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)

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

"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

$$CO2 = ZLEV \times \sum_{sg} share_{sg} \times MPW_{sg} \times \text{avgCO2}_{sg}$$

Amendment

$$CO2 = \sum_{sg} share_{sg} \times MPW_{sg} \times \text{avgCO2}_{sg}$$

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

$\text{avgCO2}_{sg}$ 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

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

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;

\[ZLEV\_specific = [1 - CO2_v/350] \times \frac{MPW_{sg}}{MPW_{4-RD}}\]

where:
CO2_v 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;

\[
ZLEV_{\text{specific}} = [1 - \frac{\text{CO2}_v}{350}] \times \frac{\text{MPW}_sg}{\text{MPW}_{4-RD}}
\]

where:

CO2_v 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.