

1.10.2026

A10-0131/19

Amendment 19

Milan Uhrík

on behalf of the ESN Group

Report

A10-0131/2026

Matteo Ricci

CO2 emission class of heavy-duty vehicles with trailers
(COM(2025)0589 – C10-0235/2025 – 2023/0134(COD))

Proposal for a directive

Recital 1 a (new)

Text proposed by the Commission

Amendment

(1a) Member States shall retain the right to determine, within the framework of Union law, the specific conditions and methodology for road charging to vehicle combinations operating on their territory, taking into account their national transport infrastructure, economic circumstances and strategic interests. The implementation of such charging shall respect the principle of national competence over road transport policy and shall not impose disproportionate administrative or financial burdens on Member States, transport operators or vehicle owners.

Or. en

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Amendment 20

Milan Uhrík

on behalf of the ESN Group

Report

A10-0131/2026

Matteo Ricci

CO2 emission class of heavy-duty vehicles with trailers
(COM(2025)0589 – C10-0235/2025 – 2023/0134(COD))

Proposal for a directive

Recital 2 a (new)

Text proposed by the Commission

Amendment

(2a) While improving the energy efficiency of trailers may contribute to reducing fuel consumption and emissions, such measures should not be considered in isolation from their economic and operational consequences for the road freight transport sector. The additional costs associated with mandatory efficiency requirements, CO₂-based road charging and other measures introduced under the Union's climate policy framework, including the European Green Deal, may place a disproportionate burden on transport operators, manufacturers and consumers, particularly in Member States where road transport is essential for domestic and cross-border trade. The introduction of further regulatory or financial incentives for energy-efficient trailers should therefore be subject to a thorough assessment of their actual benefits, economic impact and technological feasibility, while respecting the principle of proportionality and the competence of Member States to determine measures appropriate to their national economic and transport circumstances.

Or. en