purpose.

Amendment 24

Proposal for a regulation

Article 1 – paragraph 1 – point 3 – point i

Regulation (EU) 2019/1242

Article 3 – point 23 a (new)

Text proposed by the Commission

Amendment

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

Amendment 25

Proposal for a regulation

Article 1 – paragraph 1 – point 3 – point i

Regulation (EU) 2019/1242

Article 3 – point 23 b (new)

Text proposed by the Commission

Amendment

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

Amendment 26

Proposal for a regulation

Article 1 – paragraph 1 – point 3 – point i

Regulation (EU) 2019/1242

Article 3 – point 23 c (new)

Text proposed by the Commission

Amendment

(23 c) Extra Heavy Combinations (EHC) means vehicles with a maximum permissible mass over 60 tonnes, compared to the EU-average of 40 tonnes. As the formula for calculating CO₂ emissions assumes the same payload as

for significantly smaller heavy-duty vehicles, the formula should be modified to take into account the increased energy efficiency of these extra heavy combinations to better reflect the real life emissions.

Amendment 27

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

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

Text proposed by the Commission

Amendment

3 a. *In accordance with point 1.1.4 of Annex I, heavy-duty vehicles that are not attributed to one of the sub-groups in point 1.1 of Annex I shall be taken into account for assessing the compliance of manufacturers with the provisions of the reduction targets set out in paragraph 1.*

Amendment 28

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3b – paragraph 1

Text proposed by the Commission

Amendment

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

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

Amendment 29

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3b – paragraph 2

Text proposed by the Commission

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

Amendment

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

Amendment 30

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3c – paragraph 1

Text proposed by the Commission

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

Amendment

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

Amendment 31

Proposal for a regulation

Article 1 – paragraph 1 – point 5

Regulation (EU) 2019/1242
Article 4 – paragraph 1 – point a a (new)

Text proposed by the Commission

Amendment

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

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

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

A cap shall be set to ensure that no more than 10 percentage points of the CO₂ emission reduction targets for the years 2030, 2035 and for 2040 could be achieved through the effect of the carbon correction factor. Therefore, a cap shall be set for years 2030-2034 so that a share of up to 12.5% of fuels eligible for CCF, as defined in Article 3 of this regulation, shall be taken into account in the factor. For years 2035-2039 the share shall be up to 17% and from 2040 onwards up to 40%.’

Amendment 32

Proposal for a regulation

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

Regulation (EU) 2019/1242

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

Text proposed by the Commission

Amendment

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

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

Amendment 33

Proposal for a regulation

Article 1 – paragraph 1 – point 9 – point d

Regulation (EU) 2019/1242

Article 7 – paragraph 1 – sub–paragraph 4

Text proposed by the Commission

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

Amendment

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

Amendment 34

Proposal for a regulation

Article 1 – paragraph 1 – point 18

Regulation (EU) 2019/1242

Article 15 – paragraph 1 – sub–paragraph 1

Text proposed by the Commission

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

Amendment

The Commission shall, in **2027**, review the effectiveness and impact of this Regulation and submit a report to the European Parliament and to the Council with the result of the review.

Amendment 35

Proposal for a regulation

Article 1 – paragraph 1 – point 18

Regulation (EU) 2019/1242

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

Text proposed by the Commission

Amendment

The report should assess the possibility to include in the scope the N3 category trucks in groups 11, 12 and 16 which are permitted to be used in their state of registration for towing combinations with a maximum permissible mass exceeding 70 tonnes, provided that the emissions calculation of these vehicles has been developed to account for their specific characteristics as tractors of heavy combinations.

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

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

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

(c) the implementation of road user charges differentiated by CO2 emissions

in Member States,

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

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

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

The Commission shall no later than 31 December 2026 publish a report setting out a methodology for the assessment and the consistent data reporting of the full life-cycle CO₂ emissions of heavy-duty vehicles that are placed on the Union market. The Commission shall submit that report, including where appropriate proposals for follow-up measures, such as legislative proposals, to the European Parliament and the Council.

Amendment 36

**Proposal for a regulation
Annex I – 1.1.4. (new)**

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

Amendment 37

**Proposal for a regulation
Annex I – point 1.2**

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

N	Rigid	One of the following digits, as listed in Appendix 2 of Annex I to Regulation (EU) 2018/858, is used to supplement the code for bodywork indicated in entry 38 of the certificate of conformity: 09, 10, 15, 16, 19, 20, 23, 24, 25, 26, 27, 28, 31
	Tractor	Maximum speed not exceeding 79 km/h

Amendment 38

Proposal for a regulation

ANNEX I –2 –2.1.

Regulation (EU) 2019/1242

Annex I – point 2.1.

Text proposed by the Commission

2.1. Calculation of the specific CO₂ emissions of a new heavy-duty vehicle

The specific emissions in g/km of a new heavy-duty vehicle v attributed to a sub-group sg or of its primary vehicle shall be calculated in accordance with the following formula:

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

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

where:

\sum_{mp} is the sum over all mission profiles mp listed in Table 2;

sg is the sub-group to which the new heavy-duty vehicle v has been attributed according to Section 1 of this Annex;

$W_{sg,mp}$ is the mission profile weight specified in points 2.1.1 to 2.1.3;

$CO2_{v,mp}$ is the CO₂ emissions in g/km of a new heavy-duty vehicle v determined for a mission profile mp , reported in accordance with Articles 13a and 13b and normalised pursuant to Annex III;

$CO2p_{v,mp}$ is the CO₂ emissions in g/km of the primary vehicle of the new heavy-duty vehicle v , determined for a mission profile mp , reported in accordance with Articles 13a and 13b.

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

Amendment

2.1. Calculation of the specific CO₂ emissions of a new heavy-duty vehicle

The specific emissions in g/km of a new heavy-duty vehicle v attributed to a sub-group sg or of its primary vehicle shall be calculated in accordance with the following formula:

$$CO2_v = \sum_{mp} W_{sg,mp} \times CO2_{v,mp} \times (1 - CCF_i)$$

$$CO2p_v = \sum_{mp} W_{sg,mp} \times CO2p_{v,mp} \times (1 - CCF_i)$$

where:

\sum_{mp} is the sum over all mission profiles mp listed in Table 2;

sg is the sub-group to which the new heavy-duty vehicle v has been attributed according to Section 1 of this Annex;

$W_{sg,mp}$ is the mission profile weight specified in points 2.1.1 to 2.1.3;

$CO2_{v,mp}$ is the CO₂ emissions in g/km of a new heavy-duty vehicle v determined for a mission profile mp_x reported in accordance with Articles 13a and 13b and normalised pursuant to Annex III;

$CO2p_{v,mp}$ is the CO₂ emissions in g/km of the primary vehicle of the new heavy-duty vehicle v , determined for a mission profile mp , reported in accordance with Articles 13a and 13b.

CCF_i is the Carbon Correction Factor for the fuel or blend of fuels in use, as defined in Article 3 point (25) and calculated according to paragraph 7 of this Annex, to be applied from 2030 onwards.

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

Amendment 39

Proposal for a regulation

Annex I – point 2.7.2

<i>Text proposed by the Commission</i>
2.7.2. For the reporting periods as from 2025:
$CO2(NO) = \sum_{sg} share_{sg} \times MPW_{sg} \times avgCO2_{sg}$
$CO2(MCO2) = \sum_{sg} share_{sg} \times MPW_{sg} \times [avgCO2_{sg} \times (1 - pv_{sg}) + avgCO2p_{sg} \times pv_{sg}]$

$$CO2(MZE) = \sum_{sg} share_{sg} \times MPW_{sg} \times (1 - zev_{sg}) \times rCO2_{sg}$$

$$CO2(M) = CO2(MCO2) + CO2(MZE)$$

Where,

\sum_{sg} is the sum is over those sub-groups that are included in the calculation of the particular average specific CO₂ emissions according to point 4.2;

ZLEV is as determined in point 2.3;

share_{sg} is as determined in point 2.4;

zev_{sg} is as determined in point 2.4;

pv_{sg} is as determined in point 2.4;

MPW_{sg} is as determined in point 2.6;

avgCO2_{sg} is as determined in point 2.2;

avgCO2p_{sg} is as determined in point 2.2;

rCO2_{sg} is as determined in point 3.1.2.

Amendment

2.7.2. For the reporting periods as from 2025:

$$CO2(NO) = \sum_{sg} share_{sg} \times MPW_{sg} \times (avgCO2_{sg} \times (1 - share_{sgEHC}) + \alpha_{sg} \times avgCO2_{sg} \times share_{sgEHC})$$

$$CO2(MCO2) = \sum_{sg} share_{sg} \times MPW_{sg} \times [avgCO2_{sg} \times (1 - pv_{sg}) + avgCO2p_{sg} \times pv_{sg}]$$

$$CO2(MZE) = \sum_{sg} share_{sg} \times MPW_{sg} \times (1 - zev_{sg}) \times rCO2_{sg}$$

$$CO2(M) = CO2(MCO2) + CO2(MZE)$$

Where,

\sum_{sg} is the sum is over those sub-groups that are included in the calculation of the particular average specific CO₂ emissions according to point 4.2;

ZLEV is as determined in point 2.3;

share_{sg} is as determined in point 2.4;

zev_{sg} is as determined in point 2.4;

pv_{sg} is as determined in point 2.4;

MPW_{sg} is as determined in point 2.6;

avgCO2_{sg} is as determined in point 2.2;

avgCO2p_{sg} is as determined in point 2.2;

rCO2_{sg} is as determined in point 3.1.2.

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

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

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

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

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

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

Amendment 40

Proposal for a regulation

ANNEX I – 4 – 4.1. – Table 4.2.

Regulation (EU) 2019/1242

Annex I – table 4.2

Text proposed by the Commission

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

X = 2025	X= NO	X = MCO ₂	X= MZE
vehicle sub-groups, subject to CO ₂ emissions targets according to Article 3a paragraph 1 (a)	sub-groups of transport of goods vehicles, subject to CO ₂ emissions targets according to Article 3a paragraphs 1(b), 1(c) and 1(d) and paragraph 3	sub-groups of transport of persons vehicles, subject to CO ₂ emissions targets according to Article 3a paragraphs 1(b), 1(c) and 1(d)	sub-groups of transport of persons vehicles, subject to zero-emissions vehicle targets according to Article 3b

4-UD, 4-RD, All vehicle sub- 32-C2, 32-C3, 31-LF, 31-L1, **31-L2**, 31-DD, 33-LF,
 4-LH, 5-RD, 5- groups referred 32-DD, 34-C2, 33-L1, **33-L2**, 33-DD, 35-FE, 39-FE
 LH, 9-RD, 9- to in points 34-C3, 34-DD,
 LH, 10-RD, 10- 1.1.1 and 1.1.3.
 LH

Amendment

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

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

Amendment 41

Proposal for a regulation

ANNEX I – 4 – 4.3. – Table 4.3.1.

Regulation (EU) 2019/1242

Annex I – table 4.3.1

Text proposed by the Commission

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

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

Reporting period of the years

Sub-group		2025 – 2029	2030 – 2034	2035 – 2039	As from 2040
Medium lorries	53, 54	0	43%	64%	90%
Heavy lorries > 7,4t	1s, 1, 2, 3	0	43%	64%	90%
Heavy lorries > 16 t with 4x2 and 6x4 axle configurations	4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH	15%	43%	64%	90%
Heavy lorries > 16 t with special axle configurations	11, 12, 16	0	43%	64%	90%
Coaches (rf_{sg})	32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD	0	43%	64%	90%
Primary vehicles of coaches (rfp_{sg})	32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD	0	43%	64%	90%
Trailers		0	7,5%	7,5%	7,5%
Semi-trailers		0	15%	15%	15%

Amendment

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

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

Sub-groups sg		Reporting period of the years			
		2025 – 2029	2030 – 2034	2035 – 2039	As from 2040
Medium lorries	53, 54	0	43%	64%	90%
Heavy lorries > 7,4t	1s, 1, 2, 3	0	43%	64%	90%

Heavy lorries > 16 t with 4x2 and 6x4 axle configurations	4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH	15%	43%	64%	90%
Heavy lorries > 16 t with special axle configurations	11, 12, 16	0	43%	64%	90%
Coaches <i>and Interurban Buses</i> (<i>r_{fsg}</i>)	31-L2 , 32-C2, 32-C3, 32-DD, 33-L2 , 34-C2, 34-C3, 34-DD	0	43%	64%	90%
Primary vehicles of coaches <i>and Interurban Buses</i> (<i>r_{fsg}</i>)	31-L2 , 32-C2, 32-C3, 32-DD, 33-L2 , 34-C2, 34-C3, 34-DD	0	43%	64%	90%
Trailers	421 , 421v , 422 , 422v , 423 , 431 , 431v , 432 , 432v , 433 , 611 , 612 , 611v , 612v , 621 , 623 , 621V , 622 , 622V , 623V , 624 , 624V , 625 , 631 , 631v , 632 , 632v , 633	0	5,0 %	5,0 %	5,0 %
Semi-trailers	111 , 111V , 112 , 112V , 113 , 121 , 121V , 122 , 122V , 123 , 123V , 124 , 124V , 125 , 126	0	5,0 %	5,0 %	5,0 %

<i>Semi-trailers</i>	<i>131, 132, 133</i>	<i>131V, 132V,</i>	<i>0</i>	<i>5,0%</i>	<i>7,5%</i>	<i>7,5%</i>
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Amendment 42

Proposal for a regulation

Annex I – point 4.3.2.

<i>Text proposed by the Commission</i>
4.3.2. The following zero-emission vehicle targets $zevM_{sg}$ pursuant to Article 3b are applicable to vehicles in the sub-group sg for different reporting periods:

Zero-emission vehicle mandates $zevM_{sg}$

Sub-groups sg	Reporting period of the years			
	before 2030	2030 – 2034	2035 – 2039	As from 2040
Urban heavy buses	0	100%	100%	100%
	31-LF, 31-L1, 31-DD, 33-LF, 33-L1, 33-DD, 35-FE, 39-FE, 31-L2, 33-L2			

<i>Amendment</i>
4.3.2. The following zero-emission vehicle targets $zevM_{sg}$ pursuant to Article 3b are applicable to vehicles in the sub-group sg for different reporting periods:

Zero-emission vehicle mandates $zevM_{sg}$

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

Amendment 43

Proposal for a regulation

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

Annex I – point 7 (new)

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

Amendment 44

Proposal for a regulation
Annex IV – Part A – point q a (new)
Regulation (EU) 2019/1242
Annex IV – (new)

Text proposed by the Commission

Amendment

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

PROCEDURE – COMMITTEE ASKED FOR OPINION

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

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

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

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

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

Key to symbols:

+ : in favour

- : against

0 : abstention

19.9.2023

OPINION OF THE COMMITTEE ON TRANSPORT AND TOURISM

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

on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2019/1242 as regards strengthening the CO₂ emission performance standards for new heavy-duty vehicles and integrating reporting obligations, and repealing Regulation (EU) 2018/956 (COM(2023)0088 – C9-0025/2023 – 2023/0042(COD))

Rapporteur for opinion: Andris Ameriks

SHORT JUSTIFICATION

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

Given the above, the amendment of the existing binding CO₂ emission reduction targets for heavy-duty vehicles will be functional for the achievement of the goals of the green transition also in light of the current geopolitical context: as highlighted in the REPowerEU plan, Russian invasion of Ukraine has indeed made the case to reduce EU dependency on fossil fuel stronger than the past.

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

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

A valuable point of the proposal is the inclusion of urban buses into the amending Regulation. The CO₂ emission reduction in urban areas will bring several positive aspects, improving air quality of cities as well as individual health of European people. In light of this, and with regard to the possibility of exclusion of a limited share of buses set in art. 3b (2) of the Proposal, the Rapporteur underlined the importance of shortening the timeline for the Commission for adopting delegated acts on this particular matter in order to provide certitudes to the economic operators.

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

Furthermore, the Rapporteur underlines that social impacts of the transition with regard also to automotive sector must be seriously taken into account, allowing the process of phasing out fossil fuel-powered vehicles to go hand in hand with measures for workers in this specific sector. These measures should be provided for in the Just Transition plans and the Social Climate plans. Therefore, the Rapporteur proposes the income from excess emissions premiums and administrative fines to be considered as revenue assigned to the recently adopted Social Climate Fund with a view to contributing to a socially fair transition towards climate neutrality.

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

AMENDMENTS

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

Amendment 1

Proposal for a regulation Recital 1

Text proposed by the Commission

(1) Tackling climate and environmental-related challenges and reaching the objectives of the Paris Agreement, adopted in December 2015 under the United Nations Framework Convention on Climate Change (UNFCCC), are at the core of the Communication on the “European Green Deal”, adopted by the Commission on 11 December 2019¹⁰. The necessity and value of the European Green Deal have only grown in light of the very severe effects of the COVID-19 pandemic on the health and economic well-being of the Union’s citizens.

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

Amendment

(1) Tackling climate and environmental-related challenges and reaching the objectives of the Paris Agreement, adopted in December 2015 under the United Nations Framework Convention on Climate Change (UNFCCC), are at the core of the Communication on the “European Green Deal”, adopted by the Commission on 11 December 2019¹⁰. The necessity and value of the European Green Deal have only grown in light of the very severe effects of the COVID-19 pandemic on the health and economic well-being of the Union’s citizens ***and the impact of the Russia’s illegal, unprovoked and unjustified war of aggression against Ukraine including rebuilding of Ukraine after war.***

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

Amendment 2

Proposal for a regulation Recital 2

Text proposed by the Commission

(2) The European Green Deal combines a comprehensive set of mutually reinforcing measures and initiatives aimed

Amendment

(2) The European Green Deal combines a comprehensive set of mutually reinforcing measures and initiatives aimed

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

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

Amendment 3

Proposal for a regulation Recital 5

Text proposed by the Commission

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

Amendment

(5) All sectors of the economy are expected to contribute to achieving those emission reductions, including the road transport sector, ***which is the only sector in the Union in which emissions have been increasing since the 1990s. Heavy duty transport in particular represents more than a quarter of greenhouse gas emissions from road transport in the EU and over 6% of total EU greenhouse gas emissions. Accelerating its decarbonisation is even more important due to the fact that truck activity in the EU is expected to further increase by 40% between 2019 and 2050, while activity from buses and coaches would grow by 10% over the same period.***

Amendment 4

Proposal for a regulation Recital 5 a (new)

Text proposed by the Commission

Amendment

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

^{1a} Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions, The New EU Urban Mobility Framework, COM(2021) 811 final of 14.12.2021

Amendment 5

Proposal for a regulation Recital 5 b (new)

Text proposed by the Commission

Amendment

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

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

^{41a} Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions, The New EU Urban Mobility Framework, COM(2021) 811 final of 14.12.2021

Amendment 6

Proposal for a regulation Recital 5 c (new)

Text proposed by the Commission

Amendment

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

Amendment 7

Proposal for a regulation Recital 5 d (new)

Text proposed by the Commission

Amendment

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

mobility for all.

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

Amendment 8

Proposal for a regulation Recital 8

Text proposed by the Commission

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

Amendment

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

Amendment 9

Proposal for a regulation Recital 9

Text proposed by the Commission

(9) The strengthened CO₂ emission reduction requirements should incentivise an increasing share of zero-emission vehicles being deployed on the Union market whilst providing benefits to users and citizens in terms of air quality and energy savings, as well as ensuring that innovation in the automotive value chain can be maintained. Zero-emission vehicles

Amendment

(9) The strengthened CO₂ emission reduction requirements should incentivise an increasing share of zero-emission **and low-emission** vehicles being deployed on the Union market whilst providing benefits to users and citizens in terms of air quality and energy savings, as well as ensuring that innovation in the automotive value chain can be maintained. **The automotive**

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

industry remains one of the pillars of the EU economy, contributing 7% of European GDP, providing 4.6 million jobs and remaining at the cutting edge of technological innovation with EUR 60 billion invested each year in research and development. The industry needs to be supported in its environmental and digital transition, as European manufacturers are now facing a triple bind, with tightened environmental regulations, increasing investment needs in innovation and heightened international competition. The strengthened CO₂ emission reduction standards must become technology neutral in reaching the fleet-wide targets that they set. Zero and low-emission vehicles, which run on advanced biofuels or synthetic fuels as defined in Directive (EU) 2018/2001^{1a}. Zero-emission and low-emission vehicles currently include battery electric vehicles, fuel-cell and other hydrogen-powered vehicles, and technological innovations are continuing.

^{1a} Directive (EU) 2018/2001 of the European Parliament and of the Council of 11 December 2018 on the promotion of the use of energy from renewable sources (recast)

Amendment 10

Proposal for a regulation Recital 9 a (new)

Text proposed by the Commission

Amendment

(9 a) Battery electric, fuel-cell and other hydrogen-powered vehicles have a strong potential to decarbonise certain segments of the heavy duty transport sector and their development should be encouraged, while taking into account the fact that no technology goes without an environmental impact. Where electrification is not possible or less

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

Amendment 11

Proposal for a regulation Recital 9 b (new)

Text proposed by the Commission

Amendment

(9 b) Following consultation with stakeholders, at the latest one year after the entry into force of the regulation, the Commission should make a proposal for registering heavy-duty vehicles running exclusively on CO₂ neutral fuels for compliance purposes in conformity with EU law and with the Union's climate neutrality objective.

Amendment 12

Proposal for a regulation Recital 10

Text proposed by the Commission

Amendment

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

(10) Against that background, new CO₂ emission reduction targets should be set for new heavy-duty vehicles for the period 2030 onwards. Those targets should be **consistent with the availability of enabling conditions, namely sufficiently dense network of alternative fuels infrastructure, with the aim of promoting** the uptake of zero-emission vehicles on the Union market and to stimulate innovation in zero-emission technologies in a cost-efficient way.

Amendment 13

Proposal for a regulation
Recital 10 a (new)

Text proposed by the Commission

Amendment

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

Amendment 14

Proposal for a regulation
Recital 10 b (new)

Text proposed by the Commission

Amendment

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

vehicles.

Amendment 15

Proposal for a regulation Recital 11 – paragraph 1

Text proposed by the Commission

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

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

Amendment

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

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

Amendment 16

Proposal for a regulation Recital 11 a (new)

Text proposed by the Commission

Amendment

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

Amendment 17

Proposal for a regulation Recital 12

Text proposed by the Commission

Amendment

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

(12) The Union fleet-wide targets are to be complemented by the necessary roll-out of ***publicly accessible*** recharging and refuelling infrastructure as set out in the Commission Proposal for a regulation on the deployment of alternative fuel infrastructure¹⁶. ***The deployment of recharging and refuelling infrastructure is equally important in private locations, such as in private depots and at logistic centres to ensure overnight and destination charging. It is imperative that no European region is left behind and that regional disparities in the deployment of alternative fuels infrastructure are duly addressed, particularly in less developed regions or regions with specific needs and circumstances, such as rural and sparsely populated, remote and outermost, island and mountainous regions. This public and private network of recharging and***

refuelling stations is an enabling condition for manufacturers to be able to reach the CO2 reduction targets.

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

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

Amendment 18

Proposal for a regulation Recital 12 a (new)

Text proposed by the Commission

Amendment

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

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

Amendment 19

Proposal for a regulation Recital 12 b (new)

Text proposed by the Commission

Amendment

(12b) Minimum requirements on charging infrastructure for heavy-duty vehicles laid down in regulation on the deployment of alternative fuel infrastructure may fall short of what the strengthened CO₂ emission performance standards demand. It is therefore of utmost importance that EU and national funding instruments prioritise support towards further developing alternative fuels infrastructure projects.

Amendment 20

Proposal for a regulation Recital 13

Text proposed by the Commission

Amendment

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

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

Amendment 21

Proposal for a regulation Recital 13 a (new)

Text proposed by the Commission

Amendment

(13 a) The market adoption of zero-emission heavy-duty vehicles depends on the enabling conditions allowing road hauliers to operate the vehicles seamlessly and more profitably than conventional diesel trucks. The availability of charging and refuelling infrastructure, effective carbon pricing measures, including road user charges differentiated by CO2 emissions, and supportive and well-synchronized vehicle regulations are crucial enabling conditions that are outside of the direct control of vehicle manufacturers. Therefore, the state of the most important enabling conditions should be monitored on an annual basis. If one or more of the enabling conditions are found to be not in line with the CO2 targets for vehicle manufacturers, the targets should be reviewed and financial penalties (excess CO2 emissions premiums) for vehicle manufacturers be waived.

Amendment 22

Proposal for a regulation Recital 13 b (new)

Text proposed by the Commission

Amendment

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

account in the review of this regulation.

Amendment 23

Proposal for a regulation

Recital 14

Text proposed by the Commission

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

Amendment

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

Amendment 24

Proposal for a regulation

Recital 14 a (new)

Text proposed by the Commission

Amendment

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

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

Amendment 25

Proposal for a regulation Recital 14 b (new)

Text proposed by the Commission

Amendment

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

Amendment 26

Proposal for a regulation Recital 14 c (new)

Text proposed by the Commission

Amendment

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

Amendment 27

Proposal for a regulation Recital 14 d (new)

Text proposed by the Commission

Amendment

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

Amendment 28

Proposal for a regulation Recital 14 e (new)

Text proposed by the Commission

Amendment

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

Amendment 29

Proposal for a regulation Recital 14 f (new)

Text proposed by the Commission

Amendment

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

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

Amendment 30

Proposal for a regulation

Recital 15

Text proposed by the Commission

(15) Due to the heterogeneous structure of the total truck fleet, it is not possible to fully predict whether for all niche uses, technological developments will be quick enough to ensure that zero-emission tailpipe technology is a viable choice. This may include uses such as long-haul heavy-duty vehicles in specific territorial morphology and meteorological circumstances, coaches and lorries for critical security and safety applications that cannot be fulfilled by zero-emission tailpipe technologies. The vehicles in question should constitute a limited share of the entire heavy-duty vehicle fleet. In view of such considerations, ***some margin in the 2040 target should be left to accommodate developments in technology yet to occur.***

Amendment

(15) Due to the heterogeneous structure of the total truck fleet, it is not possible to fully predict whether for all niche uses, technological developments will be quick enough to ensure that zero-emission tailpipe technology is a viable choice. This may include uses such as ***extra heavy duty vehicles and*** long-haul heavy-duty vehicles in specific territorial morphology and meteorological circumstances, coaches and lorries for critical security and safety applications that cannot be fulfilled by zero-emission tailpipe technologies. The vehicles in question should constitute a limited share of the entire heavy-duty vehicle fleet. In view of such considerations, ***the review of this regulation should take into account the technological development of these vehicles in a possible review of the targets. It is important to assess the full life-cycle CO2 emissions from heavy-duty vehicles at Union level. To that end, the Commission should evaluate, not later than one year after the entry into force of the regulation, the possibility of developing a common Union methodology for the assessment and the consistent data reporting of the full life-cycle CO2 emissions of heavy-duty vehicles that are placed on the Union market. The Commission should adopt follow-up measures, including, where appropriate, legislative proposals.***

Amendment 31

Proposal for a regulation Recital 15 a (new)

Text proposed by the Commission

Amendment

(15 a) Extra heavy combinations (EHC) are vehicles with above standard masses and often also dimensions. They have increased energy efficiency gains and lowered relative fuel use due to higher payloads compared to average EU trucks. However, in the current calculation formula related to the CO₂ HDV targets, this is not taken into account. In order to correct this and reflect the EHC emissions more realistically, the calculation formula should be modified accordingly.

Amendment 32

Proposal for a regulation Recital 15 b (new)

Text proposed by the Commission

Amendment

(15 b) Following consultation with stakeholders, at the latest one year after the entry into force of the regulation, the Commission should make a proposal for registering heavy-duty vehicles running exclusively on CO₂ neutral fuels for compliance purposes in conformity with EU law and with the Union's climate neutrality objective.

Amendment 33

Proposal for a regulation Recital 15 c (new)

Text proposed by the Commission

Amendment

(15c) CO₂-neutral fuels, such as biogas, biofuels or synthetic fuels can contribute to significant CO₂ reductions and improvement of air quality already today, and play a key role in the transition. At the same time, they can be part of the solution in the future in cases where an electric or hydrogen truck is impossible or difficult.

Amendment 34

Proposal for a regulation Recital 15 d (new)

Text proposed by the Commission

Amendment

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

Amendment 35

Proposal for a regulation Recital 15 e (new)

Text proposed by the Commission

Amendment

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

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

Amendment 36

Proposal for a regulation

Recital 17

Text proposed by the Commission

Amendment

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

deleted

Justification

Remain ZLEV.

Amendment 37

Proposal for a regulation

Recital 18

Text proposed by the Commission

Amendment

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

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

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

the regions and the communities most affected by the transition.

Amendment 38

Proposal for a regulation Recital 21 – paragraph 1

Text proposed by the Commission

For vehicles, which are not in the scope of the automotive type-approval legislation, such as agricultural and forestry tractors, vehicles *designed and* constructed for the use by armed forces and track-laying vehicles, the CO₂ emissions are not determined and therefore these vehicles do not have to meet the CO₂ targets set in this Regulation.

Amendment

For vehicles, which are not in the scope of the automotive type-approval legislation, such as agricultural and forestry tractors, vehicles constructed for the use by armed *and security* forces and track-laying vehicles, the CO₂ emissions are not determined and therefore these vehicles do not have to meet the CO₂ targets set in this Regulation.

Amendment 39

Proposal for a regulation Recital 21 – paragraph 5

Text proposed by the Commission

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

Amendment

Vocational vehicles, such as garbage trucks, tippers or concrete mixers, should continue to be exempted from the calculation of average specific CO₂ emissions of manufacturers. *On the other hand, zero-and-low emission vocational vehicles could be used for the purpose of this Regulation and for the purpose of determining manufacturer's compliance with its specific CO₂ emissions targets.*

Amendment 40

Proposal for a regulation Recital 23

Text proposed by the Commission

Amendment

(23) For the purposes of the newly introduced transfer of vehicles between manufacturers and of establishing an exemption for manufacturers producing only few vehicles, a definition of the term of 'group of connected entities' should be added to Regulation (EU) 2019/1242, in substance following the terminology used in Regulation (EU) 2019/631 of the European Parliament and of the Council²⁰ for light-duty vehicles.

deleted

²⁰ **Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO₂ emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (OJ L 111, 25.4.2019, p. 13).**

Justification

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

Amendment 41

Proposal for a regulation Recital 24

Text proposed by the Commission

Amendment

(24) For defining the obligations of individual manufacturers, Union fleet-wide CO₂ reduction targets for the new heavy-duty vehicle fleet should be translated into specific reduction targets for subgroups that should be defined by the technical characteristics of the vehicles they comprise.

(24) For defining the obligations of individual manufacturers, Union fleet-wide CO₂ reduction targets for the new heavy-duty vehicle fleet should be translated into specific reduction targets for subgroups that should be defined by the technical characteristics of the vehicles they comprise, **but consideration should be**

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

Justification

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

Amendment 42

Proposal for a regulation
Recital 27 a (new)

Text proposed by the Commission

Amendment

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

Justification

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

Amendment 43

Proposal for a regulation Recital 28

Text proposed by the Commission

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

Amendment

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

Justification

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

Amendment 44

Proposal for a regulation Recital 30

Text proposed by the Commission

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

Amendment

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

Amendment 45

Proposal for a regulation
Recital 42 a (new)

Text proposed by the Commission

Amendment

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

Amendment 46

Proposal for a regulation
Recital 42 b (new)

Text proposed by the Commission

Amendment

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

Amendment 47

Proposal for a regulation
Recital 42 c (new)

Text proposed by the Commission

Amendment

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

carbon fuels.

Amendment 48

Proposal for a regulation

Article 1 – paragraph 1 – point 2 – point a

Regulation (EU) 2019/1242

Article 2 – paragraph 1 – point b

Text proposed by the Commission

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

Amendment

(b) *N₂ with a technically permissible maximum laden mass above 5 tons and N₃;*

Amendment 49

Proposal for a regulation

Article 1 – paragraph 1 – point 2 – point a

Regulation (EU) 2019/1242

Article 2 – paragraph 1 – point ca (new)

Text proposed by the Commission

Amendment

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

Amendment 50

Proposal for a regulation

Article 1 – paragraph 1 – point 2 – point c

Regulation (EU) 2019/1242

Article 2 – paragraph 4a (new)

Text proposed by the Commission

Amendment

4 a. Vehicle groups 11, 12 and 16 from N3 category shall not be subject to the CO₂ emission targets set out in Article 3a of this Regulation.

Amendment 51

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

Text proposed by the Commission

Amendment

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

Amendment 52

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

Text proposed by the Commission

Amendment

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

Amendment 53

Proposal for a regulation
Article 1 – paragraph 1 – point 4
Regulation (EU) 2019/124
Article 3b – paragraph 1

Text proposed by the Commission

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

Amendment

1. For vehicles referred to in point 4.2 of Annex I, manufacturers shall comply with the minimum shares of zero-emission vehicles in their fleet of new heavy-duty vehicles as laid down in point 4.3 of Annex I. For new urban buses the share of zero-emissions vehicles shall be **80%** as from the reporting period of the year 2030 **and progressively resulting in 100% in line with the market and the enabling conditions**;

Amendment 54

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3a – paragraph 1 – point b

Text proposed by the Commission

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

Amendment

(b) for all vehicle sub-groups for the reporting periods of the years 2030 to 2034 by **30 %**,

Amendment 55

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242

Article 3a – paragraph 1 – point c

Text proposed by the Commission

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

Amendment

(c) for all vehicle sub-groups for the reporting periods of the years 2035 to 2039 by **50 %**,

Amendment 56

Proposal for a regulation

Article 1 – paragraph 1 – point 4

Regulation (EU) 2019/1242
Article 3a – paragraph 1 – point d

Text proposed by the Commission

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

Amendment

(d) for all vehicle sub-groups for the reporting periods of the years 2040 onwards by **75%**.

Amendment 57

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

Text proposed by the Commission

Article 3c

Amendment

deleted

Justification

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

Amendment 58

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

Text proposed by the Commission

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

Amendment

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

Amendment 59

Proposal for a regulation

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

Regulation (EU) 2019/1242

Article 4 – paragraph 1 – point ba (new)

Text proposed by the Commission

Amendment

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

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

Amendment 60

Proposal for a regulation

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

Regulation (EU) 2019/1242

Article 4a (new)

Text proposed by the Commission

Amendment

(5 b) Methodology for registration of heavy-duty vehicles running exclusively on CO2 neutral fuels

the following Article 4a is inserted:

Article 4a

Following consultation with stakeholders, at the latest one year after the entry into force of the regulation, the Commission shall develop a methodology for registering heavy-duty vehicles running exclusively on CO2 neutral fuels for compliance purposes in conformity with EU law and with the Union's climate neutrality objective.

Amendment 61

Proposal for a regulation

Article 1 – paragraph 1 – point 6 – point a

Regulation (EU) 2019/1242

Article 5 – paragraph 1

Text proposed by the Commission

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

Amendment

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

Amendment 62

Proposal for a regulation

Article 1 – paragraph 1 – point 6 – point c

Regulation (EU) 2019/1242

Article 5 – paragraph 4

Text proposed by the Commission

4. The zero-emission and low-emission factor shall reduce the average specific CO₂ emissions of a manufacturer by a maximum of **3** %. The contribution to that factor of the zero-emission vehicles of category N, other than those in vehicles sub-groups 4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH, shall reduce the average specific CO₂ emissions of a manufacturer by a maximum of **1,5** %.

Amendment

4. The zero-emission and low-emission factor shall reduce the average specific CO₂ emissions of a manufacturer by a maximum of **10** %. The contribution to that factor of the zero-emission vehicles of category N, other than those in vehicles sub-groups 4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH, shall reduce the average specific CO₂ emissions of a manufacturer by a maximum of **3** %.

Amendment 63

Proposal for a regulation

Article 1 – paragraph 1 – point 9 – point d

Regulation (EU) 2019/1242

Article 7 – paragraph 1 – subparagraph 4

Text proposed by the Commission

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

Amendment

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

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

Amendment 64

Proposal for a regulation

Article 1 – paragraph 1 – point 11 – point c

Regulation (EU) 2019/1242

Article 8 – paragraph 2 – point a

Text proposed by the Commission

Amendment

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

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

Amendment 65

Proposal for a regulation

Article 1 – paragraph 1 – point 11 – point c

Regulation (EU) 2019/1242

Article 8 – paragraph 2 – point b

Text proposed by the Commission

Amendment

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

deleted

Justification

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

Amendment 66

Proposal for a regulation

Article 1 – paragraph 1 – point 16

Text proposed by the Commission

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

Amendment

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

Amendment 67

Proposal for a regulation

Article 1 – paragraph 1 – point 18

Regulation (EU) 2019/1242

Article 15 – paragraph 1

Text proposed by the Commission

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

Amendment

The Commission shall, in **2027 at latest**, review the effectiveness and impact of this Regulation and submit a report to the European Parliament and to the Council with the result of the review.

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

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

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

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

(d) the level of the average price of allowances under the new the emissions

*trading system covering road transport
(e) other measures that support the uptake
of zero-emission heavy-duty vehicles.*

*If one or more of the enabling conditions,
especially under paragraphs (b), (c) or
(d), are found to be not in line with the
targets for vehicle manufacturers in Art.
3a and b of this Regulation, the targets
shall be reviewed and excess CO2
emissions premiums according to Art. 8 of
this Regulation be waived.*

Amendment 68

Proposal for a regulation

Article 1 – paragraph 1 – point 18

Regulation (EU) 2019/1242

Article 15 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

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

Amendment 69

Proposal for a regulation

Article 1 – paragraph 1 – point 19 – point a

Regulation (EU) 2019/1242

Article 17

Text proposed by the Commission

Amendment

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

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

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

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

Amendment 70

Proposal for a regulation

Article 1 – paragraph 1 – point 19 – point a

Regulation (EU) 2019/1242

Article 17– paragraph 2

Text proposed by the Commission

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

Amendment

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

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

Justification

Needed to provide certitudes in the purchase of urban buses

Amendment 71

Proposal for a regulation

Article 1 – paragraph 1 – point 19 – point b

Regulation (EU) 2019/1242

Article 17 – paragraph 3

Text proposed by the Commission

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

Amendment

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

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

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

Justification

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

Amendment 72

Proposal for a regulation

Article 1 – paragraph 1 – point 19 – point c

Regulation (EU) 2019/1242

Article 17 – paragraph 6

Text proposed by the Commission

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

Amendment

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

Amendment 73

Proposal for a regulation

Annex I – point 1 – point 1.1.2 – table

Text proposed by the Commission

Vehicle group pursuant to Annex I to Regulation (EU) 2017/2400	Vehicle sub-group (sg) attributed for the purposes of this Regulation
31a, 31d	31-LF
31b1	31-L1
31b2	31-L2
31c, 31e	31-DD
32a, 32b	32-C2

32c, 32d	32-C3
32e, 32f	32-DD
33a, 33d, 37a, 37d	33-LF
33b1, 37b1	33-L1
33b2, 37b2	33-L2
33c, 33e, 37c, 37e	33-DD
34a, 34b, 36a, 36b, 38a, 38b, 40a, 40b	34-C2
34c, 34d, 36c, 36d, 38c, 38d, 40c, 40d	34-C3
34e, 34f, 36e, 36f, 38e, 38f, 40e, 40f	34-DD
35a, 35b1, 35b2, 35c	35-FE
39a, 39b1, 39b2, 35c	39-FE

Amendment

31a, 31d	31-LF
31b1	31-L1
31b2	31-L2
31c, 31e	31-DD
32a, 32b	32-C2
32c, 32d	32-C3
32e, 32f	32-DD
33a, 33d, 37a, 37d	33-LF
33b1, 37b1	33-L1
33b2, 37b2	33-L2
33c, 33e, 37c, 37e	33-DD
34a, 34b, 36a, 36b, 38a, 38b, 40a, 40b	34-C2

34c, 34d, 36c, 36d, 38c, 38d, 34-C3
40c, 40d

34e, 34f, 36e, 36f, 38e, 38f, 34-DD
40e, 40f

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

39a, 39b1, 39b2, **39c** 39-FE

Justification

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

Amendment 74

Proposal for a regulation

Annex I – point 1 – point 1.2

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

Amendment

Vehicle category	Chassis configuration	Criteria for vocational vehicles
N	Rigid	One of the following digits, as listed in Appendix 2 of Annex I to

Regulation (EU) 2018/858, is used to supplement the code for bodywork indicated in entry 38 of the certificate of conformity: 09, 10, 15, 16, **17**, 18, 19, 20, 23, 24, 25, 26, 27, 28, 31;

Justification

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

Recital (21): As for certain vehicle groups, which are type-approved, CO2 emissions are not determined yet for technical reasons, these vehicles do not have to meet the CO2 targets set by this Regulation. These are for example special purpose vehicles, such as mobile cranes, carriers of hydraulic multi-equipment or exceptional load transport vehicles, off-road vehicles, such as certain vehicles used for mining, forestry and agricultural purposes

Amendment 75

Proposal for a regulation

Annex I – point 2 – point 2.1

Regulation (EU) 2019/1242

Annex I – point 2

Text proposed by the Commission

1. Calculation of the specific CO₂ emissions of a new heavy-duty vehicle

The specific emissions in g/km of a new heavy-duty vehicle v attributed to a sub-group sg or of its primary vehicle shall be calculated in accordance with the following formula:

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

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

Where,

\sum_{mp} is the sum over all mission profiles mp listed in Table 2;

sg is the sub-group to which the new heavy-duty vehicle v has been attributed according to Section 1 of this Annex;

$W_{sg,mp}$ is the mission profile weight specified in points 2.1.1 to 2.1.3;

$CO2_{v,mp}$ is the CO₂ emissions in g/km of the new heavy-duty vehicle v determined for a mission profile mp , reported in accordance with Articles 13a and 13b and normalised pursuant to Annex III;

$CO2p_{v,mp}$ is the CO₂ emissions in g/km of the primary vehicle of the new heavy-duty vehicle v , determined for a mission profile mp , reported in accordance with Articles 13a and 13b;

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

Amendment

2.1. Calculation of the specific CO₂ emissions of a new heavy-duty vehicle

The specific emissions in g/km of a new heavy-duty vehicle v attributed to a sub-group sg or of its primary vehicle shall be calculated in accordance with the following formula:

$$CO2_v = \sum_{mp} W_{sg,mp} \times CO2_{v,mp} \times (1 - CCF_i)$$

$$CO2p_v = \sum_{mp} W_{sg,mp} \times CO2p_{v,mp} \times (1 - CCF_i)$$

Where,

\sum_{mp} is the sum over all mission profiles mp listed in Table 2;

sg is the sub-group to which the new heavy-duty vehicle v has been attributed according to Section 1 of this Annex;

- $W_{sg,mp}$ is the mission profile weight specified in points 2.1.1 to 2.1.3;
- $CO2_{v,mp}$ is the CO₂ emissions in g/km of the new heavy-duty vehicle v determined for a mission profile mp , reported in accordance with Articles 13a and 13b and normalised pursuant to Annex III;
- $CO2p_{v,mp}$ is the CO₂ emissions in g/km of the primary vehicle of the new heavy-duty vehicle v , determined for a mission profile mp , reported in accordance with Articles 13a and 13b;
- CCF_i** is the Carbon Correction Factor for the fuel or blend of fuels in use **i**, as defined in Article 3 point (25) and calculated according to paragraph 7 of this Annex.

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

Amendment 76

Proposal for a regulation

Annex I – point 2 – point 2.1.1

Text proposed by the Commission

Vehicle sub-group (sg)*	Mission profile (mp)**										
	RDL	RDR	LHL	LHR	UDL	UDR	REL, RER, LEL, LER	MUL	MUR	COL	COR
53	0,25	0,25	0	0	0,25	0,25	0	0	0	0	0
54	0,25	0,25	0	0	0,25	0,25	0	0	0	0	0

Amendment

Vehicle sub-group (sg)*	Mission profile (mp)**										
	RDL	RDR	LHL	LHR	UDL	UDR	REL, RER, LEL, LER	MUL	MUR	COL	COR
53	0,08	0,79	0	0	0,02	0,11	0	0	0	0	0

54 0,08 0,79 0 0 0,02 0,11 0 0 0 0 0

Justification

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

Amendment 77

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

Text proposed by the Commission

Amendment

Where,

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

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

CO2p_v is the specific CO₂ emissions of the primary vehicle of the new heavy-duty vehicle v determined in accordance with point 2.1;

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

Vpv_{sg} the number of new heavy-duty vehicles

Where,

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

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

CO2p_v is the specific CO₂ emissions of the primary vehicle of the new heavy-duty vehicle v determined in accordance with point 2.1;

V_{sg} is the number of new heavy-duty vehicles of the manufacturer, **including zero-and-**

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

Justification

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

Amendment 78

Proposal for a regulation

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

<i>Text proposed by the Commission</i>	<i>Amendment</i>
2.3.2 Reporting periods from 2025 <i>to 2029</i> [...]	2.3.2 Reporting periods from 2025 <i>onwards</i> [...]

Justification

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

Amendment 79

Proposal for a regulation

Annex I – point 2 – point 2.3 – point 2.3.3

Text proposed by the Commission

Amendment

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

Amendment 80

Proposal for a regulation

Annex I – point 2 – point 2.4

Text proposed by the Commission

[...]

Where,

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

$V_{pv_{sg}}$ the number of new heavy-duty vehicles within the sub-group sg , which pursuant to Article 7b shall be accounted for with the CO₂ emissions of their primary vehicles in the calculation of the average specific CO₂ emissions of point 2.2.;

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

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

Amendment

[...]

Where,

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

- manufacturer in a subgroup sg ;
- $V_{pv_{sg}}$ the number of new heavy-duty vehicles within the sub-group sg , which pursuant to Article 7b shall be accounted for with the CO₂ emissions of their primary vehicles in the calculation of the average specific CO₂ emissions of point 2.2.;
- V_{sg} is the number of new heavy-duty vehicles of the manufacturer, ***including zero-and-low vocational vehicles***, in a subgroup sg ;
- V is the number of new heavy-duty vehicles of the manufacturer, ***including zero-and-low vocational vehicles***.

Justification

Vocational vehicles should continue to be exempted from the scope of this Regulation. However, when it comes to zero-emission technologies, these vehicles will be the first to be put on the market (for example, for municipal waste collection). To this end, the scope of the regulation should be extended in a way that zero-emission vocational vehicles can be accounted in the specific CO₂ emission performance of a manufacturer in the specific reporting period.

Amendment 81

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

Text proposed by the Commission

2.7. Average specific CO₂ emissions of manufacturers, as referred to in Article 4

For each manufacturer the following average specific CO₂ emissions shall be calculated:

2.7.1. For the reporting periods 2019 to 2029:

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

2.7.2. For the reporting periods as from 2025:

$$CO2(NO) = \sum_{sg} share_{sg} \times MPW_{sg} \times avgCO2_{sg}$$

$$CO2(MCO2) = \sum_{sg} share_{sg} \times MPW_{sg} \times [avgCO2_{sg} \times (1 - pv_{sg}) + avgCO2p_{sg} \times pv_{sg}]$$

$$CO2(MZE) = \sum_{sg} share_{sg} \times MPW_{sg} \times (1 - zev_{sg}) \times rCO2_{sg}$$

$$CO2(M) = CO2(MCO2) + CO2(MZE)$$

Where,

\sum_{sg} is the sum is over those sub-groups that are included in the calculation of the particular average specific CO₂ emissions according to point 4.2;

$ZLEV$ is as determined in point 2.3;

$share_{sg}$ is as determined in point 2.4;

zev_{sg} is as determined in point 2.4;

pv_{sg} is as determined in point 2.4;

MPW_{sg} is as determined in point 2.6;

$avgCO2_{sg}$ is as determined in point 2.2;

$avgCO2p_{sg}$ is as determined in point 2.2;

$rCO2_{sg}$ is as determined in point 3.1.2.

Amendment

Average specific CO₂ emissions of manufacturers, as referred to in Article 4

For each manufacturer the following average specific CO₂ emissions shall be calculated:

2.7.1. For the reporting periods 2019 to 2029:

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

2.7.2. For the reporting periods as from 2025:

$$CO2(NO) = \sum_{sg} share_{sg} \times MPW_{sg} \times (avgCO2_{sg} \times (1 - share_{sgEHC}) + \alpha_{sg} \times avgCO2_{sg} \times share_{sgEHC})$$

$$CO2(MCO2) = \sum_{sg} share_{sg} \times MPW_{sg} \times [avgCO2_{sg} \times (1 - pv_{sg}) + avgCO2p_{sg} \times pv_{sg}]$$

$$CO2(MZE) = \sum_{sg} share_{sg} \times MPW_{sg} \times (1 - zev_{sg}) \times rCO2_{sg}$$

$$CO2(M) = CO2(MCO2) + CO2(MZE)$$

Where,

\sum_{sg} is the sum is over those sub-groups that are included in the calculation of the particular average specific CO₂ emissions according to point 4.2;

ZLEV is as determined in point 2.3;

share_{sg} is as determined in point 2.4;

zev_{sg} is as determined in point 2.4;

pv_{sg} is as determined in point 2.4;

MPW_{sg} is as determined in point 2.6;

avgCO2_{sg} is as determined in point 2.2;

avgCO2p_{sg} is as determined in point 2.2;

rCO2_{sg} is as determined in point 3.1.2.

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

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

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

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

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

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

Amendment 82

Proposal for a regulation

Annex I – point 3 – point 3.2 – table

Text proposed by the Commission

Reference periods applicable to sub-groups

The following reporting periods shall be applied as reference periods to vehicle sub-groups:

Vehicle sub-group sg	Reporting period of the year applicable as reference period
4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH	2019
All others	2025

Amendment

Reference periods applicable to sub-groups

The following reporting periods shall be applied as reference periods to vehicle sub-groups:

Vehicle sub-group sg	Reporting period of the year applicable as reference period
4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH	2019
<i>Is, 1,2, 3, 11, 12, 16</i>	<i>2020</i>
All others	2025

Amendment 83

Proposal for a regulation

Annex I – point 4 – point 4.2

Text proposed by the Commission

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

The following sub-groups sg shall be included in the calculation of the specific CO₂

emissions $CO_2(X)$, specific emissions targets $T(X)$ and CO₂ emissions trajectory $ET(X)_Y$:

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

Amendment

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

The following sub-groups sg shall be included in the calculation of the specific CO₂ emissions $CO_2(X)$, specific emissions targets $T(X)$ and CO₂ emissions trajectory $ET(X)_Y$:

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

10-LH

to in points **33-L2** 34-C2,
1.1.1 and 1.1.3. 34-C3, 34-DD,

Justification

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

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

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

Amendment 84

Proposal for a regulation

Annex I – point 4 – point 4.3.1 – table

Text proposed by the Commission

CO ₂ reduction targets rf_{sg} and rfp_{sg}					
Sub-groups sg		Reporting period of the years			
		2025 – 2029	2030 – 2034	2035 – 2039	As from 2040
Medium lorries	53, 54	0	43%	64%	90%
Heavy lorries > 7,4t	1s, 1, 2, 3	0	43%	64%	90%
Heavy lorries > 16 t with 4x2 and 6x4 axle configurations	4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH	15%	43%	64%	90%
Heavy lorries > 16 t with special axle	11, 12, 16	0	43%	64%	90%

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

Amendment

CO ₂ reduction targets rf_{sg} and rfp_{sg}					
Sub-groups sg		Reporting period of the years			
		2025 – 2029	2030 – 2034	2035 – 2039	As from 2040
Medium lorries	53, 54	0	15%	50%	70%
Heavy lorries > 7,4t	1s, 1, 2, 3	0	30%	50%	70%
Heavy lorries > 16 t with 4x2 and 6x4 axle configurations	4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH	15%	30%	50%	70%
Heavy lorries > 16 t with special axle configurations	11, 12, 16	0	30%	50%	70%
Coaches (rf_{sg})	32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD	0	15%	50%	70%
Primary vehicles of coaches (rfp_{sg})	32-C2, 32-C3, 32-DD,	0	15%	50%	70%

	34-C2, 34-C3, 34-DD				
Trailers		0	7,5%	7,5%	7,5%
Semi-trailers		0	15%	15%	15%

Justification

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

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

Amendment 85

Proposal for a regulation

Annex I – point 4 – point 4.3.2 – table

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

Zero-emission vehicle mandates zevM _{sg}						
Sub-groups sg			Reporting period of the years			
			before 2030	2030 – 2034	2035 – 2039	As from 2040
Urban buses	heavy	31-LF, 31-L1, 31-DD, 33-LF, 33-L1, 33-DD, 35-FE, 39-FE	0	80%	100%	100%

Justification

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

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

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

Amendment 86

Proposal for a regulation

Annex I – point 7(new)

Text proposed by the Commission

Amendment

7. CALCULATION OF THE CARBON CORRECTION FACTOR (CCF)

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

7.1. For CO₂-Neutral Fuels, as defined in article 3 point (25) and used in compliance with

Art. 4a, CCF_i = 1;

7.2. For fuels other than CO₂-Neutral Fuels, CCF_i = 0;

7.3. For blends of CO₂-Neutral Fuels and fuels other than CO₂-Neutral Fuels, the CCF shall be calculated according to the following formula:

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

Where:

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

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

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

The Shares database is accessible at:

<https://ec.europa.eu/eurostat/web/energy/data/shares>

Justification

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

Amendment 87

Proposal for a regulation

Annex III – point 1 – paragraph 2 – subparagraph 9

Text proposed by the Commission

are the CO₂ emissions in g/km of the **primary vehicle of a** new heavy-duty vehicle v determined for a mission profile mp and reported in accordance with

Amendment

are the CO₂ emissions in g/km of the new heavy-duty vehicle v determined for a mission profile mp and reported in accordance with Articles 13a and 13b;

Articles 13a and 13b;

Justification

This amendment corrects a typo, the definition of reportCO2_v_mp of Annex III should refer to the completed vehicle only. The CO2 emissions of primary vehicles are not corrected for their passenger numbers, since all primary vehicles of a given sub-group are simulated with the same passenger numbers. This is also visible from the definitions of the CO2p_v_mp in point 2.1 of Annex I, which does not refer to Annex III for a correction.

Amendment 88

Proposal for a regulation

Annex IV – Part A – point q a (new)

Regulation (EU) 2019/1242

Annex IV – point qa (new)

Text proposed by the Commission

Amendment

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

PROCEDURE – COMMITTEE ASKED FOR OPINION

Title	Amending Regulation (EU) 2019/1242 as regards strengthening the CO ₂ emission performance standards for new heavy-duty vehicles and integrating reporting obligations, and repealing Regulation (EU) 2018/956
References	COM(2023)0088 – C9-0025/2023 – 2023/0042(COD)
Committee responsible Date announced in plenary	ENVI 29.3.2023
Opinion by Date announced in plenary	TRAN 29.3.2023
Rapporteur for the opinion Date appointed	Andris Ameriks 19.4.2023
Discussed in committee	24.5.2023
Date adopted	19.9.2023
Result of final vote	+: 29 –: 11 0: 3
Members present for the final vote	José Ramón Bauzá Díaz, Erik Bergkvist, Izaskun Bilbao Barandica, Paolo Borchia, Karolin Braunsberger-Reinhold, Jakob G. Dalunde, Karima Delli, Anna Deparnay-Grunenberg, Gheorghe Falcă, Carlo Fidanza, Isabel García Muñoz, Jens Gieseke, Elsi Katainen, Kateřina Konečná, Peter Lundgren, Elżbieta Katarzyna Łukacijewska, Marian-Jean Marinescu, Jan-Christoph Oetjen, Rovana Plumb, Bergur Løkke Rasmussen, Dominique Riquet, Thomas Rudner, Massimiliano Salini, Achille Variati, Petar Vitanov, Lucia Vuolo, Roberts Zīle, Kosma Złotowski
Substitutes present for the final vote	Pär Holmgren, Ondřej Kovařík, Ljudmila Novak, Jutta Paulus, Andreas Schieder, Annalisa Tardino
Substitutes under Rule 209(7) present for the final vote	Matteo Adinolfi, Mohammed Chahim, Pietro Fiocchi, Niclas Herbst, Francisco José Millán Mon, Dennis Radtke, Antonio Maria Rinaldi, Christian Sagartz, Eugen Tomac

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

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

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

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

Key to symbols:

+ : in favour

- : against

0 : abstention

PROCEDURE – COMMITTEE RESPONSIBLE

Title	Amending Regulation (EU) 2019/1242 as regards strengthening the CO ₂ emission performance standards for new heavy-duty vehicles and integrating reporting obligations, and repealing Regulation (EU) 2018/956			
References	COM(2023)0088 – C9-0025/2023 – 2023/0042(COD)			
Date submitted to Parliament	15.2.2023			
Committee responsible Date announced in plenary	ENVI 29.3.2023			
Committees asked for opinions Date announced in plenary	ITRE 29.3.2023	IMCO 29.3.2023	TRAN 29.3.2023	AGRI 29.3.2023
Not delivering opinions Date of decision	IMCO 28.3.2023	AGRI 28.2.2023		
Rapporteurs Date appointed	Bas Eickhout 1.10.2023			
Previous rapporteurs	Yannick Jadot, Bas Eickhout			
Discussed in committee	26.4.2023	26.6.2023		
Date adopted	24.10.2023			
Result of final vote	+: 48 -: 36 0: 1			
Members present for the final vote	João Albuquerque, Catherine Amalric, Mathilde Androuët, Maria Arena, Traian Băsescu, Alexander Bernhuber, Malin Björk, Michael Bloss, Delara Burkhardt, Pascal Canfin, Sara Cerdas, Mohammed Chahim, Nathalie Colin-Oesterlé, Maria Angela Danzi, Esther de Lange, Christian Doleschal, Bas Eickhout, Cyrus Engerer, Pietro Focchi, Hélène Fritzon, Malte Gallée, Gianna Gancia, Andreas Glueck, Teuvo Hakkarainen, Anja Hazekamp, Martin Hojsik, Pär Holmgren, Jan Huitema, Adam Jarubas, Karin Karlsbro, Petros Kokkalis, Ewa Kopacz, Joanna Kopcińska, Peter Liese, Sylvia Limmer, Javi López, César Luena, Marian-Jean Marinescu, Lydie Massard, Liudas Mažylis, Marina Mesure, Dolors Montserrat, Alessandra Moretti, Ljudmila Novak, Grace O’Sullivan, Nikos Papandreou, Jutta Paulus, Francesca Peppucci, Stanislav Polčák, Jessica Polfjärd, Erik Poulsen, Frédérique Ries, Silvia Sardone, Christine Schneider, Ivan Vilibor Sinčić, Maria Spyraiki, Nils Torvalds, Edina Tóth, Achille Variati, Alexandr Vondra, Mick Wallace, Pernille Weiss, Emma Wiesner, Michal Wiezik, Tiemo Wölken, Anna Zalewska			
Substitutes present for the final vote	Mercedes Bresso, Christophe Clergeau, Jens Gieseke, Martin Häusling, Stelios Kympouropoulos, Massimiliano Salini, Christel Schaldemose, Annalisa Tardino, Róza Thun und Hohenstein, Grzegorz Tobiszowski, Marie Toussaint, Nikolaj Villumsen, Sarah Wiener			
Substitutes under Rule 209(7) present for the final vote	Marie Dauchy, Carlo Fidanza, Niels Fuglsang, Georg Mayer, Maria Noichl, Rob Rookoen			
Date tabled	30.10.2023			

FINAL VOTE BY ROLL CALL IN COMMITTEE RESPONSIBLE

48	+
NI	Maria Angela Danzi
PPE	Stanislav Polčák, Jessica Polfjård
Renew	Catherine Amalric, Pascal Canfin, Martin Hojsík, Jan Huitema, Karin Karlsbro, Erik Poulsen, Frédérique Ries, Róza Thun und Hohenstein, Nils Torvalds, Emma Wiesner, Michal Wiezik
S&D	João Albuquerque, Maria Arena, Mercedes Bresso, Delara Burkhardt, Sara Cerdas, Mohammed Chahim, Christophe Clergeau, Cyrus Engerer, Helène Fritzon, Niels Fuglsang, Javi López, César Luena, Alessandra Moretti, Maria Noichl, Nikos Papandreou, Christel Schaldemose, Achille Variati, Tiemo Wölken
The Left	Malin Björk, Anja Hazekamp, Petros Kokkalis, Marina Measure, Nikolaj Villumsen, Mick Wallace
Verts/ALE	Michael Bloss, Bas Eickhout, Malte Gallée, Martin Häusling, Pär Holmgren, Lydie Massard, Grace O'Sullivan, Jutta Paulus, Marie Toussaint, Sarah Wiener

36	-
ECR	Carlo Fidanza, Pietro Fiocchi, Teuvo Hakkarainen, Joanna Kopcińska, Rob Rooker, Grzegorz Tobiszowski, Alexandr Vondra, Anna Zalewska
ID	Mathilde Androuët, Marie Dauchy, Gianna Gancia, Sylvia Limmer, Georg Mayer, Silvia Sardone, Annalisa Tardino
NI	Ivan Vilibor Sinčić, Edina Tóth
PPE	Traian Băsescu, Alexander Bernhuber, Christian Doleschal, Jens Gieseke, Adam Jarubas, Ewa Kopacz, Stelios Kympouropoulos, Esther de Lange, Peter Liese, Marian-Jean Marinescu, Liudas Mažylis, Dolors Montserrat, Ljudmila Novak, Francesca Peppucci, Massimiliano Salini, Christine Schneider, Maria Spyragi, Pernille Weiss
Renew	Andreas Glueck

1	0
PPE	Nathalie Colin-Oesterlé

Key to symbols:

+ : in favour

- : against

0 : abstention