



2017/0114(COD)

28.3.2018

OPINION

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

for the Committee on Transport and Tourism

on the proposal for a directive of the European Parliament and of the Council amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures
(COM(2017)0275 – C8-0171/2017 – 2017/0114(COD))

Rapporteur (*): Seb Dance

(*) Associated committee – Rule 54 of the Rules of Procedure

PA_Legam

SHORT JUSTIFICATION

Directive 1999/62/EC provides the legal framework for charging heavy goods vehicles (HGVs) for the use of certain roads. It does not oblige Member States to introduce charges but provides minimum requirements for the way infrastructure charges should be set.

According to the European Environment Agency (EEA), road transport is the largest source of greenhouse gas (GHG) emissions in the EU. While transport at large is responsible for 23% of total CO₂ emissions in the EU, road transport accounts for 72% of these. The highest share of these emissions (over 60%) originates from passenger cars, while those of heavy-goods vehicles (HGVs) are increasing. Under current trends, emission reductions from the road transport sector will not be sufficient to achieve the EU's 2030 and 2050 climate targets.

The cost of air pollutant emissions generated by road transport represent another significant cost to society. According to the EEA, air pollution is responsible for around 500,000 premature deaths each year in the EU, with emissions from road transport being the main contributor.

With growing demand for transport, congestion is an increasingly significant issue, which result in considerable economic, social and environmental costs including delays, fuel waste, and additional CO₂ and pollutant emissions, which together amount to 1-2% of EU GDP. Although the current Directive includes the possibility to charge for the external costs road transport, this provision has hardly been used.

In its 2011 White Paper 'Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system', the Commission set a deadline of 2020 to "*proceed to the full and mandatory internalisation of external costs (including noise, local pollution and congestion on top of the mandatory recovery of wear and tear costs) for road and rail transport*". On current trends the EU is a long way from achieving this objective.

Overall your rapporteur welcomes the aims of the Commission's proposal: to promote financially and environmentally sustainable road transport through wider application of the 'user pays' and 'polluter pays' principles. My opinion aims to ensure that efficient and fair road pricing can contribute to the EU's efforts to cut both CO₂ and pollutant emissions by better implementing the 'polluter pays' principle and helping to accelerate the transition to clean and zero-emission mobility.

Scope

The current Directive only covers HGVs but the Commission proposes extending the legal framework to all heavy-duty vehicles (HDVs) - buses and coaches - and light-duty vehicles (LDVs) - passenger cars and vans. Your rapporteur supports this extension of the scope. Buses, coaches, cars and vans do not provide sufficient contributions via road charges, even though these vehicles account for a significant share of transport activity and are responsible for a large part of the impact on wear and tear of infrastructure (and other external costs).

To encourage fair and efficient pricing your rapporteur proposes to separate passenger vehicles and vans intended for the carriage of goods so that tolls for HDVs that start from 3.5

tonnes also apply to large vans used in transport. Large vans are increasingly used to transport freight in order to bypass rules applying to HDVs.

Infrastructure charge: Distance-based vs. time-based

Your rapporteur welcomes the proposal to phase out time-based road charging (vignettes) as it does not reflect actual road use and encourages drivers to drive more during the time they have paid for. Distance-based tolls on the other hand are proportional to road use and better implement the polluter and user pays principles.

Your rapporteur proposes to bring forward the dates for phasing out of vignettes for both HDVs, including vans carrying freight, and LDVs as doing so will to accelerate the internalisation of external-costs from road transport and accelerate the application of the polluter pays principle.

External-costs

Road transport is the source of significant external costs including climate change, air pollution and noise. Currently these costs are only partly borne by the sector. While your rapporteur welcomes the Commission's proposal to extend mandatory external-cost charging to HDVs on the most polluted parts of the road network, this is insufficient to achieve the stated aim of mandatory internalisation of external costs for road transport.

Your rapporteur thus proposes to make the application of an external-cost charge, related to the cost of air and noise pollution, mandatory on the entire road network subject to an infrastructure charge. To facilitate more efficient pricing and the transition to cleaner vehicles, the reference values in Annex IIIb have been changed to binding minimum values for charging for the cost of air and noise pollution.

Zero-emission mobility

Road charging can be an effective demand-side tool to help facilitate the uptake of zero-emission vehicles (ZEVs). In order to accelerate the transition to zero-emission mobility, your rapporteur proposes to maintain the 75% discount for ZEVs, but independently of the entry into force of implementing Regulation (EU) No 595/2009.

Your rapporteur also proposes to delete the four year exemption from the external cost charge for vehicles of the highest Euro class. Not only would this exemption cease to be relevant for Euro VI vehicles but removing the exemption for future Euro classes will also accelerate the uptake of ZEVs.

Earmarking of revenues

Road charges mobilise resources that should contribute to the financing of the maintenance and development of transport infrastructure, reducing road transport pollution at source and facilitating the production and uptake of zero emission vehicles.

AMENDMENTS

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

Amendment 1

Proposal for a directive

Recital 1 a (new)

Text proposed by the Commission

Amendment

(1a) In that White Paper, the Commission has set a deadline for 2020 to "proceed to the full and mandatory internalisation of external costs (including noise, local pollution and congestion on top of the mandatory recovery of wear and tear costs) for road and rail transport".

Amendment 2

Proposal for a directive

Recital 1 b (new)

Text proposed by the Commission

Amendment

(1b) The movement of goods and passenger vehicles is a factor that contributes to the release of pollutants into the atmosphere. Such pollutants, which have a very serious impact on people's health and lead to the deterioration of ambient air quality in the Union, include PM_{2,5}, NO₂, and O₃, which in 2014 caused, respectively, 399 000, 75 000, and 13 600 premature deaths in the Union owing to prolonged exposure, according to European Environment Agency estimates produced in 2017.

Amendment 3

Proposal for a directive
Recital 1 c (new)

Text proposed by the Commission

Amendment

(1c) Congestion is becoming an increasingly serious problem, entailing high economic, social, and environmental costs, including delays, fuel waste, and additional CO₂ and pollutant emissions.

Amendment 4

Proposal for a directive
Recital 1 d (new)

Text proposed by the Commission

Amendment

(1d) According to the World Health Organization, noise from road traffic alone ranks second among the most harmful environmental stressors in Europe, exceeded only by air pollution. At least 9 000 premature deaths a year can be attributed to heart disease caused by traffic noise.

Amendment 5

Proposal for a directive
Recital 1 e (new)

Text proposed by the Commission

Amendment

(1e) According to the European Environment Agency's 2017 report on air quality in Europe, road transport in 2015 was the sector with the highest NO_x emissions and the second largest emitter of black carbon pollution.

Amendment 6

Proposal for a directive Recital 3 a (new)

Text proposed by the Commission

Amendment

(3a) In order to ensure the proportionality of user charges, it is important to differentiate between light duty vehicles intended for the carriage of people and vans intended for the carriage of goods under Regulations (EC) No 1071/2009^{1a} and (EC) No 1072/2009^{1b} of the European Parliament and of the Council, as well as under Regulation (EC) No 165/2014 of the European Parliament and of the Council^{1c}.

^{1a} **Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC (OJ L 300, 14.11.2009, p.51).**

^{1b} **Regulation (EC) No 1072/2009 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international road haulage market (OJ L 300, 14.11.2009, p.72).**

^{1c} **Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport, repealing Council Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) No 561/2006 of the European Parliament and of the Council on the harmonisation of certain social legislation relating to road transport (OJ L 60, 28.2.2014, p. 1).**

Amendment 7

Proposal for a directive Recital 3 b (new)

Text proposed by the Commission

Amendment

(3b) Vans are increasingly being used as a means to bypass social and market regulation for trucks. This Directive should ensure that countries are applying tolls on large vans that are used for the purpose of professional freight transport.

Amendment 8

Proposal for a directive Recital 4 a (new)

Text proposed by the Commission

Amendment

(4a) Time-based user charges encourage drivers to travel more when their vignette is valid, thus making them misapply the ‘polluter pays’ principle and the ‘user pays’ principle.

Amendment 9

Proposal for a directive Recital 5

Text proposed by the Commission

Amendment

(5) In order to secure user acceptance of future road charging schemes, Member States should be allowed to introduce adequate systems for the collection of charges as part of a wider package of mobility services. Such systems should ensure a fair distribution of infrastructure costs and reflect the ‘polluter pays’ principle. Any Member States introducing such a system should ensure that it complies with the provisions of Directive 2004/52/EC of the European Parliament and of the Council¹⁶.

(5) In order to secure user acceptance of future road charging schemes, Member States should be allowed to introduce adequate systems for the collection of charges as part of a wider package of mobility services. ***The Member States are encouraged to take into account the social acceptance of charging and socio-economic factors in their implementation, in particular to maintain the competitiveness of the transport sector, composed of many small and medium enterprises, and facilitate more flexibility***

of charges to users of private vehicles forced to use transport infrastructure on a regular basis. Such systems should ensure a fair distribution of infrastructure costs and reflect the ‘polluter pays’ principle. Any Member States introducing such a system should ensure that it complies with the provisions of Directive 2004/52/EC of the European Parliament and of the Council¹⁶.

¹⁶ Directive 2004/52/EC of the European Parliament and of the Council of 29 April 2004 on the interoperability of electronic road toll systems in the Community (Text with EEA relevance), OJ L 166, 30.4.2004, p. 124–143

¹⁶ Directive 2004/52/EC of the European Parliament and of the Council of 29 April 2004 on the interoperability of electronic road toll systems in the Community (Text with EEA relevance), OJ L 166, 30.4.2004, p. 124–143

Amendment 10

Proposal for a directive

Recital 5 a (new)

Text proposed by the Commission

Amendment

(5a) It is of particular importance that the Member States establish a fair charging system which does not penalise users of private vehicles which, due to their place of residence in the countryside or in areas that are difficult of access or isolated, are forced to make more regular use of roads subject to charging. Under territorial development policy, Member States should levy reduced charges on users from such areas.

Amendment 11

Proposal for a directive

Recital 5 b (new)

Text proposed by the Commission

Amendment

(5b) In order to secure user acceptance of future road charging schemes, Member

States should be encouraged to take account of socio-economic factors when implementing road charging measures for passenger cars.

Amendment 12

Proposal for a directive

Recital 7

Text proposed by the Commission

(7) Pursuant to Directive 1999/62/EC, an external-cost charge may be imposed at a level close to the social marginal cost of the usage of the vehicle in question. That method has proven to be the fairest and most efficient way to take account of negative environmental and health impacts of air pollution and noise generated by heavy duty vehicles, **and** would ensure a fair contribution from heavy duty vehicles to meeting EU air quality standards¹⁷ and any applicable noise limits or targets. The application of such charges should therefore be facilitated.

¹⁷ Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air for Europe, OJ L 152, 11.06.2008, p. 1-44

Amendment

(7) Pursuant to Directive 1999/62/EC, an external-cost charge may be imposed at a level close to the social marginal cost of the usage of the vehicle in question. That method has proven to be the fairest and most efficient way to take account of negative environmental and health impacts of air pollution and noise generated by heavy duty vehicles, would ensure a fair contribution from heavy duty vehicles to meeting EU air quality standards¹⁷ and any applicable noise limits or targets, **and would make it possible to provide incentives for the use of clean vehicles.** The application of such charges should therefore be facilitated.

¹⁷ Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air for Europe, OJ L 152, 11.06.2008, p. 1-44

Amendment 13

Proposal for a directive

Recital 8

Text proposed by the Commission

(8) To this effect, the maximum weighted average external-cost charges should be replaced by readily applicable **reference** values updated in light of inflation, the scientific progress made in

Amendment

(8) To this effect, the maximum weighted average external-cost charges should be replaced by readily applicable **minimum** values updated in light of inflation, the scientific progress made in

estimating the external costs of road transport and the evolution of the fleet composition.

estimating the external costs of road transport and the evolution of the fleet composition.

Amendment 14

Proposal for a directive Recital 8 a (new)

Text proposed by the Commission

Amendment

(8a) In order to contribute to the objective, laid out in the Commission White Paper of 28 March 2011, to proceed to the full and mandatory internalisation of external costs, the external-cost charge should be mandatory on the part of the road network subject to the infrastructure charge.

Amendment 15

Proposal for a directive Recital 8 b (new)

Text proposed by the Commission

Amendment

(8b) Without prejudice to Article 9(1a) of Directive 1999/62/EC, Member States should be allowed to apply and maintain an external-cost charge on parts of the network that are not covered by an infrastructure charge.

Amendment 16

Proposal for a directive Recital 8 c (new)

Text proposed by the Commission

Amendment

(8c) The 'Handbook on External Costs of Transport' of the Commission Directorate General for Transport and Mobility should be considered as a basis for fixing minimum values for the

Amendment 17

Proposal for a directive Recital 9

Text proposed by the Commission

(9) The variation of infrastructure charges according to Euro emission class has contributed to the use of cleaner vehicles. However, with the renewal of vehicle fleets, the variation of charges on this basis on the inter-urban network is expected to become obsolete by the end of 2020 and should therefore be phased out by that time. From the same point in time, external-cost charging **should** be applied **more systematically**, as a targeted means to recover external cost in respect of situations in which it matters most.

Amendment

(9) The variation of infrastructure charges according to Euro emission class has contributed to the use of cleaner vehicles. However, with the renewal of vehicle fleets, the variation of charges on this basis on the inter-urban network is expected to become obsolete by the end of 2020 and should therefore be phased out by that time. From the same point in time, external-cost charging **are to** be applied as a targeted means to recover external cost in respect of situations in which it matters most.

Amendment 18

Proposal for a directive Recital 12

Text proposed by the Commission

(12) In order to promote the use of the cleanest and most efficient vehicles, Member States should apply **significantly** reduced road tolls and user charges to those vehicles.

Amendment

(12) In order to promote the use of the cleanest and most efficient vehicles, **in particular zero-emission vehicles, and reduce their competitive disadvantage in relation to conventional vehicles**, Member States should, **as soon as possible**, apply reduced road tolls and user charges to those vehicles. **In order to accelerate the transition towards the cleanest and most efficient vehicles, it is necessary to apply these reductions independently of the entry into force of implementing Regulation (EC) No 595/2009 of the European Parliament and of the Council^{1a}.**

^{1a} **Regulation (EC) No 595/2009 of the European Parliament and of the Council of 18 June 2009 on type-approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (Euro VI) and on access to vehicle repair and maintenance information and amending Regulation (EC) No 715/2007 and Directive 2007/46/EC and repealing Directives 80/1269/EEC, 2005/55/EC and 2005/78/EC (OJ L 188, 18.7.2009, p.1).**

Amendment 19

Proposal for a directive Recital 13

Text proposed by the Commission

(13) Road congestion, to which all motor vehicles contribute in different proportions, represents a cost of about **1%** of GDP. A significant part of this cost can be attributed to interurban congestion. A specific congestion charge should therefore be allowed, on condition that it is applied to all vehicle categories. In order to be effective and proportionate, the charge should be calculated on the basis of the marginal congestion cost and differentiated according to location, time and vehicle category. In order to maximise the positive effect of congestion charges, corresponding revenues should be allocated to projects **addressing** the **sources** of the problem.

Amendment

(13) Road congestion, to which all motor vehicles contribute in different proportions, represents a cost of about **1%-2%** of GDP. A significant part of this cost can be attributed to interurban **and cross-border** congestion. A specific congestion charge should therefore be allowed, **without prejudice to Article 9(1a) of Directive 1999/62/EC, and** on condition that it is applied to all vehicle categories. In order to be effective and proportionate, the charge should be calculated on the basis of the marginal congestion cost and differentiated according to location, time and vehicle category. In order to maximise the positive effect of congestion charges, corresponding revenues should be allocated to projects **seeking to tackle the root causes** of the problem, **such as cross-border infrastructure or modal shift, and to encourage a shift of traffic towards alternative transport routes, as well as the greatest possible use of low-emission public transport. In case of new collection infrastructure, the method of collection of congestion charges should itself not contribute to creation or further development of the congestion.**

Amendment 20

Proposal for a directive Recital 14

Text proposed by the Commission

(14) Congestion charges should reflect the actual costs imposed by each vehicle on other road users directly, and indirectly on society at large, in a proportionate manner. In order to avoid that they disproportionately hinder the free movement of people and goods, they should be limited to specific amounts reflecting marginal congestion cost in near capacity condition, that is to say when traffic volumes approach road capacity.

Amendment

(14) Congestion charges should reflect the actual costs imposed by each vehicle on other road users directly, and indirectly on society at large, in a proportionate manner. In order to avoid that they disproportionately hinder the free movement of people and goods, ***particularly in cross-border and urban areas***, they should be limited to specific amounts reflecting marginal congestion cost in near capacity condition, that is to say when traffic volumes approach road capacity.

Amendment 21

Proposal for a directive Recital 19

Text proposed by the Commission

(19) Road charges ***can*** mobilise resources that contribute to the financing of the maintenance and development of high quality transport infrastructure. ***It is therefore appropriate to incentivise*** Member States ***to*** use revenues from road charges accordingly and, to this end, ***to require that they*** adequately report on the use of such revenues. That should in particular help identifying possible financing gaps, and raising the public acceptance of road charging.

Amendment

(19) Road charges mobilise resources that contribute to the financing of the maintenance and development of high quality transport infrastructure, ***including alternative transport infrastructure, reducing road transport pollution at source and facilitating the production and taking up of zero-emission vehicles.*** Therefore Member States ***should ring-fence and*** use revenues from road charges accordingly and, to this end, adequately report on the use of such revenues. That should in particular help identifying possible financing gaps, and raising the public acceptance of ***distance-based*** road charging.

Amendment 22

Proposal for a directive Recital 21

Text proposed by the Commission

(21) It is necessary to ensure that external-cost charges continue to reflect the cost of air pollution and noise generated by heavy duty vehicles as accurately as possible without rendering the charging scheme excessively complex, to incentivise the use of the most fuel-efficient vehicles, and to keep the incentives effective and the differentiation of road charges up-to-date. Therefore, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission for the purpose of adapting the *reference* values for external cost charging to scientific progress, defining the modalities for the revenue-neutral variation of infrastructure charges according to the CO₂ emissions from heavy duty vehicles, and adapting the modalities of the variation of infrastructure charges for light duty vehicles to technical progress. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016²¹. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

Amendment

(21) It is necessary to ensure that external-cost charges continue to reflect the cost of air pollution and noise generated by heavy duty vehicles ***and vans intended for the carriage of goods*** as accurately as possible without rendering the charging scheme excessively complex, to incentivise the use of the most fuel-efficient ***and clean*** vehicles, and to keep the incentives effective and the differentiation of road charges up-to-date. Therefore, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission for the purpose of adapting the ***minimum*** values for external cost charging to scientific progress, defining the modalities for the revenue-neutral variation of infrastructure charges according to the CO₂ emissions from heavy duty vehicles ***and vans intended for the carriage of goods***, and adapting the modalities of the variation of infrastructure charges for light duty vehicles to technical progress. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016²¹. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

Amendment 23

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 1999/62/EC

Article 1 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. Existing concession contracts may be exempted from the requirements of this Directive until the contract is renewed.

Amendment 24

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 1999/62/EC

Article 2 – paragraph 1 – point 2 – point a

Text proposed by the Commission

Amendment

a) new infrastructure or new infrastructure improvements, including significant structural repairs;

a) new infrastructure, ***new alternative transport infrastructure for modal shifting***, or new infrastructure improvements, including significant structural repairs;

Amendment 25

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 1999/62/EC

Article 2 – paragraph 1 – point 6

Text proposed by the Commission

Amendment

6. ‘toll’ means a specified amount based on the distance travelled on a given infrastructure and on the type of the vehicle, the payment of which confers the right for a vehicle to use the infrastructures, comprising an infrastructure charge, and as the case may

6. ‘toll’ means a specified amount based on the distance travelled on a given infrastructure and on the type of the vehicle, the payment of which confers the right for a vehicle to use the infrastructures, comprising an infrastructure charge, ***an external-cost***

be a congestion charge *or an external-cost charge or both*;

charge and as the case may be a congestion charge;

Amendment 26

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 1999/62/EC

Article 2 – paragraph 1 – point 7

Text proposed by the Commission

7. ‘infrastructure charge’ means a charge levied for the purpose of recovering the construction, the maintenance, the operation and the development costs related to infrastructure incurred in a Member State;

Amendment

7. ‘infrastructure charge’ means a charge levied for the purpose of recovering the construction, the maintenance, the operation and the development costs related to infrastructure incurred in a Member State *and of cross-financing new, alternative transport infrastructure projects there*;

Amendment 27

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 1999/62/EC

Article 2 – paragraph 1 – point 11

Text proposed by the Commission

11. ‘cost of traffic-based air pollution’ means the cost of the damage caused by the release of particulate matter and of ozone precursors, such as nitrogen oxide and volatile organic compounds, in the course of the operation of a vehicle;

Amendment

11. ‘cost of traffic-based air pollution’ means the cost of the *harm to human health and of the* damage caused *to the environment* by the release of particulate matter and of ozone precursors, such as nitrogen oxide and volatile organic compounds, in the course of the operation of a vehicle;

Amendment 28

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 1999/62/EC

Article 2 – paragraph 1 – point 12

Text proposed by the Commission

12. ‘cost of traffic-based noise pollution’ means the cost of the damage caused by the noise emitted by the vehicles or created by their interaction with the road surface;

Amendment

12. ‘cost of traffic-based noise pollution’ means the cost of the ***harm to human health and of the*** damage caused ***to the environment*** by the noise emitted by the vehicles or created by their interaction with the road surface;

Amendment 29

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 1999/62/EC

Article 2 – paragraph 1 – point 19

Text proposed by the Commission

(19) ‘light duty vehicle’ means a passenger car, a minibus ***or*** van;

Amendment

(19) ‘light duty vehicle’ means a passenger car, a minibus, ***a*** van, ***or a van intended for the carriage of goods;***

Amendment 30

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 1999/62/EC

Article 2 – paragraph 1 – point 22

Text proposed by the Commission

(22) ‘van’ means a vehicle ***intended for the carriage of goods, and*** having a maximum permissible mass not exceeding 3,5 tonnes;

Amendment

(22) ‘van’ means a vehicle having a maximum permissible mass not exceeding 3,5 tonnes;

Amendment 31

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 1999/62/EC

Article 2 – paragraph 1 – point 22 a (new)

Text proposed by the Commission

Amendment

(22a) 'van intended for the carriage of goods' means a category N1 Class III vehicle in accordance with Regulation (EC) No 715/2007^{1a}, intended for the carriage of goods;

^{1a} Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information (OJ L 171, 29.6.2007, p.1).

Amendment 32

Proposal for a directive

Article 1 – paragraph 1 – point 2 (new)

Directive 1999/62/EC

Article 2 – paragraph 1 – point 23 a (new)

Text proposed by the Commission

Amendment

(23a) 'zero-emission operation' refers to hybrid vehicles when they operate with no exhaust emissions on the covered road network;

Amendment 33

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 1999/62/EC

Article 2 – paragraph 2 – point b

Text proposed by the Commission

Amendment

(b) costs of infrastructure or infrastructure improvements may include any specific expenditure on infrastructure designed to reduce nuisance related to noise or to improve road safety and actual

(b) costs of infrastructure or infrastructure improvements may include any specific expenditure on infrastructure designed to reduce nuisance related to noise or ***air pollution or*** to improve road

payments made by the infrastructure operator corresponding to objective environmental elements such as protection against soil contamination.

safety and actual payments made by the infrastructure operator corresponding to objective environmental elements such as protection against soil contamination.

Amendment 34

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 1999/62/EC

Article 7 – paragraph 6

Text proposed by the Commission

6. Without prejudice to paragraph 9, from 1 January 2018, Member States shall not introduce user charges for heavy duty vehicles. User charges introduced before that date may be maintained until 31 December **2023**.

Amendment

6. Without prejudice to paragraph 9, from 1 January 2018, Member States shall not introduce user charges for heavy duty vehicles. User charges introduced before that date may be maintained until 31 December **2021**.

Justification

There is no technical reason why Member States cannot phase out user charges for HDVs sooner.

Amendment 35

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 1999/62/EC

Article 7 – paragraph 9

Text proposed by the Commission

9. As of 1 January 2020, tolls and user charges applied to heavy duty vehicles shall apply to all heavy duty vehicles.

Amendment

9. As of 1 January 2020, tolls and user charges applied to heavy duty vehicles shall apply to all heavy duty vehicles, ***as well as to all vans intended for the carriage of goods fitted with a tachograph regulated by Regulation (EU) No 165/2014.***

Amendment 36

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 1999/62/EC

Article 7 – paragraph 10

Text proposed by the Commission

10. Tolls and user charges for heavy duty vehicles on the one hand and for light duty vehicles on the other may be introduced or maintained independently from one another.

Amendment

10. **Until 31 December 2025**, tolls and user charges for heavy duty vehicles on the one hand and for light duty vehicles on the other may be introduced or maintained independently from one another.

Justification

Phase out of vignettes for all vehicles by 31 December 2025

Amendment 37

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 1999/62/EC

Article 7c – paragraph 1

Text proposed by the Commission

1. Member States **may** maintain or introduce an external-cost charge, related to the cost of traffic-based air or noise pollution or both.

For heavy duty vehicles, the external-cost charge shall vary and be set in accordance with the minimum requirements and the methods referred to in Annex IIIa and shall **respect the reference** values set out in Annex IIIb.

Amendment

1. Member States **shall** maintain or introduce an external-cost charge, related to the cost of traffic-based air or noise pollution or both, **for all categories of vehicles**.

The external-cost charge shall vary and be set in accordance with the minimum requirements and the methods referred to in Annex IIIa and shall **comply with at least the minimum** values set out in Annex IIIb.

Amendment 38

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 1999/62/EC

Article 7c – paragraph 4 a (new)

Text proposed by the Commission

Amendment

4a. *From 1 January 2022, Member States that levy tolls shall apply an external-cost charge, related to the cost of traffic-based air and noise pollution, to heavy-duty vehicles and to vans intended for the carriage of goods on all parts of the road network that are subject to an infrastructure charge.*

Amendment 39

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 1999/62/EC

Article 7c – paragraph 4 b (new)

Text proposed by the Commission

Amendment

4b. *From 1 January 2025, Member States shall apply or maintain the external-cost charge, related to the cost of traffic-based air and noise pollution, to all heavy-duty and light-duty vehicles on all parts of the road network that are subject to an infrastructure charge.*

Amendment 40

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 1999/62/EC

Article 7c – paragraph 5

Text proposed by the Commission

Amendment

5. *From 1 January 2021, Member States that levy tolls shall apply an external-cost charge to heavy duty vehicles on at least the part of the network referred to in Article 7(1) where environmental damage generated by heavy duty vehicles is higher than the average environmental damage generated by heavy duty vehicles defined in accordance with relevant*

5. Member States that levy tolls *may* apply *a higher* external-cost charge to *heavy-duty and light-duty* vehicles on the part of the network referred to in Article 7(1) where environmental damage generated by heavy duty vehicles *and vans intended for the carriage of goods* is higher than the average environmental damage generated by heavy duty vehicles

reporting requirements referred to in Annex IIIa.

and vans intended for the carriage of goods defined in accordance with relevant reporting requirements referred to in Annex IIIa.

Amendment 41

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 1999/62/EC

Article 7c – paragraph 5 a (new)

Text proposed by the Commission

Amendment

5a. Member States and competent regions may introduce or maintain an external-cost charge, related to the cost of traffic-based air or noise pollution on parts of the road network that are not covered by an infrastructure charge.

Amendment 42

Proposal for a directive

Article 1 – paragraph 1 – point 6 (new)

Directive 1999/62/EC

Article 7da – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. In case of new collection infrastructure, the method of collection of congestion charges shall not contribute to the creation or further development of congestion.

Amendment 43

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7f – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

1. After informing the Commission, a

1. After informing the Commission, a

Member State may add a mark-up to the infrastructure charge levied on specific road sections which are regularly congested, or the use of which by vehicles causes significant environmental damage, where the following conditions are met:

Member State *or a competent region* may add a mark-up to the infrastructure charge levied on specific road sections which are regularly congested, or the use of which by vehicles causes significant environmental damage, where the following conditions are met:

Amendment 44

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7f – paragraph 1 – point b

Text proposed by the Commission

(b) the mark-up does not exceed 15 % of the weighted average infrastructure charge calculated in accordance with Article 7b(1) and Article 7e, except where the revenue generated is invested in cross-border sections of core network corridors, in which case the mark-up may not exceed 25 %;

Amendment

(b) the mark-up does not exceed 15 % of the weighted average infrastructure charge calculated in accordance with Article 7b(1) and Article 7e, except where the revenue generated is invested in cross-border sections of core network corridors, in which case the mark-up may not exceed 50 %;

Amendment 45

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7g – paragraph 4 – subparagraph 2

Text proposed by the Commission

Within one year from the entry into force of the delegated act, Member States shall vary the infrastructure charge taking into account the reference CO₂ emission values and the relevant vehicle categorisation. Charges shall be varied in such a way that no infrastructure charge is more than 100% above the same charge for equivalent vehicles having the lowest, but not zero, CO₂ emissions. Zero-emission vehicles shall benefit from infrastructure charges reduced by 75% compared to the highest

Amendment

Within one year from the entry into force of the delegated act, Member States shall vary the infrastructure charge taking into account the reference CO₂ emission values and the relevant vehicle categorisation. Charges shall be varied in such a way that no infrastructure charge is more than 100% above the same charge for equivalent vehicles having the lowest, but not zero, CO₂ emissions. *From ... [date of entry into force of this Directive]*, zero-emission vehicles shall benefit from infrastructure

rate.

charges reduced by 75 % compared to the highest rate. ***Likewise, zero-emission operation shall benefit from the same reduction, provided that such operation can be proven.***

Amendment 46

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 1999/62/EC

Article 7g – paragraph 4 a (new)

Text proposed by the Commission

Amendment

4a. The Commission shall produce an evaluation report assessing the market share of zero-emission vehicles by ... [OJ: please insert the date: five years after the entry into force of this Directive]. The Commission is empowered to adopt, if appropriate, a delegated act, in accordance with Article 9e, to recalculate the discount applicable to zero-emission vehicles compared to the highest rate infrastructure charge.

Amendment 47

Proposal for a directive

Article 1 – paragraph 1 – point 8

Directive 1999/62/EC

Article 7ga – paragraph 2

Text proposed by the Commission

Amendment

2. From 1 January 2022 Member States shall vary tolls and, in the case of user charges, at least ***annual*** charges, according to the CO₂ and pollutant emissions of vehicles in accordance with the rules set out in Annex VII.

2. From 1 January 2022 Member States shall vary tolls and, in the case of user charges, at least ***monthly*** charges, according to the CO₂ and pollutant emissions of vehicles in accordance with the rules set out in Annex VII.

Amendment 48

Proposal for a directive

Article 1 – paragraph 1 – point 8

Directive 1999/62/EC

Article 7ga – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. From ... [date of entry into force of this Directive], zero-emission light-duty vehicles shall benefit from infrastructure charges reduced by 75 % compared to the highest rate.

Amendment 49

Proposal for a directive

Article premier – paragraph 1 – point 10 – point a a (new)

Directive 1999/62/EC

Article 7i – paragraph 2 – point c a (new)

Text proposed by the Commission

Amendment

(aa) in paragraph 2 the following point is inserted:

“(ca) users of passenger vehicles forced to use the infrastructure on a regular basis, in particular on account of living in a rural, enclosed or isolated area, shall benefit from such discounts or reductions up to a maximum of 50 %.”

Amendment 50

Proposal for a directive

Article 1 – paragraph 1 – point 14 – point -a (new)

Directive 1999/62/EC

Article 9 – paragraph 2 – subparagraph 1

Text proposed by the Commission

Amendment

(-a) in paragraph 2, the first subparagraph is replaced by the following:

Member States shall determine the use of revenues generated by this Directive. To enable the transport network to be developed as a whole, revenues generated from infrastructure and external costs charges, or the equivalent in financial value of these revenues, **should be used to benefit the transport sector, and optimise the entire transport system.**

In particular, revenues generated from external cost charges, or the equivalent in financial value of these revenues, **should** be used to make transport more sustainable, including one or more of the following:

- (a) facilitating efficient pricing;
- (b) reducing road transport pollution at source;
- (c) mitigating the effects of road transport pollution at source;
- (d) improving the CO₂ and energy performance of vehicles;
- (e) developing alternative infrastructure for transport users and/or expanding current capacity;
- (f) supporting **the trans-European transport network**;
- (g) **optimising logistics**;
- (h) **improving road safety; and**

“To enable the transport network to be developed as a whole, revenues generated from infrastructure and external costs charges, **shall be used to benefit the transport sector, and optimise the entire transport system. Revenues generated from infrastructure charges**, or the equivalent in financial value of these revenues, **shall be reinvested in one or more of the following**:

- (a) **supporting the trans-European transport network and its maintenance and upkeep**;
- (b) **optimising logistics**;
- (c) **improving road safety**;
- (d) **providing secure parking places**.

Revenues generated from external cost charges, or the equivalent in financial value of these revenues, **shall** be used to make transport more sustainable **and prevent harm to human health and damage to the environment**, including one or more of the following:

- (a) facilitating efficient pricing;
- (b) reducing road transport pollution at source;
- (c) mitigating the effects of road transport pollution at source;
- (d) improving the CO₂ and energy performance of vehicles;
- (e) developing alternative infrastructure for transport users and/or expanding current capacity;
- (f) supporting **and enhancing the development of electro-mobility including infrastructure to transfer electricity to vehicles**;
- (g) **cross-financing alternative, efficient transport projects resulting in environment-friendly modal shifting**;
- (h) **supporting collective modes of transport.**”

(i) *providing secure parking places.*

Amendment 51

Proposal for a directive

Article 1 – paragraph 1 – point 14 – point b

Directive 1999/62/EC

Article 9 – paragraph 3 – point a a (new)

Text proposed by the Commission

Amendment

(aa) promoting the greater use of electric and (plug-in) hybrid vehicles;

Amendment 52

Proposal for a directive

Article 1 – paragraph 1 – point 15

Directive 1999/62/EC

Article 9e – paragraph 2

Text proposed by the Commission

Amendment

2. The power to adopt delegated acts referred to in Article 7g(4), Article 7ga(4) and Article 9d shall be conferred on the Commission for *an indeterminate* period of *time* from [date of entry into force of this Directive].

2. The power to adopt delegated acts referred to in Article 7g(4), Article 7ga(4) and Article 9d shall be conferred on the Commission for *a* period of *5 years* from ... [date of entry into force of this Directive]. *The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the 5-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.*

Amendment 53

Proposal for a directive

Annex I – point 1 – point b – point i – indent 1

Directive 1999/62/EC

Annex III – section 2 – point 2.1 – indent 6

Text proposed by the Commission

- Costs shall be apportioned to heavy duty vehicles on an objective and transparent basis taking account of the proportion of **heavy duty** vehicle traffic to be carried on the network and the associated costs. The vehicle kilometres travelled by heavy duty vehicles may for this purpose be adjusted by objectively justified ‘equivalence factors’ such as those set out in point 4 (*).

Amendment

- Costs shall be apportioned to heavy **duty and light** duty vehicles on an objective and transparent basis taking account of the proportion of **different** vehicle traffic to be carried on the network and the associated costs. The vehicle kilometres travelled by heavy duty vehicles may for this purpose be adjusted by objectively justified ‘equivalence factors’ such as those set out in point 4 (*).

Amendment 54

Proposal for a directive

Annex I – point 1 – point b – point i – indent 2

Directive 1999/62/EC

Annex III – section 2 – point 2.2 – indent 2

Text proposed by the Commission

- Such costs shall be apportioned between heavy duty vehicles and other **traffic** on the basis of actual and forecast shares of vehicle kilometres and may be adjusted by objectively justified equivalence factors such as those set out in point 4.

Amendment

- Such costs shall be apportioned between heavy duty vehicles and other **light duty vehicles** on the basis of actual and forecast shares of vehicle kilometres and may be adjusted by objectively justified equivalence factors such as those set out in point 4.

Amendment 55

Proposal for a directive

Annex I – point 1 – point c

Directive 1999/62/EC

Annex IIIa – Title

Text proposed by the Commission

MINIMUM REQUIREMENTS FOR
LEVYING AN EXTERNAL-COST
CHARGE

Amendment

MINIMUM REQUIREMENTS FOR
LEVYING A **HIGHER** EXTERNAL-
COST CHARGE

Amendment 56

Proposal for a directive

Annex I – point 1 – point c

Directive 1999/62/EC

Annex IIIa – introductory part

Text proposed by the Commission

This Annex sets out the minimum requirements for levying **an** external-cost charge and, where applicable, for calculating the maximum external-cost charge.

Amendment

This Annex sets out the minimum requirements for levying **a higher** external-cost charge **compared to the minimum values set out in Annex IIIb** and, where applicable, for calculating the maximum external-cost charge.

Amendment 57

Proposal for a directive

Annex I – point 1 – point c

Directive 1999/62/EC

Annex IIIa – part 1 – paragraph 1

Text proposed by the Commission

The Member State shall specify precisely the part or parts of their road network which are to be subject to **an** external-cost charge.

Amendment

The Member State shall specify precisely the part or parts of their road network which are to be subject to **a higher** external-cost charge **compared to the minimum values set out in Annex IIIb**.

Amendment 58

Proposal for a directive

Annex I – point 1 – point c

Directive 1999/62/EC

Annex IIIa – part 2 – paragraph 1

Text proposed by the Commission

Where a Member State intends to apply higher external-cost charges than the **reference** values specified in Annex IIIb, it shall notify the Commission of the classification of vehicles according to which the external-cost charge shall vary. It shall also notify the Commission of the

Amendment

Where a Member State intends to apply higher external-cost charges than the **minimum** values specified in Annex IIIb, it shall notify the Commission of the classification of vehicles according to which the external-cost charge shall vary. It shall also notify the Commission of the

location of roads subject to higher external-cost charges (called hereafter ‘suburban roads (including motorways)’), and of roads subject to *lower* external-cost charges (called hereafter ‘interurban roads (including motorways)’).

location of roads subject to higher external-cost charges (called hereafter ‘suburban roads (including motorways)’), and of roads subject to *minimum* external-cost charges (called hereafter ‘interurban roads (including motorways)’).

Amendment 59

Proposal for a directive

Annex I – point 1 – point c

Directive 1999/62/EC

Annex IIIa – part 3 – paragraph 1

Text proposed by the Commission

This section shall apply where a Member State intends to apply higher external cost charges than the *reference* values specified in Annex IIIb.

Amendment

This section shall apply where a Member State intends to apply higher external cost charges than the *minimum* values specified in Annex IIIb.

Amendment 60

Proposal for a directive

Annex I – point 1 – point c

Directive 1999/62/EC

Annex IIIa – part 4 – point 4.1 – introductory part

Text proposed by the Commission

Where a Member State intends to apply higher external-cost charges than the *reference* values specified in Annex IIIb, that Member State or, where appropriate, an independent authority shall calculate the chargeable cost of traffic-based air pollution by applying the following formula:

Amendment

Where a Member State intends to apply higher external-cost charges than the *minimum* values specified in Annex IIIb, that Member State or, where appropriate, an independent authority shall calculate the chargeable cost of traffic-based air pollution by applying the following formula:

Amendment 61

Proposal for a directive

Annex I – point 1 – point c

Directive 1999/62/EC

Annex IIIa – part 4 – point 4.2 – introductory part

Text proposed by the Commission

Where a Member State intends to apply higher external-cost charges than the *reference* values specified in Annex IIIb, the Member State or, where appropriate, an independent authority shall calculate the chargeable cost of traffic-based noise pollution by applying the following formulae:

Amendment

Where a Member State intends to apply higher external-cost charges than the *minimum* values specified in Annex IIIb, the Member State or, where appropriate, an independent authority shall calculate the chargeable cost of traffic-based noise pollution by applying the following formulae:

Amendment 62

Proposal for a directive
Annex 1 – point 1 – point d
Directive 1999/62/EC
Annex IIIb – Title

Text proposed by the Commission

REFERENCE VALUES OF THE
EXTERNAL-COST CHARGE

Amendment

MINIMUM VALUES OF THE
EXTERNAL-COST CHARGE

Amendment 63

Proposal for a directive
Annex 1 – point 1 – point d
Directive 1999/62/EC
Annex IIIb – paragraph 1

Text proposed by the Commission

This Annex sets out *reference* values of the external-cost charge, including the cost of air pollution and noise.

Amendment

This Annex sets out *minimum* values of the external-cost charge, including the cost of air pollution and noise.

Amendment 64

Proposal for a directive
Annex 1 – point 1 – point d
Directive 1999/62/EC
Annex IIIb – table 1 – title

Text proposed by the Commission

Amendment

Table 1: **reference** values of the external-cost charge for heavy goods vehicles

Table 1: **minimum** values of the external-cost charge for heavy goods vehicles

Amendment 65

Proposal for a directive
Annex 1 – point 1 – point d
Directive 1999/62/EC
Annex IIIb – table 2 – title

Text proposed by the Commission

Amendment

Table 2: **reference** values of the external-cost charge for coaches

Table 2: **minimum** values of the external-cost charge for coaches

Amendment 66

Proposal for a directive
Annex I – point 1 – point d
Directive 1999/62/EC
Annex IIIb – table 2 a (new)

Text proposed by the Commission

Amendment

Table 2a: minimum values of the external-cost charge for passenger cars:

Vehicle	Engine	EURO-Class	Suburban	Interurban
Car diesel	<1.4l	Euro 2	1,9	0,9
		Euro 3	1,6	0,9
		Euro 4	1,3	0,7
		Euro 5	0,9	0,5
		Euro 6	0,6	0,3
	1.4-2.0l	Euro 0	3,6	1,0
		Euro 1	1,9	0,9

		<i>Euro 2</i>	<i>1,8</i>	<i>0,8</i>
		<i>Euro 3</i>	<i>1,7</i>	<i>0,9</i>
		<i>Euro 4</i>	<i>1,4</i>	<i>0,7</i>
		<i>Euro 5</i>	<i>0,9</i>	<i>0,5</i>
		<i>Euro 6</i>	<i>0,6</i>	<i>0,3</i>
	<i>>2.0l</i>	<i>Euro 0</i>	<i>3,9</i>	<i>1.3</i>
		<i>Euro 1</i>	<i>1,9</i>	<i>0.9</i>
		<i>Euro 2</i>	<i>1,8</i>	<i>0,9</i>
		<i>Euro 3</i>	<i>1,7</i>	<i>0,9</i>
		<i>Euro 4</i>	<i>1,4</i>	<i>0,7</i>
		<i>Euro 5</i>	<i>0,9</i>	<i>0,5</i>
		<i>Euro 6</i>	<i>0,6</i>	<i>0,3</i>
<i>Car petrol</i>	<i><1.4l</i>	<i>Euro 0</i>	<i>3,7</i>	<i>2,4</i>
		<i>Euro 1</i>	<i>1,0</i>	<i>0,4</i>
		<i>Euro 2</i>	<i>0,7</i>	<i>0,3</i>
		<i>Euro 3</i>	<i>0,5</i>	<i>0,2</i>
		<i>Euro 4</i>	<i>0,5</i>	<i>0,2</i>
		<i>Euro 5</i>	<i>0,5</i>	<i>0,2</i>
		<i>Euro 6</i>	<i>0,5</i>	<i>0,2</i>
	<i>1.4-2.0l</i>	<i>Euro 0</i>	<i>3,9</i>	<i>3,0</i>
		<i>Euro 1</i>	<i>1,1</i>	<i>0,4</i>
		<i>Euro 2</i>	<i>0,7</i>	<i>0,3</i>
		<i>Euro 3</i>	<i>0,5</i>	<i>0,2</i>
		<i>Euro 4</i>	<i>0,5</i>	<i>0,2</i>
		<i>Euro 5</i>	<i>0,4</i>	<i>0,2</i>
		<i>Euro 6</i>	<i>0,4</i>	<i>0,2</i>
		<i>Euro 4</i>	<i>0,5</i>	<i>0,2</i>
		<i>Euro 5</i>	<i>0,4</i>	<i>0,2</i>
		<i>Euro 6</i>	<i>0,4</i>	<i>0,2</i>
	<i>>2.0l</i>	<i>Euro 0</i>	<i>4,0</i>	<i>3,0</i>
		<i>Euro 1</i>	<i>1,0</i>	<i>0,4</i>
		<i>Euro 2</i>	<i>0,5</i>	<i>0,3</i>
		<i>Euro 3</i>	<i>0,5</i>	<i>0,2</i>
		<i>Euro 4</i>	<i>0,5</i>	<i>0,2</i>
		<i>Euro 5</i>	<i>0,4</i>	<i>0,2</i>
		<i>Euro 6</i>	<i>0,4</i>	<i>0,2</i>

Amendment 67

Proposal for a directive

Annex I – point 1 – point d

Directive 1999/62/EC

Annex IIIb – Table 2 b (new)

Text proposed by the Commission

Amendment

Table 2b: minimum values of the external-cost charge for vans intended for the carriage of goods:

<i>Vehicle</i>	<i>EURO-Class</i>	<i>Suburban</i>	<i>Interurban</i>
<i>Van intended for the carriage of goods petrol</i>	<i>Euro 1</i>	<i>2,4</i>	<i>0,7</i>
	<i>Euro 2</i>	<i>1,9</i>	<i>0,4</i>
	<i>Euro 3</i>	<i>1,8</i>	<i>0,4</i>
	<i>Euro 4</i>	<i>1,7</i>	<i>0,3</i>
	<i>Euro 5</i>	<i>1,6</i>	<i>0,3</i>
	<i>Euro 6</i>	<i>1,6</i>	<i>0,3</i>
<i>Van intended for the carriage of goods diesel</i>	<i>Euro 1</i>	<i>4,0</i>	<i>1,7</i>
	<i>Euro 2</i>	<i>4,1</i>	<i>1,7</i>
	<i>Euro 3</i>	<i>3,5</i>	<i>1,3</i>
	<i>Euro 4</i>	<i>3,0</i>	<i>1,1</i>
	<i>Euro 5</i>	<i>2,2</i>	<i>0,8</i>
	<i>Euro 6</i>	<i>1,9</i>	<i>0,5</i>

Amendment 68

Proposal for a directive

Annex I – point 2

Directive 1999/62/EC

Annex V – part 1 – table 2

Text proposed by the Commission

Table 2: Equivalence factors for establishing the proportion between congestion charge levels for different vehicle categories

Vehicle category	Equivalence factor
Light duty vehicles	1
Rigid heavy goods vehicles	1.9
Buses and coaches	2.5
Articulated heavy goods vehicles	2.9

Amendment

Table 2: Equivalence factors for establishing the proportion between congestion charge levels for different vehicle categories

Vehicle category	Equivalence factor
Light duty vehicles	1
Rigid heavy goods vehicles	1,9
Buses and coaches	1,5
Articulated heavy goods vehicles	2,9

PROCEDURE – COMMITTEE ASKED FOR OPINION

Title	Charging of heavy goods vehicles for the use of certain infrastructures
References	COM(2017)0275 – C8-0171/2017 – 2017/0114(COD)
Committee responsible Date announced in plenary	TRAN 15.6.2017
Opinion by Date announced in plenary	ENVI 15.6.2017
Associated committees - date announced in plenary	16.11.2017
Rapporteur Date appointed	Seb Dance 21.6.2017
Discussed in committee	24.1.2018
Date adopted	27.3.2018
Result of final vote	+: 50 –: 11 0: 1
Members present for the final vote	Marco Affronte, Pilar Ayuso, Zoltán Balczó, Catherine Bearder, Ivo Belet, Biljana Borzan, Paul Brannen, Soledad Cabezón Ruiz, Nessa Childers, Alberto Cirio, Miriam Dalli, Seb Dance, Angélique Delahaye, Mark Demesmaeker, Stefan Eck, Bas Eickhout, Francesc Gambús, Elisabetta Gardini, Gerben-Jan Gerbrandy, Arne Gericke, Jens Gieseke, Julie Girling, Sylvie Goddyn, Françoise Grossetête, Andrzej Grzyb, György Hölvényi, Anneli Jäätteenmäki, Jean-François Jalkh, Benedek Jávor, Kateřina Konečná, Urszula Krupa, Giovanni La Via, Peter Liese, Lukas Mandl, Valentinas Mazuronis, Joëlle Mélin, Massimo Paolucci, Bolesław G. Piecha, Pavel Poc, John Procter, Julia Reid, Frédérique Ries, Michèle Rivasi, Daciana Octavia Sârbu, Annie Schreijer-Pierik, Davor Škrlec, Ivica Tolić, Adina-Ioana Vălean, Jadwiga Wiśniewska, Damiano Zoffoli
Substitutes present for the final vote	Cristian-Silviu Buşoi, Nicola Caputo, Albert Deß, Eleonora Evi, Christofer Fjellner, Elena Gentile, Norbert Lins, Gabriele Preuß, Christel Schaldemose, Dubravka Šuica, Keith Taylor, Carlos Zorrinho

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

50	+
ALDE:	Catherine Bearder, Gerben-Jan Gerbrandy, Anneli Jäätteenmäki, Valentinas Mazuronis, Frédérique Ries
EFDD:	Eleonora Evi
GUE/NGL:	Stefan Eck, Kateřina Konečná
PPE:	Pilar Ayuso, Ivo Belet, Cristian-Silviu Buşoi, Alberto Cirio, Angélique Delahaye, Albert Deß, Christofer Fjellner, Francesc Gambús, Elisabetta Gardini, Jens Gieseke, Julie Girling, Françoise Grossetête, Andrzej Grzyb, Giovanni La Via, Peter Liese, Norbert Lins, Lukas Mandl, Annie Schreijer-Pierik, Dubravka Šuica, Ivica Tolić, Adina-Ioana Vălean
S&D:	Biljana Borzan, Paul Brannen, Soledad Cabezón Ruiz, Nicola Caputo, Nessa Childers, Miriam Dalli, Seb Dance, Elena Gentile, Massimo Paolucci, Pavel Poc, Gabriele Preuß, Christel Schaldemose, Daciana Octavia Sârbu, Damiano Zoffoli, Carlos Zorrinho
VERTS/ALE:	Marco Affronte, Bas Eickhout, Benedek Jávor, Michèle Rivasi, Davor Škrlec, Keith Taylor

11	-
ECR:	Arne Gericke, Urszula Krupa, Bolesław G. Piecha, John Procter, Jadwiga Wiśniewska
EFDD:	Julia Reid
ENF:	Sylvie Goddyn, Jean-François Jalkh, Joëlle Mélin
NI :	Zoltán Balczó
PPE:	György Hölvényi

1	0
ECR	Mark Demesmaeker

Key to symbols:

+ : in favour

- : against

0 : abstention