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From:	General Secretariat of the Council
To:	Delegations
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 - Four column table

Delegations will find in the Annex the four column table for the above mentioned proposal.

ANNEX

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 (Text with EEA relevance)

2023/0042(COD)

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Formula				
1	2023/0042 (COD)		2023/0042 (COD)	
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 Regulation (EU) 2018/956 (Text with EEA relevance)		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**, and amending Regulation (EU) 2018/858** (Text with EEA relevance)	

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Formula				
3	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,		THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	
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,	
Citation 2				
5	Having regard to the proposal from the European Commission,		Having regard to the proposal from the European Commission,	
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,	
Citation 4				
7	Having regard to the opinion of the European Economic and Social Committee[1], _____		Having regard to the opinion of the European Economic and Social Committee[1], _____	

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	1. OJ C […], […], p. […].		1. OJ C […], […], p. […].	
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. […].	
Citation 6				
9	Acting in accordance with the ordinary legislative procedure,		Acting in accordance with the ordinary legislative procedure,	
Formula				
10	Whereas:		Whereas:	
Recital 1				
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	(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	(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~~	

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	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 Union's citizens. _____ 1. Commission Communication of 11 December 2019 on the European Green Deal, COM(2019) 640 final.	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 Union's citizens ***and of the Russian aggression against Ukraine***. _____ 1. Commission Communication of 11 December 2019 on the European Green Deal, COM(2019) 640 final.	~~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 Union's citizens. _____ 1. ~~Commission Communication of 11 December 2019 on the European Green Deal, COM(2019) 640 final~~**OJ L 282, 19.10.2016, p. 4**.	
Recital 2				
12	(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	(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	(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	

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	impacts. At the same time, this transition affects women and men differently and has a particular impact on some disadvantaged groups, such as older people, persons with disabilities and persons with a minority racial or ethnic background. It must therefore be ensured that the transition is just and inclusive, leaving no one behind.	impacts. At the same time, this transition affects women and men differently and has a particular impact on some disadvantaged ***and vulnerable*** groups, such as ***low-income households and persons,*** older people, persons with disabilities and persons with a minority racial or ethnic background. It must therefore be ensured that the transition is just and inclusive, leaving no one behind.	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 persons with a minority racial or ethnic background. It must therefore be ensured that the transition is just and inclusive, leaving no one behind.	
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. ***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***	(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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		Union and its Member States, in line with paragraph 29 of the Glasgow Climate Pact. ***[1a] Council conclusions on the Preparations for the 27th Conference of the Parties (COP27) of the United Nations Framework Convention on Climate Change (UNFCCC), 24 October 2022.***		
Recital 4				
14	(4) In Regulation (EU) 2021/1119 of the European Parliament and of the Council[1], 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. 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).	(4) In Regulation (EU) 2021/1119 of the European Parliament and of the Council[1], the Union has enshrined the target of economy-wide climate neutrality ***within the Union at the latest*** by 2050 ***and the aim of achieving negative emissions thereafter*** in legislation. That Regulation also establishes a binding Union domestic reduction commitment of net greenhouse gas emissions (emissions after deduction of removals) of at least 55 % below 1990 levels by 2030. ***That Regulation also provides that the Commission is to propose a Union intermediate climate target for 2040, as appropriate, at the latest within six months of the first***	(4) In Regulation (EU) 2021/1119 of the European Parliament and of the Council[1], 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. 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	

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		global stocktake carried out under the Paris Agreement, and publish at the same time the projected indicative Union greenhouse gas budget for the 2030-2050 period, defined as the indicative total volume of net greenhouse gas emissions that are expected to be emitted in that period without putting at risk the Union's commitments under the Paris Agreement, as well as the methodology underlying that indicative budget. On 15 June 2023, the European Scientific Advisory Board published its scientific advice for the determination of an EU-wide 2040 climate target and a greenhouse gas budget for 2030-2050.[1a] _____ 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). ***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.***	and (EU) 2018/1999 ('European Climate Law') (OJ L 243, 9.7.2021, p. 1).	
Recital 5				

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15	(5) All sectors of the economy are expected to contribute to achieving those emission reductions, including the road transport sector.	(5) All sectors of the economy are expected to contribute to achieving those emission reductions, including the road transport sector. ***Heavy-duty vehicles are currently responsible for more than a quarter of greenhouse gas emissions from road transport in the Union and for over 6% of Union's total greenhouse gas emissions, more than those from aviation or maritime transport. The EU's Sustainable and Smart Mobility Strategy aims for a 90% reduction in the transport sector's emissions by 2050, including hard-to-abate sectors like aviation and maritime transport. This requires additional reduction targets for sectors fit for decarbonisation, such as road transport before 2050. That transition should take into account the industrial and social challenges of that process to ensure employment and accessible mobility for all.***	(5) All sectors of the economy are expected to contribute to achieving those emission reductions, including the road transport sector.	
Recital 6				
16	(6) The "Fit for 55" legislative package, adopted by the European		(6) The "Fit for 55" legislative package, ~~adopted~~ **proposed** by the	

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	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 Council[1] is an integral part of that package. _____ 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).		~~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 Council[1] is an integral part of that **legislative** package. _____ 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).	
Recital 7				
17	(7) The REPowerEU Communication[1] outlined a plan to make the Union independent from Russian fossil fuels well before the end of this decade. The Communication highlights the 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.		(7) ~~The~~ **In its Communication of 18 May 2022, entitled "**REPowerEU ~~Communication[1]~~**Plan", the Commission** outlined a plan to make the Union independent from 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	

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	_____ 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.		sector, where electrification can be combined with the use of fossil-free hydrogen to replace fossil fuels. _____ ~~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.~~	
Recital 8				
18	(8) In order to contribute to the reduction in net greenhouse gas emissions of at least 55 % by 2030 compared to 1990 and in conformity with the energy efficiency first principle, it is necessary to strengthen the reduction requirements set out in Regulation (EU) 2019/1242 for heavy-duty vehicles. A clear pathway also needs to be set for further reductions beyond 2030 to contribute to achieving the climate neutrality objective by 2050.	(8) In order to contribute to the reduction in net greenhouse gas emissions of at least 55 % by 2030 compared to 1990 and in conformity with the energy efficiency first principle, it is necessary to strengthen the reduction requirements set out in Regulation (EU) 2019/1242 for heavy-duty vehicles. A clear pathway also needs to be set for further reductions beyond 2030 to contribute to achieving the climate neutrality objective by 2050. ***Without ambitious action on greenhouse gas emission reductions in road transport, higher emission reductions would be needed in other sectors, including sectors where***	(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 **CO_2 emissions** reduction requirements **for heavy-duty vehicles** set out in Regulation (EU) 2019/1242 ~~for heavy-duty vehicles~~. A clear pathway also needs to be set for further **emission** reductions beyond 2030 to contribute to achieving the climate neutrality objective by 2050.	

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		decarbonisation is more challenging.		
Recital 8a				
18a		***(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.***		
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	(9) The ~~*strengthened*~~***revised*** 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	(9) The strengthened CO_2 ~~emission~~**emissions** 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	

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	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.	automotive value chain ***and the associated high-quality jobs*** can be maintained***, as the automotive industry remains one of the pillars of the Union economy***. Zero-emission vehicles currently include battery electric vehicles, fuel-cell and other hydrogen-powered vehicles, and technological innovations are continuing.	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~~**innovation continues** .	
Recital 9a				
19a		***(9a) Battery electric, fuel-cell and other hydrogen-powered vehicles have a strong potential to decarbonise certain segments of the heavy duty transport sector and their development should be encouraged, while taking into account the fact that no technology exists without an environmental impact.***		
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	(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	(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	

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	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.	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, ***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***.	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.	
Recital 10a				
20a		***(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***		

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		matter, and 64 000 premature deaths were attributable to exposure of high NO2 concentrations[1b]. By accelerating the roll-out of zero-emission vehicles, strengthened CO2 emission reduction requirements will also contribute to reduce air pollution from road transport. _____ ***1a. Europe's Air Quality Status 2023, European Environment Agency (2023).*** ***1b. Health impacts of air pollution in Europe, European Environment Agency (2023).***		
Recital 11, first subparagraph				
21	(11) The updated New Industrial Strategy[1] foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway is being developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway takes particular heed of small and medium-sized enterprizes in the automotive supply chain, of the consultation of social partners including by Member States, and also build on	(11) The updated New Industrial Strategy[1] foresees the co-creation of green and digital transition pathways in partnership with industry, public authorities, social partners and other stakeholders. In this context, a transition pathway is being developed for the mobility ecosystem to accompany the transition of the automotive value chain. The pathway takes particular heed of small and medium-sized enterprizes in the automotive supply chain, of the consultation of social partners including by Member States, and also build on	(11) The ~~updated~~**Commission Communication of 5 May 2021, entitled "Updating the 2020** New Industrial Strategy[1] ~~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	

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	the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions and on the Talent Booster Mechanism in the framework of the Harnessing Talents in EU regions initiative. The appropriate actions and incentives at the European and national level to boost the affordability of zero-emission vehicles are also being addressed in the pathway. This could, for example, include the possibility for Member States to use the proposed Social Climate Fund to assist micro-enterprises in the purchasing of zero-emission trucks and lorries. _____ 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.	the European Skills Agenda with initiatives like the Pact for Skills to mobilise the private sector and other stakeholders to up-skill and re-skill Europe's workforce in view of the green and digital transitions and on the Talent Booster Mechanism in the framework of the Harnessing Talents in EU regions initiative. The appropriate actions and incentives at the European and national level to boost the affordability of zero-emission vehicles are also being addressed in the pathway. This could, for example, include the possibility for Member States to use the proposed Social Climate Fund to assist micro-enterprises in the purchasing of zero-emission trucks and lorries. ***Particular attention should be also given to the impact that this transition will have on SMEs along the supply chain.*** _____ 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.	~~takes~~ **pays** particular ~~heed of~~**attention to** small and medium-sized ~~enterprizes~~**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 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 Council**[2] (the "~~proposed~~ Social Climate Fund**")** to assist micro-enterprises in ~~the~~ purchasing ~~of~~ zero-emission trucks and lorries. _____	

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			~~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.~~ **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).**	
Recital 11, second subparagraph				
22	The Green Deal Industrial Plan[1] 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. _____ 1. COM(2023) 62 final		The **Commission Communication of 1 February 2023, entitled "A** Green Deal Industrial Plan[1] ~~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. _____ ~~1. COM(2023) 62 final~~	
Recital 11 a (new)				
22a				

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		(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.		
Recital 12				
23	(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 infrastructure[1]. _____ 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.	(12) ***Commercial vehicles are essential tools for the movement of goods and people. Factors such as the cost of zero-emission vehicles, the availability of charging infrastructure, the need to preserve and fasten innovation, and the impact of carbon pricing measures are critical to achieving more ambitious CO2 reduction goals. Regulation (EU) .../... of the European Parliament and of the Council on the deployment of alternative fuels infrastructure (AFIR) sets a minimum coverage of publicly accessible recharging and refuelling points dedicated to heavy-duty vehicles. Several Member States have already announced they will go beyond those minimum requirements, and***	(12) The Union fleet-wide **CO_2 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 infrastructure[1]. **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.** _____ 1. ~~Proposal for a Regulation~~**Regulation (EU) 2023/…** of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, and	

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		several European truck manufacturers have created joint ventures to install and operate public charging networks across Europe. Strengthened CO2 standards should incentivise additional investments from operators of recharging and refuelling infrastructure. Member States should be provided with sufficient support in that context, in particular from EU funding instruments, and be encouraged to include in their revised national policy frameworks measures to support the deployment of recharging and refuelling infrastructure in depots, logistic centres and warehouses. The deployment*~~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~~****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***	repealing Directive 2014/94/EU~~ of the European Parliament and of the Council, 14.7.2021, COM/2021/559 final.~~ **(OJ…)**	

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		will contribute to the necessary roll-out of recharging and refuelling infrastructure ***across the Union***[1]. _____ 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.		
Recital 12a				
23a		***(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***		

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		preparation of the first review referred to in Article 22(2) of Regulation (EU) .../... of the European Parliament and of the Council on the deployment of alternative fuels infrastructure (AFIR) in order to ensure that the targets set out in that Regulation are aligned with the ambition of this Regulation.		
Recital 13				
24	(13) The transition to climate neutrality requires significant investments in the electricity grids including enhanced capacity, resilience and storage, as well as additional connections. Concerning the heavy-duty vehicles, with the target levels proposed in Article 3a for the year 2030 the share of zero emission vehicles in the total fleet of vehicles circulating on the road as well as the electricity consumption in the sector will remain limited. Therefore the related impact on the electricity grid will remain limited as well.		(13) The transition to climate neutrality requires significant ~~investments~~**investment** in the electricity ~~grids~~**grid** including enhanced capacity, resilience and storage, as well as additional connections. **In view of the CO_2 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 emission~~**zero-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	

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			electricity grid will remain limited as well.	
Recital 13a				
24a		***(13a) While the strengthened CO_2 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***		

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		phasing out fossil fuels. The Commission should further develop a coherent framework of 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.		
Recital 14				
25	(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		(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	

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	the approach of decreasing target levels in five-year steps.		therefore appropriate to maintain the approach of ~~decreasing~~ **strengthening** target levels in five-year steps.	
Recital 14a				
25a		***(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.***		
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-	(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-*~~	(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-	

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	emission tailpipe technology is a viable choice. This may include uses such as long-haul heavy-duty vehicles in specific territorial morphology and meteorological circumstances, coaches and lorries for critical security and safety applications that cannot be fulfilled by zero-emission tailpipe technologies. The vehicles in question should constitute a limited share of the entire heavy-duty vehicle fleet. In view of such considerations, some margin in the 2040 target should be left to accommodate developments in technology yet to occur.	~~emission tailpipe technology is a viable choice~~***some room should be given in the short term to account for particular niche uses***. 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~~***The review clause should assess the possibility of applying CO2 targets also for niche uses and uncertified vehicles***.	emission tailpipe technology is a 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 **CO_2 emissions reduction** target should be left to accommodate ~~developments in~~ technology **developments** yet to occur.	
Recital 15a				
26a		***(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***	**(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**	

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		solution in the future in cases where an electric or hydrogen truck is impossible or difficult.	**fulfil such objectives, the security 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		***(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.***		
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**	

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			supply in relation to certain 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	(16) ***In order to ensure sustainable and resilient supply chains, and reduce current strategic import dependencies in some technologies and products needed for the accelerated roll-out of zero-emission heavy-duty***	(~~16~~**16a**) ~~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~~	

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	the "Guidance on the participation of third country bidders and goods in the EU procurement market" (C(2019) 5494 final).	***vehicles, in particular urban buses, and prevent the formation of new ones,*** contracting authorities or contracting entities should consider, when basing the award of contracts for the purchase or the use of vehicles referred to in point 4.2 of Annex I, the ***sustainability and*** resilience of supply, including by considering the "Guidance on the participation of third country bidders and goods in the EU procurement market" (C(2019) 5494 final). ***The weighting of criteria on the sustainability and resilience contribution of the tender in relation to public procurement procedures is without prejudice to the possibility for contracting authorities and contracting entities to set a higher threshold for the criteria relating to environmental sustainability or innovation, in accordance with Article 41(3) and Recital 64 of Directive 2014/23/EU of the European Parliament and of the Council, Article 67(5) of Directive 2014/24/EU and Article 82(5) of Directive 2014/25/EU.***	~~referred to in point 4.2 of Annex I, 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)~~.	
Recital 17				

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28	(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.	(17) With the stricter Union fleet-wide targets from 2030 onwards, manufacturers will have to deploy significantly more zero-emission vehicles on the Union market. In that context, the incentive mechanism for zero- and low-emission vehicles ('ZLEV') would no longer serve its original purpose and would risk undermining the effectiveness of Regulation (EU) 2019/1242. ***Furthermore, considering the high Technology Readiness Levels (TRL) of zero-emission vehicles, there is no compelling reason to continue providing additional incentives to low-emission vehicles. That***~~The ZLEV~~ incentive mechanism should therefore ***cease to apply to low-emission heavy-duty vehicles as of 2025, be aligned with current market developments, and be fully***~~be~~ removed as of 2030.	(17) With the stricter Union fleet-wide **CO_2 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 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		(18) The possibility~~ of assigning the revenue~~ **to assign the revenues** from the excess ~~emission~~**CO_2 emissions** premiums to a specific fund or **a** relevant	

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	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.		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~~**CO_2 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 (EU) 2019/1242.	
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 **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.	
Recital 20				
31	(20) Regulation (EU) 2019/1242 should be amended in order to cover the same scope as Regulation		(20) Regulation (EU) 2019/1242 should be amended in order to cover the same scope as Regulation	

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	(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).		(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).	
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 **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.	
Recital 21, second subparagraph				
33	Vehicles designed and constructed or adapted for use by civil protection, fire services and forces responsible for maintaining public		**Heavy-duty** vehicles **that are** designed and constructed or adapted for use by civil protection **services**, fire services and forces	

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	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 negative safety and environmental implications, unless the manufacturer asks for including these vehicles.		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 ~~of~~**set in** this Regulation in order not to 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**.	
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~~**exempt from the obligation** to meet the **CO_2 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,	

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			by confirming that such exemption **is in** ~~responds to~~ the public interest.	
Recital 21, fourth subparagraph				
35	As for certain vehicle groups, which are type-approved, CO_2 emissions are not determined yet for technical reasons, these vehicles do not have to meet the CO_2 targets set by this Regulation. These are for example special purpose vehicles, such as mobile cranes, carriers of hydraulic multi-equipment or exceptional load transport vehicles, off-road vehicles, such as certain vehicles used for mining, forestry and agricultural purposes, as well as other vehicles with non-standard axle configurations such as vehicles with more than 4 axles or more than 2 driven axles, small buses with a maximum mass lower than 7,5 t, and small lorries with a maximum mass lower than 5t.	As for certain vehicle groups, which are type-approved, CO_2 emissions are not determined yet for technical reasons, these vehicles do not have to meet the CO_2 targets set by this Regulation. These are for example special purpose vehicles, such as mobile cranes, carriers of hydraulic multi-equipment or exceptional load transport vehicles, off-road vehicles, such as certain vehicles used for mining, forestry and agricultural purposes, as well as other vehicles with non-standard axle configurations such as vehicles with more than 4 axles or more than 2 driven axles, ***and*** small buses~~–~~ with a maximum mass lower than 7,5 t~~, *and small lorries with a maximum mass lower than 5t*~~.	As for certain **heavy-duty** vehicle groups~~,~~ which are type-approved, **but for which** CO_2 emissions are not determined yet for technical reasons, ~~these~~**those heavy-duty** vehicles ~~do not have~~**are not required** to meet the CO_2 **emissions reduction** targets set ~~by~~**in** this Regulation. ~~These are~~**Those 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 ~~t~~**tonnes**, and small lorries with a maximum mass lower than ~~5t~~**5 tonnes**.	
Recital 21, fifth subparagraph				

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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~~**CO_2** emissions of manufacturers.	
Recital 22				
37	(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 Council[1] and Commission Regulation (EU) 2017/2400[2]. _____ 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 200746/EC. 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 of the CO2 emissions and fuel consumption of heavy-duty vehicles and amending Directive		(22) Certain definitions should be introduced in order to ~~harmonize~~**harmonise** 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 Council[1] and Commission Regulation (EU) 2017/2400[2]. _____ 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 200746/EC. 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	

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	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).		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).	
Recital 23				
38	(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 Council[1] for light-duty vehicles. _____ 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).		(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 Council[1] for light-duty vehicles. _____ 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).	
Recital 24				

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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 **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.	
Recital 25				
40	(25) Since the CO_2 emissions related to trailers have a strong impact on the overall CO2 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**	
Recital 25a (new)				
40a		***(25a) CO2 emissions from vocational vehicles, such as garbage trucks, tipper trucks or concrete mixer trucks, are already certified under VECTO,***		

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		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.		
Recital 25b (new)				
40b		***(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,***		

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		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.		
Recital 26				
41	(26) Due to the technical readiness of the sub-sector and the need to improve air quality in cities, a mandatory minimum share of new zero-emission urban buses should be set.	(26) ***In 2021, zero-emission buses represented 23% of all sales in the Union of that segment, with some Member States already reaching close to 100%, including the Netherlands and Bulgaria.*** Due to the technical readiness of the sub-sector and the need to improve air quality in cities, a mandatory minimum share of new zero-emission urban buses should be set.	(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.	
Recital 27				
42	(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	(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	(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	

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	have a positive effect on purchasing cost, both in terms of upfront purchase price and the total cost of ownership of zero-emission urban buses, reflecting fossil fuel savings resulting from their operation. Joint procurement of urban buses building on the Clean Bus Platform can bring the purchasing cost of such buses further down, and the proposed Social Climate Fund could be used by Member States to support vulnerable citizens with reduced or free public transport tickets or subscriptions. Finally, regional and long-distance buses and coaches, including for transport in rural areas, remain subject to the targets for heavy duty vehicles. Support from the Social Climate Fund could address specific needs of rural areas and prevent transport poverty[1] by securing access to affordable public transport. _____ 1. In line with the definition in the Social Climate Fund regulation, article 2(2a)	have a positive effect on purchasing cost, both in terms of upfront purchase price and the total cost of ownership of zero-emission urban buses, reflecting fossil fuel savings resulting from their operation. Joint procurement of urban buses building on the Clean Bus Platform can bring the purchasing cost of such buses further down, and the proposed Social Climate Fund could be used by Member States to support vulnerable citizens with reduced or free public transport tickets or subscriptions. Finally, regional and long-distance buses and coaches, including for transport in rural areas, remain subject to the targets for heavy duty vehicles. Support from the Social Climate Fund could address specific needs of rural areas and prevent transport poverty[1] by securing access to affordable public transport. ***The Commission should also consider amending the Clean Vehicles Directive[1a] so that it is aligned with the ambition of this Regulation.*** _____ 1. In line with the definition in the Social Climate Fund regulation, article 2(2a) ***1a. Directive (EU) 2019/1161 of the European Parliament and of the Council***	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~~**the** 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 **CO_2 emissions reduction** targets for ~~heavy duty~~ **heavy-duty** vehicles. Support from the Social Climate Fund could address **the** specific needs of rural areas and prevent transport poverty[1]**, as defined in Article 2(2) of Regulation (EU) 2023/955,** by securing access to affordable public transport. _____ ~~1. In line with the definition in the Social Climate Fund regulation, article 2(2a)~~	

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Recital 27a (new)				
42a		***(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.***		
Recital 27b (new)				
42b		***(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.***		
Recital 28				
43				

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	(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~~***zero-emission*** factor should last be applied for the reporting period of the year 2029, because it is no longer considered necessary after that time as an incentive to promote the market entrance 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.	
Recital 29				
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 **heavy-duty** vehicles between them for the purposes of accounting ~~these~~**those heavy-duty** vehicles under Regulation (EU) 2019/1242.	
Recital 30				
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***, as well as to transfer***	(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.	

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		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.		
Recital 31				
46	(31) In order to avoid disproportionally 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 disproportionally 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.	
Recital 32				
47	(32) The existing system of multi-	(32) The existing system of multi-	(32) The existing system of multi-	

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	annual emission credits and emission debts should be extended to 2039 as reduction targets keep strengthening beyond 2030 until 2040 and require forward-looking technical developments of manufacturers during that period.	annual emission credits and emission debts should be extended to 2039 as reduction targets keep strengthening beyond 2030 until 2040 and require forward-looking technical developments of manufacturers during that period. ***Nevertheless, manufacturers should clear all remaining emission debts in the years 2029, 2034 and 2039, and emission credits that are not used within five years after they have been acquired should automatically expire, so as to avoid locking-in a low ambition.***	annual emission credits and emission debts should be extended to 2039 as **CO_2 emissions** reduction targets **continue to be stengthened** ~~keep strengthening~~ beyond 2030 until 2040 and require forward-looking technical developments of manufacturers during that period.	
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 **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.	
Recital 34				
49	(34) The rules on the verification		(34) The rules on the verification	

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	of the monitoring data should also cover possible ex post corrections of errors in such reported data and how the Commission should handle such corrections for implementing the CO_2-emission fleet targets.		of the monitoring data should also cover ~~possible~~**the potential** ex post ~~corrections~~**correction** of errors in such reported data and how the Commission should handle such corrections for implementing the **Union fleet-wide** CO_2~~-emission fleet~~ **emissions reduction** targets.	
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.	
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~~ **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.	

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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~~**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.	
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 data to be reported should comprise the manufacturer's record file.		(38) Taking account of the fact that the determination **of CO_2 emissions** will no longer be carried out by manufacturers alone, ~~reporting of CO_2~~ **the obligation to report CO_2** 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) 2017/2400 and Commission Implementing Regulation (EU) 2022/1362[1]. The data to be	

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	_____ 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).		reported should comprise the manufacturer's record file. _____ 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).	
Recital 38a				
53a		***(38a) The market adoption of zero-emission heavy-duty vehicles depends on a number of factors, including progress made on the deployment of charging and refuelling infrastructures, aspects to further facilitate an economically viable and socially fair transition towards zero-emission road mobility, and other regulatory measures to incentivise the update of those vehicles. Those elements should be carefully assessed as part of the review. In order to promote the uptake of more efficient vehicles, the Commission should also***		

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		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.		
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 ranges remain relevant for information and comparability purposes, as well as to supplement the provisions on administrative fines.		(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 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	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			purposes,~~ as well as~~ **and** to supplement the provisions on administrative fines.	
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 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		(40) For ~~these~~**those** 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-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	

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	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.		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 of delegated acts.	
Recital 41				
56	(41) Regulation (EU) 2018/956 should be repealed with a timeline allowing the reporting period		(41) Regulation (EU) 2018/956 should be repealed with **transitional provisions** ~~a timeline~~	

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	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.		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.	
Recital 42				
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 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**	

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			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.	
Recital 42				
57	(42) Regulation (EU) 2019/1242 should therefore be amended accordingly,		(~~42~~**43**) Regulation (EU) 2019/1242 should therefore be amended accordingly,	
Formula				
58	HAVE ADOPTED THIS REGULATION:		HAVE ADOPTED THIS REGULATION:	
Article 1				
59	Article 1 Amendments to Regulation (EU) 2019/1242		Article 1 Amendments to Regulation (EU) 2019/1242	
Article 1, first paragraph				
60	Regulation (EU) 2019/1242 is amended as follows:		Regulation (EU) 2019/1242 is amended as follows:	
Article 1, first paragraph, point (1)				

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61	(1) Article 1 is replaced by the following:		(1) Article 1 is replaced by the following:	
Article 1, first paragraph, point (1), amending provision, first paragraph				
62	‘ Article 1		‘ Article 1	
Article 1, first paragraph, point (1), amending provision, second paragraph				
63	Subject matter and objective		Subject matter and objective	
Article 1, first paragraph, point (1), amending provision, numbered paragraph (1)				
64	1. This Regulation establishes CO_2 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) 2018/842[1], and the objectives of the Paris Agreement[2] and to ensure the proper functioning of the internal market. _____ 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	‘ 1. This Regulation establishes CO_2 emissions performance requirements for new heavy-duty vehicles that contribute to achieving the Union's ~~target~~***climate-neutrality objective and its intermediate Union climate targets as laid down in Regulation (EU) 2021/1119[3] , Member States' targets*** of reducing its greenhouse gas emissions, as laid down in Regulation (EU) 2018/842[1], and the objectives of the Paris Agreement[2] and to ensure the proper functioning of the internal	1. This Regulation~~ establishes~~ **sets** CO_2 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)~~ 2018/842[1], and~~ **2023/857[1], to** the objectives of the Paris Agreement~~[2]~~ and to ~~ensure~~**ensuring** the proper 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**	

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	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.	market. , _____ ***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).*** 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.	**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.~~	
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.; ,	
Article 1, first paragraph, point (2)				
66	(2) Article 2 is amended as follows:		(2) Article 2 is amended as follows:	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (2)(a)				
67	(a) paragraph 1 is replaced by the following:		(a) paragraph 1 is replaced by the following:	
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 **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:	
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;	
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~~**N_2 and N_3 provided that the vehicles** do not fall under Regulation (EU) 2019/631~~, N_2 and~~	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			~~N~~$_3$;	
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.	
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, **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 subparagraph** shall be referred to as heavy-duty motor vehicles.	
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 **in** Annex I thereto.; ,	
Article 1, first paragraph, point (2)(b)				
74	(b) paragraph 2 is amended as		(b) paragraph 2 is amended as	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	follows:		follows:	
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:	
Article 1, first paragraph, point (2)(b)(i), amending provision, numbered paragraph (2)				
76	‘ 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.; ’		‘ 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.; ’	
Article 1, first paragraph, point (2)(b)(ii)				
77	(ii) the following subparagraph is added:		(ii) the following subparagraph is added:	
Article 1, first paragraph, point (2)(b)(ii), amending provision, first paragraph				
78				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	‘ 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.; ’		‘ 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.; ’	
Article 1, first paragraph, point (2)(c)				
79	(c) The following paragraphs 4, 5 and 6 are added:		*deleted*	
Article 1, first paragraph, point (2)(c), amending provision, numbered paragraph (4)				
80	‘ *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 CO_2 emission targets set out in Article 3a of this Regulation, unless the manufacturer chooses to include those vehicles in the calculation of its specific CO_2 emissions and targets when reporting the vehicle in accordance with Part B of Annex IV to this Regulation.		*deleted*	

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Article 1, first paragraph, point (2)(c), amending provision, numbered paragraph (5)				
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.		*deleted*	
Article 1, first paragraph, point (2)(c), amending provision, numbered paragraph (6)				
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 in accordance with paragraphs 4 and 5 of this Article.; ,		*deleted*	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (3)				
83	*(3)* Article 3 is amended as follows:		(3) Article 3 is amended as follows:	
Article 1, first paragraph, point (3)(a)				
84	(a) point (1) is replaced by the following:		(a) point (1) is replaced by the following:	
Article 1, first paragraph, point (3)(a), amending provision, numbered paragraph (1)				
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;; ,	
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:	
Article 1, first paragraph, point (3)(b), amending provision, first paragraph				

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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 **from 1 July** of a given year ~~from 1 July~~ to 30 June of the following year;	
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 **CO_2 emissions** reduction obligations for a certain vehicle sub-group are specified under this Regulation;; ’	
Article 1, first paragraph, point (3)(c)				
89	(c) point (5) is replaced by the following:		(c) point (5) is replaced by the following:	
Article 1, first paragraph, point (3)(c), amending provision, numbered paragraph (5)				
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		‘ (5) ‘specific CO_2 emissions target’ means the CO_2 emissions target of an individual manufacturer determined annually for the preceding reporting period in	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	accordance with point 4 of Annex I;; ,		accordance with point 4 of Annex I;; ,	
Article 1, first paragraph, point 3 ca (new)				
90a		‘ ***(ca) point (8) is replaced by the following:***		
Article 1, first paragraph, point (3)(c a) new, amending provision, numbered paragraph (8))				
90b		***'(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 CO_2 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;'*** , Amends present text		
Article 1, first paragraph, point (3)(d)				
91				

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	(d) point (9)is replaced by the following:		(d) point (9)is replaced by the following:	
Article 1, first paragraph, point (3)(d), amending provision, numbered paragraph (9)				
92	‘ (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;; ,		‘ (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;; ,	
Article 1, first paragraph, point (3)(e)				
93	(e) point (10) is deleted;	(e) point (10) is ~~deleted;~~***replaced by the following:***	(e) point (10) is deleted;	
Article 1, first paragraph, point (3)(ea)				
93a		***'(10) 'manufacturer' means the person or body to which the vehicles registered in a given period have been attributed in accordance with Article 7a;'***		
Article 1, first paragraph, point (3)(f)				

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94	(f) the following points (10a) and (10b) are inserted:		(f) the following ~~points (10a) and (10b) are~~**point is** inserted:	
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; ,	
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;; ,		*deleted*	
Article 1, first paragraph, point (3)(g)				
97				

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	(g) point (11) is replaced by the following:		(g) point (11) is replaced by the following:	
Article 1, first paragraph, point (3)(g), amending provision, numbered paragraph (11)				
98	‘ (11) ‘zero-emission vehicle’ means the following vehicles:		‘ (11) ‘zero-emission **heavy-duty** vehicle’ means the following vehicles:	
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 ***without an internal combustion engine, or with an internal combustion engine that emits less than 3gCO2/(t.km) or 1gCO2/(p.km)***~~*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 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;	
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	(b) ***until 31 December 2034,*** 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***	(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**	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Regulation (EU) 2017/2400;	***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 CO_2 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 CO_2 emissions have been determined according to Regulation (EU) 2017/2400; ,	**more than 1 g/kWh of CO_2 as determined in accordance with Regulation (EC) No 595/2009 and its implementing measures or emitting not more than 1 g/km of CO_2 as determined in accordance with** Regulation ~~if~~**(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;	
Article 1, first paragraph, point (3)(g), amending provision, numbered paragraph (11), point (c)				
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 CO2/kWh as determined in accordance with Regulation		(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 CO_2/kWh** as determined in accordance with	

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	(EC) No 595/2009 of the European Parliament and of the Council and its implementing measures or UNECE Regulation (EC) No 49. ‘		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)				
102	(h) point (12) is replaced by the following:		(h) point (12) is replaced by the following:	
Article 1, first paragraph, point (3)(h), amending provision, numbered paragraph (12)				
103	‘ (12) ‘low-emission heavy-duty vehicle’ means a heavy-duty vehicle, other than a zero-emission 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;; ’		‘ (12) ‘low-emission heavy-duty vehicle’ means a heavy-duty vehicle, other than a zero-emission 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;; ’	
Article 1, first paragraph, point (3)(i)				
104	(i) the following points (16) to		(i) the following points ~~(16) to~~	

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	(23) are added:		~~(23)~~ are added:	
Article 1, first paragraph, point (3)(i), amending provision, numbered paragraph (15)				
104a			‘ **(15) “primary vehicle” means a primary vehicle as defined in Article 3, point (22), of Regulation (EU) 2017/2400;**	
Article 1, first paragraph, point (3)(i), amending provision, numbered paragraph (16)				
105	‘ (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;		(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;	
Article 1, first paragraph, point (3)(i), amending provision, numbered paragraph (17)				
106	(17) ‘completed vehicle’ means a completed vehicle as defined in Article 3, point (26), of Regulation (EU) 2018/858;		(17) ‘completed vehicle’ means a completed vehicle as defined in Article 3, point (26), of Regulation (EU) 2018/858;	

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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;	
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;	
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;	
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;	

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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;	
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 2014/23/EU; ,		(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 Directive 2014/23/EU;	
Article 1, first paragraph, point (3)(i), amending provision, numbered paragraph (23a)				
112a		' ***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***		

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		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 associated delegated acts. A mixture of two or more CO2 neutral fuels shall be considered to be a CO2 neutral fuel.		
Article 1, first paragraph, point (3)(i), amending provision, numbered paragraph (24)				
112b		***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:***	**(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**	

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		(a) equipped with a coupling device; ***(b) having three axles or more;*** ***(c) with an engine rated power of at least 400 kW;*** ***(d) designed with a technically permissible maximum mass of the combination of more than 60 tonnes;*** ,	**permissible maximum mass of the combination of more than 60 tonnes;** ,	
Article 1, first paragraph, point (3)(j)				
113	(j) the following paragraph is added:		(j) the following paragraph is added:	
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.	
Article 1, first paragraph, point (3)(j), amending provision, second paragraph				
115	‘Connected undertaking’ means:		‘Connected undertaking’ means:	
Article 1, first paragraph, point (3)(j), amending provision, second paragraph, point (a)				

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116	(a) undertakings in which the manufacturer has, directly or indirectly:		(a) undertakings in which the manufacturer has, directly or indirectly:	
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~~	
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	
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;	
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 **have** directly or indirectly ~~have~~, over the manufacturer, the ~~rights~~**right** or powers referred to in point (a);	

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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~~**right** or powers referred to in point (a);	
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~~**right** or powers referred to in point (a);	
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~~**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.; ,	
Article 1, first paragraph, point (4)				

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124	(4) the following Articles 3a to 3c are inserted:		(4) the following Articles~~ 3a to 3c~~ are inserted:	
Article 1, first paragraph, point (4), amending provision, first paragraph				
125	‘ Article 3a CO_2 emission targets		‘ Article 3a CO_2 ~~emission~~**emissions reduction** targets	
Article 1, first paragraph, point (4), amending provision, numbered paragraph (1)				
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:	
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 %,	

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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 %,	
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 %,	
Article 1, first paragraph, point (4), amending provision, numbered paragraph (1), point (d)				
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%.	
Article 1, first paragraph, point (4), amending provision, numbered paragraph (2)				
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***, taking into account the attribution of non-certified vehicles as laid down in Table 1.1.1a of Annex I***.	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.	

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Article 1, first paragraph, point (4), amending provision, numbered paragraph (3)				
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.	
Article 1, first paragraph, point (4), amending provision, numbered paragraph (4)				
132a			**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 CO_2 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 CO_2 emissions and targets when reporting the heavy-duty vehicle in accordance with Part B of Annex IV to this Regulation.**	
Article 1, first paragraph, point (4), amending provision, numbered paragraph (5)				
132b			**5. Heavy-duty vehicles other than those referred to in**	

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			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 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."	
Article 1, first paragraph, point (4), amending provision, numbered paragraph (3a) (new)				
132c		***Article 3a*** ***Heavy-duty vehicles that are not attributed to one of the sub-groups in point 1.1 of Annex I shall be taken into account for assessing the compliance of manufacturers with the provisions of the reduction targets set out in***		

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		paragraph 1, in accordance with point 1.1.1a of Annex I.		
Article 1, first paragraph, point (4), amending provision, numbered paragraph (3b) (new)				
132d		***Article 3aa*** ***Additional measures to support the transition to zero-emission vehicles in the Union market*** ***By ... [6 months from the date of entry into force of this Regulation], the Commission shall adopt a delegated act in accordance with Article 17 to harmonise the type-approval rules for vehicles with internal combustion engines converted to zero-emission vehicles as defined under this Regulation, in order to allow for series approval. The Commission shall also assess the introduction of a rule for calculating the CO2 equivalents of combustion engine vehicles converted to zero emission vehicles in the context of the application of this Regulation.***		
Article 1, first paragraph, point (4), amending provision, numbered paragraph (3c) (new)				
132e		***Article 3ab*** ***Additional measures to support***		

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		the demand for zero-emission heavy-duty vehicles in the Union market ***By 30 June 2024, the Commission shall present a legislative proposal to the European Parliament and to the Council to increase the share of zero-emission heavy-duty motor vehicles owner or leased by large fleet operators. The proposal shall include binding zero-emission mandates on large fleet operators, while taking into account regional disparities and the level of deployment of charging and refuelling infrastructure.***		
Article 1, first paragraph, point (4), amending provision, fifth paragraph				
133	Article 3b Zero-emission vehicle target for urban buses		Article 3b Zero-emission **heavy-duty** vehicle target for urban buses	
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.		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	

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	For new urban buses the share of zero-emissions vehicles shall be 100% as from the reporting period of the year 2030.;		**heavy-duty** vehicles in their fleet of new heavy-duty vehicles~~ as laid down in~~ **in accordance with** point ~~4.3~~**4.3.2** 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*~~***submit to the Commission a request*** to exclude from the obligation under this Article a limited share of the ~~*urban buses*~~***vehicles referred to in point 4.2 of Annex I*** 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*~~***where this is justified by substantial investments in biomethane refuelling infrastructure by local authorities that were made or decided before the date of entry***	*deleted*	

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		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.		
Article 1, first paragraph, point (4), amending provision, numbered paragraph (2), second subparagraph				
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 justifying~~***type of information a Member State shall submit to be granted*** the exclusion referred to in	*deleted*	

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		the previous paragraph.		
Article 1, first paragraph, point (4), amending provision, numbered paragraph (2a), first subparagraph				
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:**	
Article 1, first paragraph, point (4), amending provision, numbered paragraph (2a), first subparagraph, point (a)				
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 **heavy-duty** vehicles, in terms of physical connections and communication exchange.	
Article 1, first paragraph, point (4), amending provision, numbered paragraph (2a), first subparagraph, point (b)				
139				

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	(b) the safe and secure sharing and use of the data generated.		(b) the safe and secure sharing and use of the data generated.	
Article 1, first paragraph, point (4), amending provision, numbered paragraph (3), second paragraph				
139a			**Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 16(2).**	
Article 1, first paragraph, point (4), amending provision, ninth paragraph				
140	Article 3c		Article 3c	
Article 1, first paragraph, point (4), amending provision, tenth paragraph				
141	Public procurement procedures	***Ensuring sustainable and resilient supply chains for urban buses through*** public procurement procedures	Public procurement procedures	
Article 1, first paragraph, point (4), amending provision, numbered paragraph (1)				
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	1. Contracting authorities or contracting entities shall ~~*base the award of public contracts*~~***, when contracting*** for the purchase***, lease, rent or hire-purchase*** ~~*or the use*~~ of vehicles referred to in Article 3b ~~*on the most economically*~~	1. Contracting authorities or contracting entities shall base the award of public **supply** contracts for the purchase **of urban buses** ~~or the use of vehicles~~ referred to in Article 3b **as well as public services contracts having as their**	

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	price-quality ratio and the security of supply contribution of the tender, in compliance with relevant international law.	~~advantageous tender which shall include the best price-quality ratio~~***or of the related charging infrastructure, take account of the energy and environmental impacts of those vehicles over their lifetime, as well as of the security of supply related to those vehicles and their spare parts. They shall do so by including criteria for the sustainability*** and the security of supply contribution of the tender, in compliance with relevant international law.	**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 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**.	
Article 1, first paragraph, point (4), amending provision, numbered paragraph (1a), first subparagraph				
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**:	

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Article 1, first paragraph, point (4), amending provision, numbered paragraph (1a), first subparagraph, 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 ~~or~~ **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 (1a), first subparagraph, 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;		*deleted*	
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 ***current and estimated future*** availability of essential spare parts for the functioning of the equipment subject to the tender;	~~(c)~~**(b)** the 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)				

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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)~~**(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;	
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.	
Article 1, first paragraph, point (4), amending provision, numbered paragraph (2a) (new)				
148a		***(2a) The tender's contribution to the sustainability shall be assessed, inter alia, based on:*** ***(a) environmental sustainability going beyond the minimum requirements provided for in applicable legislation, in particular for the recycling and sourcing of batteries;*** ***(b) the energy efficiency of the vehicles;*** ***(c) the potential to reduce the use of natural resources and***		

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		materials, for instance by retrofitting existing vehicles to zero-emission powertrains.		
Article 1, first paragraph, point (4), amending provision, numbered paragraph (2), second paragraph				
148b			**This shall not preclude contracting authorities and contracting entities from using additional criteria.**	
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 ***sustainability shall be given a weighting of between 15 to 35% of the award criteria, and the tender's contribution to*** security of supply shall ***also*** be given a weighting of between 15 to 40% of the award criteria. ~~;~~***This is without prejudice of the application of Article 41(3) of Directive 2014/23/EU, Article 67(5) of Directive 2014/24/EU or Article 82(5) of Directive 2014/25/EU with a view to giving a higher weighting to those criteria.***	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)				

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149a		***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.***		
Article 1, first paragraph, point (4 a) (new), amending provision, numbered article (3d))				
149b		***(4a) the following Article is inserted:*** ***'Article 3d*** ***Zero-Emission HDVs Forum*** ***By ... [6 months after the date of entry into force of this Regulation] and each year thereafter, the Commission shall convene a 'Zero-Emission HDVs Forum', which shall be composed of representatives from public charging stations operators, electricity transmission system operators, long-haul transporters, urban logistic operators, public transport operators, civil society organisations and independent think tanks, Member States and manufacturers, in order to work together on the effective and cost-efficient roll-out of recharging***		

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		and refuelling infrastructure in view of the increased CO2 emissions reduction target set out in this Regulation.' ,		
Article 1, first paragraph, point (5)				
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:	
Article 1, first paragraph, point (5), amending provision, first paragraph				
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; ,	
Article 1, first paragraph, point (5 a) (new), amending provision, article 4 a (new)				
151a		‘ ***(5 a) the following Article is inserted:*** ***'Article 4a Methodology for registration of heavy-duty vehicles running exclusively on CO2 neutral fuels***		

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		Following consultation with stakeholders, at the latest by ... [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.' ,		
Article 1, first paragraph, point (6)				
152	(6) Article 5 is amended as follows:		(6) Article 5 is amended as follows:	
Article 1, first paragraph, point (6)(a)				
153	(a) paragraph 1 is replaced by the following:		(a) paragraph 1 is replaced by the following:	
Article 1, first paragraph, point (6)(a), amending provision, numbered paragraph (1), first subparagraph				
154	‘ 1. Starting from 1 July 2020 and for each subsequent reporting period until the reporting period of		‘ 1. Starting from 1 July 2020 and for each subsequent reporting period until the reporting period of	

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	the year 2029, the Commission shall determine for each manufacturer the zero- and low-emission factor for the preceding reporting period.		the year 2029, the Commission shall determine for each manufacturer the zero- and low-emission factor for the preceding reporting period.	
Article 1, first paragraph, point (6)(a), amending provision, numbered paragraph (1), second subparagraph				
155	The zero-emission and low-emission factor shall take into account the number and the CO_2 emissions of all zero- and low-emission heavy-duty vehicles in the manufacturer's fleet.; '	' The zero-emission and low-emission factor shall take into account the number and the CO_2 emissions of all zero- and low-emission heavy-duty vehicles ***of category N*** in the manufacturer's fleet.; '	The ~~zero-emission~~**zero-** and low-emission factor shall take into account the number and the CO_2 emissions of all zero- and low-emission heavy-duty vehicles in the manufacturer's fleet.; '	
Article 1, first paragraph, point (6)(b)				
156	(b) paragraph 3 is replaced by the following:		(b) paragraph 3 is replaced by the following:	
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	' 3. For the reporting periods from 2025 to 2029 the zero- and low-emission factor shall ***only take into account the number and the CO2 emissions of all zero-emission***	' 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	

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	Annex I.; ,	***heavy-duty vehicles of category N in the manufacturer's fleet, and shall*** be determined on the basis of a ~~2~~***8*** % benchmark in accordance with point 2.3.2 of Annex I~~.~~; ,	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:	
Article 1, first paragraph, point (6)(c), amending provision, numbered paragraph (4)				
159	‘ 4. The zero-emission and low-emission factor shall reduce the average specific CO_2 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 CO_2 emissions of a manufacturer by a maximum of 1,5 %.; ,		‘ 4. The ~~zero-emission~~**zero-** and low-emission factor shall reduce the average specific CO_2 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 CO_2 emissions of a manufacturer by a maximum of 1,5 %.; ,	
Article 1, first paragraph, point (7)				

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160	(7) Article 6 is replaced by the following:		(7) Article 6 is replaced by the following:	
Article 1, first paragraph, point (7), amending provision, first paragraph				
161	‘ Article 6		‘ Article 6	
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	
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.; ,	
Article 1, first paragraph, point (8)				
164	(8) the following Articles 6a and		(8) the following Articles ~~6a and~~	

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	6b are inserted:		~~6b~~ are inserted:	
Article 1, first paragraph, point (8), amending provision, first paragraph				
165	‘ Article 6a Transfer of vehicles between manufacturers		‘ Article 6a Transfer of **heavy-duty** vehicles between manufacturers	
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 **heavy-duty** vehicles may be transferred between manufacturers, subject to the following conditions:	
Article 1, first paragraph, point (8), amending provision, numbered paragraph (1), first subparagraph, point (a)				
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;	
Article 1, first paragraph, point (8), amending provision, numbered paragraph (1), first subparagraph, point (b)				
168	(b) for the transfer of vehicles		(b) for the transfer of **heavy-duty**	

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

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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~~ **for** 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.	
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 **heavy-duty** vehicles	
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		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**	

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	reporting period.		reporting period.	
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 periods concerned.		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 reporting periods concerned.	
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~~**apply** in a given reporting period in any of the following cases:	
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;	
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 **heavy-duty** vehicles in accordance with Article 6a;	

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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 **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.	
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~~ **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.	
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		5. Manufacturers~~,~~ to which the exemption laid down in paragraph 1 does not apply~~,~~ shall inform the Commission in each reporting	

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	period about all their connected undertakings that fulfil the conditions of the exemption laid down in paragraph 1.		period about all their connected undertakings that fulfil the conditions of ~~the~~ **that** exemption laid down in paragraph 1.	
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~~ **inform the Commission under paragraphs 4 and 5** 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:	
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:	
Article 1, first paragraph, point (9)(a), amending provision, first paragraph				
184				

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	‘ 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:; ,	
Article 1, first paragraph, point (9)(b)				
185	(b) in paragraph 1, second subparagraph, ‘2029’ is replaced by ‘2039’;		(b) in paragraph 1, second subparagraph, ‘2029’ is replaced by ‘2039’;	
Article 1, first paragraph, point (9)(ba)				
185a		***(ba) in paragraph 1, the second subparagraph is replaced by the following:***		
Article 1, first paragraph, point (9) point (b a) new				
185b		***'Emission credits shall be acquired in the reporting periods***		

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		of the years 2019 to 2039, and shall be taken into account only for the purpose of determining the manufacturer's compliance with the specific CO2 emissions target of any of the five years following the year during which they have been acquired . However, where the emission credits have been acquired in the reporting periods of the years 2019 to 2024, they shall be taken into account only for the purpose of determining the manufacturer's compliance with the specific CO2 emissions target of the reporting period of the year 2025.' Amends present text		
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:	
Article 1, first paragraph, point (9)(c), amending provision, first paragraph				
187	' Emission debts shall be acquired in the reporting periods of the years 2025 to 2039. However, the total		' Emission debts shall be acquired in the reporting periods of the years 2025 to 2039. However, the total	

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	emission debt of a manufacturer shall not exceed 5 % of the manufacturer's specific CO_2 emissions target multiplied by the number of heavy-duty vehicles of the manufacturer in that period ('emission debt limit').; '		emission debt of a manufacturer shall not exceed 5 % of the manufacturer's specific CO_2 emissions target multiplied by the number of heavy-duty vehicles of the manufacturer in that period ('emission debt limit').; '	
Article 1, first paragraph, point (9)(d)				
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:	
Article 1, first paragraph, point (9)(d), amending provision, first paragraph				
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.; '	' 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~~**years** 2029, 2034 and 2039.; '	
Article 1, first paragraph, point (9)(e)				

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190	(e) paragraph 2 is replaced by the following:		(e) paragraph 2 is replaced by the following:	
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:	
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~~**year** 2025 or 2030 as specified in Article 3a(1), points (a) and (b),	
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),	

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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	
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).; ‚	
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:	
Article 1, first paragraph, point (10), amending provision, first paragraph				
197	‘ Article 7a Attribution of vehicles to a manufacturer		‘ Article 7a Attribution of **heavy-duty** vehicles to a manufacturer	

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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 **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:	
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 **heavy-duty** vehicles of category N, to the vehicle manufacturer as defined in Article 3, point (4a), of Regulation (EU) 2017/2400;	
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 **heavy-duty** vehicles of category M, to the primary vehicle manufacturer as defined in Article 3, point (29), of Regulation (EU) 2017/2400;	
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		(c) for **heavy-duty** vehicles of category O, to the vehicle	

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	in Article 2, point (5), of Implementing Regulation (EU) 2022/1362.		manufacturer as defined in Article 2, point (5), of **Commission** Implementing Regulation (EU) 2022/1362.	
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 **heavy duty** vehicles of category M	
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:	
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 **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 I~~**that Annex**.	

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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~~**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~~.	
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 supporting information to the		(c) a request referred to in point (b) for a new heavy-duty vehicle of category M shall not be admissible if ~~its~~ **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 declares that this	

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	Commission upon demand.		condition **is met. It** ~~holds and~~ shall provide supporting information to the Commission upon demand.	
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**.; ,	
Article 1, first paragraph, point (11)				
208	(11) Article 8 is amended as follows:		(11) Article 8 is amended as follows:	
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, “**from 2025** to 2029” is replaced by “**from 2025** onwards”;	
Article 1, first paragraph, point (11)(b)				
210				

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	(b) point (b) of paragraph 1 is deleted;		(b) point (b) of paragraph 1 is deleted;	
Article 1, first paragraph, point (11)(c)				
211	(c) paragraph 2 is replaced by the following:		(c) paragraph 2 is replaced by the following:	
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:	
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~~,~~ **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;	
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		(b) where, in the reporting ~~period~~**periods** of the years 2029,	

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	2040 the sum of the emission debts reduced by the sum of the emission credits is positive;		2034, 2039 and 2040**,** the sum of the emission debts reduced by the sum of the emission credits is positive;	
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~~**periods** of the year 2041 onwards, the manufacturer's average specific CO_2 emissions exceed its specific CO_2 emissions target.; '	
Article 1, first paragraph, point (12)				
216	(12) Article 9 is amended as follows:		(12) Article 9 is amended as follows:	
Article 1, first paragraph, point (12)(a)				
217	(a) paragraph 1 is replaced by the following:		(a) paragraph 1 is replaced by the following:	
Article 1, first paragraph, point (12)(a), amending provision, numbered paragraph (1)				
218	' 1. Type-approval authorities and manufacturers shall, without delay,		' 1. Type-approval authorities and manufacturers shall, without delay,	

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	report to the Commission any of the following deviations from the data reported:		report to the Commission any of the following deviations from the data reported:	
Article 1, first paragraph, point (12)(a), amending provision, numbered paragraph (1), point (a)				
219	(a) where the CO_2 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;		(a) where the CO_2 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;	
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~~ **incorrect** input data or other causes in the execution of the CO_2 **emissions** determination were identified;	
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 **emissions** monitoring and reporting were identified;	

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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).; ,	
Article 1, first paragraph, point (12)(b)				
223	(b) paragraph 2 is replaced by the following:		(b) paragraph 2 is replaced by the following:	
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		‘ 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	

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	less than 0,1 %.; ,		CO_2 emissions results in a deviation of less than 0,1 %.; ,	
Article 1, first paragraph, point (13)				
225	(13) Article 10 is replaced by the following:		(13) Article 10 is replaced by the following:	
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 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	

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	so, how they are to be corrected.		so, how they are to be corrected.	
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 **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.; ‚	
Article 1, first paragraph, point (14)				
229	(14) Article 11 is amended as follows:		(14) Article 11 is amended as follows:	
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:	
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		‘ The list to be published by 30 April of the year following a year in	

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	which a reference period has ended, shall include the reference CO_2 emissions determined in that reference period. ,		which a reference period has ended, shall include the reference CO_2 emissions determined in that reference period.	
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'** ,	
Article 1, first paragraph, point (14)(b)				
232	(b) paragraph 2 is replaced by the following:		(b) paragraph 2 is replaced by the following:	
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~~ **adopt** implementing acts ~~adopted under~~**to amend the list set out in** paragraph 1:	
Article 1, first paragraph, point (14)(b), amending provision, numbered paragraph (2), point (a)				
234	(a) where the type-approval		(a) where the type-approval	

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	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 CO_2 /km:		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~~ increase or decrease by more than 5 g CO_2 /km:	
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;	
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;	
Article 1, first paragraph, point (14)(b), amending provision, numbered paragraph (2), point (b)				
237	(b) where the Annexes have been		(b) where the Annexes have been	

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	amended in accordance with Article 14 (1), points (a) to (f):		amended in accordance with Article 14 (1), points (a) to (f):	
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 **in accordance with** ~~according to one of the points of~~ Article 14 (1), point (a) to (f);	
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 **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.~~;~~	
Article 1, first paragraph, point (14)(b), amending provision, numbered paragraph (2), point (b)(ii) second paragraph				
239a			**Those implementing acts shall be adopted in accordance with**	

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			the examination procedure set out in Article 16(2) of this Regulation; ,	
Article 1, first paragraph, point (14)(c)				
240	(c) the following paragraph is added:		(c) the following paragraph is added:	
Article 1, first paragraph, point (14)(c), amending provision, numbered paragraph (3)				
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 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		‘ 3. In case of amendments of the type-approval procedures referred to in paragraph ~~2(a), the amending~~ **2, first subparagraph, point (a), of this Article, the** implementing ~~act~~**acts referred to in paragraph 2 of this Article** 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 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	

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	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.; ’		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.; ’	
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:	
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**. It shall** ~~and~~ transmit that statement to the Commission and the parties concerned.**’**;	

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			’	
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:	
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 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 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 [~~PO~~***OJ: 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***~~: 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	

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			specified in Annex IV, Part A relating to new heavy-duty vehicles registered for the first time in the Union.	
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 **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.	
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.	
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		3. **Heavy-duty** vehicles designed and constructed or adapted for the use by civil protection **services**,	

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	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.		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.~~**.**	
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. **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**.	
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 **CO_2 emissions of** a heavy-duty vehicle ~~CO_2 emissions~~	

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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 **the CO_2 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**.	
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 **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.	
Article 1, first paragraph, point (16), amending provision, numbered paragraph (1), third subparagraph				

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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~~ **vehicles** exempted in accordance with Article 6b.	
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~~**within** the meaning of paragraph 1 shall appoint a contact point for the purpose of reporting data in accordance with this Regulation.	
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~~**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**.	
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	

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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 **central** register’) reported in accordance with Articles 13a and 13b.	
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 ~~*3.2.2*~~***3.2.*** of Annex V. ’	The **central** register shall be publicly available with the exception of data entries listed in point ~~3.2.2~~**3.2.** of Annex V.	
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~~**The air drag** value shall be made publicly available in a range format as set out in Part C of Annex IV.	
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 **central** register shall be managed by the **European Environment** Agency on behalf of	

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			the Commission.	
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 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.	
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.	
Article 1, first paragraph, point (16), amending provision, sixteenth paragraph				

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265	Article 13e Data quality		Article 13e Data quality	
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.	
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.	
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		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,	

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	register referred to in Article 13c.		take the necessary measures to correct the data published in the ~~register referred to in Article 13c~~**central register**.	
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.	
Article 1, first paragraph, point (16), amending provision, twenty-first paragraph				
270	Article 13f Administrative fines		Article 13f Administrative fines	
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:	
Article 1, first paragraph, point (16), amending provision, numbered paragraph (1), first subparagraph, point (a)				
272				

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	(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~~**13b** 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;	
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)~~ **13b** and the delay cannot be duly justified.	
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~~**type-approval** authorities.	
Article 1, first paragraph, point (16), amending provision, numbered paragraph (1), third subparagraph				
275	The administrative fines shall be		The administrative fines shall be	

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	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).		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).	
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, **and** methods for the calculation and collection of the administrative fines referred to in paragraph 1 of this Article.	
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:	
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		(a) the procedure established by the Commission shall respect the right to good administration, and in	

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	particular the right to be heard and the right to have access to the file, while respecting the legitimate interests of confidentiality and of commercial secrets;		particular the right to be heard and the right to have access to the file, while respecting the legitimate interests of confidentiality and of commercial secrets;	
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~~**fines**, 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;	
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		(c) administrative fines shall be collected without undue delay by fixing deadlines for the payment	

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	and, as appropriate, including the possibility of splitting payments into several instalments and phases.		and **by including**, as appropriate, ~~including~~ the possibility of splitting payments into several instalments and phases.	
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 **European** Union. ‚	
Article 1, first paragraph, point (17)				
282	(17) Article 14 is replaced by the following:		(17) Article 14 is replaced by the following:	
Article 1, first paragraph, point (17), amending provision, first paragraph				
283	‘ Article 14 Amendments to the Annexes		‘ Article 14 Amendments to the Annexes	
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		1. The Commission is empowered to adopt delegated acts in accordance with Article 17 **of this**	

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	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:		**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- (~~EU~~**EC**) ~~595/2009~~**No 595/2009**:	
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, ***including adding separate subgroups for EHC lorries***; ’	(a) the criteria defining vehicle sub-groups set out in point 1.1**, including adding separate subgroups for EHC lorries**;	
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;	
Article 1, first paragraph, point (17), amending provision, numbered paragraph (1), point (c)				
287	(c) the criteria for the operational		(c) the criteria for the operational	

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	ranges of different powertrain technologies set out in point 1.3;		ranges of different powertrain technologies set out in point 1.3;	
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;	
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~~**2.1.1 to 2.1.3**;	
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;	
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~~**points 2.6.1 to 2.6.3**.	
Article 1, first paragraph, point (17), amending provision, numbered paragraph (2)				

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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~~**elements** in Annex IV:	
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~~**Parts** 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~~**EC**) ~~595/2009~~**No 595/2009**;	
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 information and comparability purposes;		(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~~ ensure that~~ the~~ **those** ranges remain relevant for information and comparability purposes;	
Article 1, first paragraph, point (17), amending provision, numbered paragraph (3)				

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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:	
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;	
Article 1, first paragraph, point (17), amending provision, numbered paragraph (3), point (b)				
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 **central** register. ,	
Article 1, first paragraph, point (18)				
298	(18) Article 15 is replaced by the following:		(18) Article 15 is replaced by the following:	
Article 1, first paragraph, point (18), amending provision, first paragraph				

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299	‘ Article 15 Review		‘ Article 15 Review	
Article 1, first paragraph, point (18), amending provision, second paragraph				
300	The Commission shall, in 2028, review the effectiveness and impact of this Regulation and submit a report to the European Parliament and to the Council with the result of the review.	‘ ***1.*** The Commission shall, ~~*in 2028*~~***not later than 31 December 2027***, review the effectiveness and impact of this Regulation and submit a report to the European Parliament and to the Council with the result of the review. ***In that report, the Commission shall in particular assess:*** ***(i) the number of registrations of zero-emission heavy-duty vehicles in Member States;*** ***(ii) the progress made in deployment of charging and refuelling infrastructure suitable for heavy-duty vehicles in Member States;*** ***(iii) strictly for the purpose of this Regulation, considerations of heavy-duty vehicles and vehicle combinations taking into account weights and dimensions applicable to national transport, for example modular and***	**In 2027,** the Commission shall~~, in 2028,~~ review the effectiveness and impact of this Regulation and submit a report to the European Parliament and to the Council with the ~~result of the~~**results of that** review.	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		intermodal concepts, while also assessing possible transport safety and efficiency aspects, intermodal, environmental, infrastructural and rebound effects as well as the geographical situation of Member States; ***(iv) impacts on employment, especially on micro, small and medium-sized enterprises (SMEs), the effectiveness of measures to support retraining and upskilling of the workforce, and the importance of an economically viable and socially fair transition towards zero-emission road mobility;*** ***(v) whether the continuation of the exemption for manufacturers producing few vehicles set out in Article 6b of this Regulation is still justified with a view to achieving a balance between Union-wide greenhouse gas emissions and removals across all sectors within the Union at the latest by 2050 as set out in Regulation (EU) 2021/1119;*** ***(vi) the impacts of establishing minimum energy efficiency thresholds for new zero-emission heavy-duty vehicles placed on the Union market;*** ***(vii) the impacts of ensuring***		

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		that special purpose, off-road and off-road special vehicles are subject to CO2 emissions reduction targets; ***(viii) an assessment of the level of the excess CO_2 emissions premium to ensure that it exceeds the average marginal costs of the technologies needed to meet the CO_2 emissions targets.***		
Article 1, first paragraph, point (18), amending provision, second paragraph a				
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.**	
Article 1, first paragraph, point (18), amending provision, fourth paragraph				
300b			**In the report, the Commission shall also consider the following:**	
Article 1, first paragraph, point (18), amending provision, fourth paragraph, first point				
300c			**• Any potential changes to the scope of Commission Regulation (EU) 2017/2400 of 12 December**	

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			2017 implementing Regulation (EC) No 595/2009 of the European Parliament and of the Council as regards the determination of the CO_2 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.	
Article 1, first paragraph, point (18), amending provision, fourth paragraph, second point				
300d			**• The inclusion of vocational vehicles in the CO_2 emission reduction targets.**	
Article 1, first paragraph, point (18), amending provision, fourth paragraph, third point				
300e			**• 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.**	
Article 1, first paragraph, point (18), amending provision, fourth paragraph, fourth point				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
300f			**• The existence of infrastructural constraints in third countries for newly EU registered heavy-duty vehicles operating outside the Union.**	
Article 1, first paragraph, point (18), amending provision, fourth paragraph, fifth point				
300g			**• An assessment of the role of a carbon correction factor in the transition towards zero-emission mobility in the heavy-duty vehicles sector.**	
Article 1, first paragraph, point (18), amending provision, second paragraph, point ix (new)				
300h		***(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;***		
Article 1, first paragraph, point (18), amending provision, paragraph 2 a (new)				
300i		***2a. The Commission shall by 31 December 2026 publish a report***		

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		assessing the possibility of developing a common Union methodology for the assessment, and the consistent data reporting, of the full lifecycle CO2 emissions of new heavy-duty vehicles that are placed on the Union market. The Commission shall submit that report to the European Parliament and to the Council.		
Article 1, first paragraph, point (18), amending provision, paragraph 2 b (new)				
300j		***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 unduly 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).***		
Article 1, first paragraph, point (18), amending provision, 2 c (new)				
300k		***2c. The Commission shall assess the role of sustainable renewable***		

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		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 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. ,		
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~~**That** report shall, where appropriate, be accompanied by a **legislative** proposal for amending this Regulation. ,	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (19)				
302	(19) Article 17 is amended as follows:		(19) Article 17 is amended as follows:	
Article 1, first paragraph, point (19)(a)				
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:	
Article 1, first paragraph, point (19)(a), amending provision, first paragraph				
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~~***3b(2), Article 3e***, Article 11(2), Article 13(4) second subparagraph, Article 13c(3), Article 13d(2), Article 13e(4), Article 13f(2)***, Article 14(1)*** and Article ~~14(1)~~***15(3)*** shall be conferred on the Commission for a period of five years from [OP, please insert the date of entry into force of this Regulation].; ’	‘ ‘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 13~~e(4), Article 13~~f(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***~~OP, please insert the date of entry into force of this Regulation~~].; ’	
Article 1, first paragraph, point (19)(b)				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
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:	
Article 1, first paragraph, point (19)(b), amending provision, first paragraph				
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 ***3b(2), Article 3e, Article*** 11(2), Article 13(4) second subparagraph, Article 13c(3), Article 13d(2), Article 13e(4), Article 13f(2)***, Article 14(1)*** and Article ~~14(1)~~***15(3)*** 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 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.; ’	
Article 1, first paragraph, point (19)(c)				
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 11(2), Article 13(4) second subparagraph, Article 13c(3), Article 13d(2), Article 13f(2) and Article 14(1)”;	(c) in paragraph (6), “Article 11(2), the second subparagraph of Article 13(4) and Article 14(1)” is replaced by the following: “Article ***3b(2), Article 3e, Article*** 11(2), Article 13(4) second subparagraph, Article 13c(3), Article 13d(2), Article 13f(2)***, Article 14(1)*** and Article ~~14(1)~~***15(3)***”;	(c) in paragraph (6), “Article 11(2), the second subparagraph of Article 13(4) and Article 14(1)” is replaced by the following: “Article 11(2), Article 13(4) second subparagraph, Article 13c(3), Article 13d(2), Article 13f(2) and Article 14(1)”;	
Article 1, first paragraph, point (20)				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
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~~ **and II** to Regulation (EU) 2019/1242 are replaced by the text in Annex I to this Regulation;	
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 **III,** IV, V and VI to Regulation (EU) 2019/1242;	
Article 2				
310	Article 2 Repeal of Regulation (EU) 2018/956		Article 2 Repeal of Regulation (EU) 2018/956	
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~~***OJ, please insert the date of application of this amending Regulation***~~, please insert date of application~~].	
Article 2, second paragraph				
312				

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	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.	
Article 2a				
312a			**Article 2a Amendments to Regulation (EU) 2018/858**	
Article 2a, first paragraph				
312b			**Regulation (EU) 2018/858 is amended as follows:**	
Article 2a, first paragraph, point 1				
312c			**(1) Article 3 is amended as follows:**	
Article 2a, first paragraph, point 1(a)				
312d			**(a) In point (33) the term 'towed vehicle' is replaced by 'trailer';**	
Article 2a, first paragraph, point 1(b)				

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312e			**(b) The following point (59) is added:**	
Article 2a, first paragraph, point (1), third subparagraph, amending provision, first paragraph				
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;** ’	
Article 2a, first paragraph, point 2				
312g			**(2) In Annex I, part B, point 6.1.1(d) the following sub-point (iii) is added:**	
Article 2a, first paragraph, point (2), amending provision, first paragraph				
312h			‘ **(iii) the design and construction of the essential constituent elements forming the propulsion and energy storage system in the case of e-trailers;**	

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			,	
Article 3				
312i			**Article 3** **Transitional provisions**	
Article 3, first paragraph				
312j	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 reference text		~~However~~**Notwithstanding 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.	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			Moved from row 316 [316 - 312j]	
Article 3				
313	Article 3 Entry into force		Article ~~3~~**4** Entry into force	
Article 3, first paragraph				
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.	
Article 3, second paragraph				
315	It shall apply from 1 July [OP please insert the calendar year = year of the 1st 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 1st of July following the entry into force of this Act]~~.	
Article 3, third paragraph				
316	However, in respect of reporting periods prior to [OP please insert		Moved to row 312j [316 - 312j]	

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	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.			
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.	
Formula				
318	Done at Strasbourg,		Done at Strasbourg,	
Formula				
319	For the European Parliament		For the European Parliament	
Formula				
320	The President		The President	

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