

**Amendment 75****Damiano Zoffoli**

on behalf of the S&amp;D Group

**Report****A8-0354/2018****Bas Eickhout**CO2 emission performance standards for new heavy-duty vehicles  
(COM(2018)0284 – C8-0197/2018 – 2018/0143(COD))**Proposal for a regulation****Article 8 – paragraph 1***Text proposed by the Commission**Amendment*

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

(Excess emission premium) = (Excess emissions x **6 800** €/gCO<sub>2</sub>/tkm)

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

***From the period 2025 to 2029,***

(Excess emission premium) = (Excess emissions x **5 000** €/gCO<sub>2</sub>/tkm)

***From 2030 onwards,***

***(Excess emission premium) = (Excess emissions x 6 800 €/gCO<sub>2</sub>/tkm)***

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

Or. en

7.11.2018

A8-0354/76

**Amendment 76**

**Damiano Zoffoli**

on behalf of the S&D Group

**Report**

**A8-0354/2018**

**Bas Eickhout**

CO2 emission performance standards for new heavy-duty vehicles  
(COM(2018)0284 – C8-0197/2018 – 2018/0143(COD))

**Proposal for a regulation**

**Article 13 – subparagraph 1 a (new)**

*Text proposed by the Commission*

*Amendment*

***1a A specific methodology shall be developed by the Commission at the latest by 31 December 2020, to include for CNG and LNG applications the effect of use of advanced and renewable gaseous transport fuels – compliant with the sustainable criteria defined under the RED II - to the computation of the average fleet emissions. The methodology shall be accompanied, where appropriate, by a proposal for amending this Regulation.***

Or. en

7.11.2018

A8-0354/77

**Amendment 77**

**Damiano Zoffoli**

on behalf of the S&D Group

**Report**

**A8-0354/2018**

**Bas Eickhout**

CO2 emission performance standards for new heavy-duty vehicles  
(COM(2018)0284 – C8-0197/2018 – 2018/0143(COD))

**Proposal for a regulation**

**Article 16 a (new)**

*Text proposed by the Commission*

*Amendment*

**Article 16a**

**Amendment to Council Directive  
96/53/EC**

***In Annex I to Directive 96/53/EC<sup>1</sup> the  
following points are inserted after point  
2.2.4.2:***

***‘2.2.5 The maximum authorised weight  
of the alternatively-fuelled vehicle  
combinations as defined in point (b) of  
Article 5(2) of Regulation (EU) .../2018  
[Proposal for a regulation  
COM(2018)284] is increased by the  
additional weight required for the  
alternative fuel technology with a  
maximum of 1 tonne.***

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

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<sup>1</sup> Council Directive 96/53/EC of 25 July  
1996 laying down for certain road  
vehicles circulating within the

***Community the maximum authorized dimensions in national and international traffic and the maximum authorized weights in international traffic (OJ L 235, 17.9.1996, p. 59).***

Or. en

*Justification*

*Alternatively-fuelled motor vehicles as referred to in Annex I, Article 2.3 already receive an allowance to compensate for additional weight required for alternative powertrains. Such an allowance however only apply to rigid vehicles and not to articulate vehicles. For consistency, and to enable alternative technology penetration into this segment of the market, the weight exemption should also apply to articulate trucks. Zero-Emission Vehicles (such as battery electric) are even heavier and thus a higher exemption should be granted to enable their market penetration. The weight exemption should be based on the range of the vehicle.*