



Brussels, 8 January 2024
(OR. en)

5041/24

LIMITE

CLIMA 4
ENV 7
TRANS 3
MI 2
CODEC 2

Interinstitutional File:
2023/0042(COD)

NOTE

From:	General Secretariat of the Council
To:	Permanent Representatives Committee
No. prev. doc.:	15993/23 + ADD 1
No. Cion doc.:	6539/23 + ADD 1 - COM(2023) 88 final + Annexes
Subject:	Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL 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 - Preparation for the trilogue

I. INTRODUCTION

1. On 15 February 2023, the Commission submitted to the European Parliament and the Council, a proposal on the revision of the Regulation on strengthening the CO₂ emission performance standards for new heavy-duty vehicles¹.
2. The proposal aims to contribute to the Union's climate targets by establishing new strengthened CO₂ emissions reduction targets for new heavy-duty vehicles (HDVs) for 2030 (from 30 % to 45 %), 2035 (65 %) and 2040 (90%) and expanding the scope of the regulation from trucks to buses, coaches and trailers. It also aims to incentivise an increasing share of zero-emission vehicles in the Union-wide heavy-duty vehicle fleet, while ensuring that the innovation and competitiveness of the sector is secured and strengthened.

¹ Doc. 6539/23 + ADD1 - ADD5

3. The examination of the proposal took place in the Working Party on the Environment. The Council held a policy debate on the proposal at its meeting on 20 June 2023. On 16 October 2023, the Council agreed on a General Approach on the file.
4. In the European Parliament, Bas Eickhout (Greens/EFA, NL) has been appointed as rapporteur for the proposal on behalf of the Committee on the Environment, Public Health and Food Safety (ENVI Committee). The Parliament adopted its position in plenary on 21 November 2023.
5. The initial positions of both institutions are set out in the 4-column table circulated in doc. 15993/23 + ADD 1.
6. The European Economic and Social Committee delivered its opinion on 12 July 2023. The Committee of the Regions decided on 10 May 2023 not to issue an opinion.

II. STATE OF PLAY

7. The inter-institutional negotiations started during the Spanish Presidency with four informal technical meetings, on 5, 6, 8 and 12 December 2023. Swift progress was made during those meetings, allowing for a full first reading of the proposal.
8. The results of the technical meetings are reflected in the fourth column of the 4-column table in the Annex. Rows that have been provisionally agreed with the EP, subject to political approval, are marked in green.
9. The first political trilogue on this file is scheduled for 18 January 2024. The Presidency seeks a revised mandate to enter into substantial negotiations with the Parliament during that trilogue. Proposed elements of compromise are set out in the 4-column table in the Annex, marked as 'Presidency compromise proposal'. Further issues on which the Presidency is seeking flexibility are outlined below.

III. PRESIDENCY COMPROMISE PROPOSALS

Main political issues

10. On the scope, the Presidency considers that it would not be possible to move towards the Parliament regarding the extension of the scope to small lorries between 3.5t and 7.4t. Similarly, the Presidency intends to maintain the General Approach regarding the inclusion of the zero-emission vehicles (ZEV) of subgroups 51 and 52. However, in a spirit of compromise, the Presidency proposes showing flexibility towards the Parliament regarding the extension of the scope to vocational vehicles. In response to concerns from Member States on the feasibility of including vocational vehicles, the Presidency proposes an extension of the scope at a later date.
11. The emission targets for semi-trailers is another issue that could form part of an overall compromise package. In this respect, delegations are invited to indicate any flexibility on the topic.
12. The Presidency did not detect flexibility regarding the zero-emission vehicles target for urban buses and intends to defend the General Approach on this issue.
13. Similarly, no flexibility has been identified on the question of CO2-neutral fuels and the linked issue of a carbon correction factor. However, delegations are invited to indicate any flexibilities, notably on the Parliament's proposals to support a greater uptake of renewable fuels in existing HDVs (rows 24a and 26a).

Other issues

14. Regarding the flexibilities for operators through the zero-and low emission vehicle incentive scheme and the emission credit and debt system, the Presidency proposes a compromise by accepting to limit the life-span for emission credits to 8 years, while maintaining the General Approach on the ZLEV incentive scheme.

15. The Parliament's proposal on zero-emission mandates for large fleet operators is considered out of scope of this revision and problematic with regards to the Commission's right of initiative. However, the Presidency proposes inviting a reflection on the issue by including it in a recital. Regarding the issue of e-trailers, a compromise proposal is included in row 312f of the 4-column table.
16. On the topic of retrofitting of existing HDVs, the Presidency proposes showing flexibility by giving a political signal in a recital.
17. Delegations are invited to indicate any concerns with the compromise proposals on public procurement as included in the 4-column table.
18. Delegations are also invited to indicate any concerns with the revised draft text on the review as contained in row 300.

IV. CONCLUSION

19. The Committee of Permanent Representatives is invited to examine the compromise proposals outlined above and in the 4-column document provided in the Annex and to give a mandate to the Presidency to pursue the negotiations with the European Parliament on 18 January 2024, with a view to reaching a first-reading agreement.

**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
(Text with EEA relevance)**

2023/0042(COD)

[Version for Coreper on 12 January 2024]

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Formula				
1	2023/0042 (COD)	2023/0042 (COD)	2023/0042 (COD)	2023/0042 (COD) Text Origin: Commission Proposal
Proposal Title				
2	Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL 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		Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL 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	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Regulation (EU) 2018/956 (Text with EEA relevance)		Regulation (EU) 2018/956, and amending Regulation (EU) 2018/858 (Text with EEA relevance)	
Formula				
3	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION, Text Origin: Commission Proposal
Citation 1				
4	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 192(1) thereof,	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 192(1) thereof,	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 192(1) thereof,	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 192(1) thereof, Text Origin: Commission Proposal
Citation 2				
5	Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission, Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Citation 3				
6	After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments, Text Origin: Commission Proposal
Citation 4				
7	Having regard to the opinion of the European Economic and Social Committee ¹ , 1. OJ C [...], [...], p. [...].	Having regard to the opinion of the European Economic and Social Committee ¹ , 1. OJ C [...], [...], p. [...].	Having regard to the opinion of the European Economic and Social Committee ¹ , 1. OJ C [...], [...], p. [...].	Having regard to the opinion of the European Economic and Social Committee ¹ , 1. OJ C [...], [...], p. [...]. Text Origin: Commission Proposal
Citation 5				
8	Having regard to the opinion of the Committee of the Regions ¹ , 1. OJ C [...], [...], p. [...].	Having regard to the opinion of the Committee of the Regions ¹ , 1. OJ C [...], [...], p. [...].	Having regard to the opinion of the Committee of the Regions ¹ , 1. OJ C [...], [...], p. [...].	Having regard to the opinion of the Committee of the Regions ¹ , 1. OJ C [...], [...], p. [...]. Text Origin: Commission Proposal

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Citation 6				
G 9	Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure, Text Origin: Commission Proposal
Formula				
G 10	Whereas:	Whereas:	Whereas:	Whereas: Text Origin: Commission Proposal
Recital 1				
Y 11	(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 2019 ¹ . 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	(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 2019 ¹ . 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	(1) Tackling climate and environmental-related challenges and reaching the objectives of the Paris Agreement ¹ , adopted in December 2015 under the United Nations Framework Convention on Climate Change (UNFCCC), are at the core of the Commission Communication on the “European Green Deal”, adopted by the Commission on 11 December 2019¹ . The necessity and value of the European Green Deal have only grown in light of the very severe effects of the COVID-19 pandemic on the health and economic well-	

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	<p>Union's citizens.</p> <p>1. Commission Communication of 11 December 2019 on the European Green Deal, COM(2019) 640 final.</p>	<p>Union's citizens <u>and of the Russian aggression against Ukraine</u>.</p> <p>1. Commission Communication of 11 December 2019 on the European Green Deal, COM(2019) 640 final.</p>	<p>being of the Union's citizens.</p> <p>1. Commission Communication of 11 December 2019 on the European Green Deal, COM(2019) 640 final OJ L 282, 19.10.2016, p. 4.</p>	
Recital 2				
12	<p>(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</p>	<p>(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 <u>and vulnerable groups, such as low-income households and persons,</u></p>	<p>(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 that transition affects women and men differently and has a particular impact on some disadvantaged groups, such as older people, persons with disabilities and</p>	<p>(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 that transition affects women and men differently and has a particular impact on some disadvantaged <u>and vulnerable groups, such as low-income households and persons,</u></p>

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	persons with a minority racial or ethnic background. It must therefore be ensured that the transition is just and inclusive, leaving no one behind.	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.	persons with a minority racial or ethnic background. It must therefore be ensured that the transition is just and inclusive, leaving no one behind.	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. Text Origin: EP Mandate
Recital 3				
13	(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.	(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. <u><i>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.</i></u>	(3) The Union committed to reducing the Union's economy-wide net greenhouse gas emissions by at least 55 % by 2030 below 1990 levels by 2030 in the updated nationally determined contribution submitted to the UNFCCC Secretariat on 17 December 2020.	

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		<u><i>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.</i></u>		
Recital 4				
14	<p>(4) In Regulation (EU) 2021/1119 of the European Parliament and of the Council¹, 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.</p> <p>¹. 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).</p>	<p>(4) In Regulation (EU) 2021/1119 of the European Parliament and of the Council¹, the Union has enshrined the target of economy-wide climate neutrality <u>within the Union at the latest</u> by 2050 <u>and the aim of achieving negative emissions thereafter</u> 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.</p> <p><u>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</u></p>	<p>(4) In Regulation (EU) 2021/1119 of the European Parliament and of the Council¹, the Union has enshrined the target of economy-wide climate neutrality by 2050 in a Union legislative act. Moreover, legislation that Regulation also establishes a binding Union domestic reduction commitment target of a domestic reduction of net greenhouse gas emissions (emissions after deduction of removals) of at least 55 % below 1990 levels by 2030.</p> <p>¹. 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).</p>	<p>(4) In Regulation (EU) 2021/1119 of the European Parliament and of the Council¹, the Union has enshrined the target of economy-wide climate neutrality <u>within the Union at the latest</u> by 2050 <u>and the aim of achieving negative emissions thereafter in a Union legislative act</u>. Moreover, ^{it} legislation that Regulation also establishes a binding Union <u>target of a domestic reduction commitment</u> of net greenhouse gas emissions (emissions after deduction of removals) of at least 55 % below 1990 levels by 2030.</p> <p><u>[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</u></p>

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		<p><u><i>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.^{1a}</i></u></p> <p>1. 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). <u><i>1a. 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.</i></u></p>	<p><i>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.]</i></p> <p>1. 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).</p> <p>Text Origin: Council Mandate</p>	

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Recital 5				
15	<p>(5) All sectors of the economy are expected to contribute to achieving those emission reductions, including the road transport sector.</p>	<p>(5) All sectors of the economy are expected to contribute to achieving those emission reductions, including the road transport sector.</p> <p><u>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.</u></p>	<p>(5) All sectors of the economy are expected to contribute to achieving those emission reductions, including the road transport sector.</p>	<p>(5) All sectors of the economy are expected to contribute to achieving those emission reductions, including the road transport sector.</p> <p><u>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. That transition should take into account the industrial and social challenges of that process to ensure employment and accessible mobility for all.</u></p> <p>Text Origin: EP Mandate</p>

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Recital 6				
16	<p>(6) The “Fit for 55” legislative package, adopted by the European Commission in 2021, aims to implement the 2030 greenhouse gas emissions reduction target. It covers a range of policy areas. The revision of Regulation (EU) 2019/1242 of the European Parliament and of the Council¹ is an integral part of that package.</p> <p>1. Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 setting CO2 emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC (OJ L 198, 25.7.2019, p. 202).</p>	<p>(6) The “Fit for 55” legislative package, adopted by the European Commission in 2021, aims to implement the 2030 greenhouse gas emissions reduction target. It covers a range of policy areas. The revision of Regulation (EU) 2019/1242 of the European Parliament and of the Council¹ is an integral part of that package.</p> <p>1. Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 setting CO2 emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC (OJ L 198, 25.7.2019, p. 202).</p>	<p>(6) The “Fit for 55” legislative package, adopted proposed by the European Commission in 2021, aims to implement the 2030 greenhouse gas emissions reduction target. It covers a range of policy areas. The revision of Regulation (EU) 2019/1242 of the European Parliament and of the Council¹ is an integral part of that legislative package.</p> <p>1. Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 setting CO2 emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC (OJ L 198, 25.7.2019, p. 202).</p>	<p>(6) The “Fit for 55” legislative package, adopted proposed by the European Commission in 2021, aims to implement the 2030 greenhouse gas emissions reduction target. It covers a range of policy areas. The revision of Regulation (EU) 2019/1242 of the European Parliament and of the Council¹ is an integral part of that legislative package.</p> <p>1. Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 setting CO2 emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC (OJ L 198, 25.7.2019, p. 202).</p> <p>Text Origin: Council Mandate</p>
Recital 7				
17	<p>(7) The REPowerEU Communication¹ outlined a plan to make the Union independent from Russian fossil fuels well before the end of this decade. The Communication highlights the</p>		<p>(7) The In its Communication of 18 May 2022, entitled “REPowerEU Communication¹ Plan”, the Commission outlined a plan to make the Union independent from</p>	<p>(7) The REPowerEU In its communication¹ of 18 May 2022, entitled “REPowerEU Plan”, the Commission outlined a plan to make the Union independent from Russian fossil fuels well before the</p>

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	<p>importance, among others, of further increasing the efficiency and reducing fossil consumption in the transport sector, where electrification can be combined with the use of fossil-free hydrogen to replace fossil fuels.</p> <p>1. 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.</p>		<p>Russian fossil fuels well before the end of this decade. The Communication highlights the importance, among others, of further increasing the efficiency of and reducing fossil fuel consumption in the transport sector, where electrification can be combined with the use of fossil-free hydrogen to replace fossil fuels.</p> <p>1. 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.</p>	<p>end of this decade. The Communication highlights the importance, among others, of further increasing the efficiency <i>of</i> and reducing fossil <i>fuel</i> consumption in the transport sector, where electrification can be combined with the use of fossil-free hydrogen to replace fossil fuels.</p> <p>1. 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.</p> <p>Text Origin: Council Mandate</p>
	Recital 8			
18	<p>(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</p>	<p>(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</p>	<p>(8) In order to contribute to the reduction in net greenhouse gas emissions of at least 55 % by 2030 compared to 1990 below 1990 levels by 2030 and in conformity with the energy efficiency first principle, it is necessary to strengthen the CO₂ emissions reduction requirements for heavy-duty vehicles set out in Regulation (EU) 2019/1242 for heavy-duty vehicles. A clear pathway also</p>	

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	contribute to achieving the climate neutrality objective by 2050.	contribute to achieving the climate neutrality objective by 2050. <u><i>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.</i></u>	needs to be set for further emission reductions beyond 2030 to contribute to achieving the climate neutrality objective by 2050.	
	Recital 8a			
18a		<u><i>(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.</i></u>		<p><i>deleted</i></p> <p><i>Text to be moved to row 23</i></p> <p><i>Text Origin: EP Mandate</i></p>

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Recital 9				
19	(9) The strengthened CO ₂ 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.	(9) The strengthened <ins>revised</ins> CO ₂ 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 <u>and the associated high-quality jobs</u> can be maintained, <u>as the automotive industry remains one of the pillars of the Union economy</u> . Zero-emission vehicles currently include battery electric vehicles, fuel-cell and other hydrogen-powered vehicles, and technological innovations are continuing.	(9) The strengthened CO ₂ emission <ins>emissions</ins> reduction requirements should incentivise an increasing share of zero-emission heavy-duty 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 heavy-duty vehicles currently include battery electric vehicles, fuel-cell and other hydrogen-powered vehicles, and technological innovations are continuing <ins>innovation continues</ins> .	(9) The strengthened CO ₂ emission <ins>emissions</ins> reduction requirements should incentivise an increasing share of zero-emission <u>heavy-duty</u> 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 <u>and the associated high-quality jobs</u> can be maintained. Zero-emission <u>heavy-duty</u> vehicles currently include battery electric vehicles, fuel-cell and other hydrogen-powered vehicles, and technological innovations are continuing <ins>innovation continues</ins> . Text Origin: Council Mandate
Recital 9a				
19a		<u>(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</u>		

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		<u>account the fact that no technology exists without an environmental impact.</u>		
Recital 10				
20	(10) Against that background, new strengthened CO ₂ 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 CO ₂ 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, <u>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.</u>	(10) Against that background, New strengthened CO ₂ emission emissions 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 heavy-duty vehicles on the Union market and to stimulate innovation in zero-emission technologies in a cost-efficient way.	(10) Against that background, New strengthened CO ₂ emission emissions 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 <u>heavy-duty</u> vehicles on the Union market and to stimulate innovation in zero-emission technologies in a cost-efficient way, <u>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.</u> Text Origin: EP Mandate

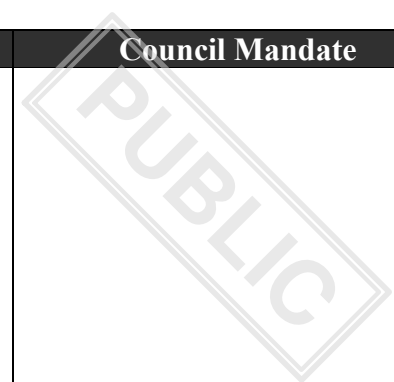
	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Recital 10a				
20a		<p><u>(10a) According to the latest information provided by the European Environment Agency (EEA), 97% of the urban population in the Union in 2021 was exposed to concentrations of fine particulate matter above the health-based 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.</u></p> <p><u>1a. Europe's Air Quality Status 2023, European Environment Agency (2023).</u></p> <p><u>1b. Health impacts of air pollution in Europe, European Environment Agency (2023).</u></p>		

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Recital 11, first subparagraph			
21	<p>(11) The updated New Industrial Strategy¹ 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</p>	<p>(11) The updated New Industrial Strategy¹ 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</p>	<p>(11) The updated Commission Communication of 5 May 2021, entitled "Updating the 2020 New Industrial Strategy" foresees: Building a stronger Single Market for Europe's recovery aims to achieve 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 transition pathway takes particular heed of attention to small and medium-sized enterprises in the automotive supply chain, and to of the consultation of social partners including by Member States, and also build. It also builds on the European Skills Agenda with initiatives such as 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 builds and on the Talent Booster</p>	<p>(11) The updated Commission Communication of 5 May 2021, entitled "Updating the 2020 New Industrial Strategy" foresees: Building a stronger Single Market for Europe's recovery aims to achieve 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 transition pathway takes particular heed of attention to small and medium-sized enterprises in the automotive supply chain, and to of the consultation of social partners including by Member States, and also build. It also builds on the European Skills Agenda with initiatives such as 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 builds and on the Talent Booster Mechanism in the</p>

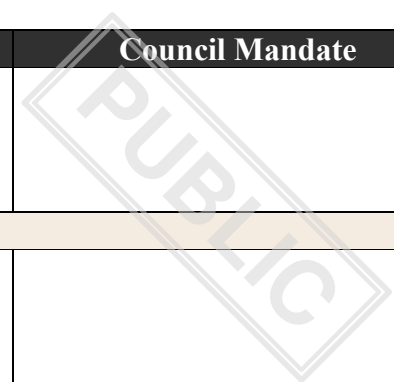
	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>could, for example, include the possibility for Member States to use the proposed Social Climate Fund to assist micro-enterprises in the purchasing of zero-emission trucks and lorries.</p> <p>1. Commission Communication on Updating the 2020 New Industrial Strategy: Building a stronger Single Market for Europe's recovery, COM(2021) 350 final of 5 May 2021.</p>	<p>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. <u>Particular attention should be also given to the impact that this transition will have on SMEs along the supply chain.</u></p> <p>1. 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.</p>	<p>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 transition pathway. This could, for example, include the possibility for Member States to use the Social Climate Fund established by Regulation (EU) 2023/955 of the European Parliament and of the Council² (the "proposed Social Climate Fund") to assist micro-enterprises in the purchasing of zero-emission trucks and lorries.</p> <p>1. 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.</p> <p>2. Regulation (EU) 2023/955 of the European Parliament and of the Council of 10 May 2023 establishing a Social Climate Fund and amending Regulation (EU) 2021/1060 (OJ L 130, 16.5.2023, p. 1).</p>	<p>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 transition pathway. This could, for example, include the possibility for Member States to use the <u>Social Climate Fund established by Regulation (EU) 2023/955 of the European Parliament and of the Council²</u> (the "proposed Social Climate Fund") to assist micro-enterprises in the purchasing of zero-emission trucks and lorries. <u>Particular attention should be also given to the impact that this transition will have on SMEs along the supply chain.</u></p> <p>1. 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.</p> <p><u>2. Regulation (EU) 2023/955 of the European Parliament and of the Council of 10 May 2023 establishing a Social Climate Fund and amending Regulation (EU) 2021/1060 (OJ L 130, 16.5.2023, p. 1).</u></p> <p>Text Origin: Council Mandate</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Recital 11, second subparagraph			
G 22	<p>The Green Deal Industrial Plan¹ will enhance the competitiveness of Europe's net-zero industry and support the fast transition to climate neutrality. Such plan aims to provide a more supportive environment for the scaling up of the EU's manufacturing capacity for the net-zero technologies and products required to meet Europe's ambitious climate targets.</p> <p>¹. COM(2023) 62 final</p>	<p>The Green Deal Industrial Plan¹ will enhance the competitiveness of Europe's net-zero industry and support the fast transition to climate neutrality. Such plan aims to provide a more supportive environment for the scaling up of the EU's manufacturing capacity for the net-zero technologies and products required to meet Europe's ambitious climate targets.</p> <p>¹. COM(2023) 62 final</p>	<p>The Commission Communication of 1 February 2023, entitled “A Green Deal Industrial Plan¹ will for the Net-Zero Age” aims to enhance the competitiveness of Europe's net-zero industry and to support the fast transition to climate neutrality. Such That plan aims to provide a more supportive environment for the scaling up of the EU Union’s manufacturing capacity for the net-zero technologies and products required to meet Europe the Union’s ambitious climate targets.</p> <p>¹. COM(2023) 62 final</p>	<p>The <u>Commission Communication of 1 February 2023</u>, entitled “<u>A Green Deal Industrial Plan¹ will for the Net-Zero Age</u>” aims to enhance the competitiveness of Europe's net-zero industry and <u>to</u> support the fast transition to climate neutrality. Such <u>That</u> plan aims to provide a more supportive environment for the scaling up of the EU <u>Union</u>’s manufacturing capacity for the net-zero technologies and products required to meet Europe <u>the Union</u>’s ambitious climate targets.</p> <p>¹. COM(2023) 62 final</p> <p>Text Origin: Council Mandate</p>
	Recital 11 a (new)			
Y 22a		<p><u>(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.</u></p>		

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Recital 12			
23	<p>(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 infrastructure¹.</p> <p>1. 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.</p>	<p>(12) <u>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</u></p>	<p>(12) The Union fleet-wide CO₂ emissions reduction targets are to be complemented by the necessary roll-out of recharging and refuelling infrastructure as set out in Regulation (EU) 2023/... of the European Parliament and of the Council the Commission Proposal for a regulation on the deployment of alternative fuel infrastructure¹. It is appropriate to consider the impact of this Regulation on the possibility for EU registered new heavy-duty vehicles to operate outside the Union in view of possible infrastructural constraints in third countries.</p> <p>1. Proposal for a Regulation Regulation (EU) 2023/... 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. (OJ...)</p>	

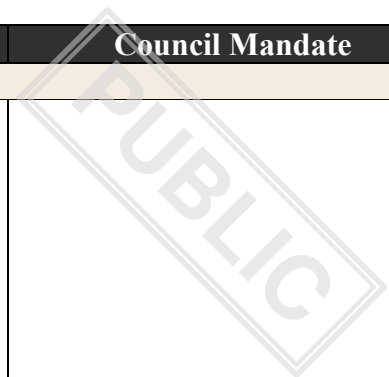


Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p><u>States should be provided with sufficient support in that context, in particular from EU funding instruments, and be encouraged to include in their revised national policy frameworks measures to support the deployment of recharging and refuelling infrastructure in depots, logistic centres and warehouses. The deployment</u>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 fuels <u>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</u>¹.</p> <p>1. Proposal for a Regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, and repealing Directive</p>		



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		2014/94/EU of the European Parliament and of the Council, 14.7.2021, COM/2021/559 final.		
Recital 12a				
23a		<u>(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</u>		

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u>are aligned with the ambition of this Regulation.</u>		
Recital 13				
24	<p>(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.</p>	<p>(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.</p>	<p>(13) The transition to climate neutrality requires significant investmentsinvestment in the electricity gridsgrid including enhanced capacity, resilience and storage, as well as additional connections. In view of the CO₂ emissions reduction targets for heavy-duty vehicles Concerning the heavy-duty vehicles, with the target levels proposed in Article 3a for the year 2030 established under this Regulation, the share of zero-emissionzero-emission heavy-duty vehicles in the total fleet of heavy-duty vehicles circulating on the road as well as the and electricity consumption in the sector will remain limited. Therefore the related impact on the electricity grid will remain limited as well.</p>	<p>(13) The transition to climate neutrality requires significant investmentsinvestment in the electricity gridsgrid including enhanced capacity, resilience and storage, as well as additional connections. <u>In view of the CO₂ emissions reduction targets for heavy-duty vehicles</u> Concerning the heavy-duty vehicles, with the target levels proposed in Article 3a for the year 2030 <u>established under this Regulation</u>, the share of zero-emissionzero-emission heavy-duty vehicles in the total fleet of <u>heavy-duty</u> vehicles circulating on the road as well as the <u>and</u> electricity consumption in the sector will remain limited. Therefore the related impact on the electricity grid will remain limited as well.</p> <p><small>Text Origin: Council Mandate</small></p>



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Recital 13a				
24a		<p><u>(13a) While the strengthened CO₂ reduction targets will accelerate the uptake of zero-emission vehicles, a significant part of the stock of heavy-duty vehicles on the roads will remain internal combustion engine vehicles for a long time. With an emission reduction target of 90%, the share of new heavy-duty vehicles placed on the market that are not zero-emission is projected to be around 15% in 2040, while the total fleet on the roads in 2040 is projected to consist of 65% internal combustion engine vehicles. In order for this part of the fleet to contribute to the achievement of the Union's climate targets, further innovation and an accelerated uptake of sustainable renewable fuels is essential. Existing Union policies and legal instruments, in particular the Renewable Energy Directive and the EU Emission Trading System, will promote the decarbonisation of transport fuels, with the aim of phasing out fossil fuels. The Commission should further develop a coherent framework of</u></p>		

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u>incentives for advanced biofuels and biogas and renewable fuels of non-biological origin in all relevant sectors including this part of the heavy-duty vehicles fleet. That framework should address barriers to the uptake and supply in a comprehensive way, taking into account the demand across economic sectors, in the context of the overall efforts to reach the Union's climate targets. Building on the objectives for biomethane in the RePowerEU plan, the Commission should also address how the scale-up of the production of biomethane in the Union can contribute to the decarbonisation of the economy including the transport sector.</u>		
Recital 14				
25	<p>(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.</p>	<p>(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.</p>	<p>(14) Manufacturers— should be provided with sufficient flexibility in adapting their heavy-duty vehicle fleets over time in order to manage the transition towards zero-emission heavy-duty vehicles in a cost-efficient manner, and. It is therefore appropriate to maintain the approach of decreasing strengthening target levels in five-</p>	<p>(14) Manufacturers— should be provided with sufficient flexibility in adapting their <u>heavy-duty vehicle</u> fleets over time in order to manage the transition towards zero-emission <u>heavy-duty</u> vehicles in a cost-efficient manner, and. It is therefore appropriate to maintain the approach of decreasing <u>strengthening</u> target levels in five-</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			year steps.	year steps. Text Origin: Council Mandate
Recital 14a				
25a		<u>(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.</u>		
Recital 15				
26	(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	(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	(15) Due to the heterogeneous structure of the total entire 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	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>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.</p>	<p>viable choice<u>some room should be given in the short term to account for particular niche uses.</u> 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.<u>The review clause should assess the possibility of applying CO2 targets also for niche uses and uncertified vehicles.</u></p>	<p>viable choice. This may include uses such as for all niche uses. This could include 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 Such 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 CO₂ emissions reduction target should be left to accommodate developments in technology developments yet to occur.</p>	
Recital 15a				
26a		<p><u>(15a) 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</u></p>	<p>(15a) In order to reduce the air pollution in cities as well as providing efficient and more sustainable transport service, it is key to address the emissions of urban buses. As the availability of urban buses is necessary to fulfil such objectives, the security</p>	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u>where an electric or hydrogen truck is impossible or difficult.</u>	of supply of such buses is important and contracting authorities should use the public procurement provision in Article 3c to determine the contribution of the security of supply when attributing a contract.	
Recital 15b				
26b		<u>(15b) 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.</u>		
Recital 16				
26c			(16) When awarding public contracts for the purchase or the use of urban buses as well as public service contracts on the use of such buses, contracting authorities should consider the contribution to the security of supply in relation to certain	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			criteria which should include at least one of the following: the availability of essential spare parts, changes in the supply chain or specific certification or documentation requirements, amongst other. For third countries with which the Union has not concluded, whether multilaterally or bilaterally, an agreement ensuring comparable and effective access for Union undertakings to the markets of those third countries (non-GPA countries), it is possible to consider the proportion of the products of tenders originating in third countries, as determined in accordance with Regulation (EU) No 952/2013 of the European Parliament and of the Council.	
Recital 16				
27	(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	(16) <u>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</u>	(16) Contracting authorities or contracting entities The application of the contribution to the security of supply of Article 3c 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,	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>of third country bidders and goods in the EU procurement market” (C(2019) 5494 final).</p>	<p><u>buses, and prevent the formation of new ones,</u> 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 <u>sustainability and</u> 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). <u>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.</u></p>	<p>the resilience of supply, including by considering the be without prejudice to the application of Article 25 of Directive 2014/24/EU of the European Parliament and of the Council, and Articles 43 and 85 of Directive 2014/25/EU of the European Parliament and of the Council, and contracting authorities or contracting entities should consider the guidelines in the Commission Communication of 24 July 2019, entitled “Guidance on the participation of third country bidders and goods in the EU procurement market” (C(2019) 5494 final).</p>	



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
27a				<i>PCY compromise proposal</i> (16b) <u>Without prejudice to Union legislation applicable to a specific technology, including under the Proposal for a Regulation of the European Parliament and of the Council establishing a framework for setting ecodesign requirements for sustainable products and the Proposal for a Regulation of the European Parliament and of the Council concerning batteries and waste batteries, and unless otherwise indicated therein, when evaluating the environmental sustainability of urban buses procured on the basis of this Regulation, contracting authorities and contracting entities may take into account various elements with an impact on the climate and the environment. These may include, for instance, the durability and reliability of the solution; the ease of repair and maintenance; the ease of upgrading and refurbishment; the ease and quality of recycling; the use of substances; the consumption of energy, water and other resources in one or more life</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<u>cycle stages of the product; the weight and volume of the product; the incorporation of used components; the quantity, characteristics and availability of consumables needed for proper use and maintenance; the environmental footprint of the product and its life cycle environmental impacts; the carbon footprint of the product; the microplastic release; emissions to air, water or soil released in one or more life cycle stages of the product; the amounts of waste generated; the conditions for use.</u>
Recital 17				
28	<p>(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.</p>	<p>(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. <u>Furthermore, considering the high Technology Readiness Levels (TRL) of zero-</u></p>	<p>(17) With the stricter Union fleet-wide CO₂ emissions reduction targets from 2030 onwards, manufacturers will have are to deploy significantly more zero-emission heavy-duty vehicles on the Union market. In that context, the incentive mechanism for zero- and low-emission heavy-duty vehicles ('ZLEV') would no longer serve its original purpose and would risk undermining the effectiveness of Regulation (EU) 2019/1242. The ZLEV incentive</p>	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u>emission vehicles, there is no compelling reason to continue providing additional incentives to low-emission vehicles. That</u> The ZLEV incentive mechanism should therefore <u>cease to apply to low-emission heavy-duty vehicles as of 2025, be aligned with current market developments, and be fully</u> be removed as of 2030.	mechanism should therefore be removed as of from 2030.	
Recital 18				
29	(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 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.	(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 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.	(18) The possibility of assigning the revenue to assign the revenues from the excess emission CO₂ emissions premiums to a specific fund or a 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 without directly benefit benefitting the automotive sector in its transition. Revenue Revenues from the excess emission CO₂ emissions premiums should therefore continue to be considered as revenue for the general budget of the European Union in accordance with Article 8(4) of Regulation	(18) The possibility of assigning the revenue to assign the revenues from the excess emission CO₂ emissions premiums to a specific fund or <u>a</u> 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 without directly benefit benefitting the automotive sector in its transition. Revenue Revenues from the excess emission CO₂ emissions premiums should therefore continue to be considered as revenue for the general budget of the <u>European</u> Union in accordance with Article 8(4) of Regulation

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			(EU) 2019/1242.	(EU) 2019/1242. <small>Text Origin: Council Mandate</small>
Recital 19				
30	(19) The subject matter should be enlarged to also cover the monitoring and reporting obligations which are integrated into Regulation (EU) 2019/1242 by means of this Regulation.	(19) The subject matter should be enlarged to also cover the monitoring and reporting obligations which are integrated into Regulation (EU) 2019/1242 by means of this Regulation.	(19) The subject matter of Regulation (EU) 2019/1242 should be enlarged to also cover the monitoring and reporting obligations which are integrated into Regulation (EU) 2019/1242 by means of this Regulation.	(19) The subject matter <u>of Regulation (EU) 2019/1242</u> should be enlarged to also cover the monitoring and reporting obligations which are integrated into Regulation (EU) 2019/1242 by means of this Regulation. <small>Text Origin: Council Mandate</small>
Recital 20				
31	(20) Regulation (EU) 2019/1242 should be amended in order to cover the same scope as Regulation (EU) 2018/956 of the European Parliament and of the Council ¹ . 1. Regulation (EU) 2018/956 of the European Parliament and of the Council of 28 June 2018 on the monitoring and reporting of CO2 emissions from and fuel consumption of new heavy-duty vehicles (OJ L 173, 9.7.2018, p.1).	(20) Regulation (EU) 2019/1242 should be amended in order to cover the same scope as Regulation (EU) 2018/956 of the European Parliament and of the Council ¹ . 1. Regulation (EU) 2018/956 of the European Parliament and of the Council of 28 June 2018 on the monitoring and reporting of CO2 emissions from and fuel consumption of new heavy-duty vehicles (OJ L 173, 9.7.2018, p.1).	(20) Regulation (EU) 2019/1242 should be amended in order to cover the same scope as Regulation (EU) 2018/956 of the European Parliament and of the Council ¹ . 1. Regulation (EU) 2018/956 of the European Parliament and of the Council of 28 June 2018 on the monitoring and reporting of CO2 emissions from and fuel consumption of new heavy-duty vehicles (OJ L 173, 9.7.2018, p.1).	(20) Regulation (EU) 2019/1242 should be amended in order to cover the same scope as Regulation (EU) 2018/956 of the European Parliament and of the Council ¹ . 1. Regulation (EU) 2018/956 of the European Parliament and of the Council of 28 June 2018 on the monitoring and reporting of CO2 emissions from and fuel consumption of new heavy-duty vehicles (OJ L 173, 9.7.2018, p.1). <small>Text Origin: Commission Proposal</small>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Recital 21, first subparagraph			
32	(21) 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 CO ₂ emissions are not determined and therefore these vehicles do not have to meet the CO ₂ targets set in this Regulation.	(21) 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 CO ₂ emissions are not determined and therefore these vehicles do not have to meet the CO ₂ targets set in this Regulation.	(21) For heavy-duty vehicles, which that are not in the scope of the automotive type-approval legislation of the Union , such as agricultural and forestry tractors, heavy-duty vehicles designed and constructed for the use by armed forces and track-laying vehicles, the CO ₂ emissions are not determined and therefore these those heavy-duty vehicles do not have are not required to meet the CO ₂ emissions reduction targets set in this Regulation.	(21) For <u>heavy-duty</u> vehicles, which that are not in the scope of the automotive type-approval legislation <u>of the Union</u> , such as agricultural and forestry tractors, <u>heavy-duty</u> vehicles designed and constructed for the use by armed forces and track-laying vehicles, the CO ₂ emissions are not determined and therefore these <u>those heavy-duty</u> vehicles do not have are not required to meet the CO ₂ <u>emissions reduction</u> targets set in this Regulation. Text Origin: Council Mandate
	Recital 21, second subparagraph			
33	Vehicles designed and constructed or adapted for use by civil protection, fire services and forces responsible for maintaining public order, or urgent medical care that are voluntarily type-approved should also be exempted from having to meet the CO ₂ targets of this Regulation in order not to create an incentive to no longer type-approve such vehicles voluntarily, which would have	Vehicles designed and constructed or adapted for use by civil protection, fire services and forces responsible for maintaining public order, or urgent medical care that are voluntarily type-approved should also be exempted from having to meet the CO ₂ targets of this Regulation in order not to create an incentive to no longer type-approve such vehicles voluntarily, which would have	Heavy-duty vehicles that are designed and constructed or adapted for use by civil protection services , fire services and forces responsible for maintaining public order, or urgent medical care services, and that are voluntarily type-approved should also be exempted from having the obligation to meet the CO ₂ emissions reduction targets offset in this Regulation in order not to	<u>Heavy-duty</u> vehicles <u>that are</u> designed and constructed or adapted for use by civil protection <u>services</u> , fire services and forces responsible for maintaining public order, or urgent medical care <u>services, and</u> that are voluntarily type-approved should also be exempted from having <u>the obligation</u> to meet the CO ₂ <u>emissions reduction</u> targets offset in this Regulation in order not to

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	negative safety and environmental implications, unless the manufacturer asks for including these vehicles.	negative safety and environmental implications, unless the manufacturer asks for including these vehicles.	create an incentive to no longer voluntarily type-approve such heavy-duty vehicles voluntarily , which would have negative safety and environmental implications, unless the manufacturer asks for including these those heavy-duty vehicles to be included .	create an incentive to no longer <u>voluntarily</u> type-approve such <u>heavy-duty</u> vehicles voluntarily , which would have negative safety and environmental implications, unless the manufacturer asks for including these <u>those heavy-duty</u> vehicles <u>to be included</u> . Text Origin: Council Mandate
Recital 21, third subparagraph				
34	Member States should also be entitled to indicate an exemption from having to meet the targets for vehicles, not specifically designed, but registered, for use by civil protection, fire services, forces responsible for maintaining the public order, armed services or urgent medical care, such as normal coaches used for the transport of police or army forces, by confirming that such exemption responds to the public interest.	Member States should also be entitled to indicate an exemption from having to meet the targets for vehicles, not specifically designed, but registered, for use by civil protection, fire services, forces responsible for maintaining the public order, armed services or urgent medical care, such as normal coaches used for the transport of police or army forces, by confirming that such exemption responds to the public interest.	Member States should also be entitled to indicate an exemption from having exempt from the obligation to meet the CO₂ emissions reduction targets for set in this Regulation heavy-duty vehicles, not specifically designed, but registered, for use by civil protection services , fire services, forces responsible for maintaining the public order, armed services or urgent medical care services , such as normal coaches used for the transport of police or army forces, by confirming that such exemption is in responds to the public interest.	Member States should also be entitled to indicate an exemption from having <u>exempt from the obligation</u> to meet the <u>CO₂ emissions reduction</u> targets for set in this Regulation <u>heavy-duty</u> vehicles, not specifically designed, but registered, for use by civil protection <u>services</u> , fire services, forces responsible for maintaining the public order, armed services or urgent medical care <u>services</u> , such as normal coaches used for the transport of police or army forces, by confirming that such exemption <u>is in</u> responds to the public interest. Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Recital 21, fourth subparagraph			
35	<p>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.</p>	<p>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, <u>and</u> small buses with a maximum mass lower than 7,5 t, <i>and small lorries with a maximum mass lower than 5t.</i></p>	<p>As for certain heavy-duty vehicle groups; which are type-approved, but for which CO₂ emissions are not determined yet for technical reasons, thesethose heavy-duty vehicles do not have to are not required to meet the CO₂ emissions reduction targets set byin this Regulation. These areThose 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 heavy-duty vehicles used for mining, forestry and agricultural purposes, as well as other heavy-duty vehicles with non-standard axle configurations such as heavy-duty vehicles with more than 4 axles or more than 2 driven axles, small buses with a maximum mass lower than 7,5 ttonnes, and small lorries with a maximum mass lower than 5t5 tonnes.</p>	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Recital 21, fifth subparagraph				
36	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.	deleted	Vocational vehicles, such as garbage trucks, tippers or concrete mixers, should continue to be exempted from the calculation of average specific CO2 CO2 emissions of manufacturers.	
Recital 22				
37	<p>(22) Certain definitions should be introduced in order to harmonize the terminology with that of the vehicle type-approval legislation of the Union, in particular Regulation (EU) 2018/858 of the European Parliament and of the Council¹ and Commission Regulation (EU) 2017/2400².</p> <p>1. Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC.</p> <p>2. Commission Regulation (EU) 2017/2400 of 12 December 2017 implementing Regulation (EC) No 595/2009 of the European Parliament and of the Council as regards the determination</p>	<p>(22) Certain definitions should be introduced in order to harmonize the terminology with that of the vehicle type-approval legislation of the Union, in particular Regulation (EU) 2018/858 of the European Parliament and of the Council¹ and Commission Regulation (EU) 2017/2400².</p> <p>1. Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC.</p> <p>2. Commission Regulation (EU) 2017/2400 of 12 December 2017 implementing Regulation (EC) No 595/2009 of the European Parliament and of the Council as regards the determination</p>	<p>(22) Certain definitions should be introduced in order to harmonizeharmonise the terminology of Regulation (EU) 2019/1242 with that of the vehicle type-approval legislation of the Union, in particular Regulation (EU) 2018/858 of the European Parliament and of the Council¹ and Commission Regulation (EU) 2017/2400².</p> <p>1. Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC.</p> <p>2. Commission Regulation (EU) 2017/2400 of 12 December 2017 implementing Regulation (EC) No 595/2009 of the</p>	<p>(22) Certain definitions should be introduced in order to harmonizeharmonise the terminology <u>of Regulation (EU) 2019/1242</u> with that of the vehicle type-approval legislation of the Union, in particular Regulation (EU) 2018/858 of the European Parliament and of the Council¹ and Commission Regulation (EU) 2017/2400².</p> <p>1. Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC.</p> <p>2. Commission Regulation (EU) 2017/2400 of 12 December 2017 implementing Regulation (EC) No 595/2009 of the</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	of the CO2 emissions and fuel consumption of heavy-duty vehicles and amending Directive 2007/46/EC of the European Parliament and of the Council and Commission Regulation (EU) No 582/2011 (OJ L 349, 29.12.2017, p. 1).	of the CO2 emissions and fuel consumption of heavy-duty vehicles and amending Directive 2007/46/EC of the European Parliament and of the Council and Commission Regulation (EU) No 582/2011 (OJ L 349, 29.12.2017, p. 1).	European Parliament and of the Council as regards the determination of the CO2 emissions and fuel consumption of heavy-duty vehicles and amending Directive 2007/46/EC of the European Parliament and of the Council and Commission Regulation (EU) No 582/2011 (OJ L 349, 29.12.2017, p. 1).	European Parliament and of the Council as regards the determination of the CO2 emissions and fuel consumption of heavy-duty vehicles and amending Directive 2007/46/EC of the European Parliament and of the Council and Commission Regulation (EU) No 582/2011 (OJ L 349, 29.12.2017, p. 1). Text Origin: Council Mandate
Recital 23				
38	<p>(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 Council¹ for light-duty vehicles.</p> <p>1. 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).</p>	<p>(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 Council¹ for light-duty vehicles.</p> <p>1. 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).</p>	<p>(23) For the purposes of the newly introduced transfer of heavy-duty vehicles between manufacturers and of establishing an exemption for manufacturers producing only few heavy-duty 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 Council¹ for light-duty vehicles.</p> <p>1. 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).</p>	<p>(23) For the purposes of the newly introduced transfer of <u>heavy-duty</u> vehicles between manufacturers and of establishing an exemption for manufacturers producing only few <u>heavy-duty</u> 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 Council¹ for light-duty vehicles.</p> <p>1. 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).</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Council Mandate
Recital 24				
39	(24) For defining the obligations of individual manufacturers, Union fleet-wide CO ₂ 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 CO ₂ 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 CO ₂ emissions reduction targets for the new heavy-duty vehicle fleet should be translated into specific emissions reduction targets for vehicle subgroups that should be defined by the technical characteristics of the heavy-duty vehicles they comprise.	(24) For defining the obligations of individual manufacturers, Union fleet-wide CO ₂ <u>emissions</u> reduction targets for the new heavy-duty vehicle fleet should be translated into specific <u>emissions</u> reduction targets for <u>vehicle</u> subgroups that should be defined by the technical characteristics of the <u>heavy-duty</u> vehicles they comprise. Text Origin: Council Mandate
Recital 25				
40	(25) Since the CO ₂ emissions related to trailers have a strong impact on the overall CO ₂ emissions and energy consumption of motor vehicles, respective targets for the trailers should also be defined.	(25) Since the CO ₂ emissions related to trailers have a strong impact on the overall CO ₂ emissions and energy consumption of motor vehicles, respective targets for the trailers should also be defined.	(25) Since the CO ₂ emissions related to trailers have a strong impact on the overall CO₂ CO ₂ emissions and energy consumption of heavy-duty motor vehicles, respective targets for the trailers CO ₂ emissions reduction targets should also be defined. set for trailers	(25) Since the CO ₂ emissions related to trailers have a strong impact on the overall CO₂ CO ₂ emissions and energy consumption of <u>heavy-duty</u> motor vehicles, respective targets for the trailers <u>CO₂ emissions reduction targets</u> should also be defined.set <u>for trailers</u> Text Origin: Council Mandate



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Recital 25a (new)			
40a		<p><u>(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.</u></p>		

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Recital 25b (new)			
40b		<p><u>(25b) 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.</u></p>		<p><u>(25b) 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.</u></p>
	Recital 26			
41	<p>(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.</p>	<p>(26) <u>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.</u> 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.</p>	<p>(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.</p>	<p>(26) <u>In 2021, zero-emission buses already represented 23% of all sales in the Union of that segment.</u> 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.</p> <p>Text Origin: EP Mandate</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Recital 27			
42	<p>(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</p>	<p>(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</p>	<p>(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 theirthe operation of such urban buses. Joint procurement of urban buses building on the Clean Bus Platform can bring down 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 CO₂ emissions reduction targets for heavy-dutyheavy-duty vehicles. Support from</p>	<p>(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 theirthe operation of such urban buses. Joint procurement of urban buses building on the Clean Bus Platform can bring down 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 CO₂ emissions reduction targets for heavy-dutyheavy-duty vehicles. Support from</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>rural areas and prevent transport poverty¹ by securing access to affordable public transport.</p> <p>¹. In line with the definition in the Social Climate Fund regulation, article 2(2a)</p>	<p>rural areas and prevent transport poverty¹ by securing access to affordable public transport. <u><i>The Commission should also consider amending the Clean Vehicles Directive^{1a} so that it is aligned with the ambition of this Regulation.</i></u></p> <p>¹. In line with the definition in the Social Climate Fund regulation, article 2(2a) <u><i>1a. Directive (EU) 2019/1161 of the European Parliament and of the Council</i></u></p>	<p>the Social Climate Fund could address the specific needs of rural areas and prevent transport poverty¹, as defined in Article 2(2) of Regulation (EU) 2023/955, by securing access to affordable public transport.</p> <p>¹. In line with the definition in the Social Climate Fund regulation, article 2(2a)</p>	<p>the Social Climate Fund could address <u><i>the</i></u> specific needs of rural areas and prevent transport poverty¹, <u><i>as defined in Article 2(2) of Regulation (EU) 2023/955</i></u>, by securing access to affordable public transport.</p> <p><u><i>[The Commission should also consider amending the Clean Vehicles Directive so that it is aligned with the ambition of this Regulation.]</i></u></p> <p><i>1. In line with the definition in the Social Climate Fund regulation, article 2(2a)</i></p> <p>Text Origin: Council Mandate</p>
Recital 27a (new)				
42a		<p><u><i>(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.</i></u></p>		

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Recital 27a				
G 42b		<i><u>(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.</u></i>		<i><u>Deleted</u></i>
Recital 28				
Y 43	(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.	(28) The zero-and low-emission <u>zero-emission</u> 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.	(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 heavy-duty vehicles.	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Recital 29				
G 44	(29) As commercial rather than legal entities should be considered for compliance, economically connected manufacturers should, within certain limits, be allowed to transfer vehicles between them for the purposes of accounting these vehicles under Regulation (EU) 2019/1242.	(29) As commercial rather than legal entities should be considered for compliance, economically connected manufacturers should, within certain limits, be allowed to transfer vehicles between them for the purposes of accounting these vehicles under Regulation (EU) 2019/1242.	(29) As commercial rather than legal entities should be considered for compliance, economically connected manufacturers should, within certain limits, be allowed to transfer heavy-duty vehicles between them for the purposes of accounting these those heavy-duty vehicles under Regulation (EU) 2019/1242.	(29) As commercial rather than legal entities should be considered for compliance, economically connected manufacturers should, within certain limits, be allowed to transfer <u>heavy-duty</u> vehicles between them for the purposes of accounting these <u>those heavy-duty</u> vehicles under Regulation (EU) 2019/1242. Text Origin: Council Mandate
Recital 30				
Y 45	(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.	(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, <u>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.</u>	(30) Furthermore, in order to strengthen the development of new zero-emission technologies in specialized specialised small- and medium-sized companies, it should also be possible to transfer zero-emission heavy-duty vehicles between non-connected entities.	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Recital 31			
46	(31) In order to avoid disproportionately high costs of compliance and in order to reduce the administrative burden, manufacturers producing few vehicles fulfilling certain legal requirements should be exempted from compliance with CO ₂ -emission targets. As they are required to comply with the reporting obligations of Regulation (EU) 2019/1242, there is an appropriate control mechanism for those manufacturers.	(31) In order to avoid disproportionately high costs of compliance and in order to reduce the administrative burden, manufacturers producing few vehicles fulfilling certain legal requirements should be exempted from compliance with CO ₂ -emission targets. As they are required to comply with the reporting obligations of Regulation (EU) 2019/1242, there is an appropriate control mechanism for those manufacturers.	(31) In order to avoid disproportionately high costs of compliance costs and in order to reduce the administrative burden, manufacturers producing few that produce few heavy-duty vehicles fulfilling certain legal requirements should be exempted from compliance exempt from the obligation to comply with CO ₂ - emission emissions reduction targets. As they are required to comply with the reporting obligations of Regulation (EU) 2019/1242, there is an appropriate control mechanism for those manufacturers.	(31) In order to avoid disproportionately high costs of <u>costs</u> and in order to reduce the administrative burden, manufacturers producing few that <u>produce few heavy-duty</u> vehicles fulfilling certain legal requirements should be exempted from compliance <u>exempt from the obligation to comply</u> with CO ₂ - emission <u>emissions reduction</u> targets. As they are required to comply with the reporting obligations of Regulation (EU) 2019/1242, there is an appropriate control mechanism for those manufacturers. Text Origin: Council Mandate
	Recital 32			
47	(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	(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	(32) The existing system of multi-annual emission credits and emission debts should be extended to 2039 as CO₂ emissions reduction targets continue to be strengthened keep strengthening beyond 2030 until 2040 and require	<i>PCY compromise proposal:</i> (32) The existing system of multi-annual emission credits and emission debts should be extended to 2039 as CO₂ emissions reduction targets keep continue to be strengthening strengthened beyond 2030 until 2040 and require forward-looking technical

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	manufacturers during that period.	manufacturers during that period. <u>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.</u>	forward-looking technical developments of manufacturers during that period.	developments of manufacturers during that period. <u>Nevertheless, manufacturers should clear all remaining emission debts in the years 2029, 2034 and 2039, and emission credits that are not used within eight years after they have been acquired should automatically expire, so as to reduce the risk of sales of zero-emission vehicles falling short of expectations of future standards.</u>
Recital 33				
48	(33) Regulation (EU) 2019/1242 should for each vehicle category clearly stipulate who is the manufacturer to whom a vehicle should be attributed, thereby specifically taking account of the different constellations for vehicles of category M.	(33) Regulation (EU) 2019/1242 should for each vehicle category clearly stipulate who is the manufacturer to whom a vehicle should be attributed, thereby specifically taking account of the different constellations for vehicles of category M.	(33) Regulation (EU) 2019/1242 should clearly stipulate for each vehicle category clearly stipulate who is the manufacturer to whom a heavy-duty vehicle should be attributed, thereby specifically taking account of the different constellations for heavy-duty vehicles of category M.	(33) Regulation (EU) 2019/1242 should <u>clearly stipulate</u> for each vehicle category clearly stipulate who is the manufacturer to whom a <u>heavy-duty</u> vehicle should be attributed, thereby specifically taking account of the different constellations for <u>heavy-duty</u> vehicles of category M. Text Origin: Council Mandate
Recital 34				
49	(34) The rules on the verification of the monitoring data should also cover possible ex post corrections of errors in such reported data and how the Commission should	(34) The rules on the verification of the monitoring data should also cover possible ex post corrections of errors in such reported data and how the Commission should	(34) The rules on the verification of the monitoring data should also cover possible the potential ex post corrections correction of errors in such reported data and	(34) The rules on the verification of the monitoring data should also cover possible <u>the potential</u> ex post corrections <u>correction</u> of errors in such reported data and how the

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	handle such corrections for implementing the CO ₂ -emission fleet targets.	handle such corrections for implementing the CO ₂ -emission fleet targets.	how the Commission should handle such corrections for implementing the Union fleet-wide CO₂-emission fleet emissions reduction targets.	Commission should handle such corrections for implementing the <u>Union fleet-wide</u> CO ₂ - emission <u>fleet emissions reduction</u> targets. <small>Text Origin: Council Mandate</small>
Recital 35				
50	(35) The assessment of the reference CO ₂ emissions should be amended to also cover the vehicle subgroups newly included in the scope of Regulation 2019/1242.	(35) The assessment of the reference CO ₂ emissions should be amended to also cover the vehicle subgroups newly included in the scope of Regulation 2019/1242.	(35) The assessment of the reference CO ₂ emissions should be amended to also cover the vehicle subgroups newly included in the scope of Regulation 2019/1242.	(35) The assessment of the reference CO ₂ emissions should be amended to also cover the vehicle subgroups newly included in the scope of Regulation 2019/1242. <small>Text Origin: Commission Proposal</small>
Recital 36				
51	(36) Monitoring and reporting by manufacturers and Member States is an essential precondition for the implementation of Regulation (EU) 2019/1242. Merging Regulation (EU) 2018/956 into Regulation (EU) 2019/1242 should produce synergies and allow for interpretation of the provisions taking into account the objectives of both Regulations.	(36) Monitoring and reporting by manufacturers and Member States is an essential precondition for the implementation of Regulation (EU) 2019/1242. Merging Regulation (EU) 2018/956 into Regulation (EU) 2019/1242 should produce synergies and allow for interpretation of the provisions taking into account the objectives of both Regulations.	(36) Monitoring and reporting by manufacturers and Member States is an essential precondition for the implementation of Regulation (EU) 2019/1242. Merging Incorporating Regulation (EU) 2018/956 into Regulation (EU) 2019/1242 should produce synergies and allow for interpretation of the provisions taking into account the objectives of both Regulations.	(36) Monitoring and reporting by manufacturers and Member States is an essential precondition for the implementation of Regulation (EU) 2019/1242. Merging <u>Incorporating</u> Regulation (EU) 2018/956 into Regulation (EU) 2019/1242 should produce synergies and allow for interpretation of the provisions taking into account the objectives of both Regulations.

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				Text Origin: Council Mandate
Recital 37				
52	(37) On the occasion of merging monitoring and reporting provisions into Regulation (EU) 2019/1242, the opportunity should be seized to slightly modify those provisions in light of the experiences gained from the first two reporting cycles under Regulation (EU) 2018/956.	(37) On the occasion of merging monitoring and reporting provisions into Regulation (EU) 2019/1242, the opportunity should be seized to slightly modify those provisions in light of the experiences gained from the first two reporting cycles under Regulation (EU) 2018/956.	(37) On the occasion of merging When incorporating monitoring and reporting provisions of Regulation (EU) 2018/956 into Regulation (EU) 2019/1242, the opportunity should be seized to slightly modify amend those provisions in light of the experiences experience gained from the first two reporting cycles under Regulation (EU) 2018/956.	(37) On the occasion of merging When incorporating monitoring and reporting provisions of Regulation (EU) 2018/956 into Regulation (EU) 2019/1242, the opportunity should be seized to slightly modify amend those provisions in light of the experiences experience gained from the first two reporting cycles under Regulation (EU) 2018/956. Text Origin: Council Mandate
Recital 38				
53	(38) Taking account of the fact that the determination will no longer be carried out by manufacturers alone, reporting of CO ₂ emissions and other technical data of the vehicles should be extended beyond manufacturers to those entities which perform the determination of the vehicles under Regulation (EU) 2017/2400 and Commission Implementing Regulation (EU) 2022/1362 ¹ . The	(38) Taking account of the fact that the determination will no longer be carried out by manufacturers alone, reporting of CO ₂ emissions and other technical data of the vehicles should be extended beyond manufacturers to those entities which perform the determination of the vehicles under Regulation (EU) 2017/2400 and Commission Implementing Regulation (EU) 2022/1362 ¹ . The	(38) Taking account of the fact that the determination of CO₂ emissions will no longer be carried out by manufacturers alone, reporting of CO₂ the obligation to report CO₂ emissions and other technical data of the heavy-duty vehicles should be extended beyond manufacturers to those entities which perform the determination of the heavy-duty vehicles under Regulation (EU)	(38) Taking account of the fact that the determination of CO₂ emissions will no longer be carried out by manufacturers alone, reporting of CO₂ the obligation to report CO₂ emissions and other technical data of the heavy-duty vehicles should be extended beyond manufacturers to those entities which perform the determination of the heavy-duty vehicles under Regulation (EU)

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	<p>data to be reported should comprise the manufacturer's record file.</p> <p>1. Commission Implementing Regulation (EU) 2022/1362 of 1 August 2022 implementing Regulation (EC) No 595/2009 of the European Parliament and of the Council as regards the performance of heavy-duty trailers with regard to their influence on the CO2 emissions, fuel consumption, energy consumption and zero emission driving range of motor vehicles and amending Implementing Regulation (EU) 2020/683 (OJ L 205, 5.8.2022, p. 145).</p>	<p>data to be reported should comprise the manufacturer's record file.</p> <p>1. Commission Implementing Regulation (EU) 2022/1362 of 1 August 2022 implementing Regulation (EC) No 595/2009 of the European Parliament and of the Council as regards the performance of heavy-duty trailers with regard to their influence on the CO2 emissions, fuel consumption, energy consumption and zero emission driving range of motor vehicles and amending Implementing Regulation (EU) 2020/683 (OJ L 205, 5.8.2022, p. 145).</p>	<p>2017/2400 and Commission Implementing Regulation (EU) 2022/1362¹. The data to be reported should comprise the manufacturer's record file.</p> <p>1. Commission Implementing Regulation (EU) 2022/1362 of 1 August 2022 implementing Regulation (EC) No 595/2009 of the European Parliament and of the Council as regards the performance of heavy-duty trailers with regard to their influence on the CO2 emissions, fuel consumption, energy consumption and zero emission driving range of motor vehicles and amending Implementing Regulation (EU) 2020/683 (OJ L 205, 5.8.2022, p. 145).</p>	<p>2017/2400 and Commission Implementing Regulation (EU) 2022/1362¹. The data to be reported should comprise the manufacturer's record file.</p> <p>1. Commission Implementing Regulation (EU) 2022/1362 of 1 August 2022 implementing Regulation (EC) No 595/2009 of the European Parliament and of the Council as regards the performance of heavy-duty trailers with regard to their influence on the CO2 emissions, fuel consumption, energy consumption and zero emission driving range of motor vehicles and amending Implementing Regulation (EU) 2020/683 (OJ L 205, 5.8.2022, p. 145).</p> <p>Text Origin: Council Mandate</p>
	Recital 38a			
53a		<p><u><i>(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.</i></u></p>		

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		<u>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.</u>		
	Recital 39			
54	(39) The Commission should be enabled to take into account technical progress, the evolution of freight transport logistics, necessary adjustments based on the application of this Regulation and amendments of the underlying type-approval legislation and to ensure that the data requirements and the monitoring and reporting procedure remain relevant over time for assessing the heavy-duty vehicle fleet's contribution to CO ₂ emissions, to ensure the availability of data on new and advanced CO ₂ reducing technologies and on the results of on-road verification test and to ensure that the air drag value	(39) The Commission should be enabled to take into account technical progress, the evolution of freight transport logistics, necessary adjustments based on the application of this Regulation and amendments of the underlying type-approval legislation and to ensure that the data requirements and the monitoring and reporting procedure remain relevant over time for assessing the heavy-duty vehicle fleet's contribution to CO ₂ emissions, to ensure the availability of data on new and advanced CO ₂ reducing technologies and on the results of on-road verification test and to ensure that the air drag value	(39) The Commission should be enabled allowed to take into account technical progress, the evolution of freight transport logistics, such as especially heavy vehicle combinations used in some Member States , necessary adjustments based on the application of this Regulation and amendments of the underlying type-approval legislation and , to ensure that the data requirements and the monitoring and reporting procedure remain relevant over time for assessing the heavy-duty vehicle fleet's contribution to CO ₂ emissions reduction targets , to ensure the availability of data on new and advanced CO ₂ reducing	(39) The Commission should be enabled <u>allowed</u> to take into account technical progress, the evolution of freight transport logistics, <u>such as especially heavy vehicle combinations used in some Member States</u> , necessary adjustments based on the application of this Regulation and amendments of the underlying type-approval legislation and , to ensure that the data requirements and the monitoring and reporting procedure remain relevant over time for assessing the heavy-duty vehicle fleet's contribution to CO ₂ emissions <u>reduction targets</u> , to ensure the availability of data on new and advanced CO ₂ reducing

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	ranges remain relevant for information and comparability purposes, as well as to supplement the provisions on administrative fines.	ranges remain relevant for information and comparability purposes, as well as to supplement the provisions on administrative fines.	technologies and on the results of on-road verification test and tests , to ensure that the air drag value ranges remain relevant for information and comparability purposes, as well as and to supplement the provisions on administrative fines.	technologies and on the results of on-road verification test and tests , to ensure that the air drag value ranges remain relevant for information and comparability purposes, as well as <u>and</u> to supplement the provisions on administrative fines. Text Origin: Council Mandate
Recital 40				
55	(40) For these reasons, 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 in respect of amending the criteria defining vehicles sub-groups, defining vocational vehicles, for the operational ranges of different powertrain technologies, the list and weight of mission profiles, the payloads, passenger numbers, passenger masses, technically permissible maximum payloads, technically permissible maximum passenger number and cargo volumes of vehicle sub-groups and annual mileages values, amending the data requirements and the	(40) For these reasons, 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 in respect of amending the criteria defining vehicles sub-groups, defining vocational vehicles, for the operational ranges of different powertrain technologies, the list and weight of mission profiles, the payloads, passenger numbers, passenger masses, technically permissible maximum payloads, technically permissible maximum passenger number and cargo volumes of vehicle sub-groups and annual mileages values, amending the data requirements and the	(40) For these <u>those</u> reasons, 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 in respect of amending the criteria defining vehicles sub-groups including adding a sub-group for Extra Heavy Combination (EHC) lorry , defining vocational vehicles, for the operational ranges of different powertrain technologies, the list and weight of mission profiles, the payloads, passenger numbers, passenger masses, technically permissible maximum payloads, technically permissible maximum passenger number and cargo volumes of vehicle sub-	(40) For these <u>those</u> reasons, 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 in respect of amending the criteria defining vehicles sub-groups <u>including adding a sub-group for Extra Heavy Combination (EHC) lorry</u> , defining vocational vehicles, for the operational ranges of different powertrain technologies, the list and weight of mission profiles, the payloads, passenger numbers, passenger masses, technically permissible maximum payloads, technically permissible maximum passenger number and cargo volumes of vehicle sub-groups and

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	<p>monitoring and reporting procedure laid down in Annexes to this Regulation, of specifying the data to be reported by the Member States for the monitoring of the results of on-road verification tests, of amending the air drag value ranges, and of defining the criteria, the calculation and the method of collection of administrative fines imposed on manufacturers. 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 2016. 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.</p>	<p>monitoring and reporting procedure laid down in Annexes to this Regulation, of specifying the data to be reported by the Member States for the monitoring of the results of on-road verification tests, of amending the air drag value ranges, and of defining the criteria, the calculation and the method of collection of administrative fines imposed on manufacturers. 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 2016. 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.</p>	<p>groups and annual mileages values, amending the data requirements and the monitoring and reporting procedure laid down in the Annexes to this Regulation, in respect of specifying the data to be reported by the Member States for the monitoring of the results of on-road verification tests, of amending the air drag value ranges, and of defining the criteria, the calculation and the method of collection of administrative fines imposed on manufacturers. 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 2016 on Better Law-Making. 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</p>	<p>annual mileages values, amending the data requirements and the monitoring and reporting procedure laid down in <u>the</u> Annexes to this Regulation, <u>in respect</u> of specifying the data to be reported by the Member States for the monitoring of the results of on-road verification tests, of amending the air drag value ranges, and of defining the criteria, the calculation and the method of collection of administrative fines imposed on manufacturers. 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 2016 <u>on Better Law-Making</u>. 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</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			of delegated acts.	of delegated acts. <small>Text Origin: Council Mandate</small>
Recital 41				
56	(41) Regulation (EU) 2018/956 should be repealed with a timeline allowing the reporting period ongoing at the moment of entry into force of this Regulation be concluded under the rules applicable at the beginning of that reporting period, including all after-processing of the data collected. Accordingly, this Regulation should be applied from the beginning of the following reporting period.	(41) Regulation (EU) 2018/956 should be repealed with a timeline allowing the reporting period ongoing at the moment of entry into force of this Regulation be concluded under the rules applicable at the beginning of that reporting period, including all after-processing of the data collected. Accordingly, this Regulation should be applied from the beginning of the following reporting period.	(41) Regulation (EU) 2018/956 should be repealed with transitional provisions a timeline allowing the reporting period that is ongoing at the moment of entry into force of this Regulation be concluded under the rules applicable at the beginning of that reporting period, including all after-processing of the data collected. Accordingly, this Regulation should be applied from the beginning of the following reporting period.	(41) Regulation (EU) 2018/956 should be repealed with <u>transitional provisions</u> a timeline allowing the reporting period <u>that is</u> ongoing at the moment of entry into force of this Regulation be concluded under the rules applicable at the beginning of that reporting period, including all after-processing of the data collected. Accordingly, this Regulation should be applied from the beginning of the following reporting period. <small>Text Origin: Council Mandate</small>
Recital 41a				
56a			(42) Since the objectives of this Regulation, namely to promote reductions of greenhouse gas emissions in a cost-effective and economically efficient way in a manner commensurate with the economy-wide net greenhouse	<u>(42) Since the objectives of this Regulation, namely to promote reductions of greenhouse gas emissions in a cost-effective and economically efficient way in a manner commensurate with the economy-wide net greenhouse</u>

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			gas emission reduction target for 2030 through amended Union fleet-wide CO ₂ emissions reduction targets for heavy-duty vehicles, cannot be sufficiently achieved by the Member States but can rather, by reason of scale and effects, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives.	<u><i>emission reduction target for 2030 through amended Union fleet-wide CO₂ emissions reduction targets for heavy-duty vehicles, cannot be sufficiently achieved by the Member States but can rather, by reason of scale and effects, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives.</i></u> Text Origin: Council Mandate
Recital 42				
57	(42) Regulation (EU) 2019/1242 should therefore be amended accordingly,	(42) Regulation (EU) 2019/1242 should therefore be amended accordingly,	(42 43) Regulation (EU) 2019/1242 should therefore be amended accordingly,	(42) Regulation (EU) 2019/1242 should therefore be amended accordingly, Text Origin: Commission Proposal

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Formula				
58	HAVE ADOPTED THIS REGULATION:	HAVE ADOPTED THIS REGULATION:	HAVE ADOPTED THIS REGULATION:	HAVE ADOPTED THIS REGULATION: <small>Text Origin: Commission Proposal</small>
Article 1				
59	Article 1 Amendments to Regulation (EU) 2019/1242	Article 1 Amendments to Regulation (EU) 2019/1242	Article 1 Amendments to Regulation (EU) 2019/1242	Article 1 Amendments to Regulation (EU) 2019/1242 <small>Text Origin: Commission Proposal</small>
Article 1, first paragraph				
60	Regulation (EU) 2019/1242 is amended as follows:	Regulation (EU) 2019/1242 is amended as follows:	Regulation (EU) 2019/1242 is amended as follows:	Regulation (EU) 2019/1242 is amended as follows: <small>Text Origin: Commission Proposal</small>
Article 1, first paragraph, point (1)				
61	(1) Article 1 is replaced by the following:	(1) Article 1 is replaced by the following:	(1) Article 1 is replaced by the following:	(1) Article 1 is replaced by the following: <small>Text Origin: Commission Proposal</small>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (1), amending provision, first paragraph			
62	Article 1	Article 1	Article 1	Article 1 Text Origin: Commission Proposal
	Article 1, first paragraph, point (1), amending provision, second paragraph			
63	Subject matter and objective	Subject matter and objective	Subject matter and objective	Subject matter and objective Text Origin: Commission Proposal
	Article 1, first paragraph, point (1), amending provision, numbered paragraph (1)			
64	<p>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) 2018/842¹, and the objectives of the Paris Agreement² and to ensure the proper functioning of the internal market.</p> <p>¹ Regulation (EU) 2018/842 of the European Parliament and of the Council of 30 May 2018 on binding annual</p>	<p>1. This Regulation establishes CO₂ emissions performance requirements for new heavy-duty vehicles that contribute to achieving the Union's target<u>climate-neutrality objective and its intermediate Union climate targets as laid down in Regulation (EU) 2021/1119³</u>, Member States' <u>targets</u> of reducing its greenhouse gas emissions, as laid down in Regulation (EU) 2018/842¹, and the objectives of the Paris Agreement² and to ensure the proper functioning of the internal market.</p>	<p>1. This Regulation establishes sets CO₂ emissions performance requirements standards for new heavy-duty vehicles. Those standards that contribute to achieving the Union's target of reducing its greenhouse gas emissions, as laid down in Regulation (EU) 2018/842¹, and 2023/857¹, to the objectives of the Paris Agreement² and to ensureensuring the proper functioning of the internal market.</p> <p>¹ Regulation (EU) 2018/842 2023/857 of the European Parliament and of the</p>	<p>1. This Regulation establishes sets CO₂ emissions performance requirements standards for new heavy-duty vehicles. Those standards that contribute to achieving the Union's target<u>climate-neutrality objective and the intermediate Union climate targets as laid down in Regulation (EU) 2021/1119</u>, Member State's targets of reducing itstheir greenhouse gas emissions, as laid down in Regulation (EU) 2018/842¹, and 2023/857¹, to the objectives of the Paris Agreement² and to ensureensuring the proper</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	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. 2. OJ L 282, 19.10.2016, p.4.	<u>3. 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).</u> 1. 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. 2. OJ L 282, 19.10.2016, p.4.	Council of 30 May 2018 19 April 2023 amending Regulation (EU) 2018/842 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. 26-2018/1999 (OJ L 111, 26.4.2023, p. 1-14) 2. OJ L 282, 19.10.2016, p.4.	functioning of the internal market. 1. Regulation (EU) 2018/842 2023/857 of the European Parliament and of the Council of 30 May 2018 19 April 2023 amending Regulation (EU) 2018/842 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. 26-2018/1999 (OJ L 111, 26.4.2023, p. 1-14) 2. OJ L 282, 19.10.2016, p.4. Text Origin: Council Mandate
Article 1, first paragraph, point (1), amending provision, numbered paragraph (2)				
65	2. This Regulation also lays down the requirements for the reporting of CO ₂ emissions from and fuel consumption of new heavy-duty vehicles registered in the Union.;	2. This Regulation also lays down the requirements for the reporting of CO ₂ emissions from and fuel consumption of new heavy-duty vehicles registered in the Union.;	2. This Regulation also -lays down the requirements for the reporting of CO ₂ -emissions from and fuel consumption of new heavy-duty vehicles registered in the Union.;	2. This Regulation also - lays down the requirements for the reporting of CO ₂ - emissions from and fuel consumption of new heavy-duty vehicles registered in the Union.;
				Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (2)				
66	(2) Article 2 is amended as follows:	(2) Article 2 is amended as follows:	(2) Article 2 is amended as follows:	(2) Article 2 is amended as follows: Text Origin: Commission Proposal
Article 1, first paragraph, point (2)(a)				
67	(a) paragraph 1 is replaced by the following:	(a) paragraph 1 is replaced by the following:	(a) paragraph 1 is replaced by the following:	(a) paragraph 1 is replaced by the following: Text Origin: Commission Proposal
Article 1, first paragraph, point (2)(a), amending provision, numbered paragraph (1)				
68	1. This Regulation shall apply to new vehicles, which have either been type-approved or approved individually under Regulation (EU) 2018/858 or do not require type-approval under Article 2(3) of the same Regulation, belonging to the following categories:	1. This Regulation shall apply to new vehicles, which have either been type-approved or approved individually under Regulation (EU) 2018/858 or do not require type-approval under Article 2(3) of the same Regulation, belonging to the following categories:	1. This Regulation shall apply to new heavy-duty vehicles, which have either been type-approved or approved individually under Regulation (EU) 2018/858 or do not require type-approval under which are referred to in Article 2(3) of the same that Regulation, belonging to and that belong to any of the following vehicle categories:	1. This Regulation shall apply to new heavy-duty vehicles, which have either been type-approved or approved individually under Regulation (EU) 2018/858 or do not require type-approval under which are referred to in Article 2(3) of the same that Regulation, belonging to and that belong to any of the following vehicle categories: Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (2)(a), amending provision, numbered paragraph (1), point (a)			
69	(a) M ₂ and M ₃ ;	(a) M ₂ and M ₃ ;	(a) M ₂ and M ₃ ;	(a) M ₂ and M ₃ ; Text Origin: Commission Proposal
	Article 1, first paragraph, point (2)(a), amending provision, numbered paragraph (1), point (b)			
70	(b) N ₁ , which do not fall under Regulation (EU) 2019/631, N ₂ and N ₃ ;	(b) N ₁ , which do not fall under Regulation (EU) 2019/631, N ₂ and N ₃ ;	(b) N ₁ , which N₂ and N₃ provided that the vehicles do not fall under Regulation (EU) 2019/631, N₂ and N₃ ;	(b) N ₁ , which <u>N₂ and N₃, provided that the vehicles</u> do not fall under Regulation (EU) 2019/631, N₂ and N₃ ; Text Origin: Council Mandate
	Article 1, first paragraph, point (2)(a), amending provision, numbered paragraph (1), point (c)			
71	(c) O ₃ and O ₄ .	(c) O ₃ and O ₄ .	(c) O ₃ and O ₄ .	(c) O ₃ and O ₄ . Text Origin: Commission Proposal
	Article 1, first paragraph, point (2)(a), amending provision, numbered paragraph (1), first paragraph			
72	For the purposes of this Regulation, those vehicles shall be referred to as heavy-duty vehicles. Vehicles falling under points (a) and (b) shall be referred to as heavy-duty motor vehicles.	For the purposes of this Regulation, those vehicles shall be referred to as heavy-duty vehicles. Vehicles falling under points (a) and (b) shall be referred to as heavy-duty motor vehicles.	For the purposes of this Regulation, the vehicles referred to in the first subparagraph those vehicles shall be referred to as heavy-duty vehicles. Vehicles falling under points (a) and (b) point (a) or (b) of the first	For the purposes of this Regulation, <u>the vehicles referred to in the first subparagraph</u> those vehicles shall be referred to as heavy-duty vehicles. Vehicles falling under points (a) and (b) <u>point (a) or (b) of the first</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			subparagraph shall be referred to as heavy-duty motor vehicles.	<u>subparagraph</u> shall be referred to as heavy-duty motor vehicles. <small>Text Origin: Council Mandate</small>
Article 1, first paragraph, point (2)(a), amending provision, numbered paragraph (1), second paragraph				
73	The vehicle categories referred to in this Regulation refer to the vehicle categories as defined in Article 4 of Regulation (EU) 2018/858 and Annex I thereto.;	The vehicle categories referred to in this Regulation refer to the vehicle categories as defined in Article 4 of Regulation (EU) 2018/858 and Annex I thereto.;	The vehicle categories referred to in this Regulation refer to the vehicle categories as defined in Article 4 of Regulation (EU) 2018/858 and in Annex I thereto.;	The vehicle categories referred to in this Regulation refer to the vehicle categories as defined in Article 4 of Regulation (EU) 2018/858 and <u>in</u> Annex I thereto.;
				<small>Text Origin: Council Mandate</small>
Article 1, first paragraph, point (2)(b)				
74	(b) paragraph 2 is amended as follows:	(b) paragraph 2 is amended as follows:	(b) paragraph 2 is amended as follows:	(b) paragraph 2 is amended as follows: <small>Text Origin: Commission Proposal</small>
Article 1, first paragraph, point (2)(b)(i)				
75	(i) the first subparagraph is replaced by the following:	(i) the first subparagraph is replaced by the following:	(i) the first subparagraph is replaced by the following:	(i) the first subparagraph is replaced by the following: <small>Text Origin: Commission Proposal</small>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (2)(b)(i), amending provision, numbered paragraph (2)			
76	<p>2. The vehicles referred to in paragraph 1 shall, for the purposes of this Regulation, be considered as new heavy-duty vehicles in a given reporting period, if they are registered in the Union for the first time in that period and have not been previously registered outside the Union.;</p>	<p>2. The vehicles referred to in paragraph 1 shall, for the purposes of this Regulation, be considered as new heavy-duty vehicles in a given reporting period, if they are registered in the Union for the first time in that period and have not been previously registered outside the Union.;</p>	<p>2. For the purposes of this Regulation, heavy-duty The vehicles referred to in paragraph 1 shall, for the purposes of this Regulation, be considered as new heavy-duty vehicles in a given reporting period, if they are registered in the Union for the first time in that reporting period and have not been previously registered outside the Union.;</p>	<p>2. <u>For the purposes of this Regulation, heavy-duty</u> The vehicles referred to in paragraph 1 shall, for the purposes of this Regulation, be considered as new heavy-duty vehicles in a given reporting period, if they are registered in the Union for the first time in that <u>reporting</u> period and have not been previously registered outside the Union.;</p> <p>Text Origin: Council Mandate</p>
	Article 1, first paragraph, point (2)(b)(ii)			
77	<p>(ii) the following subparagraph is added:</p>	<p>(ii) the following subparagraph is added:</p>	<p>(ii) the following subparagraph is added:</p>	<p>(ii) the following subparagraph is added:</p> <p>Text Origin: Commission Proposal</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (2)(b)(ii), amending provision, first paragraph				
78	<p>Paragraph 1 shall not apply to vehicles first registered for a period not exceeding one month and registered for the sole purpose of transition to a country outside of the Union.;</p>	<p>Paragraph 1 shall not apply to vehicles first registered for a period not exceeding one month and registered for the sole purpose of transition to a country outside of the Union.;</p>	<p>Paragraph 1 shall not apply to heavy-duty vehicles first registered for a period not exceeding one month and registered for the sole purpose of transition to a country outside of the Union.;</p>	<p>Paragraph 1 shall not apply to <u>heavy-duty</u> vehicles first registered for a period not exceeding one month and registered for the sole purpose of transition to a country outside of the Union.;</p> <p>Text Origin: Council Mandate</p>
Article 1, first paragraph, point (2)(c)				
79	<p>(c) The following paragraphs 4, 5 and 6 are added:</p>		deleted	deleted
Article 1, first paragraph, point (2)(c), amending provision, numbered paragraph (4)				
80	<p>4. Notwithstanding Article 2(3) of Regulation (EU) 2017/2400, approved vehicles falling under Article 2(3), point (b), of Regulation (EU) 2018/858 shall not be subject to the CO₂ emission targets set out in Article 3a of this Regulation, unless the manufacturer chooses to include those vehicles in the calculation of its specific CO₂ emissions and</p>		deleted	deleted

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	targets when reporting the vehicle in accordance with Part B of Annex IV to this Regulation.			
<i>Article 1, first paragraph, point (2)(c), amending provision, numbered paragraph (5)</i>				
81	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 CO ₂ 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.		<i>deleted</i>	<i>deleted</i>
<i>Article 1, first paragraph, point (2)(c), amending provision, numbered paragraph (6)</i>				
82	6. The reporting obligations laid down in Articles 13a to 13f shall also apply to the vehicles that are not subject to CO ₂ emission targets		<i>deleted</i>	<i>deleted</i>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	in accordance with paragraphs 4 and 5 of this Article.;			
<i>Article 1, first paragraph, point (3)</i>				
83	(3) Article 3 is amended as follows:	(3) Article 3 is amended as follows:	(3) Article 3 is amended as follows:	(3) Article 3 is amended as follows: Text Origin: Commission Proposal
<i>Article 1, first paragraph, point (3)(a)</i>				
84	(a) point (1) is replaced by the following:	(a) point (1) is replaced by the following:	(a) point (1) is replaced by the following:	(a) point (1) is replaced by the following: Text Origin: Commission Proposal
<i>Article 1, first paragraph, point (3)(a), amending provision, numbered paragraph (1)</i>				
85	(1) 'reference CO ₂ emissions' means the average of the specific CO ₂ emissions in the reference period of all new heavy-duty vehicles in each of the vehicle sub-groups, determined in accordance with point 3 of Annex I;;	(1) 'reference CO ₂ emissions' means the average of the specific CO ₂ emissions in the reference period of all new heavy-duty vehicles in each of the vehicle sub-groups, determined in accordance with point 3 of Annex I;;	(1) 'reference CO ₂ emissions' means the average of the specific CO ₂ emissions in the reference period of all new heavy-duty vehicles in each of the vehicle sub-groups, determined in accordance with point 3 of Annex I;;	(1) 'reference CO ₂ emissions' means the average of the specific CO ₂ emissions in the reference period of all new heavy-duty vehicles in each of the vehicle sub-groups, determined in accordance with point 3 of Annex I;;

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Article 1, first paragraph, point (3)(b)				
86	(b) the following points (3a) and (3b) are inserted:	(b) the following points (3a) and (3b) are inserted:	(b) the following points (3a) and (3b) are inserted:	(b) the following points (3a) and (3b) are inserted: Text Origin: Council Mandate
Article 1, first paragraph, point (3)(b), amending provision, first paragraph				
87	(3a) 'reporting period' means the period of a given year from 1 July to 30 June of the following year;	(3a) 'reporting period' means the period of a given year from 1 July to 30 June of the following year;	(3a) 'reporting period' means the period from 1 July of a given year from 1 July to 30 June of the following year;	(3a) 'reporting period' means the period <u>from 1 July</u> of a given year from 1 July to 30 June of the following year; Text Origin: Council Mandate
Article 1, first paragraph, point (3)(b), amending provision, second paragraph				
88	(3b) 'reference period' means the reporting period of a certain year with respect to which the regulatory reduction obligations for a certain vehicle sub-group are specified under this Regulation;;	(3b) 'reference period' means the reporting period of a certain year with respect to which the regulatory reduction obligations for a certain vehicle sub-group are specified under this Regulation;;	(3b) 'reference period' means the reporting period of a certain year with respect to which the regulatory CO₂ emissions reduction obligations for a certain vehicle sub-group are specified under this Regulation;;	(3b) 'reference period' means the reporting period of a certain year with respect to which the regulatory <u>CO₂ emissions</u> reduction obligations for a certain vehicle sub-group are specified under this Regulation;; Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (3)(c)			
G	89 (c) point (5) is replaced by the following:	(c) point (5) is replaced by the following:	(c) point (5) is replaced by the following:	(c) point (5) is replaced by the following: Text Origin: Commission Proposal
	Article 1, first paragraph, point (3)(c), amending provision, numbered paragraph (5)			
G	90 (5) 'specific CO ₂ emissions target' means the CO ₂ emissions target of an individual manufacturer determined annually for the preceding reporting period in accordance with point 4 of Annex I;;	(5) 'specific CO ₂ emissions target' means the CO ₂ emissions target of an individual manufacturer determined annually for the preceding reporting period in accordance with point 4 of Annex I;;	(5) 'specific CO ₂ emissions target' means the CO ₂ emissions target of an individual manufacturer determined annually for the preceding reporting period in accordance with point 4 of Annex I;;	(5) 'specific CO ₂ emissions target' means the CO ₂ emissions target of an individual manufacturer determined annually for the preceding reporting period in accordance with point 4 of Annex I;; Text Origin: Commission Proposal
	Article 1, first paragraph, point 3 ca (new)			
Y	90a	(ca) point (8) is replaced by the following:		

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (3)(c a) new, amending provision, numbered paragraph (8))			
Y	90b	<p><u>'(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;'</u></p> <p>Amends present text</p>		
	Article 1, first paragraph, point (3)(d)			
G	91	(d) point (9)is replaced by the following:	(d) point (9)is replaced by the following:	(d) point (9)is replaced by the following: Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (3)(d), amending provision, numbered paragraph (9)				
92	<p>‘</p> <p>(9) ‘vocational vehicle’ means a heavy-duty vehicle intended to be used for specific duties, which according to the information in its certificate of conformity, as reported by Member States, fulfills the criteria laid out in point 1.2. of Annex I;;</p> <p>’,</p>	<p>‘</p> <p>(9) ‘vocational vehicle’ means a heavy-duty vehicle intended to be used for specific duties, which according to the information in its certificate of conformity, as reported by Member States, fulfills the criteria laid out in point 1.2. of Annex I;;</p> <p>’,</p>	<p>‘</p> <p>(9) ‘vocational vehicle’ means a heavy-duty vehicle intended to be used for specific duties, which according to the information in its certificate of conformity, as reported by Member States, fulfills the criteria laid out in point 1.2. of Annex I;;</p> <p>’,</p>	<p>‘</p> <p>(9) ‘vocational vehicle’ means a heavy-duty vehicle intended to be used for specific duties, which according to the information in its certificate of conformity, as reported by Member States, fulfills the criteria laid out in point 1.2. of Annex I;;</p> <p>’,</p> <p>Text Origin: Commission Proposal</p>
Article 1, first paragraph, point (3)(e)				
93	<p>(e) point (10) is deleted;</p>	<p>(e) point (10) is deleted<u>replaced by the following:</u></p>	<p>(e) point (10) is deleted;</p>	<p>(e) point (10) is deleted<u>replaced by the following:</u></p> <p>Text Origin: EP Mandate</p>
Article 1, first paragraph, point (3)(ea)				
93a		<p><u>'(10) 'manufacturer' means the person or body to which the vehicles registered in a given period have been attributed in accordance with Article 7a;'</u></p>		<p><u>'(10) 'manufacturer' means the person or body to which the vehicles registered in a given period have been attributed in accordance with Article 7a;'</u></p> <p>Text Origin: EP Mandate</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (3)(f)				
94	(f) the following points (10a) and (10b) are inserted:		(f) the following points (10a) and (10b) are inserted:	(f) the following points (10a) and (10b) are <u>point is</u> inserted: Text Origin: Council Mandate
Article 1, first paragraph, point (3)(f), amending provision, first paragraph				
95	, (10a) 'reporter' means an entity which is responsible for the reporting of data to the Commission;	, (10a) 'reporter' means an entity which is responsible for the reporting of data to the Commission;	, (10a) 'reporter' means an entity which is responsible for the reporting of data to the Commission;	, (10a) 'reporter' means an entity which is responsible for the reporting of data to the Commission; Text Origin: Commission Proposal
Article 1, first paragraph, point (3)(f), amending provision, second paragraph				
96	(10b) 'determination of a heavy-duty vehicle' means the determination of its CO ₂ emissions or input parameters according to Article 9 of Regulation (EU) 2017/2400 or the assessment of its performance with regard to its influence on CO ₂ emissions and fuel consumption according to Article 8 of Commission Implementing Regulation (EU) 2022/1362;;		<i>deleted</i>	<i>deleted</i>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (3)(g)			
97	(g) point (11) is replaced by the following:	(g) point (11) is replaced by the following:	(g) point (11) is replaced by the following:	(g) point (11) is replaced by the following: Text Origin: Commission Proposal
	Article 1, first paragraph, point (3)(g), amending provision, numbered paragraph (11)			
98	(11) 'zero-emission vehicle' means the following vehicles:	(11) 'zero-emission vehicle' means the following vehicles:	(11) 'zero-emission heavy-duty vehicle' means the following vehicles:	(11) 'zero-emission heavy-duty vehicle' means the following vehicles: Text Origin: Council Mandate
	Article 1, first paragraph, point (3)(g), amending provision, numbered paragraph (11), point (a)			
99	(a) a heavy-duty motor vehicle with not more than 5 g/(t·km) or 5 g/(p·km) of CO ₂ emissions as determined in accordance with Article 9 of Regulation (EU) 2017/2400;	(a) a heavy-duty motor vehicle <u>without an internal combustion engine, or with an internal combustion engine that emits less than 3gCO₂/(t.km) or 1gCO₂/(p.km)</u> 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;	(a) a heavy-duty motor vehicle with not more than 5 3 g/(t·km) or 5 1 g/(p·km) of CO ₂ emissions as determined in accordance with Article 9 of Regulation (EU) 2017/2400;	(a) a heavy-duty motor vehicle <u>without an internal combustion engine, or with an internal combustion engine that emits</u> with not more than 5 g/(t·km) or 5 g/(p·km) of CO₂ emissions 3gCO₂/(t.km) or 1gCO₂/(p.km) as determined in accordance with Article 9 of Regulation (EU) 2017/2400;

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: EP Mandate
	Article 1, first paragraph, point (3)(g), amending provision, numbered paragraph (11), point (b)			
100	(b) a heavy-duty motor vehicle fulfilling the conditions of point 1.1.4 of Annex I to this Regulation if no CO ₂ emissions have been determined according to Regulation (EU) 2017/2400;	(b) <u>until 31 December 2034</u> , a heavy-duty motor vehicle fulfilling the conditions of point 1.1.4 of Annex I to this <u>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;</u>	(b) a heavy-duty motor vehicle fulfilling the conditions of point 1.1.4 of Annex I to this without a combustion engine or with a combustion engine emitting not more than 1 g/kWh of CO₂ as determined in accordance with Regulation (EC) No 595/2009 and its implementing measures or emitting not more than 1 g/km of CO₂ as determined in accordance with Regulation (EC) No 715/2007 of the European Parliament and of the Council and its implementing measures provided that no CO ₂ emissions have been determined according pursuant to Regulation (EU) 2017/2400;	<i>PCY compromise proposal:</i> (b) a heavy-duty motor vehicle fulfilling the conditions of point 1.1.4 of Annex I to this without an internal combustion engine or with an internal combustion engine emitting not more than 1 g/kWh of CO₂ as determined in accordance with Regulation (EC) No 595/2009 and its implementing measures or emitting not more than 1 g/km of CO₂ as determined in accordance with Regulation (EC) No 715/2007 of the European Parliament and of the Council and its implementing measures provided that no CO ₂ emissions have been determined according pursuant to Regulation (EU) 2017/2400;

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (3)(g), amending provision, numbered paragraph (11), point (c)			
Y	101 (c) a trailer equipped with a device that actively supports its propulsion and has no internal combustion engine or has an internal combustion engine emitting less than 5 g CO ₂ /kWh as determined in accordance with Regulation (EC) No 595/2009 of the European Parliament and of the Council and its implementing measures or UNECE Regulation (EC) No 49.		(c) a trailer equipped with a device that actively supports its propulsion and has no internal combustion engine or has an internal combustion engine emitting less than 5 g CO₂/kWh 1 g CO₂/kWh as determined in accordance with Regulation (EC) No 595/2009 of the European Parliament and of the Council and its implementing measures or in accordance with UNECE Regulation (EC) No 49.	
	Article 1, first paragraph, point (3)(h)			
G	102 (h) point (12) is replaced by the following:	(h) point (12) is replaced by the following:	(h) point (12) is replaced by the following:	(h) point (12) is replaced by the following: Text Origin: Commission Proposal
	Article 1, first paragraph, point (3)(h), amending provision, numbered paragraph (12)			
G	103 (12) 'low-emission heavy-duty vehicle' means a heavy-duty vehicle, other than a zero-emission	(12) 'low-emission heavy-duty vehicle' means a heavy-duty vehicle, other than a zero-emission	(12) 'low-emission heavy-duty vehicle' means a heavy-duty vehicle, other than a zero-emission	(12) 'low-emission heavy-duty vehicle' means a heavy-duty vehicle, other than a zero-emission

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	heavy-duty vehicle, with specific CO ₂ emissions of less than half of the reference CO ₂ emissions of all vehicles in the vehicle sub-group to which the heavy-duty vehicle belongs, as determined in accordance with point 2.3.4 of Annex I;	heavy-duty vehicle, with specific CO ₂ emissions of less than half of the reference CO ₂ emissions of all vehicles in the vehicle sub-group to which the heavy-duty vehicle belongs, as determined in accordance with point 2.3.4 of Annex I;	heavy-duty vehicle, with specific CO ₂ emissions of less than half of the reference CO ₂ emissions of all vehicles in the vehicle sub-group to which the heavy-duty vehicle belongs, as determined in accordance with point 2.3.4 of Annex I;	heavy-duty vehicle, with specific CO ₂ emissions of less than half of the reference CO ₂ emissions of all vehicles in the vehicle sub-group to which the heavy-duty vehicle belongs, as determined in accordance with point 2.3.4 of Annex I; Text Origin: Commission Proposal
Article 1, first paragraph, point (3)(i)				
104	(i) the following points (16) to (23) are added:		(i) the following points (16) to (23) are added:	(i) the following points (16) to (23) are added: Text Origin: Council Mandate
Article 1, first paragraph, point (3)(i), amending provision, numbered paragraph (-1)				
104a			(15) “primary vehicle” means a primary vehicle as defined in Article 3, point (22), of Regulation (EU) 2017/2400;	<u>(15) “primary vehicle” means a primary vehicle as defined in Article 3, point (22), of Regulation (EU) 2017/2400;</u> Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (3)(i), amending provision, numbered paragraph (16)				
105	<p>‘</p> <p>(16) ‘primary vehicle of a heavy-duty vehicle’ means a primary vehicle as defined in Article 3, point (22), of Regulation (EU) 2017/2400, for the simulation of which a generic body is allocated that corresponds to the actual body of the heavy-duty vehicle with regard to its floor (low/high) deck (single/double) configurations and any other parameters as applicable;</p>		<p>(16) ‘primary vehicle of a heavy-duty vehicle’ means a primary vehicle as defined in Article 3, point (22), of Regulation (EU) 2017/2400, for the simulation of which a generic body is allocated that corresponds to the actual body of the heavy-duty vehicle with regard to its floor (low/high) deck (single/double) configurations and any other parameters as applicable;</p>	<p>(16) ‘primary vehicle of a heavy-duty vehicle’ means a primary vehicle <i>as defined in Article 3, point (22), of Regulation (EU) 2017/2400</i>, for the simulation of which a generic body is allocated that corresponds to the actual body of the heavy-duty vehicle with regard to its floor (low/high) deck (single/double) configurations and any other parameters as applicable;</p> <p>Text Origin: Council Mandate</p>
Article 1, first paragraph, point (3)(i), amending provision, numbered paragraph (17)				
106	<p>(17) ‘completed vehicle’ means a completed vehicle as defined in Article 3, point (26), of Regulation (EU) 2018/858;</p>	<p>‘</p> <p>(17) ‘completed vehicle’ means a completed vehicle as defined in Article 3, point (26), of Regulation (EU) 2018/858;</p>	<p>(17) ‘completed vehicle’ means a completed vehicle as defined in Article 3, point (26), of Regulation (EU) 2018/858;</p>	<p>(17) ‘completed vehicle’ means a completed vehicle as defined in Article 3, point (26), of Regulation (EU) 2018/858;</p> <p>Text Origin: Commission Proposal</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (3)(i), amending provision, numbered paragraph (18)				
107	(18) ‘complete vehicle’ means a complete vehicle as defined in Article 3, point (27), of Regulation (EU) 2018/858;	(18) ‘complete vehicle’ means a complete vehicle as defined in Article 3, point (27), of Regulation (EU) 2018/858;	(18) ‘complete vehicle’ means a complete vehicle as defined in Article 3, point (27), of Regulation (EU) 2018/858;	(18) ‘complete vehicle’ means a complete vehicle as defined in Article 3, point (27), of Regulation (EU) 2018/858; Text Origin: Commission Proposal
Article 1, first paragraph, point (3)(i), amending provision, numbered paragraph (19)				
108	(19) ‘off-road vehicle’ means an off-road vehicle as defined in Part A, point 2.1., of Annex I to Regulation (EU) 2018/858;	(19) ‘off-road vehicle’ means an off-road vehicle as defined in Part A, point 2.1., of Annex I to Regulation (EU) 2018/858;	(19) ‘off-road vehicle’ means an off-road vehicle as defined in Part A, point 2.1., of Annex I to Regulation (EU) 2018/858;	(19) ‘off-road vehicle’ means an off-road vehicle as defined in Part A, point 2.1., of Annex I to Regulation (EU) 2018/858; Text Origin: Commission Proposal
Article 1, first paragraph, point (3)(i), amending provision, numbered paragraph (20)				
109	(20) ‘special purpose vehicle’ means a special purpose vehicle as defined in Article 3, point (31), of Regulation (EU) 2018/858;	(20) ‘special purpose vehicle’ means a special purpose vehicle as defined in Article 3, point (31), of Regulation (EU) 2018/858;	(20) ‘special purpose vehicle’ means a special purpose vehicle as defined in Article 3, point (31), of Regulation (EU) 2018/858;	(20) ‘special purpose vehicle’ means a special purpose vehicle as defined in Article 3, point (31), of Regulation (EU) 2018/858; Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (3)(i), amending provision, numbered paragraph (21)				
110	(21) ‘off road special purpose vehicle’ means an off road special purpose vehicle as specified in Part A, point 2.3.1., of Annex I to Regulation (EU) 2018/858;	(21) ‘off road special purpose vehicle’ means an off road special purpose vehicle as specified in Part A, point 2.3.1., of Annex I to Regulation (EU) 2018/858;	(21) ‘off road special purpose vehicle’ means an off road special purpose vehicle as specified in Part A, point 2.3.1., of Annex I to Regulation (EU) 2018/858;	(21) ‘off road special purpose vehicle’ means an off road special purpose vehicle as specified in Part A, point 2.3.1., of Annex I to Regulation (EU) 2018/858; Text Origin: Commission Proposal
Article 1, first paragraph, point (3)(i), amending provision, numbered paragraph (22)				
111	(22) ‘certificate of conformity’ means a certificate of conformity as defined in Article 3, point (5), of Regulation (EU) 2018/858;	(22) ‘certificate of conformity’ means a certificate of conformity as defined in Article 3, point (5), of Regulation (EU) 2018/858;	(22) ‘certificate of conformity’ means a certificate of conformity as defined in Article 3, point (5), of Regulation (EU) 2018/858;	(22) ‘certificate of conformity’ means a certificate of conformity as defined in Article 3, point (5), of Regulation (EU) 2018/858; Text Origin: Commission Proposal
Article 1, first paragraph, point (3)(i), amending provision, numbered paragraph (23)				
112	(23) ‘public contract’, in the context of public procurement procedures and unless otherwise specified, means a public contract as defined in Article 2(1), point (5) of Directive 2014/24/EU, ‘contracts’ as defined in Article 2, point (1) of Directive 2014/25/EU, as well as ‘concessions’ as defined in Article 5, point (1) of Directive	(23) ‘public contract’, in the context of public procurement procedures and unless otherwise specified, means a public contract as defined in Article 2(1), point (5) of Directive 2014/24/EU, ‘contracts’ as defined in Article 2, point (1) of Directive 2014/25/EU, as well as ‘concessions’ as defined in Article 5, point (1) of Directive	(23) ‘public contract’, in the context of public procurement procedures and unless otherwise specified, means a public contract as defined in Article 2(1), point (5) of Directive 2014/24/EU, ‘contracts’ as defined in Article 2, point (1) of Directive 2014/25/EU, as well as and ‘concessions’ as defined in Article 5, point (1) of	(23) ‘public contract’, in the context of public procurement procedures and unless otherwise specified, means a public contract as defined in Article 2(1), point (5) of Directive 2014/24/EU, ‘contracts’ as defined in Article 2, point (1) of Directive 2014/25/EU, as well as <u>and</u> ‘concessions’ as defined in Article 5, point (1) of

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	2014/23/EU;	2014/23/EU;	Directive 2014/23/EU;	Directive 2014/23/EU; Text Origin: Council Mandate
	Article 1, first paragraph, point (3)(i), amending provision, numbered paragraph (23a)			
112a		<p><u>23a. 'CO2 neutral fuel' means all fuels defined by Directive (EU) 2018/2001 where the emissions of the fuel in use (e_u) can be taken to be net zero, meaning for instance that the CO2 equivalent of the carbon incorporated in the chemical composition of the fuel in use (e_u) is of biogenic origin and/or has been captured, so avoiding being emitted as CO2 into the atmosphere, or has been captured from ambient air. Those fuels shall include renewable and/or synthetic fuels, such as biofuel, biogas, biomass fuel, renewable liquid and gaseous transport fuel of non- biological origin (RFNBO) or a recycled carbon fuel (RCF). Other fuels not listed in Directive (EU) 2018/2001 may fall within the meaning of CO2 neutral fuel provided that they meet those criteria and the sustainability criteria of that Directive and</u></p>		

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u>associated delegated acts. A mixture of two or more CO2 neutral fuels shall be considered to be a CO2 neutral fuel.</u>		
	Article 1, first paragraph, point (3)(i), amending provision, numbered paragraph (24)			
112b		<u>23b. (23b) ‘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:</u> <u>(a) equipped with a coupling device;</u> <u>(b) having three axles or more;</u> <u>(c) with an engine rated power of at least 400 kW;</u> <u>(d) designed with a technically permissible maximum mass of the combination of more than 60 tonnes;</u>	(24) ‘Extra Heavy Combination (EHC) lorry’ means a category N3 vehicle suitable for usage in a vehicle combination, having 3 axles or more, with an engine rated power of at least 400 kW and with a technically permissible maximum mass of the combination of more than 60 tonnes;	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (3)(j)			
113	(j) the following paragraph is added:	(j) the following paragraph is added:	(j) the following paragraph is added:	(j) the following paragraph is added: Text Origin: Commission Proposal
	Article 1, first paragraph, point (3)(j), amending provision, first paragraph			
114	‘ For the purposes of this Regulation, ‘a group of connected manufacturers’ means a manufacturer and its connected undertakings.	‘ For the purposes of this Regulation, ‘a group of connected manufacturers’ means a manufacturer and its connected undertakings.	‘ For the purposes of this Regulation, ‘a group of connected manufacturers’ means a manufacturer and its connected undertakings.	‘ For the purposes of this Regulation, ‘a group of connected manufacturers’ means a manufacturer and its connected undertakings. Text Origin: Commission Proposal
	Article 1, first paragraph, point (3)(j), amending provision, second paragraph			
115	‘Connected undertaking’ means:	‘Connected undertaking’ means:	‘Connected undertaking’ means:	‘Connected undertaking’ means: Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (3)(j), amending provision, second paragraph, point (a)				
116	(a) undertakings in which the manufacturer has, directly or indirectly:	(a) undertakings in which the manufacturer has, directly or indirectly:	(a) undertakings in which the manufacturer has, directly or indirectly:	(a) undertakings in which the manufacturer has, directly or indirectly: Text Origin: Commission Proposal
Article 1, first paragraph, point (3)(j), amending provision, second paragraph, point (a)(i)				
117	(i) the power to exercise more than half the voting rights; or	(i) the power to exercise more than half the voting rights; or	(i) the power to exercise more than half the voting rights; or	(i) the power to exercise more than half the voting rights; or Text Origin: Council Mandate
Article 1, first paragraph, point (3)(j), amending provision, second paragraph, point (a)(ii)				
118	(ii) the power to appoint more than half the members of the supervisory board, board of management or bodies legally representing the undertaking; or	(ii) the power to appoint more than half the members of the supervisory board, board of management or bodies legally representing the undertaking; or	(ii) the power to appoint more than half the members of the supervisory board, board of management or bodies legally representing the undertaking; or	(ii) the power to appoint more than half the members of the supervisory board, board of management or bodies legally representing the undertaking; or Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (3)(j), amending provision, second paragraph, point (a)(iii)			
119	(iii) the right to manage the undertaking's affairs;	(iii) the right to manage the undertaking's affairs;	(iii) the right to manage the undertaking's affairs;	(iii) the right to manage the undertaking's affairs; Text Origin: Commission Proposal
	Article 1, first paragraph, point (3)(j), amending provision, second paragraph, point (b)			
120	(b) undertakings which directly or indirectly have, over the manufacturer, the rights or powers referred to in point (a);	(b) undertakings which directly or indirectly have, over the manufacturer, the rights or powers referred to in point (a);	(b) undertakings which have directly or indirectly have , over the manufacturer, the rights right or powers referred to in point (a);	(b) undertakings which <u>have</u> directly or indirectly have , over the manufacturer, the rights <u>right</u> or powers referred to in point (a); Text Origin: Council Mandate
	Article 1, first paragraph, point (3)(j), amending provision, second paragraph, point (c)			
121	(c) undertakings in which an undertaking referred to in point (b) has, directly or indirectly, the rights or powers referred to in point (a);	(c) undertakings in which an undertaking referred to in point (b) has, directly or indirectly, the rights or powers referred to in point (a);	(c) undertakings in which an undertaking referred to in point (b) has, directly or indirectly, the rights right or powers referred to in point (a);	(c) undertakings in which an undertaking referred to in point (b) has, directly or indirectly, the rights <u>right</u> or powers referred to in point (a); Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (3)(j), amending provision, second paragraph, point (d)				
122	(d) undertakings in which the manufacturer together with one or more of the undertakings referred to in point (a), (b) or (c), or in which two or more of the latter undertakings, jointly have the rights or powers referred to in point (a);	(d) undertakings in which the manufacturer together with one or more of the undertakings referred to in point (a), (b) or (c), or in which two or more of the latter undertakings, jointly have the rights or powers referred to in point (a);	(d) undertakings in which the manufacturer together with one or more of the undertakings referred to in point (a), (b) or (c), or in which two or more of the latter undertakings, jointly have the rights right or powers referred to in point (a);	(d) undertakings in which the manufacturer together with one or more of the undertakings referred to in point (a), (b) or (c), or in which two or more of the latter undertakings, jointly have the rights right or powers referred to in point (a); Text Origin: Council Mandate
Article 1, first paragraph, point (3)(j), amending provision, second paragraph, point (e)				
123	(e) undertakings in which the rights or the powers referred to in point (a) are jointly held by the manufacturer or one or more of its connected undertakings referred to in points (a) to (d) and one or more third parties.;	(e) undertakings in which the rights or the powers referred to in point (a) are jointly held by the manufacturer or one or more of its connected undertakings referred to in points (a) to (d) and one or more third parties.;	(e) undertakings in which the rights right or the powers referred to in point (a) are jointly held by the manufacturer or one or more of its connected undertakings referred to in points (a) to (d) and one or more third parties.;	(e) undertakings in which the rights right or the powers referred to in point (a) are jointly held by the manufacturer or one or more of its connected undertakings referred to in points (a) to (d) and one or more third parties.;; Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (4)			
G	124	(4) the following Articles 3a to 3c are inserted:	(4) the following Articles 3a to 3e are inserted:	(4) the following Articles 3a to 3e are inserted: Text Origin: Council Mandate
	Article 1, first paragraph, point (4), amending provision, first paragraph			
G	125	Article 3a CO ₂ emission targets	Article 3a CO ₂ emission emissions reduction targets	Article 3a CO ₂ emission emissions reduction targets Text Origin: Council Mandate
	Article 1, first paragraph, point (4), amending provision, numbered paragraph (1)			
Y	126	1. The average CO ₂ 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 CO ₂ emissions of the reporting period of the year 2019:	1. The average CO ₂ emissions of the Union fleet of new heavy-duty motor vehicles, other than special purpose, off-road, and off-road special purpose, and vocational vehicles , shall be reduced by the following percentages compared to the average CO ₂ emissions of the reporting period of the year 2019:	1. The average CO ₂ emissions of the Union fleet of new heavy-duty motor vehicles, other than special purpose vehicles , off-road vehicles , off-road special purpose vehicles , and vocational vehicles shall be reduced by the following percentages compared to the average CO ₂ emissions of the reporting period of the year 2019:

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (4), amending provision, numbered paragraph (1), point (a)				
127	(a) for vehicle sub-groups 4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH for the reporting periods of the years 2025 to 2029 by 15 %,	(a) for vehicle sub-groups 4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH for the reporting periods of the years 2025 to 2029 by 15 %,	(a) for vehicle sub-groups 4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH for the reporting periods of the years 2025 to 2029 by 15 %,	(a) for vehicle sub-groups 4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH for the reporting periods of the years 2025 to 2029 by 15 %, <p>Text Origin: Commission Proposal</p>
Article 1, first paragraph, point (4), amending provision, numbered paragraph (1), point (b)				
128	(b) for all vehicle sub-groups for the reporting periods of the years 2030 to 2034 by 45 %,	(b) for all vehicle sub-groups for the reporting periods of the years 2030 to 2034 by 45 %,	(b) for all vehicle sub-groups for the reporting periods of the years 2030 to 2034 by 45 %,	(b) for all vehicle sub-groups for the reporting periods of the years 2030 to 2034 by 45 %, <p>Text Origin: Commission Proposal</p>
Article 1, first paragraph, point (4), amending provision, numbered paragraph (1), point (c)				
129	(c) for all vehicle sub-groups for the reporting periods of the years 2035 to 2039 by 65 %,	(c) for all vehicle sub-groups for the reporting periods of the years 2035 to 2039 by 65 %,	(c) for all vehicle sub-groups for the reporting periods of the years 2035 to 2039 by 65 %,	(c) for all vehicle sub-groups for the reporting periods of the years 2035 to 2039 by 65 %, <p>Text Origin: Commission Proposal</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (4), amending provision, numbered paragraph (1), point (d)			
G	130	(d) for all vehicle sub-groups for the reporting periods of the years 2040 onwards by 90%.	(d) for all vehicle sub-groups for the reporting periods of the years 2040 onwards by 90%.	(d) for all vehicle sub-groups for the reporting periods of the years 2040 onwards by 90%. Text Origin: Commission Proposal
	Article 1, first paragraph, point (4), amending provision, numbered paragraph (2)			
Y	131	2. To these CO ₂ emission targets, the vehicle sub-groups have to contribute as laid down in point 4.3. of Annex I.	2. To these CO ₂ emission targets, the vehicle sub-groups have to contribute as laid down in point 4.3. of Annex I, <u>taking into account the attribution of non-certified vehicles as laid down in Table 1.1.1a of Annex I.</u>	2. The vehicle sub-groups shall contribute to these CO ₂ emission emissions reduction targets, the vehicle sub-groups have to contribute as laid down in referred to in paragraph 1, in accordance with point 4.3. of Annex I.
	Article 1, first paragraph, point (4), amending provision, numbered paragraph (3)			
G	132	3. The CO ₂ emissions related to the Union fleet of new trailers shall be improved in accordance with point 4.3 of Annex I.	3. The CO ₂ emissions related to the Union fleet of new trailers shall be improved reduced in accordance with point 4.3 of Annex I.	3. The CO ₂ emissions related to the Union fleet of new trailers shall be improved reduced in accordance with point 4.3 of Annex I. Text Origin: Council Mandate


	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (4), amending provision, numbered paragraph (3a)			
G 132a			<p>4. Notwithstanding Article 2(3) of Regulation (EU) 2017/2400, approved heavy-duty vehicles falling under Article 2(3), first subparagraph, point (b), of Regulation (EU) 2018/858 shall not be subject to the CO₂ emissions reduction targets set out in paragraphs 1 to 3 of this Article, unless the manufacturer chooses to include those heavy-duty vehicles in the calculation of its specific CO₂ emissions and targets when reporting the heavy-duty vehicle in accordance with Part B of Annex IV to this Regulation.</p>	<p><u>4. Notwithstanding Article 2(3) of Regulation (EU) 2017/2400, approved heavy-duty vehicles falling under Article 2(3), first subparagraph, point (b), of Regulation (EU) 2018/858 shall not be subject to the CO₂ emissions reduction targets set out in paragraphs 1 to 3 of this Article, unless the manufacturer chooses to include those heavy-duty vehicles in the calculation of its specific CO₂ emissions and targets when reporting the heavy-duty vehicle in accordance with Part B of Annex IV to this Regulation.</u></p> <p>Text Origin: Council Mandate</p>
	Article 1, first paragraph, point (4), amending provision, numbered paragraph (3b)			
G 132b			<p>5. Heavy-duty vehicles other than those referred to in paragraph 4 of this Article registered for use by civil protection services, fire services, forces responsible for maintaining the public order, armed services or urgent medical care services shall not be subject</p>	<p><u>5. Heavy-duty vehicles other than those referred to in paragraph 4 of this Article registered for use by civil protection services, fire services, forces responsible for maintaining the public order, armed services or urgent medical care services shall not be subject to the CO₂ emissions reduction</u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			to the CO ₂ emissions reduction targets set out in paragraphs 1 to 3 of this Article, 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 heavy-duty vehicle cannot be equally served by a zero-emission heavy-duty vehicle and it is thus in the public interest to register a heavy-duty vehicle with a combustion engine to fulfil that purpose.”	<p><u>targets set out in paragraphs 1 to 3 of this Article, 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 heavy-duty vehicle cannot be equally served by a zero-emission heavy-duty vehicle and it is thus in the public interest to register a heavy-duty vehicle with a combustion engine to fulfil that purpose.”</u></p> <p><u>5a (new) The reporting obligations laid down in Articles 13a to 13f shall also apply to the vehicles that are not subject to CO₂ emission targets in accordance with paragraphs 4 and 5 of this Article.;</u></p> <p>Text Origin: Council Mandate</p>
	Article 1, first paragraph, point (4), amending provision, numbered paragraph (3a) (new)			
Y	132c	<p><u>Article 3a</u> <u>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</u></p>		

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u>reduction targets set out in paragraph 1, in accordance with point 1.1.1a of Annex I.</u>		
Article 1, first paragraph, point (4), amending provision, numbered paragraph (3b) (new)				
132d		<u>Article 3aa</u> <u>Additional measures to support the transition to zero-emission vehicles in the Union market</u> <u>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.</u>		PCY compromise proposal: include a reference to retrofitting in a recital

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (4), amending provision, numbered paragraph (3c) (new)			
Y	132e	<p><u>Article 3ab</u></p> <p><u>Additional measures to support the demand for zero-emission heavy-duty vehicles in the Union market</u></p> <p><u>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.</u></p>		
	Article 1, first paragraph, point (4), amending provision, fifth paragraph			
G	133	<p>Article 3b</p> <p>Zero-emission vehicle target for urban buses</p>	<p>Article 3b</p> <p>Zero-emission heavy-duty vehicle target for urban buses</p>	<p>Article 3b</p> <p>Zero-emission <u>heavy-duty</u> vehicle target for urban buses</p> <p>Text Origin: Council Mandate</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (4), amending provision, numbered paragraph (1)			
134	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 heavy-duty vehicles referred to in the fourth column of the table in point 4.2 of Annex I (urban buses), manufacturers shall comply with the 85% and 100 % minimum shares of zero-emission heavy-duty vehicles in their fleet of new heavy-duty vehicles as laid down in in accordance with point 4.34.3.2 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.;	
	Article 1, first paragraph, point (4), amending provision, numbered paragraph (2), first subparagraph			
135	2. 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.	2. Member States may decide <u>submit to the Commission a request</u> to exclude from the obligation under this Article a limited share of the urban buses <u>vehicles referred to in point 4.2 of Annex I</u> 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-	<i>deleted</i>	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<p>economic cost benefit in view of specific territorial morphology or meteorological circumstances 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 2035.</p>		

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<i>Article 1, first paragraph, point (4), amending provision, numbered paragraph (2), second subparagraph</i>			
136	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.	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 <u>justifying type of information a Member State shall submit to be granted</u> the exclusion referred to in the previous paragraph.	<i>deleted</i>	
	<i>Article 1, first paragraph, point (4), amending provision, numbered paragraph (3)</i>			
137	3. Regarding the use of vehicles referred to in this Article, the Commission shall be empowered to adopt delegated acts in accordance with Article 17 to provide with common technical specifications, including standards, regarding:		3. Regarding the use of vehicles referred to in this Article, the Commission shall be empowered to adopt delegated acts in accordance with Article 17 to provide with common technical specifications, including standards, regarding: The Commission shall specify, by means of implementing acts, the common technical specifications, including standards, for the use of heavy-duty vehicles referred to in this Article:	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement	
Article 1, first paragraph, point (4), amending provision, numbered paragraph (3), point (a)					
G	138	(a) the technical and open interoperability between the recharging and refuelling infrastructure and the vehicles, in terms of physical connections and communication exchange.	(a) the technical and open interoperability between the recharging and refuelling infrastructure and the vehicles, in terms of physical connections and communication exchange.	(a) the technical and open interoperability between the recharging and refuelling infrastructure and the <u>heavy-duty</u> vehicles, in terms of physical connections and communication exchange. Text Origin: Council Mandate	G
Article 1, first paragraph, point (4), amending provision, numbered paragraph (3), point (b)					
G	139	(b) the safe and secure sharing and use of the data generated.	(b) the safe and secure sharing and use of the data generated.	(b) the safe and secure sharing and use of the data generated. Text Origin: Commission Proposal	G
Article 1, first paragraph, point (4), amending provision, numbered paragraph (3), second paragraph					
Y	139a		Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 16(2).		Y

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (4), amending provision, ninth paragraph			
G 140	Article 3c	Article 3c	Article 3c	Article 3c Text Origin: Commission Proposal
	Article 1, first paragraph, point (4), amending provision, tenth paragraph			
Y 141	Public procurement procedures	<u>Ensuring sustainable and resilient supply chains for urban buses through</u> public procurement procedures	Public procurement procedures	PCY compromise proposal: <u>Ensuring sustainable and resilient supply chains for urban buses through</u> public procurement procedures
	Article 1, first paragraph, point (4), amending provision, numbered paragraph (1)			
Y 142	1. Contracting authorities or contracting entities shall base the award of public contracts for the purchase or the use of vehicles referred to in Article 3b on the most economically advantageous tender which shall include the best price-quality ratio and the security of supply contribution of the tender, in compliance with relevant international law.	1. Contracting authorities or contracting entities shall base the award of public contracts, when <u>contracting</u> for the purchase, <u>lease, rent or hire-purchase</u> or the use of vehicles referred to in Article 3b on the most economically advantageous tender which shall include the best price-quality ratio <u>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</u>	1. Contracting authorities or contracting entities shall base the award of public supply contracts for the purchase of urban buses or of urban buses or the use of vehicles referred to in Article 3b as well as public services contracts having as their main subject matter the use of such vehicles on the most economically advantageous tender which shall include the best price-quality ratio. Contracting authorities or contracting entities shall take the tender's contribution to and the security of	PCY compromise proposal: 1. Contracting authorities or contracting entities shall base the award of public supply contracts for the purchase of urban buses or of urban buses or the use of vehicles referred to in Article 3b as well as public services contracts having as their main subject matter the use of such vehicles, such as contracts for lease, rent or hire-purchase, on the most economically advantageous tender which shall include the best price-quality ratio. Contracting authorities or

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u>and their spare parts. They shall do so by including criteria for the sustainability</u> and the security of supply contribution of the tender, in compliance with relevant international law.	supply contribution of the tender, into account by using technical specification or award criteria depending on the market situation and in compliance with Directives 2014/23/EU, 2014/24/EU or 2014/25/EU and applicable sectoral legislation, as well as with the Union's relevant international law commitments, including the GPA and other international agreements by which the Union is bound.	contracting entities shall take the tender's contribution to and the security of supply and/or environmental sustainability contribution of the tender, into account by using technical specification or award criteria depending on the market situation and in compliance with Directives 2014/23/EU, 2014/24/EU or 2014/25/EU and applicable sectoral legislation, as well as with the Union's relevant international law commitments, including the GPA and other international agreements by which the Union is bound.
Article 1, first paragraph, point (4), amending provision, numbered paragraph (2)				
143	2. The tender's contribution to the security of supply shall be assessed, inter alia, based on :		2. The technical specification or the award criteria of the tender's contribution to the security of supply shall be assessed, inter alia, based on include at least one of the following criteria, applied in an objective, transparent and non-discriminatory manner:	<i>PCY compromise proposal:</i> 2. <u>Contracting authorities or contracting entities shall use one or more of the following criteria as a technical specification or as an award criterion, including at least one relating to the tender's contribution to the security of supply as set out in letters a to d, depending on the market situation and in compliance with Directives 2014/23/EU, 2014/24/EU or 2014/25/EU and applicable sectoral legislation, as</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<u>well as with the Union's international commitments, including the GPA and other international agreements by which the Union is bound :</u>
Article 1, first paragraph, point (4), amending provision, numbered paragraph (2), point (a)				
144	(a) 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;		(a) the proportion of the products of of tenders originating in third countries, as determined in accordance with Regulation (EU) No 952/2013 of the European Parliament and of the Council. This criteria shall apply to products of tenders originating in non-GPA countries only;	<i>PCY compromise proposal:</i> (a) the proportion of the products of of tenders originating in third countries, as determined in accordance with Regulation (EU) No 952/2013 of the European Parliament and of the Council. This criteria shall apply to products of tenders originating in non-GPA countries only;
Article 1, first paragraph, point (4), amending provision, numbered paragraph (2), point (b)				
145	(b) the introduction by third countries of a restrictive or distortive measure on such vehicles or on the technical and open interoperability between the recharging and refuelling infrastructure and the vehicles;		<i>deleted</i>	<i>PCY compromise proposal:</i> <i>deleted</i>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (4), amending provision, numbered paragraph (2), point (c)				
146	(c) the availability of essential spare parts for the functioning of the equipment subject to the tender;	(c) the <u>current and estimated future</u> availability of essential spare parts for the functioning of the equipment subject to the tender;	(e)(b) the availability of essential spare parts for the functioning of the equipment subject to the tender;	PCY compromise proposal: (e)(b) the current and estimated availability of essential spare parts for the functioning of the equipment subject to the tender;
Article 1, first paragraph, point (4), amending provision, numbered paragraph (2), point (d)				
147	(d) a commitment by the tenderer that possible changes in its supply chain during the execution of the contract will not affect adversely the execution of the contract;	(d) a commitment by the tenderer that possible changes in its supply chain during the execution of the contract will not affect adversely the execution of the contract;	(d)(c) a commitment by the tenderer that possible changes in its supply chain during the execution of the contract will not affect adversely affect the execution of the contract;	(d) a commitment by the tenderer that possible changes in its supply chain during the execution of the contract will not affect adversely <u>affect</u> the execution of the contract; Text Origin: Council Mandate
Article 1, first paragraph, point (4), amending provision, numbered paragraph (2), point (e)				
148	(e) a certification or documentation demonstrating that the organisation of the tenderer's supply chain will allow it to comply with the security of supply requirement.		(e)(d) a certification or documentation demonstrating that the organisation of the tenderer's supply chain will allow allows it to comply with the security of supply requirement.	(e) a certification or documentation demonstrating that the organisation of the tenderer's supply chain will allow allows it to comply with the security of supply requirement. Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (4), amending provision, numbered paragraph (2a) (new)			
Y	148a	<p><u>(2a) The tender's contribution to the sustainability shall be assessed, inter alia, based on:</u></p> <p><u>(a) environmental sustainability going beyond the minimum requirements provided for in applicable legislation, in particular for the recycling and sourcing of batteries;</u></p> <p><u>(b) the energy efficiency of the vehicles;</u></p> <p><u>(c) the potential to reduce the use of natural resources and materials, for instance by retrofitting existing vehicles to zero-emission powertrains.</u></p>		<p><i>PCY compromise proposal:</i></p> <p><u>(f) environmental sustainability going beyond the minimum requirements provided for in applicable EU legislation.</u></p>
	Article 1, first paragraph, point (4), amending provision, numbered paragraph (2), second paragraph			
Y	148b		<p>This shall not preclude contracting authorities and contracting entities from using additional criteria.</p>	<p><i>PCY compromise proposal:</i></p> <p>This shall not preclude contracting authorities and contracting entities from using additional criteria.</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (4), amending provision, numbered paragraph (3)			
149	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. ;	3. In accordance with Article 3b, the tender's contribution to <u>sustainability shall be given a weighting of between 15 to 35% of the award criteria, and the tender's contribution to</u> security of supply shall <u>also</u> be given a weighting of between 15 to 40% of the award criteria. <u>÷ 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.</u>	3. In accordance with Article 3b, If the tender's contribution to security of supply is used as an award criteria , it shall be given a weighting of between 15 to 40% of the award criteria.;	<i>PCY compromise proposal:</i> 3. In accordance with Article 3b, If the tender's contribution to security of supply is used as an award criteria , it shall be given a weighting of between 15 to 40% of the award criteria.-;
	Article 1, first paragraph, point (4), amending provision, numbered paragraph (3b) (new)			
149a		<u>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.</u>		<i>PCY compromise proposal:</i> <i>Delete (duplication with 144)</i>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (4 a) (new), amending provision, numbered article (3d))			
149b		<p><u>(4a) the following Article is inserted:</u></p> <p><u>'Article 3d</u></p> <p><u>Zero-Emission HDVs Forum</u></p> <p><u>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.'</u></p>		<p><i>PCY compromise proposal:</i></p> <p><i>Reference to sustainable transport forum</i></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (5)				
G	150	(5) in Article 4, first paragraph, point (a) is replaced by the following:	(5) in Article 4, first paragraph, point (a) is replaced by the following:	(5) in Article 4, first paragraph, point (a) is replaced by the following: Text Origin: Commission Proposal
Article 1, first paragraph, point (5), amending provision, first paragraph				
G	151	‘ (a) the data reported for the manufacturer’s new heavy-duty vehicles registered in the preceding reporting period; and; ,	‘ (a) the data reported for the manufacturer’s new heavy-duty vehicles registered in the preceding reporting period; and; ,	‘ (a) the data reported for the manufacturer’s new heavy-duty vehicles registered in the preceding reporting period; and; , Text Origin: Commission Proposal
Article 1, first paragraph, point (5 a) (new), amending provision, article 4 a (new)				
R	151a			
		<u>(5 a) the following Article is inserted:</u> <u>'Article 4a</u> <u>Methodology for registration of heavy-duty vehicles running exclusively on CO2 neutral fuels</u> <u>Following consultation with stakeholders, at the latest by ...</u>		

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u>[one year from the date of the entry into force of the amending Regulation], the Commission shall develop a methodology for registering heavy-duty vehicles running exclusively on CO2 neutral fuels for compliance purposes in conformity with Union law and with the Union's climate-neutrality objective.'</u>		
	Article 1, first paragraph, point (6)			
152	(6) Article 5 is amended as follows:	(6) Article 5 is amended as follows:	(6) Article 5 is amended as follows:	(6) Article 5 is amended as follows: Text Origin: Commission Proposal
	Article 1, first paragraph, point (6)(a)			
153	(a) paragraph 1 is replaced by the following:	(a) paragraph 1 is replaced by the following:	(a) paragraph 1 is replaced by the following:	(a) paragraph 1 is replaced by the following: Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (6)(a), amending provision, numbered paragraph (1), first subparagraph				
154	<p>1. 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.</p>	<p>1. 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.</p>	<p>1. 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.</p>	<p>1. 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.</p> <p>Text Origin: Commission Proposal</p>
Article 1, first paragraph, point (6)(a), amending provision, numbered paragraph (1), second subparagraph				
155	<p>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.;</p>	<p>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 <u>of category N</u> in the manufacturer's fleet.;</p>	<p>The zero-emissionzero- 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.;</p>	<p>The zero-emissionzero- and low-emission factor shall take into account the number and the CO₂ emissions of all zero- and low-emission heavy-duty vehicles <u>of category N</u> in the manufacturer's fleet.;</p> <p>Text Origin: EP Mandate</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (6)(b)				
156	(b) paragraph 3 is replaced by the following:	(b) paragraph 3 is replaced by the following:	(b) paragraph 3 is replaced by the following:	(b) paragraph 3 is replaced by the following: Text Origin: Commission Proposal
Article 1, first paragraph, point (6)(b), amending provision, numbered paragraph (3)				
157	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.;	3. For the reporting periods from 2025 to 2029 the zero- and low-emission factor shall <u>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</u> be determined on the basis of a 28 % benchmark in accordance with point 2.3.2 of Annex I.;	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.;	
Article 1, first paragraph, point (6)(c)				
158	(c) paragraph 4 is replaced by the following:	(c) paragraph 4 is replaced by the following:	(c) paragraph 4 is replaced by the following:	(c) paragraph 4 is replaced by the following: Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (6)(c), amending provision, numbered paragraph (4)			
159	<p>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 %.</p>	<p>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 %.</p>	<p>4. The zero-emission zero- 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 heavy-duty vehicles of category N, other than those in vehicles vehicle 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 %.</p>	<p>4. The zero-emission zero- 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 heavy-duty vehicles of category N, other than those in vehicles vehicle 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 %.</p> <p>Text Origin: Council Mandate</p>
	Article 1, first paragraph, point (7)			
160	<p>(7) Article 6 is replaced by the following:</p>	<p>(7) Article 6 is replaced by the following:</p>	<p>(7) Article 6 is replaced by the following:</p>	<p>(7) Article 6 is replaced by the following:</p> <p>Text Origin: Commission Proposal</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (7), amending provision, first paragraph			
161	Article 6	Article 6	Article 6	Article 6 Text Origin: Commission Proposal
	Article 1, first paragraph, point (7), amending provision, second paragraph			
162	Specific CO ₂ emissions targets of a manufacturer	Specific CO ₂ emissions targets of a manufacturer	Specific CO ₂ emissions targets of a manufacturer	Specific CO ₂ emissions targets of a manufacturer Text Origin: Commission Proposal
	Article 1, first paragraph, point (7), amending provision, third paragraph			
163	For the reporting period of the year 2025 and for each subsequent reporting period, the Commission shall determine for each manufacturer a specific CO ₂ emissions target for the preceding reporting period. That target shall be determined in accordance with point 4.1 of Annex I;	For the reporting period of the year 2025 and for each subsequent reporting period, the Commission shall determine for each manufacturer a specific CO ₂ emissions target for the preceding reporting period. That target shall be determined in accordance with point 4.1 of Annex I;	For the reporting period of the year 2025 and for each subsequent reporting period, the Commission shall determine for each manufacturer a specific CO ₂ emissions target for the preceding reporting period. That target shall be determined in accordance with point 4.1 of Annex I;	For the reporting period of the year 2025 and for each subsequent reporting period, the Commission shall determine for each manufacturer a specific CO ₂ emissions target for the preceding reporting period. That target shall be determined in accordance with point 4.1 of Annex I; Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (8)			
164	(8) the following Articles 6a and 6b are inserted:	(8) the following Articles 6a and 6b are inserted:	(8) the following Articles 6a and 6b are inserted:	(8) the following Articles 6a and 6b are inserted: <small>Text Origin: Council Mandate</small>
	Article 1, first paragraph, point (8), amending provision, first paragraph			
165	Article 6a Transfer of vehicles between manufacturers	Article 6a Transfer of vehicles between manufacturers	Article 6a Transfer of heavy-duty vehicles between manufacturers	Article 6a Transfer of <u>heavy-duty</u> vehicles between manufacturers <small>Text Origin: Council Mandate</small>
	Article 1, first paragraph, point (8), amending provision, numbered paragraph (1), first subparagraph			
166	1. For the purpose of calculating the average specific CO ₂ emissions of manufacturers in accordance with Article 4 and point 2.2 of Annex I, individual vehicles may be transferred between manufacturers, subject to the following conditions:	1. For the purpose of calculating the average specific CO ₂ emissions of manufacturers in accordance with Article 4 and point 2.2 of Annex I, individual vehicles may be transferred between manufacturers, subject to the following conditions:	1. For the purpose of calculating the average specific CO ₂ emissions of manufacturers in accordance with Article 4 and point 2.2 of Annex I, individual heavy-duty vehicles may be transferred between manufacturers, subject to the following conditions:	1. For the purpose of calculating the average specific CO ₂ emissions of manufacturers in accordance with Article 4 and point 2.2 of Annex I, individual <u>heavy-duty</u> vehicles may be transferred between manufacturers, subject to the following conditions: <small>Text Origin: Council Mandate</small>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (8), amending provision, numbered paragraph (1), first subparagraph, point (a)			
G	167 (a) for all transfers: the request must be jointly submitted by the transferring and the receiving manufacturer;	(a) for all transfers: the request must be jointly submitted by the transferring and the receiving manufacturer;	(a) for all transfers: the request must be jointly submitted by the transferring and the receiving manufacturer;	(a) for all transfers: the request must be jointly submitted by the transferring and the receiving manufacturer; Text Origin: Council Mandate
	Article 1, first paragraph, point (8), amending provision, numbered paragraph (1), first subparagraph, point (b)			
Y	168 (b) for the transfer of vehicles other than zero-emission vehicles, the transferring and the receiving manufacturer must belong to a group of connected manufacturers;		(b) for the transfer of heavy-duty vehicles other than zero-emission heavy-duty vehicles, the transferring and the receiving manufacturer must shall belong to a group of connected manufacturers;	
	Article 1, first paragraph, point (8), amending provision, numbered paragraph (1), first subparagraph, point (c)			
Y	169 (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.	(c) for transfers of zero-emission vehicles between manufacturers not belonging to a group of connected manufacturers, <u>or for transfers of existing vehicles that have been retrofitted to be zero-emission vehicles</u> : 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	(c) for transfers the transfer of zero-emission heavy-duty vehicles between manufacturers not belonging to a group of connected manufacturers: the number of zero-emissions zero-emission heavy-duty vehicles transferred to a manufacturer must shall not exceed 5 % of all its new heavy-duty vehicles registered in a given reporting period.	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		reporting period.		
Article 1, first paragraph, point (8), amending provision, numbered paragraph (1), second subparagraph				
170	The manufacturers shall communicate the transfer requests to the Commission using the electronic tools provided by the Commission.	The manufacturers shall communicate the transfer requests to the Commission using the electronic tools provided by the Commission.	The manufacturers shall communicate the transfer requests to the Commission using the electronic tools provided by the Commission.	The manufacturers shall communicate the transfer requests to the Commission using the electronic tools provided by the Commission. Text Origin: Commission Proposal
Article 1, first paragraph, point (8), amending provision, numbered paragraph (2)				
171	2. Where the Commission considers that the conditions of a transfer are fulfilled, it shall not take the transferred vehicle into account for the calculation of relevant values for the transferring manufacturer, but will take them into account for the calculation of relevant values for the receiving manufacturer.	2. Where the Commission considers that the conditions of a transfer are fulfilled, it shall not take the transferred vehicle into account for the calculation of relevant values for the transferring manufacturer, but will take them into account for the calculation of relevant values for the receiving manufacturer.	2. Where the Commission considers that the conditions of a transfer are fulfilled, it shall not take the transferred heavy-duty vehicle into account for the calculation of relevant values for the transferring manufacturer, but will take them it into account for the calculation of relevant values for the receiving manufacturer.	2. Where the Commission considers that the conditions of a transfer are fulfilled, it shall not take the transferred heavy-duty vehicle into account for the calculation of relevant values for the transferring manufacturer, but will take them it into account for the calculation of relevant values for the receiving manufacturer. Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (8), amending provision, fourth paragraph				
172	Article 6b Exemption for manufacturers producing few vehicles	Article 6b Exemption for manufacturers producing few vehicles	Article 6b Exemption for manufacturers producing few heavy-duty vehicles	Article 6b Exemption for manufacturers producing few <u>heavy-duty</u> vehicles Text Origin: Council Mandate
Article 1, first paragraph, point (8), amending provision, numbered paragraph (1)				
173	1. If less than 100 new heavy-duty vehicles of a manufacturer were registered in a given reporting period, the average specific CO ₂ emissions as provided for in Article 4 and point 2.7 of Annex I and the specific CO ₂ emissions targets as provided for in Article 6 and point 4.1 of Annex I shall be set to “0” in the respective reporting period.	1. If less than 100 new heavy-duty vehicles of a manufacturer were registered in a given reporting period, the average specific CO ₂ emissions as provided for in Article 4 and point 2.7 of Annex I and the specific CO ₂ emissions targets as provided for in Article 6 and point 4.1 of Annex I shall be set to “0” in the respective reporting period.	1. If less than 100 new heavy-duty vehicles of a manufacturer were registered in a given reporting period, the average specific CO ₂ emissions as provided for in Article 4 and in point 2.7 of Annex I and the specific CO ₂ emissions targets as provided for in Article 6 and in point 4.1 of Annex I shall be set to at “0” in the respective that reporting period.	1. If less than 100 new heavy-duty vehicles of a manufacturer were registered in a given reporting period, the average specific CO ₂ emissions as provided for in Article 4 and <u>in</u> point 2.7 of Annex I and the specific CO ₂ emissions targets as provided for in Article 6 and <u>in</u> point 4.1 of Annex I shall be set to <u>at</u> “0” in the respective <u>that</u> reporting period. Text Origin: Council Mandate
Article 1, first paragraph, point (8), amending provision, numbered paragraph (2)				
174	2. The values of the average specific CO ₂ emissions and specific CO ₂ emissions shall not be included in the publication under Article 11 for the manufacturers and reporting	2. The values of the average specific CO ₂ emissions and specific CO ₂ emissions shall not be included in the publication under Article 11 for the manufacturers and reporting	2. The values of the average specific CO ₂ emissions and of the specific CO ₂ emissions targets shall not be included in the publication of data under Article 11 for the manufacturers and	2. The values of the average specific CO ₂ emissions and <u>of the</u> specific CO ₂ emissions <u>targets</u> shall not be included in the publication <u>of data</u> under Article 11 for the manufacturers and

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	periods concerned.	periods concerned.	reporting periods concerned.	reporting periods concerned. <small>Text Origin: Council Mandate</small>
Article 1, first paragraph, point (8), amending provision, numbered paragraph (3)				
175	3. The exemption laid down in paragraph 1 shall not be applied in a given reporting period in any of the following cases:	3. The exemption laid down in paragraph 1 shall not be applied in a given reporting period in any of the following cases:	3. The exemption laid down in paragraph 1 shall not be applied apply in a given reporting period in any of the following cases:	3. The exemption laid down in paragraph 1 shall not be applied apply in a given reporting period in any of the following cases: <small>Text Origin: Council Mandate</small>
Article 1, first paragraph, point (8), amending provision, numbered paragraph (3), point (a)				
176	(a) upon request of the manufacturer;	(a) upon request of the manufacturer;	(a) upon request of the manufacturer;	(a) upon request of the manufacturer; <small>Text Origin: Commission Proposal</small>
Article 1, first paragraph, point (8), amending provision, numbered paragraph (3), point (b)				
177	(b) if the manufacturer requests a transfer of vehicles in accordance with Article 6a;	(b) if the manufacturer requests a transfer of vehicles in accordance with Article 6a;	(b) if the manufacturer requests a transfer of heavy-duty vehicles in accordance with Article 6a;	(b) if the manufacturer requests a transfer of <u>heavy-duty</u> vehicles in accordance with Article 6a; <small>Text Origin: Council Mandate</small>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (8), amending provision, numbered paragraph (3), point (c)			
178	(c) if the manufacturer is part of a group of connected manufacturers that collectively registered more than 100 vehicles in that reporting period or with another manufacturer to which the exemption of paragraph 1 does not apply.	(c) if the manufacturer is part of a group of connected manufacturers that collectively registered more than 100 vehicles in that reporting period or with another manufacturer to which the exemption of paragraph 1 does not apply.	(c) if the manufacturer is part of a group of connected manufacturers that collectively registered more than 100 heavy-duty vehicles in that reporting period or with another manufacturer to which the exemption of paragraph 1 does not is part of a group of connected manufacturers including a manufacturer to which points (a) or (b) apply.	(c) if the manufacturer is part of a group of connected manufacturers that collectively registered more than 100 <u>heavy-duty</u> vehicles in that reporting period or with another manufacturer to which the exemption of paragraph 1 does not <u>is part of a group of connected manufacturers including a manufacturer to which points (a) or (b) apply.</u> Text Origin: Council Mandate
	Article 1, first paragraph, point (8), amending provision, numbered paragraph (4)			
179	4. Manufacturers, who are part of a group in the meaning of paragraph 3, point (c), shall inform the Commission if they registered less than 100 vehicles in a given reporting period.	4. Manufacturers, who are part of a group in the meaning of paragraph 3, point (c), shall inform the Commission if they registered less than 100 vehicles in a given reporting period.	4. Manufacturers, who are which are not part of a group in within the meaning of paragraph 3, point (c), shall inform the Commission if they registered less than 100 heavy-duty vehicles in a given reporting period.	4. Manufacturers, who are <u>which are not</u> part of a group in <u>within</u> the meaning of paragraph 3, point (c), shall inform the Commission if they registered less than 100 <u>heavy-duty</u> vehicles in a given reporting period. Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (8), amending provision, numbered paragraph (5)			
180	5. Manufacturers, to which the exemption laid down in paragraph 1 does not apply, shall inform the Commission in each reporting period about all their connected undertakings that fulfil the conditions of the exemption laid down in paragraph 1.	5. Manufacturers, to which the exemption laid down in paragraph 1 does not apply, shall inform the Commission in each reporting period about all their connected undertakings that fulfil the conditions of the exemption laid down in paragraph 1.	5. Manufacturers; to which the exemption laid down in paragraph 1 does not apply; shall inform the Commission in each reporting period about all their connected undertakings that fulfil the conditions of the that exemption laid down in paragraph 1.	5. Manufacturers; to which the exemption laid down in paragraph 1 does not apply; shall inform the Commission in each reporting period about all their connected undertakings that fulfil the conditions of the that exemption laid down in paragraph 1. Text Origin: Council Mandate
	Article 1, first paragraph, point (8), amending provision, numbered paragraph (6)			
181	6. The manufacturers shall communicate the necessary information to the Commission using the electronic tools provided by the Commission.;	6. The manufacturers shall communicate the necessary information to the Commission using the electronic tools provided by the Commission.;	6. The Manufacturers shall communicate the necessary information to the Commission inform the Commission under paragraphs 4 and 5 using the electronic tools provided by the Commission.;	6. The Manufacturers shall communicate the necessary information to the Commission <u>inform the Commission under paragraphs 4 and 5</u> using the electronic tools provided by the Commission.;
	Article 1, first paragraph, point (9)			
182	(9) Article 7 is amended as follows:	(9) Article 7 is amended as follows:	(9) Article 7 is amended as follows:	(9) Article 7 is amended as follows: Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (9)(a)			
183	(a) in paragraph 1, first subparagraph, the introductory wording is replaced by the following:	(a) in paragraph 1, first subparagraph, the introductory wording is replaced by the following:	(a) in paragraph 1, first subparagraph, the introductory wording is replaced by the following:	(a) in paragraph 1, first subparagraph, the introductory wording is replaced by the following: Text Origin: Commission Proposal
	Article 1, first paragraph, point (9)(a), amending provision, first paragraph			
184	‘ For the purpose of determining a manufacturer’s compliance with its specific CO ₂ emissions targets in the reporting periods of the years 2025 to 2039, account shall be taken of its emission credits or emission debts determined in accordance with point 5 of Annex I, which correspond to the number of new heavy-duty vehicles of the manufacturer in a reporting period, multiplied by;; ’,	‘ For the purpose of determining a manufacturer’s compliance with its specific CO ₂ emissions targets in the reporting periods of the years 2025 to 2039, account shall be taken of its emission credits or emission debts determined in accordance with point 5 of Annex I, which correspond to the number of new heavy-duty vehicles of the manufacturer in a reporting period, multiplied by;; ’,	‘ For the purpose of determining a manufacturer’s compliance with its specific CO ₂ emissions targets in the reporting periods of the years 2025 to 2039, account shall be taken of its emission credits or emission debts determined in accordance with point 5 of Annex I, which correspond to the number of new heavy-duty vehicles of the manufacturer in a reporting period, multiplied by;; ’,	‘ For the purpose of determining a manufacturer’s compliance with its specific CO ₂ emissions targets in the reporting periods of the years 2025 to 2039, account shall be taken of its emission credits or emission debts determined in accordance with point 5 of Annex I, which correspond to the number of new heavy-duty vehicles of the manufacturer in a reporting period, multiplied by;; ’, Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (9)(b)			
Y	185	(b) in paragraph 1, second subparagraph, '2029' is replaced by '2039';	(b) in paragraph 1, second subparagraph, '2029' is replaced by '2039';	Y
	Article 1, first paragraph, point (9)(ba)			
Y	185a	<u>(ba) in paragraph 1, the second subparagraph is replaced by the following:</u>		Y
	Article 1, first paragraph, point (9) point (b a) new			
Y	185b	<u>'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</u>		<p><i>PCY compromise proposal:</i></p> <p>"Emission credits shall be acquired in the reporting periods of the years 2019 to 2039, and can be taken into account for the purpose of determining the manufacturer's compliance with its specific CO2 emissions target of any of the eight years following the year during which they have been acquired.</p> <p>However, the emission credits acquired in the reporting periods of the years 2019 to 2024 for subgroups 4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH shall be taken into account only for the purpose of determining the manufacturer's compliance with the its specific CO2 emissions target of the reporting period of the year 2025 for these</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<p><u>of the reporting period of the year 2025.'</u></p> <p>Amends present text</p>		<p><u>subgroups</u> only.”.</p> <p>Will go together with corresponding amendments to annex I</p>
Article 1, first paragraph, point (9)(c)				
186	(c) in paragraph 1, the third subparagraph is replaced by the following:	(c) in paragraph 1, the third subparagraph is replaced by the following:	(c) in paragraph 1, the third subparagraph is replaced by the following:	<p>(c) in paragraph 1, the third subparagraph is replaced by the following:</p> <p>Text Origin: Commission Proposal</p>
Article 1, first paragraph, point (9)(c), amending provision, first paragraph				
187	<p>‘Emission debts shall be acquired in the reporting periods of the years 2025 to 2039. However, the total emission debt of a manufacturer shall not exceed 5 % of the manufacturer’s specific CO₂ emissions target multiplied by the number of heavy-duty vehicles of the manufacturer in that period (‘emission debt limit’).;</p>	<p>‘Emission debts shall be acquired in the reporting periods of the years 2025 to 2039. However, the total emission debt of a manufacturer shall not exceed 5 % of the manufacturer’s specific CO₂ emissions target multiplied by the number of heavy-duty vehicles of the manufacturer in that period (‘emission debt limit’).;</p>	<p>‘Emission debts shall be acquired in the reporting periods of the years 2025 to 2039. However, the total emission debt of a manufacturer shall not exceed 5 % of the manufacturer’s specific CO₂ emissions target multiplied by the number of heavy-duty vehicles of the manufacturer in that period (‘emission debt limit’).;</p>	<p>‘Emission debts shall be acquired in the reporting periods of the years 2025 to 2039. However, the total emission debt of a manufacturer shall not exceed 5 % of the manufacturer’s specific CO₂ emissions target multiplied by the number of heavy-duty vehicles of the manufacturer in that period (‘emission debt limit’).;</p> <p>Text Origin: Commission Proposal</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (9)(d)			
G	188	(d) in paragraph 1, the fourth subparagraph is replaced by the following:	(d) in paragraph 1, the fourth subparagraph is replaced by the following:	(d) in paragraph 1, the fourth subparagraph is replaced by the following: Text Origin: Commission Proposal
	Article 1, first paragraph, point (9)(d), amending provision, first paragraph			
Y	189	‘ 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.’	‘ 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.’	<i>PCY compromise proposal</i> “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”

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (9)(e)			
190	(e) paragraph 2 is replaced by the following:	(e) paragraph 2 is replaced by the following:	(e) paragraph 2 is replaced by the following:	(e) paragraph 2 is replaced by the following: Text Origin: Commission Proposal
	Article 1, first paragraph, point (9)(e), amending provision, numbered paragraph (2)			
191	2. The CO ₂ emissions reduction trajectories shall be set for each manufacturer in accordance with point 5.1. of Annex I, based on the following linear trajectories:	2. The CO ₂ emissions reduction trajectories shall be set for each manufacturer in accordance with point 5.1. of Annex I, based on the following linear trajectories:	2. The CO ₂ emissions reduction trajectories shall be set for each manufacturer in accordance with point 5.1. of Annex I, based on the following linear trajectories:	2. The CO ₂ emissions reduction trajectories shall be set for each manufacturer in accordance with point 5.1. of Annex I, based on the following linear trajectories: Text Origin: Commission Proposal
	Article 1, first paragraph, point (9)(e), amending provision, numbered paragraph (2), point (a)			
192	(a) between the reference CO ₂ emissions and the CO ₂ emissions target for the reporting period of the years 2025 or 2030 as specified in Article 3a(1), points (a) and (b),	(a) between the reference CO ₂ emissions and the CO ₂ emissions target for the reporting period of the years 2025 or 2030 as specified in Article 3a(1), points (a) and (b),	(a) between the reference CO ₂ emissions and the CO ₂ emissions target for the reporting period of the years year 2025 or 2030 as specified in Article 3a(1), points (a) and (b),	(a) between the reference CO ₂ emissions and the CO ₂ emissions target for the reporting period of the years year 2025 or 2030 as specified in Article 3a(1), points (a) and (b), Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (9)(e), amending provision, numbered paragraph (2), point (b)			
193	(b) between the CO ₂ emissions target for the reporting period of the year 2025 and the CO ₂ emissions target for the reporting period of the year 2030 as specified in Article 3a(1), point (b),	(b) between the CO ₂ emissions target for the reporting period of the year 2025 and the CO ₂ emissions target for the reporting period of the year 2030 as specified in Article 3a(1), point (b),	(b) between the CO ₂ emissions target for the reporting period of the year 2025 and the CO ₂ emissions target for the reporting period of the year 2030 as specified in Article 3a(1), point (b),	(b) between the CO ₂ emissions target for the reporting period of the year 2025 and the CO ₂ emissions target for the reporting period of the year 2030 as specified in Article 3a(1), point (b), Text Origin: Commission Proposal
	Article 1, first paragraph, point (9)(e), amending provision, numbered paragraph (2), point (c)			
194	(c) between the CO ₂ emissions target for the reporting period of the year 2030 and the CO ₂ emissions target for the reporting period of the year 2035 as specified in Article 3a(1), point (c), and	(c) between the CO ₂ emissions target for the reporting period of the year 2030 and the CO ₂ emissions target for the reporting period of the year 2035 as specified in Article 3a(1), point (c), and	(c) between the CO ₂ emissions target for the reporting period of the year 2030 and the CO ₂ emissions target for the reporting period of the year 2035 as specified in Article 3a(1), point (c), and	(c) between the CO ₂ emissions target for the reporting period of the year 2030 and the CO ₂ emissions target for the reporting period of the year 2035 as specified in Article 3a(1), point (c), and Text Origin: Commission Proposal
	Article 1, first paragraph, point (9)(e), amending provision, numbered paragraph (2), point (d)			
195	(d) between the CO ₂ emissions target for the reporting period of the year 2035 and the CO ₂ emissions target for the reporting period of the year 2040 as specified in Article 3a(1), point (d).;	(d) between the CO ₂ emissions target for the reporting period of the year 2035 and the CO ₂ emissions target for the reporting period of the year 2040 as specified in Article 3a(1), point (d).;	(d) between the CO ₂ emissions target for the reporting period of the year 2035 and the CO ₂ emissions target for the reporting period of the year 2040 as specified in Article 3a(1), point (d).;	(d) between the CO ₂ emissions target for the reporting period of the year 2035 and the CO ₂ emissions target for the reporting period of the year 2040 as specified in Article 3a(1), point (d).;

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Article 1, first paragraph, point (10)				
196	(10) the following Articles 7a and 7b are inserted:	(10) the following Articles 7a and 7b are inserted:	(10) the following Articles 7a and 7b are inserted:	(10) the following Articles 7a and 7b are inserted: Text Origin: Council Mandate
Article 1, first paragraph, point (10), amending provision, first paragraph				
197	Article 7a Attribution of vehicles to a manufacturer	Article 7a Attribution of vehicles to a manufacturer	Article 7a Attribution of heavy-duty vehicles to a manufacturer	Article 7a Attribution of heavy-duty vehicles to a manufacturer Text Origin: Council Mandate
Article 1, first paragraph, point (10), amending provision, second paragraph				
198	When calculating the average specific CO ₂ emissions in Article 4 and the specific CO ₂ emissions targets in Article 6, the vehicles registered in a given reporting period shall be attributed to the following manufacturers:	When calculating the average specific CO ₂ emissions in Article 4 and the specific CO ₂ emissions targets in Article 6, the vehicles registered in a given reporting period shall be attributed to the following manufacturers:	When calculating the average specific CO ₂ emissions referred to in Article 4 and the specific CO ₂ emissions targets referred to in Article 6, the heavy-duty vehicles registered in a given reporting period shall be attributed to the following manufacturers:	When calculating the average specific CO ₂ emissions referred to in Article 4 and the specific CO ₂ emissions targets referred to in Article 6, the heavy-duty vehicles registered in a given reporting period shall be attributed to the following manufacturers: Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (10), amending provision, second paragraph, point (a)			
199	(a) for vehicles of category N, to the vehicle manufacturer as defined in Article 3, point (4a), of Regulation (EU) 2017/2400;	(a) for vehicles of category N, to the vehicle manufacturer as defined in Article 3, point (4a), of Regulation (EU) 2017/2400;	(a) for heavy-duty vehicles of category N, to the vehicle manufacturer as defined in Article 3, point (4a), of Regulation (EU) 2017/2400;	(a) for <u>heavy-duty</u> vehicles of category N, to the vehicle manufacturer as defined in Article 3, point (4a), of Regulation (EU) 2017/2400; Text Origin: Council Mandate
	Article 1, first paragraph, point (10), amending provision, second paragraph, point (b)			
200	(b) for vehicles of category M, to the primary vehicle manufacturer as defined in Article 3, point (29), of Regulation (EU) 2017/2400;	(b) for vehicles of category M, to the primary vehicle manufacturer as defined in Article 3, point (29), of Regulation (EU) 2017/2400;	(b) for heavy-duty vehicles of category M, to the primary vehicle manufacturer as defined in Article 3, point (29), of Regulation (EU) 2017/2400;	(b) for <u>heavy-duty</u> vehicles of category M, to the primary vehicle manufacturer as defined in Article 3, point (29), of Regulation (EU) 2017/2400; Text Origin: Council Mandate
	Article 1, first paragraph, point (10), amending provision, second paragraph, point (c)			
201	(c) for vehicles of category O, to the vehicle manufacturer as defined in Article 2, point (5), of Implementing Regulation (EU) 2022/1362.	(c) for vehicles of category O, to the vehicle manufacturer as defined in Article 2, point (5), of Implementing Regulation (EU) 2022/1362.	(c) for heavy-duty vehicles of category O, to the vehicle manufacturer as defined in Article 2, point (5), of Commission Implementing Regulation (EU) 2022/1362.	(c) for <u>heavy-duty</u> vehicles of category O, to the vehicle manufacturer as defined in Article 2, point (5), of <u>Commission</u> Implementing Regulation (EU) 2022/1362. Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (10), amending provision, third paragraph			
202	Article 7b Calculation of average specific CO ₂ emissions of vehicles of category M	Article 7b Calculation of average specific CO ₂ emissions of vehicles of category M	Article 7b Calculation of average specific CO ₂ emissions of heavy duty vehicles of category M	Article 7b Calculation of average specific CO ₂ emissions of <u>heavy duty</u> vehicles of category M Text Origin: Council Mandate
	Article 1, first paragraph, point (10), amending provision, fourth paragraph			
203	For vehicles of category M, the following shall apply:	For vehicles of category M, the following shall apply:	For vehicles of category M, the following shall apply:	For vehicles of category M, the following shall apply: Text Origin: Commission Proposal
	Article 1, first paragraph, point (10), amending provision, fourth paragraph, point (a)			
204	(a) for the calculation of the average specific CO ₂ emissions in a sub-group of a manufacturer, a new heavy-duty vehicle of category M shall be considered with its specific CO ₂ emissions as complete or completed vehicle in point 2.2.2 of Annex I and shall not be taken into account in point 2.2.3 of Annex I.	(a) for the calculation of the average specific CO ₂ emissions in a sub-group of a manufacturer, a new heavy-duty vehicle of category M shall be considered with its specific CO ₂ emissions as complete or completed vehicle in point 2.2.2 of Annex I and shall not be taken into account in point 2.2.3 of Annex I.	(a) for the calculation of the average specific CO ₂ emissions in a vehicle sub-group of a manufacturer, a new heavy-duty vehicle of category M shall be considered with its specific CO ₂ emissions as a complete or completed vehicle in point 2.2.2 of Annex I and shall not be taken into account in point 2.2.3 of Annex that Annex .	(a) for the calculation of the average specific CO ₂ emissions in a <u>vehicle</u> sub-group of a manufacturer, a new heavy-duty vehicle of category M shall be considered with its specific CO ₂ emissions as <u>a</u> complete or completed vehicle in point 2.2.2 of Annex I and shall not be taken into account in point 2.2.3 of Annex <u>that Annex</u> . Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (10), amending provision, fourth paragraph, point (b)			
205	(b) however, upon request of the manufacturer as referred to in Article 7a, point (b), and subject to the condition set out in paragraph 3, a new heavy-duty vehicle of category M shall be considered with the specific CO ₂ emissions of its primary vehicle in point 2.2.3 of Annex I and shall not be considered in point 2.2.2 of Annex I.	(b) however, upon request of the manufacturer as referred to in Article 7a, point (b), and subject to the condition set out in paragraph 3, a new heavy-duty vehicle of category M shall be considered with the specific CO ₂ emissions of its primary vehicle in point 2.2.3 of Annex I and shall not be considered in point 2.2.2 of Annex I.	(b) however by way of derogation from point (a) of this Article , upon request of the manufacturer as referred to in Article 7a, point (b), to the Commission and subject to the condition set out in paragraph 3 point (c) , a new heavy-duty vehicle of category M shall be considered with the specific CO ₂ emissions of its primary vehicle in point 2.2.3 of Annex I and shall not be considered in point 2.2.2 of that Annex I.	(b) however by way of derogation from point (a) of this Article , upon request of the manufacturer as referred to in Article 7a, point (b), to the Commission and subject to the condition set out in paragraph 3 point (c) , a new heavy-duty vehicle of category M shall be considered with the specific CO ₂ emissions of its primary vehicle in point 2.2.3 of Annex I and shall not be considered in point 2.2.2 of that Annex I. Text Origin: Council Mandate
	Article 1, first paragraph, point (10), amending provision, fourth paragraph, point (c)			
206	(c) a request referred to in point (b) for a new heavy-duty vehicle of category M shall not be admissible if its manufacturer as defined in Article 7a, point (b), and the manufacturer of its complete or completed vehicle as defined in Article 3(4a) of Regulation (EU) 2017/2400 are connected undertakings or the same legal entity. By making such a request, a manufacturer declares that this condition holds and shall provide	(c) a request referred to in point (b) for a new heavy-duty vehicle of category M shall not be admissible if its manufacturer as defined in Article 7a, point (b), and the manufacturer of its complete or completed vehicle as defined in Article 3(4a) of Regulation (EU) 2017/2400 are connected undertakings or the same legal entity. By making such a request, a manufacturer declares that this condition holds and shall provide	(c) a request referred to in point (b) for a new heavy-duty vehicle of category M shall not be admissible if its that that manufacturer as defined in Article 7a, point (b), and the manufacturer of its complete or completed vehicle manufacturer as defined in Article 3(4a) of Regulation (EU) 2017/2400, of its complete or completed vehicle are connected undertakings or parts of the same legal entity. By making such a request, a	(c) a request referred to in point (b) for a new heavy-duty vehicle of category M shall not be admissible if its that that manufacturer as defined in Article 7a, point (b), and the manufacturer of its complete or completed vehicle manufacturer as defined in Article 3(4a) of Regulation (EU) 2017/2400, of its complete or completed vehicle are connected undertakings or parts of the same legal entity. By making such a request, a manufacturer

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	supporting information to the Commission upon demand.	supporting information to the Commission upon demand.	manufacturer declares that this condition is met . It holds and shall provide supporting information to the Commission upon demand.	declares that this condition <u>is met</u> . It holds and shall provide supporting information to the Commission upon demand. Text Origin: Council Mandate
Article 1, first paragraph, point (10), amending provision, fourth paragraph, point (d)				
207	(d) the Commission, with support of the Agency, shall make available in due time in electronic format the tools and procedural guidance necessary for manufacturers to communicate the requests referred to in point (b).;		(d) the Commission, with support of the European Environment Agency, shall make available in due time without delay in electronic format the tools and procedural guidance necessary for manufacturers to communicate the submit such requests referred to in point (b) to the Commission .;	(d) the Commission, with support of the <u>European Environment</u> Agency, shall make available in due time <u>without delay</u> in electronic format the tools and procedural guidance necessary for manufacturers to communicate the <u>submit such</u> requests referred to in point (b) <u>to the Commission</u> .; Text Origin: Council Mandate
Article 1, first paragraph, point (11)				
208	(11) Article 8 is amended as follows:	(11) Article 8 is amended as follows:	(11) Article 8 is amended as follows:	(11) Article 8 is amended as follows: Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (11)(a)				
209	(a) in point (a) of paragraph 1, “to 2029” is replaced by “onwards”;	(a) in point (a) of paragraph 1, “to 2029” is replaced by “onwards”;	(a) in point (a) of paragraph 1, “ from 2025 to 2029” is replaced by “ from 2025 onwards”;	(a) in point (a) of paragraph 1, “ <u>from 2025</u> to 2029” is replaced by “ <u>from 2025</u> onwards”; Text Origin: Council Mandate
Article 1, first paragraph, point (11)(b)				
210	(b) point (b) of paragraph 1 is deleted;	(b) point (b) of paragraph 1 is deleted;	(b) point (b) of paragraph 1 is deleted;	(b) point (b) of paragraph 1 is deleted; Text Origin: Commission Proposal
Article 1, first paragraph, point (11)(c)				
211	(c) paragraph 2 is replaced by the following:	(c) paragraph 2 is replaced by the following:	(c) paragraph 2 is replaced by the following:	(c) paragraph 2 is replaced by the following: Text Origin: Commission Proposal
Article 1, first paragraph, point (11)(c), amending provision, numbered paragraph (2)				
212	2. A manufacturer shall be deemed to have excess CO ₂ emissions in any of the following cases:	2. A manufacturer shall be deemed to have excess CO ₂ emissions in any of the following cases:	2. A manufacturer shall be deemed to have excess CO ₂ emissions in any of the following cases:	2. A manufacturer shall be deemed to have excess CO ₂ emissions in any of the following cases: Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (11)(c), amending provision, numbered paragraph (2), point (a)			
213	(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 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 of the reporting periods of the years 2025 to 2028, 2030 to 2033, or 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 of the reporting periods of the years 2025 to 2028, 2030 to 2033, or 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; Text Origin: Council Mandate
	Article 1, first paragraph, point (11)(c), amending provision, numbered paragraph (2), point (b)			
214	(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;	(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;	(b) where, in the reporting period periods of the years 2029, 2034, 2039 and 2040, the sum of the emission debts reduced by the sum of the emission credits is positive;	(b) where, in the reporting period periods of the years 2029, 2034, 2039 and 2040, the sum of the emission debts reduced by the sum of the emission credits is positive; Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (11)(c), amending provision, numbered paragraph (2), point (c)			
215	(c) where, from the reporting period of the year 2041 onwards, the manufacturer's average specific CO ₂ emissions exceed its specific CO ₂ emissions target.;	(c) where, from the reporting period of the year 2041 onwards, the manufacturer's average specific CO ₂ emissions exceed its specific CO ₂ emissions target.;	(c) where, from the reporting period periods of the year 2041 onwards, the manufacturer's average specific CO ₂ emissions exceed its specific CO ₂ emissions target.;	(c) where, from the reporting period periods of the year 2041 onwards, the manufacturer's average specific CO ₂ emissions exceed its specific CO ₂ emissions target.;
				Text Origin: Council Mandate
	Article 1, first paragraph, point (12)			
216	(12) Article 9 is amended as follows:	(12) Article 9 is amended as follows:	(12) Article 9 is amended as follows:	(12) Article 9 is amended as follows:
				Text Origin: Commission Proposal
	Article 1, first paragraph, point (12)(a)			
217	(a) paragraph 1 is replaced by the following:	(a) paragraph 1 is replaced by the following:	(a) paragraph 1 is replaced by the following:	(a) paragraph 1 is replaced by the following:
				Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (12)(a), amending provision, numbered paragraph (1)				
218	<p>1. Type-approval authorities and manufacturers shall, without delay, report to the Commission any of the following deviations from the data reported:</p>	<p>1. Type-approval authorities and manufacturers shall, without delay, report to the Commission any of the following deviations from the data reported:</p>	<p>1. Type-approval authorities and manufacturers shall, without delay, report to the Commission any of the following deviations from the data reported:</p>	<p>1. Type-approval authorities and manufacturers shall, without delay, report to the Commission any of the following deviations from the data reported:</p> <p>Text Origin: Commission Proposal</p>
Article 1, first paragraph, point (12)(a), amending provision, numbered paragraph (1), point (a)				
219	<p>(a) where the CO₂ emission values of heavy-duty vehicles in service as a result of verifications performed in accordance with the procedure referred to in Article 13 of this Regulation deviate from the values that are indicated in certificates of conformity or in the customer information file referred to in Article 9(4) of Regulation (EU) 2017/2400;</p>	<p>(a) where the CO₂ emission values of heavy-duty vehicles in service as a result of verifications performed in accordance with the procedure referred to in Article 13 of this Regulation deviate from the values that are indicated in certificates of conformity or in the customer information file referred to in Article 9(4) of Regulation (EU) 2017/2400;</p>	<p>(a) where the CO₂ emission values of heavy-duty vehicles in service as a result of verifications performed in accordance with the procedure referred to in Article 13 of this Regulation deviate from the values that are indicated in certificates of conformity or in the customer information file referred to in Article 9(4) of Regulation (EU) 2017/2400;</p>	<p>(a) where the CO₂ emission values of heavy-duty vehicles in service as a result of verifications performed in accordance with the procedure referred to in Article 13 of this Regulation deviate from the values that are indicated in certificates of conformity or in the customer information file referred to in Article 9(4) of Regulation (EU) 2017/2400;</p> <p>Text Origin: Commission Proposal</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (12)(a), amending provision, numbered paragraph (1), point (b)				
220	(b) where errors due to wrong input data or other causes in the execution of the CO ₂ determination were identified;	(b) where errors due to wrong input data or other causes in the execution of the CO ₂ determination were identified;	(b) where errors due to wrong incorrect input data or other causes in the execution of the CO ₂ emissions determination were identified;	(b) where errors due to wrong incorrect input data or other causes in the execution of the CO ₂ emissions determination were identified; Text Origin: Council Mandate
Article 1, first paragraph, point (12)(a), amending provision, numbered paragraph (1), point (c)				
221	(c) where errors in the execution of the CO ₂ monitoring and reporting were identified;	(c) where errors in the execution of the CO ₂ monitoring and reporting were identified;	(c) where errors in the execution of the CO ₂ emissions monitoring and reporting were identified;	(c) where errors in the execution of the CO ₂ emissions monitoring and reporting were identified; Text Origin: Council Mandate
Article 1, first paragraph, point (12)(a), amending provision, numbered paragraph (1), point (d)				
222	(d) any other deviations than those mentioned in points (a), (b) and (c).;	(d) any other deviations than those mentioned in points (a), (b) and (c).;	(d) any other deviations than those mentioned in points (a), (b) and (c).;	(d) any other deviations than those mentioned in points (a), (b) and (c).; Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (12)(b)			
223	(b) paragraph 2 is replaced by the following:	(b) paragraph 2 is replaced by the following:	(b) paragraph 2 is replaced by the following:	(b) paragraph 2 is replaced by the following: Text Origin: Commission Proposal
	Article 1, first paragraph, point (12)(b), amending provision, numbered paragraph (2)			
224	2. The Commission shall take the deviations referred to in paragraph 1 into account for the purpose of calculating the average specific CO ₂ emissions of a manufacturer and the reference CO ₂ emissions and consider modifying the decisions taken in accordance with Article 11 accordingly. The Commission is not obliged to take deviations into account if the recalculation of the average specific CO ₂ emissions of a manufacturer or the reference CO ₂ emissions results in a deviation of less than 0,1 %;	2. The Commission shall take the deviations referred to in paragraph 1 into account for the purpose of calculating the average specific CO ₂ emissions of a manufacturer and the reference CO ₂ emissions and consider modifying the decisions taken in accordance with Article 11 accordingly. The Commission is not obliged to take deviations into account if the recalculation of the average specific CO ₂ emissions of a manufacturer or the reference CO ₂ emissions results in a deviation of less than 0,1 %;	2. The Commission shall take the deviations referred to in paragraph 1 into account for the purpose of calculating the average specific CO ₂ emissions of a manufacturer and the reference CO ₂ emissions. It shall and consider modifying the decisions taken in accordance with list referred to in Article 11 accordingly 11(1). The Commission is not shall not be obliged to take deviations into account if the recalculation of the average specific CO ₂ emissions of a manufacturer or the reference CO ₂ emissions results in a deviation of less than 0,1 %;	2. The Commission shall take the deviations referred to in paragraph 1 into account for the purpose of calculating the average specific CO ₂ emissions of a manufacturer and the reference CO ₂ emissions. <u>It shall</u> and consider modifying the decisions taken in accordance with list referred to in Article 11 accordingly <u>11(1).</u> The Commission is not shall not be obliged to take deviations into account if the recalculation of the average specific CO ₂ emissions of a manufacturer or the reference CO ₂ emissions results in a deviation of less than 0,1 %; Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (13)			
225	(13) Article 10 is replaced by the following:	(13) Article 10 is replaced by the following:	(13) Article 10 is replaced by the following:	(13) Article 10 is replaced by the following: Text Origin: Commission Proposal
	Article 1, first paragraph, point (13), amending provision, first paragraph			
226	Article 10 Assessment of reference CO ₂ emissions	Article 10 Assessment of reference CO ₂ emissions	Article 10 Assessment of reference CO ₂ emissions	Article 10 Assessment of reference CO ₂ emissions Text Origin: Commission Proposal
	Article 1, first paragraph, point (13), amending provision, numbered paragraph (1)			
227	1. In order to ensure the robustness and representativeness of the reference CO ₂ emissions of vehicle sub-groups, to which a reporting period of the year 2024 or later applies as reference period according to point 3.2 of Annex I, the Commission shall assess the application of the conditions under which the reference CO ₂ emissions have been determined and determine whether those emissions have been unduly increased and, if	1. In order to ensure the robustness and representativeness of the reference CO ₂ emissions of vehicle sub-groups, to which a reporting period of the year 2024 or later applies as reference period according to point 3.2 of Annex I, the Commission shall assess the application of the conditions under which the reference CO ₂ emissions have been determined and determine whether those emissions have been unduly increased and, if	1. In order to ensure the robustness and representativeness of the reference CO ₂ emissions of vehicle sub-groups, to which a reporting period of the year 2024 or later applies as reference period according to point 3.2 of Annex I, the Commission shall assess the application of the conditions under which the reference CO ₂ emissions have been determined and determine whether those emissions have been unduly increased and, if	1. In order to ensure the robustness and representativeness of the reference CO ₂ emissions of vehicle sub-groups, to which a reporting period of the year 2024 or later applies as reference period according to point 3.2 of Annex I, the Commission shall assess the application of the conditions under which the reference CO ₂ emissions have been determined and determine whether those emissions have been unduly increased and, if

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	so, how they are to be corrected.	so, how they are to be corrected.	so, how they are to be corrected.	so, how they are to be corrected. <small>Text Origin: Commission Proposal</small>
Article 1, first paragraph, point (13), amending provision, numbered paragraph (2)				
228	2. If the Commission concludes that all or some of the reference emissions shall be corrected, it shall adopt an implementing act in accordance with the examination procedure referred to in Article 16(2) performing these corrections.;	2. If the Commission concludes that all or some of the reference emissions shall be corrected, it shall adopt an implementing act in accordance with the examination procedure referred to in Article 16(2) performing these corrections.;	2. If the Commission concludes that all or some of the CO ₂ reference emissions are to shall be corrected, it shall adopt an implementing act in accordance with the examination procedure referred to in Article 16(2) performing these those corrections.;	2. If the Commission concludes that all or some of the <u>CO₂</u> reference emissions <u>are to</u> shall be corrected, it shall adopt an implementing act in accordance with the examination procedure referred to in Article 16(2) performing these <u>those</u> corrections.;; <small>Text Origin: Council Mandate</small>
Article 1, first paragraph, point (14)				
229	(14) Article 11 is amended as follows:	(14) Article 11 is amended as follows:	(14) Article 11 is amended as follows:	(14) Article 11 is amended as follows: <small>Text Origin: Commission Proposal</small>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (14)(a)				
230	(a) in paragraph 1, the second subparagraph is replaced by the following:	(a) in paragraph 1, the second subparagraph is replaced by the following:	(a) in paragraph 1, the second subparagraph is replaced by the following:	(a) in paragraph 1, the second subparagraph is replaced by the following: Text Origin: Commission Proposal
Article 1, first paragraph, point (14)(a), amending provision, first paragraph				
231	‘ The list to be published by 30 April of the year following a year in which a reference period has ended, shall include the reference CO ₂ emissions determined in that reference period. ’	‘ The list to be published by 30 April of the year following a year in which a reference period has ended, shall include the reference CO ₂ emissions determined in that reference period. ’	‘ The list to be published by 30 April of the year following a year in which a reference period has ended, shall include the reference CO ₂ emissions determined in that reference period. ’	‘ The list to be published by 30 April of the year following a year in which a reference period has ended, shall include the reference CO ₂ emissions determined in that reference period. ’ Text Origin: Commission Proposal
Article 1, first paragraph, point (14)(a), amending provision, first paragraph a				
231a			Those implementing acts shall be adopted in accordance with the examination procedure set out in Article 16(2) of this Regulation’	<u>Those implementing acts shall be adopted in accordance with the examination procedure set out in Article 16(2) of this Regulation’</u> Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (14)(b)			
232	(b) paragraph 2 is replaced by the following:	(b) paragraph 2 is replaced by the following:	(b) paragraph 2 is replaced by the following:	(b) paragraph 2 is replaced by the following: Text Origin: Commission Proposal
	Article 1, first paragraph, point (14)(b), amending provision, numbered paragraph (2)			
233	2. The Commission shall amend implementing acts adopted under paragraph 1:	2. The Commission shall amend implementing acts adopted under paragraph 1:	2. The Commission shall amend adopt implementing acts adopted under to amend the list set out in paragraph 1:	2. The Commission shall amend adopt implementing acts adopted under to amend the list set out in paragraph 1: Text Origin: Council Mandate
	Article 1, first paragraph, point (14)(b), amending provision, numbered paragraph (2), point (a)			
234	(a) where the type-approval procedures referred to in Regulation (EC) No 595/2009 are amended, other than the amendments related to the payload and passenger number values used for the determination of CO ₂ emissions, in such a way that the level of the CO ₂ emissions of the representative vehicles specified pursuant to this paragraph increase or decrease by more than 5 g	(a) where the type-approval procedures referred to in Regulation (EC) No 595/2009 are amended, other than the amendments related to the payload and passenger number values used for the determination of CO ₂ emissions, in such a way that the level of the CO ₂ emissions of the representative vehicles specified pursuant to this paragraph increase or decrease by more than 5 g	(a) where the type-approval procedures referred to in Regulation (EC) No 595/2009 are amended, other than the amendments related to the payload and passenger number values used for the determination of CO ₂ emissions, in such a way that the level of the CO ₂ emissions of the representative heavy-duty vehicles specified pursuant to paragraph 3 of this Article this paragraph	(a) where the type-approval procedures referred to in Regulation (EC) No 595/2009 are amended, other than the amendments related to the payload and passenger number values used for the determination of CO ₂ emissions, in such a way that the level of the CO ₂ emissions of the representative heavy-duty vehicles specified pursuant to paragraph 3 of this Article this paragraph

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	CO ₂ /km:	CO ₂ /km:	increase or decrease by more than 5 g CO ₂ /km:	increase or decrease by more than 5 g CO ₂ /km: <small>Text Origin: Council Mandate</small>
Article 1, first paragraph, point (14)(b), amending provision, numbered paragraph (2), point (a)(i)				
235	(i) adjusted reference emissions shall be calculated in accordance with point 1 of Annex II;	(i) adjusted reference emissions shall be calculated in accordance with point 1 of Annex II;	(i) adjusted reference emissions shall be calculated in accordance with point 1 of Annex II;	(i) adjusted reference emissions shall be calculated in accordance with point 1 of Annex II; <small>Text Origin: Commission Proposal</small>
Article 1, first paragraph, point (14)(b), amending provision, numbered paragraph (2), point (a)(ii)				
236	(ii) the new values shall be published as a complement to previous values, indicating the reporting period when they apply the first time;	(ii) the new values shall be published as a complement to previous values, indicating the reporting period when they apply the first time;	(ii) the new values shall be published as a complement to previous values, indicating the reporting period when they apply the first time;	(ii) the new values shall be published as a complement to previous values, indicating the reporting period when they apply the first time; <small>Text Origin: Council Mandate</small>
Article 1, first paragraph, point (14)(b), amending provision, numbered paragraph (2), point (b)				
237	(b) where the Annexes have been amended in accordance with Article 14 (1), points (a) to (f):	(b) where the Annexes have been amended in accordance with Article 14 (1), points (a) to (f):	(b) where the Annexes have been amended in accordance with Article 14 (1), points (a) to (f):	(b) where the Annexes have been amended in accordance with Article 14 (1), points (a) to (f): <small>Text Origin: Commission Proposal</small>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (14)(b), amending provision, numbered paragraph (2), point (b)(i)			
238	(i) previously published reference CO ₂ emissions shall be recalculated in accordance with Annex I, taking into account the parameters amended according to one of the points of Article 14 (1), point (a) to (f);	(i) previously published reference CO ₂ emissions shall be recalculated in accordance with Annex I, taking into account the parameters amended according to one of the points of Article 14 (1), point (a) to (f);	(i) previously published reference CO ₂ emissions shall be recalculated in accordance with Annex I, taking into account the parameters amended in accordance with according to one of the points of Article 14 (1), point (a) to (f);	(i) previously published reference CO ₂ emissions shall be recalculated in accordance with Annex I, taking into account the parameters amended <u>in accordance with</u> according to one of the points of Article 14 (1), point (a) to (f); Text Origin: Council Mandate
	Article 1, first paragraph, point (14)(b), amending provision, numbered paragraph (2), point (b)(ii)			
239	(ii) the recalculated set of reference CO ₂ emissions shall be published and shall replace the previous set of reference emissions as from the reporting period in which the amended parameters according to one of the points of Article 14 (1), point (a) to (f), apply for the first time.;	(ii) the recalculated set of reference CO ₂ emissions shall be published and shall replace the previous set of reference emissions as from the reporting period in which the amended parameters according to one of the points of Article 14 (1), point (a) to (f), apply for the first time.;	(ii) the recalculated set of reference CO ₂ emissions shall be published and shall replace the previous set of reference emissions as from the reporting period in which the parameters amended parameters according to one of the points of in accordance with Article 14 (1), point (a) to (f), apply for the first time.;	(ii) the recalculated set of reference CO ₂ emissions shall be published and shall replace the previous set of reference emissions as from the reporting period in which the <u>parameters</u> amended parameters according to one of the points of <u>in accordance with</u> Article 14 (1), point (a) to (f), apply for the first time.÷ Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (14)(b), amending provision, numbered paragraph (2), point (b)(iia)			
Y	239a		Those implementing acts shall be adopted in accordance with the examination procedure set out in Article 16(2) of this Regulation;	<u>Those implementing acts shall be adopted in accordance with the examination procedure set out in Article 16(2) of this Regulation;</u> Text Origin: Council Mandate
	Article 1, first paragraph, point (14)(c)			
G	240	(c) the following paragraph is added:	(c) the following paragraph is added:	(c) the following paragraph is added: Text Origin: Commission Proposal
	Article 1, first paragraph, point (14)(c), amending provision, numbered paragraph (3)			
G	241	3. In case of amendments of the type-approval procedures referred to in paragraph 2(a), the amending implementing act shall either specify or establish a methodology for defining one or more representative vehicles of a vehicle sub-group, including their statistical weightings and the payload and passenger number values to be used for the	3. In case of amendments of the type-approval procedures referred to in paragraph 2(a), the amending implementing act shall either specify or establish a methodology for defining one or more representative vehicles of a vehicle sub-group, including their	3. In case of amendments of the type-approval procedures referred to in paragraph 2(a), the amending <u>2, first subparagraph, point (a), of this Article, the</u> implementing acts referred to in paragraph 2 <u>acts referred to in paragraph 2 of this Article</u> shall either specify or establish a methodology for defining one or more representative vehicles of a vehicle sub-group, including their statistical

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	determination of CO ₂ emissions, on the basis of which the adjustment referred to in paragraph 2(a) shall be determined, taking into account the monitoring data reported pursuant to this Regulation and the technical characteristics of the vehicles listed in Article 12(1) of Regulation (EU) 2017/2400. Those implementing acts shall be adopted in accordance with the examination procedure set out in Article 16(2) of this Regulation.;	determination of CO ₂ emissions, on the basis of which the adjustment referred to in paragraph 2(a) shall be determined, taking into account the monitoring data reported pursuant to this Regulation and the technical characteristics of the vehicles listed in Article 12(1) of Regulation (EU) 2017/2400. Those implementing acts shall be adopted in accordance with the examination procedure set out in Article 16(2) of this Regulation.;	statistical weightings and the payload and passenger number values to be used for the determination of CO ₂ emissions, on the basis of which the adjustment referred to in paragraph 2(a)2, first subparagraph, point (a)(i), of this Article shall be determined, taking into account the monitoring data reported pursuant to this Regulation and the technical characteristics referred to of the vehicles listed in Article 12(1) of Regulation (EU) 2017/2400. Those implementing acts shall be adopted in accordance with the examination procedure set out in Article 16(2) of this Regulation.;	weightings and the payload and passenger number values to be used for the determination of CO ₂ emissions, on the basis of which the adjustment referred to in paragraph 2(a) 2, first subparagraph, point (a)(i), of this Article shall be determined, taking into account the monitoring data reported pursuant to this Regulation and the technical characteristics referred to of the vehicles listed in Article 12(1) of Regulation (EU) 2017/2400. Those implementing acts shall be adopted in accordance with the examination procedure set out in Article 16(2) of this Regulation.;
Text Origin: Council Mandate				
Article 1, first paragraph, point (15)				
242	(15) in Article 13, paragraph 3, the following sentence is added:	(15) in Article 13, paragraph 3, the following sentence is added:	(15) in Article 13, paragraph 3, the following sentence is added:	(15) in Article 13, paragraph 3, the following sentence is added:
Text Origin: Commission Proposal				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (15), amending provision, first paragraph			
243	Where the data in the customer information files, the certificates of conformity and the individual approval certificates may not be corrected under Regulation (EU) 2018/858, the responsible type-approval authority shall issue a statement of correction with the corrected data and transmit that statement to the Commission and the parties concerned.;	Where the data in the customer information files, the certificates of conformity and the individual approval certificates may not be corrected under Regulation (EU) 2018/858, the responsible type-approval authority shall issue a statement of correction with the corrected data and transmit that statement to the Commission and the parties concerned.;	Where the data in the customer information files, the certificates of conformity and the individual approval certificates may not be corrected under Regulation (EU) 2018/858, the responsible type-approval authority shall issue a statement of correction with the corrected data. It shall and transmit that statement to the Commission and the parties concerned.';	Where the data in the customer information files, the certificates of conformity and the individual approval certificates may not be corrected under Regulation (EU) 2018/858, the responsible type-approval authority shall issue a statement of correction with the corrected data. It shall and transmit that statement to the Commission and the parties concerned.'; Text Origin: Council Mandate
	Article 1, first paragraph, point (16)			
244	(16) the following Articles 13a to 13f are inserted:	(16) the following Articles 13a to 13f are inserted:	(16) the following Articles 13a to 13f are inserted:	(16) the following Articles 13a to 13f are inserted: Text Origin: Council Mandate
	Article 1, first paragraph, point (16), amending provision, first paragraph			
245	Article 13a Monitoring and reporting by Member States	Article 13a Monitoring and reporting by Member States	Article 13a Monitoring and reporting by Member States	Article 13a Monitoring and reporting by Member States

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
	Article 1, first paragraph, point (16), amending provision, numbered paragraph (1), first subparagraph			
246	1. Starting from the reporting period of the year [PO: please insert year: if entry into force is before 1 st July, insert the year of entry into force of the Regulation minus 1; if entry into force is after 30 th of June, insert the following year], Member States shall monitor the data specified in Annex IV, Part A relating to new heavy-duty vehicles registered for the first time in the Union.	1. Starting from the reporting period of the year [PO: please insert year: if entry into force is before 1 st July, insert the year of entry into force of the Regulation minus 1; if entry into force is after 30 th of June, insert the following year], Member States shall monitor the data specified in Annex IV, Part A relating to new heavy-duty vehicles registered for the first time in the Union.	1. Starting from the reporting period of the year [POOJ : <i>please insert year: if this amending Regulation enters into force before 1 July, insert the year of its entry into force minus 1; if this amending Regulation enters into force after 30 June, insert the following year</i> : please insert year: if entry into force is before 1st July, insert the year of entry into force of the Regulation minus 1; if entry into force is after 30th of June, insert the following year], Member States shall monitor the data specified in Annex IV, Part A relating to new heavy-duty vehicles registered for the first time in the Union.	1. Starting from the reporting period of the year [POOJ : <i>please insert year: if this amending Regulation enters into force before 1 July, insert the year of its entry into force minus 1; if this amending Regulation enters into force after 30 June, insert the following year</i> : please insert year: if entry into force is before 1st July, insert the year of entry into force of the Regulation minus 1; if entry into force is after 30th of June, insert the following year], Member States shall monitor the data specified in Annex IV, Part A relating to new heavy-duty vehicles registered for the first time in the Union. Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (16), amending provision, numbered paragraph (1), second subparagraph				
247	By 30 September each year, starting in 2020, the competent authorities of the Member States shall report those data of the previous reporting period of 1 July to 30 June to the Commission in accordance with the reporting procedure set out in Annex V.	By 30 September each year, starting in 2020, the competent authorities of the Member States shall report those data of the previous reporting period of 1 July to 30 June to the Commission in accordance with the reporting procedure set out in Annex V.	By 30 September of each year, starting in 2020, the competent authorities of the Member States shall report those data of for the previous reporting period of 1 July to 30 June to the Commission in accordance with the reporting procedure set out in Annex V.	By 30 September of each year, starting in 2020, the competent authorities of the Member States shall report those data of for the previous reporting period of 1 July to 30 June to the Commission in accordance with the reporting procedure set out in Annex V. Text Origin: Council Mandate
Article 1, first paragraph, point (16), amending provision, numbered paragraph (2)				
248	2. The competent authorities responsible for the monitoring and reporting of data in accordance with this Regulation shall be those designated by the Member States in accordance with Article 7(6) of Regulation (EU) 2019/631.	2. The competent authorities responsible for the monitoring and reporting of data in accordance with this Regulation shall be those designated by the Member States in accordance with Article 7(6) of Regulation (EU) 2019/631.	2. The competent authorities responsible for the monitoring and reporting of data in accordance with this Regulation shall be those designated by the Member States in accordance with Article 7(6) of Regulation (EU) 2019/631.	2. The competent authorities responsible for the monitoring and reporting of data in accordance with this Regulation shall be those designated by the Member States in accordance with Article 7(6) of Regulation (EU) 2019/631. Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (16), amending provision, numbered paragraph (3)			
249	3. Vehicles designed and constructed or adapted for the use by civil protection, fire services and forces responsible for maintaining public order shall be subject to the obligation under this Article, unless they are exempted on the basis of other provisions.	3. Vehicles designed and constructed or adapted for the use by civil protection, fire services and forces responsible for maintaining public order shall be subject to the obligation under this Article, unless they are exempted on the basis of other provisions.	3. Heavy-duty vehicles designed and constructed or adapted for the use by civil protection services , fire services and forces responsible for maintaining public order shall be subject to the obligation under this Article, unless they are exempted on the basis of other provisions.	3. <u>Heavy-duty</u> vehicles designed and constructed or adapted for the use by civil protection <u>services</u> , fire services and forces responsible for maintaining public order shall be subject to the obligation under this Article, unless they are exempted on the basis of other provisions. Text Origin: Council Mandate
	Article 1, first paragraph, point (16), amending provision, numbered paragraph (4)			
250	4. Vehicles registered for the use by civil protection, fire services, medical urgency care and forces responsible for maintaining public order and vehicles registered for the use by the armed services shall be subject to the obligation under this Article, regardless of being exempted from Article 3a, unless they are exempted on the basis of other provisions.	4. Vehicles registered for the use by civil protection, fire services, medical urgency care and forces responsible for maintaining public order and vehicles registered for the use by the armed services shall be subject to the obligation under this Article, regardless of being exempted from Article 3a, unless they are exempted on the basis of other provisions.	4. Heavy-duty vehicles registered for the use by civil protection services , fire services, medical urgency care services and forces responsible for maintaining public order, and heavy-duty and vehicles registered for the use by the armed services shall be subject to the obligation under this Article, regardless of being exempted from Article 3a, unless whether they are exempted on the basis of other provisions from Article 3a.	4. <u>Heavy-duty</u> vehicles registered for the use by civil protection <u>services</u> , fire services, medical urgency care <u>services</u> and forces responsible for maintaining public order, <u>and heavy-duty</u> and vehicles registered for the use by the armed services shall be subject to the obligation under this Article, regardless of being exempted from Article 3a, unless <u>whether</u> they are exempted on the basis of other provisions <u>from Article 3a.</u> Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (16), amending provision, sixth paragraph			
251	Article 13b Reporting by manufacturers or other entities responsible for the determination of a heavy-duty vehicle CO ₂ emissions	Article 13b Reporting by manufacturers or other entities responsible for the determination of a heavy-duty vehicle CO ₂ emissions	Article 13b Reporting by manufacturers or other entities responsible for the determination of CO₂ emissions of a heavy-duty vehicle CO₂ emissions	Article 13b Reporting by manufacturers or other entities responsible for the determination of <u>CO₂ emissions of</u> a heavy-duty vehicle CO₂ emissions Text Origin: Council Mandate
	Article 1, first paragraph, point (16), amending provision, numbered paragraph (1), first subparagraph			
252	1. Manufacturers or other entities responsible for the determination of a heavy-duty vehicle to which the obligations of Article 9 of Regulation (EU) 2017/2400 or Article 8 of Implementing Regulation (EU) 2022/1362 are addressed shall report the data of the new heavy-duty vehicle according to the provisions set out in part B of Annex IV.	1. Manufacturers or other entities responsible for the determination of a heavy-duty vehicle to which the obligations of Article 9 of Regulation (EU) 2017/2400 or Article 8 of Implementing Regulation (EU) 2022/1362 are addressed shall report the data of the new heavy-duty vehicle according to the provisions set out in part B of Annex IV.	1. Manufacturers or other entities responsible for the determination of the CO₂ emissions of a heavy-duty vehicle to which the obligations of are subject to Article 9 of Regulation (EU) 2017/2400 or Article 8 of Implementing Regulation (EU) 2022/1362 are addressed shall report the data of the new heavy-duty vehicle according to the provisions set out in in accordance with part B of Annex IV to this Regulation.	1. Manufacturers or other entities responsible for the determination of <u>the CO₂ emissions of</u> a heavy-duty vehicle to which the obligations of <u>are subject to</u> Article 9 of Regulation (EU) 2017/2400 or Article 8 of Implementing Regulation (EU) 2022/1362 are addressed shall report the data of the new heavy-duty vehicle according to the provisions set out in <u>in accordance with</u> part B of Annex IV <u>to this Regulation.</u> Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (16), amending provision, numbered paragraph (1), second subparagraph				
253	By 30 September of each year, they shall report those data for each new heavy-duty vehicle with a date of determination or assessment falling within the reporting period ending on 30 June to the Commission in accordance with the reporting procedure set out in Annex V.	By 30 September of each year, they shall report those data for each new heavy-duty vehicle with a date of determination or assessment falling within the reporting period ending on 30 June to the Commission in accordance with the reporting procedure set out in Annex V.	By 30 September of each year, they shall report those data to the Commission for each new heavy-duty vehicle with a date of determination or of assessment falling within the reporting period ending on 30 June to the Commission in accordance with the reporting procedure set out in Annex V.	By 30 September of each year, they shall report those data <u>to the Commission</u> for each new heavy-duty vehicle with a date of determination or <u>of</u> assessment falling within the reporting period ending on 30 June to the Commission in accordance with the reporting procedure set out in Annex V. Text Origin: Council Mandate
Article 1, first paragraph, point (16), amending provision, numbered paragraph (1), third subparagraph				
254	This paragraph shall not apply to manufacturers or other entities exempted in accordance with Article 6b.	This paragraph shall not apply to manufacturers or other entities exempted in accordance with Article 6b.	This paragraph shall not apply to manufacturers or other entities vehicles exempted in accordance with Article 6b.	This paragraph shall not apply to manufacturers or other entities <u>vehicles</u> exempted in accordance with Article 6b. Text Origin: Council Mandate
Article 1, first paragraph, point (16), amending provision, numbered paragraph (2)				
255	2. Each manufacturer or other entity in the meaning of paragraph 1 shall appoint a contact point for the purpose of reporting data in accordance with this Regulation.	2. Each manufacturer or other entity in the meaning of paragraph 1 shall appoint a contact point for the purpose of reporting data in accordance with this Regulation.	2. Each manufacturer or other entity in within the meaning of paragraph 1 shall appoint a contact point for the purpose of reporting data in accordance with this Regulation.	2. Each manufacturer or other entity in <u>within</u> the meaning of paragraph 1 shall appoint a contact point for the purpose of reporting data in accordance with this Regulation.

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Council Mandate
Article 1, first paragraph, point (16), amending provision, numbered paragraph (3)				
256	3. The reporting obligation under Article 13a, paragraphs 3 and 4 shall apply to manufacturers and other entities in the meaning of paragraph 1.	3. The reporting obligation under Article 13a, paragraphs 3 and 4 shall apply to manufacturers and other entities in the meaning of paragraph 1.	3. The reporting obligation obligations under Article 13a, paragraphs 3 and 4 13a(3) and (4) shall apply to manufacturers and other entities in within the meaning of paragraph 1 of this Article.	3. The reporting obligation obligations under Article 13a, paragraphs 3 and 4 13a(3) and (4) shall apply to manufacturers and other entities in within the meaning of paragraph 1 of this Article. Text Origin: Council Mandate
Article 1, first paragraph, point (16), amending provision, tenth paragraph				
257	Article 13c Central register for data on heavy-duty vehicles	Article 13c Central register for data on heavy-duty vehicles	Article 13c Central register for data on heavy-duty vehicles	Article 13c Central register for data on heavy-duty vehicles Text Origin: Commission Proposal
Article 1, first paragraph, point (16), amending provision, numbered paragraph (1), first subparagraph				
258	1. The Commission shall keep a central register for the data on heavy-duty vehicles ('the register') reported in accordance with Articles 13a and 13b.	1. The Commission shall keep a central register for the data on heavy-duty vehicles ('the register') reported in accordance with Articles 13a and 13b.	1. The Commission shall keep a central register for the data on heavy-duty vehicles ('the central register') reported in accordance with Articles 13a and 13b.	1. The Commission shall keep a central register for the data on heavy-duty vehicles ('the central register') reported in accordance with Articles 13a and 13b.

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Council Mandate
Article 1, first paragraph, point (16), amending provision, numbered paragraph (1), second subparagraph				
259	The register shall be publicly available with the exception of data entries listed in point 3.2.2 of Annex V.	The register shall be publicly available with the exception of data entries listed in point 3.2.23.2. of Annex V.	The central register shall be publicly available with the exception of data entries listed in point 3.2.23.2. of Annex V.	The <u>central</u> register shall be publicly available with the exception of data entries listed in point 3.2.23.2. of Annex V. Text Origin: Council Mandate
Article 1, first paragraph, point (16), amending provision, numbered paragraph (1), third subparagraph				
260	With regard to data entry 23 specified in Part B, point 2 of Annex IV, the value shall be made publicly available in a range format as set out in Part C of Annex IV.	With regard to data entry 23 specified in Part B, point 2 of Annex IV, the value shall be made publicly available in a range format as set out in Part C of Annex IV.	With regard to data entry 23 specified in Part B, point 2 of Annex IV, the The air drag value shall be made publicly available in a range format as set out in Part C of Annex IV.	With regard to data entry 23 specified in Part B, point 2 of Annex IV, the The air drag value shall be made publicly available in a range format as set out in Part C of Annex IV. Text Origin: Council Mandate
Article 1, first paragraph, point (16), amending provision, numbered paragraph (2)				
261	2. The register shall be managed by the Agency on behalf of the Commission.	2. The register shall be managed by the Agency on behalf of the Commission.	2. The central register shall be managed by the European Environment Agency on behalf of the Commission.	2. The <u>central</u> register shall be managed by the <u>European Environment</u> Agency on behalf of the Commission. Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (16), amending provision, thirteenth paragraph			
262	Article 13d Monitoring of the results of on-road verification tests	Article 13d Monitoring of the results of on-road verification tests	Article 13d Monitoring of the results of on-road verification tests	Article 13d Monitoring of the results of on-road verification tests Text Origin: Commission Proposal
	Article 1, first paragraph, point (16), amending provision, numbered paragraph (1)			
263	1. The Commission shall monitor, where available, the results of on-road tests performed within the framework of Regulation (EC) No 595/2009 to verify the CO ₂ emissions and fuel consumption of new heavy-duty vehicles.	1. The Commission shall monitor, where available, the results of on-road tests performed within the framework of Regulation (EC) No 595/2009 to verify the CO ₂ emissions and fuel consumption of new heavy-duty vehicles.	1. The Commission shall monitor, where available, the results of on-road tests performed within the framework of Regulation (EC) No 595/2009 to verify the CO ₂ emissions and fuel consumption of new heavy-duty vehicles.	1. The Commission shall monitor, where available, the results of on-road tests performed within the framework of Regulation (EC) No 595/2009 to verify the CO ₂ emissions and fuel consumption of new heavy-duty vehicles. Text Origin: Commission Proposal
	Article 1, first paragraph, point (16), amending provision, numbered paragraph (2)			
264	2. The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to supplement this Regulation by specifying the data to be reported by the competent authorities of the Member States for the purposes of paragraph 1 of this Article.	2. The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to supplement this Regulation by specifying the data to be reported by the competent authorities of the Member States for the purposes of paragraph 1 of this Article.	2. The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to supplement this Regulation by specifying the data to be reported by the competent authorities of the Member States for the purposes of paragraph 1 of this Article.	2. The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to supplement this Regulation by specifying the data to be reported by the competent authorities of the Member States for the purposes of paragraph 1 of this Article.

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Article 1, first paragraph, point (16), amending provision, sixteenth paragraph				
265	Article 13e Data quality	Article 13e Data quality	Article 13e Data quality	Article 13e Data quality Text Origin: Commission Proposal
Article 1, first paragraph, point (16), amending provision, numbered paragraph (1)				
266	1. The competent authorities and manufacturers shall be responsible for the correctness and quality of the data they report pursuant to Articles 13a and 13b. They shall inform the Commission without delay of any errors detected in the data reported.	1. The competent authorities and manufacturers shall be responsible for the correctness and quality of the data they report pursuant to Articles 13a and 13b. They shall inform the Commission without delay of any errors detected in the data reported.	1. The competent authorities and manufacturers shall be responsible for the correctness and quality of the data they report pursuant to Articles 13a and 13b. They shall inform the Commission without delay of any errors detected in the data reported.	1. The competent authorities and manufacturers shall be responsible for the correctness and quality of the data they report pursuant to Articles 13a and 13b. They shall inform the Commission without delay of any errors detected in the data reported. Text Origin: Commission Proposal
Article 1, first paragraph, point (16), amending provision, numbered paragraph (2)				
267	2. The Commission shall carry out its own verification of the quality of the data reported pursuant to Articles 13a and 13b.	2. The Commission shall carry out its own verification of the quality of the data reported pursuant to Articles 13a and 13b.	2. The Commission shall carry out its own verification of the quality of the data reported pursuant to Articles 13a and 13b.	2. The Commission shall carry out its own verification of the quality of the data reported pursuant to Articles 13a and 13b. Text Origin: Commission

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Proposal
Article 1, first paragraph, point (16), amending provision, numbered paragraph (3)				
268	3. Where the Commission is informed of errors in the data or finds, pursuant to its own verification, discrepancies in the dataset, it shall, where appropriate, take the necessary measures to correct the data published in the register referred to in Article 13c.	3. Where the Commission is informed of errors in the data or finds, pursuant to its own verification, discrepancies in the dataset, it shall, where appropriate, take the necessary measures to correct the data published in the register referred to in Article 13c.	3. Where the Commission is informed of errors in the data reported pursuant to paragraph 1 , or finds, pursuant to after its own verification pursuant to paragraph 2 , discrepancies in the dataset, it shall, where appropriate, take the necessary measures to correct the data published in the register referred to in Article 13c central register .	3. Where the Commission is informed of errors in the data <u>reported pursuant to paragraph 1</u> , or finds, pursuant to <u>after</u> its own verification <u>pursuant to paragraph 2</u> , discrepancies in the dataset, it shall, where appropriate, take the necessary measures to correct the data published in the register <u>central register</u> . Text Origin: Council Mandate
Article 1, first paragraph, point (16), amending provision, numbered paragraph (4)				
269	4. The Commission may, by means of implementing acts, determine the verification and correction measures referred to in paragraphs 2 and 3 of this Article. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 16.	4. The Commission may, by means of implementing acts, determine the verification and correction measures referred to in paragraphs 2 and 3 of this Article. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 16.	4. The Commission may, by means of implementing acts, determine the verification and correction measures referred to in paragraphs 2 and 3 of this Article. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 16.	4. The Commission may, by means of implementing acts, determine the verification and correction measures referred to in paragraphs 2 and 3 of this Article. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 16. Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (16), amending provision, twenty-first paragraph			
270	Article 13f Administrative fines	Article 13f Administrative fines	Article 13f Administrative fines	Article 13f Administrative fines Text Origin: Commission Proposal
	Article 1, first paragraph, point (16), amending provision, numbered paragraph (1), first subparagraph			
271	1. The Commission may impose an administrative fine in each of the following cases:	1. The Commission may impose an administrative fine in each of the following cases:	1. The Commission may impose an administrative fine in each of the following cases:	1. The Commission may impose an administrative fine in each of the following cases: Text Origin: Commission Proposal
	Article 1, first paragraph, point (16), amending provision, numbered paragraph (1), first subparagraph, point (a)			
272	(a) where it finds that the data reported by the manufacturer pursuant to Article 5 of this Regulation deviate from the data resulting from the manufacturer's records file or the engine type-approval certificate issued within the framework of Regulation (EC) No 595/2009, and the deviation is intentional or due to serious negligence;	(a) where it finds that the data reported by the manufacturer pursuant to Article 5 of this Regulation deviate from the data resulting from the manufacturer's records file or the engine type-approval certificate issued within the framework of Regulation (EC) No 595/2009, and the deviation is intentional or due to serious negligence;	(a) where it finds that the data reported by the manufacturer pursuant to Article 513b of this Regulation deviate from the data resulting from the manufacturer's records file or the engine type-approval certificate issued within the framework of Regulation (EC) No 595/2009, and the deviation is intentional or due to serious negligence;	(a) where it finds that the data reported by the manufacturer pursuant to Article 513b of this Regulation deviate from the data resulting from the manufacturer's records file or the engine type-approval certificate issued within the framework of Regulation (EC) No 595/2009, and the deviation is intentional or due to serious negligence; Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (16), amending provision, numbered paragraph (1), first subparagraph, point (b)			
273	(b) where the data are not submitted within the deadline applicable pursuant to Article 5(1) and the delay cannot be duly justified.	(b) where the data are not submitted within the deadline applicable pursuant to Article 5(1) and the delay cannot be duly justified.	(b) where the data are not submitted within the deadline applicable pursuant to Article 5(1) 13b and the delay cannot be duly justified.	(b) where the data are not submitted within the deadline applicable pursuant to Article 5(1) 13b and the delay cannot be duly justified. Text Origin: Council Mandate
	Article 1, first paragraph, point (16), amending provision, numbered paragraph (1), second subparagraph			
274	The Commission shall, for the purposes of verifying the data referred to in point (a), consult with the relevant approval authorities.	The Commission shall, for the purposes of verifying the data referred to in point (a), consult with the relevant approval authorities.	The Commission shall, for the purposes of verifying the data referred to in point (a), consult with the relevant approval type-approval authorities.	The Commission shall, for the purposes of verifying the data referred to in point (a), consult with the relevant approval type-approval authorities. Text Origin: Council Mandate
	Article 1, first paragraph, point (16), amending provision, numbered paragraph (1), third subparagraph			
275	The administrative fines shall be effective, proportional and dissuasive and shall not exceed EUR 30 000 per heavy-duty vehicle concerned by deviating or delayed data as referred to in points (a) and (b).	The administrative fines shall be effective, proportional and dissuasive and shall not exceed EUR 30 000 per heavy-duty vehicle concerned by deviating or delayed data as referred to in points (a) and (b).	The administrative fines shall be effective, proportional and dissuasive and shall not exceed EUR 30 000 per heavy-duty vehicle concerned by deviating or delayed data as referred to in points (a) and (b).	The administrative fines shall be effective, proportional and dissuasive and shall not exceed EUR 30 000 per heavy-duty vehicle concerned by deviating or delayed data as referred to in points (a) and (b). Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (16), amending provision, numbered paragraph (2)				
276	2. The Commission shall on the basis of the principles set out in paragraph 3 of this Article, adopt delegated acts in accordance with Article 17 to supplement this Regulation by laying down the procedure, methods for the calculation and collection of the administrative fines referred to in paragraph 1 of this Article.	2. The Commission shall on the basis of the principles set out in paragraph 3 of this Article, adopt delegated acts in accordance with Article 17 to supplement this Regulation by laying down the procedure, methods for the calculation and collection of the administrative fines referred to in paragraph 1 of this Article.	2. The Commission shall on the basis of the principles set out in paragraph 3 of this Article, adopt delegated acts in accordance with Article 17 to supplement this Regulation by laying down the procedure, and methods for the calculation and collection of the administrative fines referred to in paragraph 1 of this Article.	2. The Commission shall on the basis of the principles set out in paragraph 3 of this Article, adopt delegated acts in accordance with Article 17 to supplement this Regulation by laying down the procedure, <u>and</u> methods for the calculation and collection of the administrative fines referred to in paragraph 1 of this Article. Text Origin: Council Mandate
Article 1, first paragraph, point (16), amending provision, numbered paragraph (3)				
277	3. The delegated acts referred to in paragraph 2 shall respect the following principles:	3. The delegated acts referred to in paragraph 2 shall respect the following principles:	3. The delegated acts referred to in paragraph 2 shall respect the following principles:	3. The delegated acts referred to in paragraph 2 shall respect the following principles: Text Origin: Commission Proposal
Article 1, first paragraph, point (16), amending provision, numbered paragraph (3), point (a)				
278	(a) the procedure established by the Commission shall respect the right to good administration, and in particular the right to be heard and the right to have access to the file, while respecting the legitimate	(a) the procedure established by the Commission shall respect the right to good administration, and in particular the right to be heard and the right to have access to the file, while respecting the legitimate	(a) the procedure established by the Commission shall respect the right to good administration, and in particular the right to be heard and the right to have access to the file, while respecting the legitimate	(a) the procedure established by the Commission shall respect the right to good administration, and in particular the right to be heard and the right to have access to the file, while respecting the legitimate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	interests of confidentiality and of commercial secrets;	interests of confidentiality and of commercial secrets;	interests of confidentiality and of commercial secrets;	interests of confidentiality and of commercial secrets; Text Origin: Commission Proposal
Article 1, first paragraph, point (16), amending provision, numbered paragraph (3), point (b)				
279	(b) in calculating the appropriate administrative fine, the Commission shall be guided by the principles of effectiveness, proportionality and dissuasiveness, taking into consideration, where relevant, the seriousness and effects of the deviation or delay, the number of heavy-duty vehicles concerned by the deviating or delayed data, the good faith of the manufacturer, the degree of diligence and cooperation of the manufacturer, the repetition, frequency or duration of the deviation or the delay as well as prior sanctions imposed on the same manufacturer;	(b) in calculating the appropriate administrative fine, the Commission shall be guided by the principles of effectiveness, proportionality and dissuasiveness, taking into consideration, where relevant, the seriousness and effects of the deviation or delay, the number of heavy-duty vehicles concerned by the deviating or delayed data, the good faith of the manufacturer, the degree of diligence and cooperation of the manufacturer, the repetition, frequency or duration of the deviation or the delay as well as prior sanctions imposed on the same manufacturer;	(b) in calculating the appropriate administrative fine fin es, the Commission shall be guided by the principles of effectiveness, proportionality and dissuasiveness, taking into consideration, where relevant, the seriousness and effects of the deviation or delay, the number of heavy-duty vehicles concerned by the deviating or delayed data, the good faith of the manufacturer, the degree of diligence and cooperation of the manufacturer, the repetition, frequency or and duration of the deviation or the delay, as well as prior sanctions imposed on the same manufacturer;	(b) in calculating the appropriate administrative fine fine s, the Commission shall be guided by the principles of effectiveness, proportionality and dissuasiveness, taking into consideration, where relevant, the seriousness and effects of the deviation or delay, the number of heavy-duty vehicles concerned by the deviating or delayed data, the good faith of the manufacturer, the degree of diligence and cooperation of the manufacturer, the repetition, frequency or and duration of the deviation or the delay, as well as prior sanctions imposed on the same manufacturer; Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (16), amending provision, numbered paragraph (3), point (c)			
280	(c) administrative fines shall be collected without undue delay by fixing deadlines for the payment and, as appropriate, including the possibility of splitting payments into several instalments and phases.	(c) administrative fines shall be collected without undue delay by fixing deadlines for the payment and, as appropriate, including the possibility of splitting payments into several instalments and phases.	(c) administrative fines shall be collected without undue delay by fixing deadlines for the payment and by including , as appropriate, including the possibility of splitting payments into several instalments and phases.	(c) administrative fines shall be collected without undue delay by fixing deadlines for the payment and <u>by including</u> , as appropriate, including the possibility of splitting payments into several instalments and phases. Text Origin: Council Mandate
	Article 1, first paragraph, point (16), amending provision, numbered paragraph (4)			
281	4. The amounts of the administrative fines shall be considered as revenue for the general budget of the Union.	4. The amounts of the administrative fines shall be considered as revenue for the general budget of the Union.	4. The amounts of the administrative fines shall be considered as revenue for the general budget of the European Union.	4. The amounts of the administrative fines shall be considered as revenue for the general budget of the <u>European</u> Union. Text Origin: Council Mandate
	Article 1, first paragraph, point (17)			
282	(17) Article 14 is replaced by the following:	(17) Article 14 is replaced by the following:	(17) Article 14 is replaced by the following:	(17) Article 14 is replaced by the following: Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (17), amending provision, first paragraph				
283	Article 14 Amendments to the Annexes	Article 14 Amendments to the Annexes	Article 14 Amendments to the Annexes	Article 14 Amendments to the Annexes Text Origin: Commission Proposal
Article 1, first paragraph, point (17), amending provision, numbered paragraph (1)				
284	1. The Commission is empowered to adopt delegated acts in accordance with Article 17 with a view to amending the following elements in Annex I to take into account technical progress, the evolution of freight transport logistics, necessary adjustments based on the application of this Regulation and amendments of the underlying type-approval legislation, in particular Regulations (EU) 2018/858 and (EU) 595/2009:	1. The Commission is empowered to adopt delegated acts in accordance with Article 17 with a view to amending the following elements in Annex I to take into account technical progress, the evolution of freight transport logistics, necessary adjustments based on the application of this Regulation and amendments of the underlying type-approval legislation, in particular Regulations (EU) 2018/858 and (EU) 595/2009:	1. The Commission is empowered to adopt delegated acts in accordance with Article 17 of this Regulation with a view to amending the following elements in Annex I to this Regulation to take into account technical progress, the evolution of freight transport logistics, necessary adjustments based on the application of this Regulation and amendments of the underlying type-approval legislation, in particular Regulations (EU) 2018/858 and- (EUEC) 595/2009 No 595/2009 :	1. The Commission is empowered to adopt delegated acts in accordance with Article 17 <u>of this Regulation</u> with a view to amending the following elements in Annex I to <u>this Regulation to</u> take into account technical progress, the evolution of freight transport logistics, necessary adjustments based on the application of this Regulation and amendments of the underlying type-approval legislation, in particular Regulations (EU) 2018/858 and- (EUEC) 595/2009 <u>No 595/2009</u> : Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (17), amending provision, numbered paragraph (1), point (a)				
285	(a) the criteria defining vehicle sub-groups set out in point 1.1;	(a) the criteria defining vehicle sub-groups set out in point 1.1, <u>including adding separate subgroups for EHC lorries</u> ;	(a) the criteria defining vehicle sub-groups set out in point 1.1, including adding separate subgroups for EHC lorries ;	(a) the criteria defining vehicle sub-groups set out in point 1.1, <u>including adding separate subgroups for EHC lorries</u> ; Text Origin: EP Mandate
Article 1, first paragraph, point (17), amending provision, numbered paragraph (1), point (b)				
286	(b) the criteria defining vocational vehicles set out in point 1.2;	(b) the criteria defining vocational vehicles set out in point 1.2;	(b) the criteria defining vocational vehicles set out in point 1.2;	(b) the criteria defining vocational vehicles set out in point 1.2; Text Origin: Commission Proposal
Article 1, first paragraph, point (17), amending provision, numbered paragraph (1), point (c)				
287	(c) the criteria for the operational ranges of different powertrain technologies set out in point 1.3;	(c) the criteria for the operational ranges of different powertrain technologies set out in point 1.3;	(c) the criteria for the operational ranges of different powertrain technologies set out in point 1.3;	(c) the criteria for the operational ranges of different powertrain technologies set out in point 1.3; Text Origin: Commission Proposal
Article 1, first paragraph, point (17), amending provision, numbered paragraph (1), point (d)				
288	(d) the list of mission profiles set out in point 1.4;	(d) the list of mission profiles set out in point 1.4;	(d) the list of mission profiles set out in point 1.4;	(d) the list of mission profiles set out in point 1.4; Text Origin: Commission Proposal


	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (17), amending provision, numbered paragraph (1), point (e)			
289	(e) the weight of mission profiles set out in point 2.1;	(e) the weight of mission profiles set out in point 2.1;	(e) the weight of mission profiles set out in point 2.1.1 to 2.1.3;	(e) the weight of mission profiles set out in point 2.1 <u>points 2.1.1 to 2.1.3</u> ; <small>Text Origin: Council Mandate</small>
	Article 1, first paragraph, point (17), amending provision, numbered paragraph (1), point (f)			
290	(f) the payloads, passenger numbers, passenger masses, technically permissible maximum payloads, technically permissible maximum passenger number and cargo volumes of vehicle sub-groups sg set out in point 2.5;	(f) the payloads, passenger numbers, passenger masses, technically permissible maximum payloads, technically permissible maximum passenger number and cargo volumes of vehicle sub-groups sg set out in point 2.5;	(f) the payloads, passenger numbers, passenger masses, technically permissible maximum payloads, technically permissible maximum passenger number and cargo volumes of vehicle sub-groups sg set out in point 2.5;	(f) the payloads, passenger numbers, passenger masses, technically permissible maximum payloads, technically permissible maximum passenger number and cargo volumes of vehicle sub-groups sg set out in point 2.5; <small>Text Origin: Council Mandate</small>
	Article 1, first paragraph, point (17), amending provision, numbered paragraph (1), point (g)			
291	(g) the annual mileage values set out in point 2.6.	(g) the annual mileage values set out in point 2.6.	(g) the annual mileage values set out in point 2.6 <u>points 2.6.1 to 2.6.3</u> .	(g) the annual mileage values set out in point 2.6 <u>points 2.6.1 to 2.6.3</u> . <small>Text Origin: Council Mandate</small>

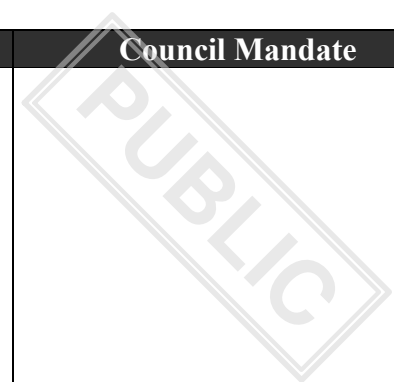
	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (17), amending provision, numbered paragraph (2)			
292	2. The Commission is empowered to adopt delegated acts in accordance with Article 17 with a view to amending the following element in Annex IV:	2. The Commission is empowered to adopt delegated acts in accordance with Article 17 with a view to amending the following element in Annex IV:	2. The Commission is empowered to adopt delegated acts in accordance with Article 17 with a view to amending the following element elements in Annex IV:	2. The Commission is empowered to adopt delegated acts in accordance with Article 17 with a view to amending the following element elements in Annex IV: Text Origin: Council Mandate
	Article 1, first paragraph, point (17), amending provision, numbered paragraph (2), point (a)			
293	(a) the data requirements specified in Part A and Part B to take into account technical progress, necessary adjustments based on the application of this Regulation and amendments of the underlying type-approval legislation, in particular Regulations (EU) 2018/858 and (EU) 595/2009;	(a) the data requirements specified in Part A and Part B to take into account technical progress, necessary adjustments based on the application of this Regulation and amendments of the underlying type-approval legislation, in particular Regulations (EU) 2018/858 and (EU) 595/2009;	(a) the data requirements specified in Part Parts A and Part Parts B to take into account technical progress, necessary adjustments based on the application of this Regulation and amendments of the underlying type-approval legislation, in particular Regulations (EU) 2018/858 and- (EUEC) 595/2009 No 595/2009 ;	(a) the data requirements specified in Part Parts A and Part Parts B to take into account technical progress, necessary adjustments based on the application of this Regulation and amendments of the underlying type-approval legislation, in particular Regulations (EU) 2018/858 and- (EUEC) 595/2009 No 595/2009 ; Text Origin: Council Mandate
	Article 1, first paragraph, point (17), amending provision, numbered paragraph (2), point (b)			
294	(b) updating or adjusting the ranges set out in Part C to take into account changes in heavy-duty vehicle design and ensure that the ranges remain relevant for	(b) updating or adjusting the ranges set out in Part C to take into account changes in heavy-duty vehicle design and ensure that the ranges remain relevant for	(b) updating or adjusting the air drag value ranges set out in Part C to take into account changes in heavy-duty vehicle the design of heavy-duty vehicle and to and	(b) updating or adjusting the air drag value ranges set out in Part C to take into account changes in heavy-duty vehicle the design of heavy-duty vehicle and to and

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	information and comparability purposes;	information and comparability purposes;	ensure that the those ranges remain relevant for information and comparability purposes;	ensure that the <u>those</u> ranges remain relevant for information and comparability purposes; <small>Text Origin: Council Mandate</small>
Article 1, first paragraph, point (17), amending provision, numbered paragraph (3)				
295	3. The Commission is empowered to adopt delegated acts in accordance with Article 17 with a view to amending the following elements in Annex V:	3. The Commission is empowered to adopt delegated acts in accordance with Article 17 with a view to amending the following elements in Annex V:	3. The Commission is empowered to adopt delegated acts in accordance with Article 17 with a view to amending the following elements in Annex V:	3. The Commission is empowered to adopt delegated acts in accordance with Article 17 with a view to amending the following elements in Annex V: <small>Text Origin: Commission Proposal</small>
Article 1, first paragraph, point (17), amending provision, numbered paragraph (3), point (a)				
296	(a) adjusting the monitoring and reporting procedure set out in Annex V in order to take into account the experience gained from the application of this Regulation and in order to adapt it to technical progress;	(a) adjusting the monitoring and reporting procedure set out in Annex V in order to take into account the experience gained from the application of this Regulation and in order to adapt it to technical progress;	(a) adjusting the monitoring and reporting procedure set out in Annex V in order to take into account the experience gained from the application of this Regulation and in order to adapt it to technical progress;	(a) adjusting the monitoring and reporting procedure set out in Annex V in order to take into account the experience gained from the application of this Regulation and in order to adapt it to technical progress; <small>Text Origin: Council Mandate</small>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement		
Article 1, first paragraph, point (17), amending provision, numbered paragraph (3), point (b)						
G	297	(b) amending point 3.2 by adding data entries which have been newly added to the register.	(b) amending point 3.2 by adding data entries which have been newly added to the register.	(b) amending point 3.2 by adding data entries which have been newly added to the <u>central</u> register. Text Origin: Council Mandate	G	
Article 1, first paragraph, point (18)						
G	298	(18) Article 15 is replaced by the following:	(18) Article 15 is replaced by the following:	(18) Article 15 is replaced by the following: Text Origin: Commission Proposal	G	
Article 1, first paragraph, point (18), amending provision, first paragraph						
G	299	Article 15 Review	Article 15 Review	Article 15 Review Text Origin: Commission Proposal	G	
Article 1, first paragraph, point (18), amending provision, second paragraph						
Y	300	The Commission shall, in 2028, review the effectiveness and impact of this Regulation and submit a report to the European	<u>1.</u> The Commission shall, in 2028 <u>not later than 31 December 2027</u> , review the effectiveness and impact of this Regulation and	In 2027 , the Commission shall, in 2028 , review the effectiveness and impact of this Regulation and submit a report to the European	<i>Draft text under discussion:</i> In 2027, the Commission shall review the effectiveness and impact of this Regulation and submit a report to the European	Y

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>Parliament and to the Council with the result of the review.</p>	<p>submit a report to the European Parliament and to the Council with the result of the review. <u><i>In that report, the Commission shall in particular assess:</i></u></p> <p><u><i>(i) the number of registrations of zero-emission heavy-duty vehicles in Member States;</i></u></p> <p><u><i>(ii) the progress made in deployment of charging and refuelling infrastructure suitable for heavy-duty vehicles in Member States;</i></u></p> <p><u><i>(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;</i></u></p> <p><u><i>(iv) impacts on employment, especially on micro, small and medium-sized enterprises (SMEs), the effectiveness of measures to support retraining and upskilling</i></u></p>	<p>Parliament and to the Council with the result of the results of that review.</p>	<p>Parliament and to the Council with the results of that review. In that report, the Commission shall in particular assess:</p> <ul style="list-style-type: none"> - the number of registrations of zero-emission heavy-duty vehicles in Member States; - the progress in the deployment of public and private alternative fuels recharging and refuelling infrastructure for vehicles covered by this Regulation, as well as the existence of infrastructural constraints in third countries for newly EU registered heavy-duty vehicles operating outside the Union; - 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;

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<p><u>of the workforce, and the importance of an economically viable and socially fair transition towards zero-emission road mobility;</u></p> <p><u>(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;</u></p> <p><u>(vi) the impacts of establishing minimum energy efficiency thresholds for new zero-emission heavy-duty vehicles placed on the Union market;</u></p> <p><u>(vii) the impacts of ensuring that special purpose, off-road and off-road special vehicles are subject to CO₂ emissions reduction targets;</u></p> <p><u>(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.</u></p>		<ul style="list-style-type: none"> - whether the continuation of the exemption for manufacturers producing few vehicles set out in Article 6b of this Regulation is still justified; - [the impacts of establishing minimum energy efficiency thresholds for new zero-emission heavy-duty vehicles placed on the Union market]; - an assessment of the level of the excess CO₂ emissions premium to ensure that it exceeds the average marginal costs of the technologies needed to meet the CO₂ emissions targets; - [the inclusion of heavy-duty vehicles which are currently not in the scope of Commission Regulation (EU) 2017/2400 [, including [vocational vehicles], [smaller lorries currently not certified], [special purpose, off-road and off-road special vehicles] in the CO₂ emission reduction targets]]



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<ul style="list-style-type: none">- [any specific constraints to comply with Article 3b, paragraph 1, due to socio-economic cost benefits in view of specific territorial morphology or meteorological circumstances as well as recent investments in biomethane already made by public authorities]- [an assessment of the role of a carbon correction factor in the transition towards zero-emission mobility in the heavy-duty vehicles sector]- an assessment of whether the creation of new sub-groups for EHC lorries have led to unduly increase of the engine rated power- 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.

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (18), amending provision, second paragraph a			
Y	300a		The Commission shall in particular report on the progress in the deployment of public and private alternative fuels recharging and refuelling infrastructure for vehicles covered by this Regulation.	Merged in row 300
	Article 1, first paragraph, point (18), amending provision, fourth paragraph			
Y	300b		In the report, the Commission shall also consider the following:	Merged in row 300
	Article 1, first paragraph, point (18), amending provision, fourth paragraph, first point			
Y	300c		<ul style="list-style-type: none"> Any potential changes to the scope of Commission Regulation (EU) 2017/2400 of 12 December 2017 implementing Regulation (EC) No 595/2009 of the European Parliament and of the Council as regards the determination of the CO₂ emissions and fuel consumption of heavy-duty vehicles and amending Directive 2007/46/EC of the European Parliament and of the Council and Commission Regulation (EU) No 582/2011. 	Merged in row 300

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (18), amending provision, fourth paragraph, second point			
Y	300d		<ul style="list-style-type: none"> • The inclusion of vocational vehicles in the CO₂ emission reduction targets. 	Merged in row 300
	Article 1, first paragraph, point (18), amending provision, fourth paragraph, third point			
Y	300e		<ul style="list-style-type: none"> • Any specific constraints to comply with Article 3b, paragraph 1, due to socio-economic cost benefits in view of specific territorial morphology or meteorological circumstances as well as recent investments in biomethane already made by public authorities. 	Merged in row 300
	Article 1, first paragraph, point (18), amending provision, fourth paragraph, fourth point			
Y	300f		<ul style="list-style-type: none"> • The existence of infrastructural constraints in third countries for newly EU registered heavy-duty vehicles operating outside the Union. 	Merged in row 300

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (18), amending provision, fourth paragraph, fifth point			
R	300g		<ul style="list-style-type: none"> • An assessment of the role of a carbon correction factor in the transition towards zero-emission mobility in the heavy-duty vehicles sector. 	Merged in row 300
	Article 1, first paragraph, point (18), amending provision, second paragraph, point ix (new)			
Y	300h	<u>(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;</u>		Merged in row 300
	Article 1, first paragraph, point (18), amending provision, paragraph 2 a (new)			
Y	300i	<u>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.</u>		Merged in row 300

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u><i>The Commission shall submit that report to the European Parliament and to the Council.</i></u>		
Article 1, first paragraph, point (18), amending provision, paragraph 2 b (new)				
Y	300j	<u><i>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).</i></u>		Merged in row 300
Article 1, first paragraph, point (18), amending provision, 2 c (new)				
R	300k	<u><i>2c. The Commission shall assess the role of sustainable renewable fuels in the transition towards climate neutrality, including in the heavy-duty vehicles sector. Separately from the review referred to in paragraph 1, and as part of a broader strategy for the deployment of such fuels, the</i></u>		

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u><i>Commission shall by 31 December 2025 present a report to the European Parliament and to the Council with a comprehensive analysis of the need to further incentivise the uptake of advanced biofuels and biogas and renewable fuels of non-biological origin in the sector and the appropriate framework of measures, including financial incentives, to achieve this. Based on that analysis, the Commission shall, if appropriate, make additional legislative proposals or shall make recommendations to the Member States.</i></u>		
Article 1, first paragraph, point (18), amending provision, third paragraph				
301	The report shall, where appropriate, be accompanied by a proposal for amending this Regulation.	The report shall, where appropriate, be accompanied by a proposal for amending this Regulation.	The That report shall, where appropriate, be accompanied by a legislative proposal for amending this Regulation.	The That report shall, where appropriate, be accompanied by a legislative proposal for amending this Regulation. Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (19)			
G	302	(19) Article 17 is amended as follows:	(19) Article 17 is amended as follows:	(19) Article 17 is amended as follows: Text Origin: Commission Proposal
	Article 1, first paragraph, point (19)(a)			
G	303	(a) in paragraph 2, the first sentence is replaced by the following:	(a) in paragraph 2, the first sentence is replaced by the following:	(a) in paragraph 2, the first sentence is replaced by the following: Text Origin: Commission Proposal
	Article 1, first paragraph, point (19)(a), amending provision, first paragraph			
Y	304	‘ 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 power to adopt delegated acts referred to in Article 3b <u>3b(2)</u> , <u>Article 3e</u> , Article 11(2), Article 13(4) second subparagraph, Article 13c(3), Article 13d(2), Article 13e(4), Article 13f(2), <u>Article 14(1)</u> and Article 14(1) <u>15(3)</u> 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 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 [<i>OP, please insert the date of entry into force of this Regulation</i> OP, please insert the date of entry into force of this Regulation].;’

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (19)(b)			
G	305 (b) in paragraph 3, the first sentence is replaced by the following:	(b) in paragraph 3, the first sentence is replaced by the following:	(b) in paragraph 3, the first sentence is replaced by the following:	(b) in paragraph 3, the first sentence is replaced by the following: Text Origin: Commission Proposal
	Article 1, first paragraph, point (19)(b), amending provision, first paragraph			
Y	306 ' The delegation of power referred to in Article 11(2), Article 13(4) second subparagraph, Article 13c(3), Article 13d(2), Article 13e(4), Article 13f(2) and Article 14(1) may be revoked at any time by the European Parliament or by the Council.;	' The delegation of power referred to in Article <u>3b(2)</u> , <u>Article 3e</u> , <u>Article 11(2)</u> , Article 13(4) second subparagraph, Article 13c(3), Article 13d(2), Article 13e(4), Article 13f(2), <u>Article 14(1)</u> and Article 14(1) <u>15(3)</u> may be revoked at any time by the European Parliament or by the Council.;	' The delegation of power referred to in Article 11(2) , Article 13(4) second subparagraph, Article 13e(3) , Article 13d(2), Article 13e(4) , Article 13f(2) and Article 14(1) may be revoked at any time by the European Parliament or by the Council.;	
	Article 1, first paragraph, point (19)(c)			
Y	307 (c) in paragraph (6), "Article 11(2), the second subparagraph of Article 13(4) and Article 14(1)" is replaced by the following: "Article	(c) in paragraph (6), "Article 11(2), the second subparagraph of Article 13(4) and Article 14(1)" is replaced by the following: "Article	(c) in paragraph (6), "Article 11(2), the second subparagraph of Article 13(4) and Article 14(1)" is replaced by the following: "Article	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	11(2), Article 13(4) second subparagraph, Article 13c(3), Article 13d(2), Article 13f(2) and Article 14(1)”;	<u>3b(2), Article 3e, Article</u> 11(2), Article 13(4) second subparagraph, Article 13c(3), Article 13d(2), Article 13f(2), <u>Article 14(1)</u> and Article 14(1) <u>15(3)</u> ”;	11(2), Article 13(4) second subparagraph, Article 13c(3), Article 13d(2), Article 13f(2) and Article 14(1)”;	
Article 1, first paragraph, point (20)				
308	(20) Annexes I, II and III to Regulation (EU) 2019/1242 are replaced by the text in Annex I to this Regulation;	(20) Annexes I, II and III to Regulation (EU) 2019/1242 are replaced by the text in Annex I to this Regulation;	(20) Annexes I, II and III and II to Regulation (EU) 2019/1242 are replaced by the text in Annex I to this Regulation;	(20) Annexes I, II and III and <u>II</u> to Regulation (EU) 2019/1242 are replaced by the text in Annex I to this Regulation; Text Origin: Council Mandate
Article 1, first paragraph, point (21)				
309	(21) the text in Annex II to this Regulation is added as Annexes IV, V and VI to Regulation (EU) 2019/1242;	(21) the text in Annex II to this Regulation is added as Annexes IV, V and VI to Regulation (EU) 2019/1242;	(21) the text in Annex II to this Regulation is added as Annexes <u>III</u> , IV, V and VI to Regulation (EU) 2019/1242;	(21) the text in Annex II to this Regulation is added as Annexes <u>III</u> , IV, V and VI to Regulation (EU) 2019/1242; Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 2				
310	Article 2 Repeal of Regulation (EU) 2018/956	Article 2 Repeal of Regulation (EU) 2018/956	Article 2 Repeal of Regulation (EU) 2018/956	Article 2 Repeal of Regulation (EU) 2018/956 Text Origin: Commission Proposal
Article 2, first paragraph				
311	Regulation (EU) 2018/956 is repealed with effect from [OP, please insert date of application].	Regulation (EU) 2018/956 is repealed with effect from [OP, please insert date of application].	Regulation (EU) 2018/956 is repealed with effect from [OP <i>POJ</i> , <i>please insert the date of application of this amending Regulation</i> , please insert date of application].	Regulation (EU) 2018/956 is repealed with effect from [OP <i>POJ</i> , <i>please insert the date of application of this amending Regulation</i> , please insert date of application]. Text Origin: Council Mandate
Article 2, second paragraph				
312	References to Regulation (EU) 2018/956 shall be construed as references to this Regulation and be read in accordance with the correlation table set out in Annex VI to this Regulation.	References to Regulation (EU) 2018/956 shall be construed as references to this Regulation and be read in accordance with the correlation table set out in Annex VI to this Regulation.	References to Regulation (EU) 2018/956 shall be construed as references to this Regulation and be read in accordance with the correlation table set out in Annex VI included in Annex II to this Regulation.	References to Regulation (EU) 2018/956 shall be construed as references to this Regulation and be read in accordance with the correlation table set out in Annex VI <u>included in Annex II</u> to this Regulation. Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 2a			
Y	312a		Article 2a Amendments to Regulation (EU) 2018/858	Y
	Article 2a, first paragraph			
Y	312b		Regulation (EU) 2018/858 is amended as follows:	Y
	Article 2a, first paragraph, point 1			
Y	312c		(1) Article 3 is amended as follows:	Y
	Article 2a, first paragraph, point 1(a)			
Y	312d		(a) In point (33) the term ‘towed vehicle’ is replaced by ‘trailer’;	Y
	Article 2a, first paragraph, point 1(b)			
Y	312e		(b) The following point (59) is added:	Y

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement	
Article 2a, first paragraph, point (1), third subparagraph, amending provision, first paragraph					
Y	312f		‘ (59) ‘e-trailer’ means any kind of trailer that is able to contribute to the propulsion of the vehicle combination by using its own electric powertrain and which is not able to be used on public roads without being actively towed by a motor vehicle; ’	<i>PCY compromise proposal: Deletion of the proposal to amend 2018/585 (rows 312a to 312h) (delay until further notice); retain new recital 25b (row 40b)</i>	Y
Article 2a, first paragraph, point 2					
Y	312g		(2) In Annex I, part B, point 6.1.1(d) the following sub-point (iii) is added:		Y
Article 2a, first paragraph, point (2), amending provision, first paragraph					
Y	312h		‘ (iii) the design and construction of the essential constituent elements forming the propulsion and energy storage system in the case of e-trailers; ’		Y

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 2, second paragraph a			
312i			Article 3 Transitional provisions	Article 3 Transitional provisions Text Origin: Council Mandate
	Article 2, fourth paragraph			
312j	<p>However, in respect of reporting periods prior to [OP please insert the date = date of application], Regulation (EU) 2019/1242 as applicable on 30 June [OP please insert the calendar year = year of the 1st of July following the entry into force of this Act] and Regulation (EU) 2018/956 as applicable on 30 June [OP please insert the calendar year = year of the 1st of July following the entry into force of this Act] shall continue to apply.</p> <p>Moved reference text</p>		<p>HoweverNotwithstanding Article 2, in respect of reporting periods prior to... [OJ: please insert the = date of application of this amending Regulation] [OP please insert the date = date of application], Regulation (EU) 2019/1242 as applicable on 30 June... [OJ: please insert the year of July after the date of entry into force of this amending Regulation] [OP please insert the calendar year = year of the 1st of July following the entry into force of this Act] and Regulation (EU) 2018/956 as applicable on 30 June... [OJ: please insert the year of July after the date of entry into force of this amending Regulation] [OP please insert the calendar year = year of the 1st of July following the entry into force of this Act] shall continue to apply.</p> <p>Moved from row 316 [316 - 312j]</p>	<p>HoweverNotwithstanding Article 2, in respect of reporting periods prior to... [OJ: please insert the = date of application of this amending Regulation] [OP please insert the date = date of application], Regulation (EU) 2019/1242 as applicable on 30 June... [OJ: please insert the year of July after the date of entry into force of this amending Regulation] [OP please insert the calendar year = year of the 1st of July following the entry into force of this Act] and Regulation (EU) 2018/956 as applicable on 30 June... [OJ: please insert the year of July after the date of entry into force of this amending Regulation] [OP please insert the calendar year = year of the 1st of July following the entry into force of this Act] shall continue to apply.</p> <p>Text Origin: Council Mandate</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 3			
G	313	Article 3 Entry into force	Article 34 Entry into force	Article 34 Entry into force <small>Text Origin: Council Mandate</small>
	Article 3, first paragraph			
G	314	This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.	This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.	This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union. <small>Text Origin: Commission Proposal</small>
	Article 3, second paragraph			
Y	315	It shall apply from 1 July [OP please insert the calendar year = year of the 1 st of July following the entry into force of this Act].	It shall apply from 1 July... [OJ: please insert the year of July after the date of entry into force of this amending Regulation] [OP please insert the calendar year = year of the 1 st of July following the entry into force of this Act].	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 3, third paragraph				
316	However, in respect of reporting periods prior to [OP please insert the date = date of application], Regulation (EU) 2019/1242 as applicable on 30 June [OP please insert the calendar year = year of the 1st of July following the entry into force of this Act] and Regulation (EU) 2018/956 as applicable on 30 June [OP please insert the calendar year = year of the 1st of July following the entry into force of this Act] shall continue to apply.		Moved to row 312j [316 - 312j]	<i>deleted</i>
Article 3, fourth paragraph				
317	This Regulation shall be binding in its entirety and directly applicable in all Member States.	This Regulation shall be binding in its entirety and directly applicable in all Member States.	This Regulation shall be binding in its entirety and directly applicable in all Member States.	This Regulation shall be binding in its entirety and directly applicable in all Member States. Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Formula				
318	Done at Strasbourg,	Done at Strasbourg,	Done at Strasbourg,	Done at Strasbourg, Text Origin: Commission Proposal
Formula				
319	For the European Parliament	For the European Parliament	For the European Parliament	For the European Parliament Text Origin: Commission Proposal
Formula				
320	The President	The President	The President	The President Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Formula				
321	For the Council	For the Council	For the Council	For the Council Text Origin: Commission Proposal
Formula				
322	The President	The President	The President	The President Text Origin: Commission Proposal