

Amendments proposed by the International Council on Clean Transportation for the introduction of a bonus-only ZLEV benchmark with mileage-payload weighting.

16 January 2019

Annex I – point 1 (new column)

Each new heavy-duty vehicle shall be attributed to one of the sub-groups defined in Table 1 in accordance with the conditions set out therein.

Table 1 – Vehicle sub-groups (sg)

Heavy-duty vehicles	Cab type	Engine power	Range	Vehicle sub-group (sg)
Rigid lorries with axle configuration 4x2 and technically permissible maximum laden mass > 16 tons	All	<170 kW	>100 km	4-UD
	Day cab	≥170 kW	>200 km	4-RD
	Sleeper cab	≥170 kW and <265 kW		
	Sleeper cab	≥265 kW	>400 km	4-LH
Rigid lorries with axle configuration 6x2	Day cab	All	>200 km	9-RD
	Sleeper cab		>400 km	9-LH
Tractors with axle configuration 4x2 and technically permissible maximum laden mass >16 tons	Day cab	All	>200 km	5-RD
	Sleeper cab	< 265 kW		
	Sleeper cab	≥ 265 kW	>400 km	5-LH
Tractors with axle configuration 6x2	Day cab	All	>200 km	10-RD
	Sleeper cab		>400 km	10-LH

"Sleeper cab" means a type of cab that has a compartment behind the driver's seat intended to be used for sleeping as reported in accordance with Regulation (EU) No .../2018 [HDV M&R].

"Day cab" means a type of cab that is not a sleeper cab.

If a new heavy-duty vehicle cannot be attributed to a vehicle sub-group because information on the cab type or engine power is not available, it shall be attributed to the long-haul (LH) sub-group corresponding to its chassis type (rigid lorry or tractor) and axle configuration (4x2 or 6x2).

Where a new heavy-duty vehicle is attributed to sub-group 4-UD, but data on the CO₂ emissions in g/km are not available for the UDL or UDR mission profiles as defined in Table 2 of Section 2, the new heavy-duty vehicle shall be attributed to the sub-group 4-RD.

Annex I – point 2 – point 2.7 – formula

Text proposed by the Commission

$$CO2 = ZLEV \times \sum_{sg} share_{,sg} \times MPW_{sg} \times avgCO2_{sg}$$

Where,

\sum_{sg} is the sum over all sub-groups

ZLEV is as determined in point 2.3

share_{,sg} is as determined in point 2.4

MPW_{sg} is as determined in point 2.6

avgCO2_{sg} is as determined in point 2.2

Amendment

$$CO2 = \sum_{sg} share_{,sg} \times MPW_{sg} \times avgCO2_{sg}$$

Where,

\sum_{sg} is the sum over all sub-groups

share_{,sg} is as determined in point 2.4

MPW_{sg} is as determined in point 2.6

avgCO2_{sg} is as determined in point 2.2

Annex I – point 4 – paragraph 1 – formula – line 1

Text proposed by the Commission

$$T = \sum_{sg} share_{sg} \times MPW_{sg} \times (1 - rf) \times rCO2_{sg}$$

Amendment

$$T = ZLEV_benchmark_factor * \sum_{sg} share_{sg} \times MPW_{sg} \times (1 - rf) \times rCO2_{sg}$$

Annex I – point 4 – paragraph 1 a (new)

Amendment

For the period 2025 to 2029, ZLEV_benchmark_factor is (1+y-x), unless this sum is larger than 1,03 or lower than 1 in which case the ZLEV_benchmark_factor shall be set at 1,03 or 1 as the case may be.

Where,

x is 5 %;

y = y_unregulated + y_regulated, where:

y_unregulated is the share of zero-emission vehicles in the manufacturer's fleet of newly registered heavy duty vehicles calculated as the total number of zero-emission vehicles of the category N that do not fall within the scope of Regulation (EU) No 510/2011 and do not meet the characteristics set out in points (a) to (d) of Article 2(1), divided by the total number of vehicles registered in the relevant calendar year;
y_regulated is the total number of zero-emission vehicles that meet the characteristics set out in points (a) to (d) of Article 2(1), where each of them is counted as ZLEV_specific in accordance with the formula below, divided by the total number of vehicles registered in the relevant calendar year;

$$ZLEV_{specific} = [1 - CO2_v/350] * \frac{MPW_{sg}}{MPW_{4-RD}}$$

where:

CO_{2v} is the specific CO₂ emissions in g/km of a zero- and low-emission heavy- duty vehicle v determined in accordance with point 2.1;

MPW_{sg} is the mileage and payload weighting factor of the sub-group to which vehicle v belongs determined in accordance with point 2.6;

MPW_{4-RD} is the mileage and payload weighting factor for the sub-group 4-RD determined in accordance with point 2.6;

In the case that y_{unregulated} is larger than y_{regulated}, y_{unregulated} shall take the same value as y_{regulated}.

Annex I – point 4 – paragraph 1 b (new)

Amendment

For 2030, ZLEV_{benchmark_factor} is (1+y-x), unless this sum is larger than 1,05 or lower than 1 in which case the ZLEV_{benchmark_factor} shall be set at 1,05 or 1 as the case may be.

x is 20 %, subject to review pursuant to Article 13;

y = y_{unregulated} + y_{regulated}, where:

y_{unregulated} is the share of zero-emission vehicles in the manufacturer's fleet of newly registered heavy duty vehicles calculated as the total number of zero-emission vehicles of the category N that do not fall within the scope of Regulation (EU) No 510/2011 and do not meet the characteristics set out in points (a) to (d) of Article 2(1), divided by the total number of vehicles registered in the relevant calendar year;

y_{regulated} is the total number of zero- and low-emission vehicles that meet the characteristics set out in points (a) to (d) of Article 2(1), where each of them is counted as ZLEV_{specific} in accordance with the formula below, divided by the total number of vehicles registered in the relevant calendar year;

$$ZLEV_{specific} = [1 - CO_{2v}/350] * \frac{MPW_{sg}}{MPW_{4-RD}}$$

where:

CO_{2v} is the specific CO₂ emissions in g/km of a zero- and low-emission heavy- duty vehicle v determined in accordance with point 2.1;

MPW_{sg} is the mileage and payload weighting factor of the sub-group to which vehicle v belongs determined in accordance with point 2.6;

MPW_{4-RD} is the mileage and payload weighting factor for the sub-group 4-RD determined in accordance with point 2.6;

In the case that y_{unregulated} is larger than y_{regulated}, y_{unregulated} shall take the same value as y_{regulated}.