



EUROPEAN PARLIAMENT

2014 - 2019

Committee on Transport and Tourism

2014/0012(COD)

12.5.2015

AMENDMENTS

8 - 53

Draft opinion

Elżbieta Katarzyna Łukacijewska

(PE554.829v01-00)

on the proposal for a regulation of the European Parliament and of the Council amending Regulations (EC) No 715/2007 and (EC) No 595/2009 as regards the reduction of pollutant emissions from road vehicles

Proposal for a regulation

(COM(2014)0028 – C8-0027/2014 – 2014/0012(COD))

AM_Com_LegOpinion

Amendment 8

Gesine Meissner, Pavel Telička, Dita Charanzová

Proposal for a regulation

Recital 2

Text proposed by the Commission

Amendment

(2) Although emissions of methane are not known to have a direct harmful effect on human health, methane is a strong greenhouse gas. Therefore, in line with the Communication of the Commission on the application and future development of Community legislation concerning vehicle emissions from light-duty vehicles and access to repair and maintenance information (Euro 5 and 6)² and with Article 14(1) of Regulation (EC) 715/2007 of the European Parliament and of the Council³, the Commission should consider including methane emissions in the calculation of CO₂ emissions.

deleted

² OJ C 182, 19.7.2008, p. 17.

³ *Regulation (EC) 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information (OJ L 171, 29.6.2007, p. 1).*

Or. de

Amendment 9

Claudia Tapardel, Christine Revault D'Allonnes Bonnefoy

Proposal for a regulation

Recital 2

Text proposed by the Commission

(2) Although emissions of methane are not known to have a direct harmful effect on human health, methane is a strong greenhouse gas. Therefore, in line with the Communication of the Commission on the application and future development of Community legislation concerning vehicle emissions from light-duty vehicles and access to repair and maintenance information (Euro 5 and 6)² and with Article 14(1) of Regulation (EC) 715/2007 of the European Parliament and of the Council³, the Commission should consider including methane emissions in the calculation of CO₂ emissions.

² OJ C 182, 19.7.2008, p. 17.

³ Regulation (EC) 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information (OJ L 171, 29.6.2007, p. 1).

Amendment

(2) Although emissions of methane are not known to have a direct harmful effect on human health, methane is a strong greenhouse gas. Therefore, in line with the Communication of the Commission on the application and future development of Community legislation concerning vehicle emissions from light-duty vehicles and access to repair and maintenance information (Euro 5 and 6)² and with Article 14(1) of Regulation (EC) 715/2007 of the European Parliament and of the Council³, the Commission should consider including methane emissions in the calculation of CO₂ emissions ***only after having carried out a full stakeholder consultation and an impact assessment if justified, and in accordance with Regulation (EC) No 443/2009 and Regulation (EU) No 510/2011.***

² OJ C 182, 19.7.2008, p. 17.

³ Regulation (EC) 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information (OJ L 171, 29.6.2007, p. 1).

Or. en

Amendment 10
Aldo Patriciello

Proposal for a regulation
Recital 3

Text proposed by the Commission

(3) In order to facilitate the introduction of

Amendment

(3) In order to facilitate the introduction of

natural gas vehicles the current total hydrocarbons (THC) emission limit *should* be increased and the effect of methane emissions *should* be taken into account and expressed as a CO₂ equivalent for regulatory and consumer information purposes.

natural gas vehicles the current total hydrocarbons (THC) emission limit *must* be increased and the effect of methane emissions *must* be taken into account and expressed as a CO₂ equivalent for regulatory and consumer information purposes.

Or. it

Amendment 11

Gesine Meissner, Pavel Telička, Dita Charanzová

Proposal for a regulation

Recital 3

Text proposed by the Commission

(3) In order to facilitate the introduction of natural gas vehicles the current total hydrocarbons (THC) emission limit should be increased *and the effect of methane emissions should be taken into account and expressed as a CO₂ equivalent for regulatory and consumer information purposes.*

Amendment

(3) In order to facilitate the introduction of natural gas vehicles the current total hydrocarbons (THC) emission limit should be increased.

Or. de

Amendment 12

Christine Revault D'Allonnes Bonnefoy, Lucy Anderson, Ismail Ertug, Claudia Tapardel, Kathleen Van Brempt, Keith Taylor

Proposal for a regulation

Recital 3 a (new)

Text proposed by the Commission

Amendment

(3a) The results of the test procedure that provides the basis of EC type approval emissions regulations should reflect emission levels observed in real driving conditions. Therefore, emission control systems and test cycles should be designed

in real driving conditions, especially in urban areas where driving conditions are much more transient than the regulatory test cycle.

Or. en

Amendment 13
Keith Taylor

Proposal for a regulation
Recital 3 a (new)

Text proposed by the Commission

Amendment

(3a) Emission control systems and test cycles should be designed to reflect real driving conditions taking into account the results and evaluations from the EU funded ARTEMIS project.

Or. en

Amendment 14
Aldo Patriciello

Proposal for a regulation
Recital 5

Text proposed by the Commission

Amendment

(5) The current emission limits for CO and total hydrocarbons (THC) after a cold start at low temperature have been carried over from Euro 3 requirements set out in Directive 98/69/EC of the European Parliament and of the Council⁴, which appear to be outdated in the light of existing vehicle technology and air quality needs. In addition, air quality problems and results of vehicle emission measurements suggest the need to introduce an appropriate limit for NO_x/NO₂ emissions. Therefore, revised emission limits should

(5) The current emission limits for CO and total hydrocarbons (THC) after a cold start at low temperature have been carried over from Euro 3 requirements set out in Directive 98/69/EC of the European Parliament and of the Council⁴, which appear to be outdated in the light of **both** existing vehicle technology and air quality needs. In addition, air quality problems and results of vehicle emission measurements suggest the need to introduce an appropriate limit for NO_x/NO₂ emissions. Therefore, revised emission limits should

be introduced pursuant to Article 14(5) of Regulation (EC) No 715/2007.

be introduced pursuant to Article 14(5) of Regulation (EC) No 715/2007.

⁴ Directive 98/69/EC of the European Parliament and of the Council of 13 October 1998 relating to measures to be taken against air pollution by emissions from motor vehicles and amending Council Directive 70/220/EEC (OJ L 350, 28.12.1998, p. 1).

⁴ Directive 98/69/EC of the European Parliament and of the Council of 13 October 1998 relating to measures to be taken against air pollution by emissions from motor vehicles and amending Council Directive 70/220/EEC (OJ L 350, 28.12.1998, p. 1).

Or. it

Amendment 15
Keith Taylor, Christine Revault D'Allonnes Bonnefoy

Proposal for a regulation
Recital 5 a (new)

Text proposed by the Commission

Amendment

(5a) High concentrations of air pollution caused by emitted precursors for O₃ (high concentration of ozone, together with high temperatures in summer) as well as by diesel particulates and other emissions (that together with so-called inversion leads to smog during winter) should be avoided by precautionary measures. In particular, intensive cooperation with meteorological services should lead to timely and appropriate measures.

Or. en

Amendment 16
Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Recital 6 a (new)

(6a) The potential to reduce fuel consumption, and therefore pollutant and greenhouse gas emissions, through efficient driving behaviour, so-called ‘eco-driving’, is insufficiently exploited. This is mainly due to a lack of information or awareness on the part of drivers about how to drive efficiently. The technical means for facilitating eco-driving is focused on two types of in-vehicle systems: fuel consumption meters (FCM) and gear shift indicators (GSI). A FCM is a device providing the driver with accurate information about the real fuel consumption of the vehicle, including instantaneous fuel consumption, average fuel consumption, fuel consumption when idling, lifetime fuel consumption and an estimation of the range of the vehicle based on the current fuel level. A GSI indicates the optimal gear when that is different from the selected gear, and what the driver should do (shift up or down) to minimise fuel consumption. Its purpose is to give the driver of a vehicle with a manual gearbox a visual warning when a gear change is necessary. GSI have already been made mandatory in new passenger cars of category M₁ which are fitted with a manual gearbox, but not in any other type of motor vehicle such as light commercial vehicles, trucks or buses. In contrast, no legal requirement exists to fit FCM in any category of motor vehicle at present. Studies show that the potential of eco-driving can be better exploited when using both systems at the same time. Furthermore, FCM could help consumers to buy vehicles with low fuel consumption. This would be pertinent in particular in the case of heavy duty vehicles where no legal requirement exists at present to display the fuel efficiency and CO₂ emissions of vehicles offered for sale. FCM and GSI can be installed at small

cost for the vehicle manufacturer but are currently often unavailable or sold as part of options packages, which impedes their widespread use. Furthermore, where available, such devices are often installed in ways that are not well suited to facilitate eco-driving (e.g. no permanent visibility, no instantaneous information on fuel consumption, divergence between the fuel consumption displayed and the actual one).

Or. en

Amendment 17
Aldo Patriciello

Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) In order to achieve EU air quality objectives and to ensure a continuous effort to reduce vehicle emissions, the power to adopt delegated acts in accordance with Article 290 of the Treaty on the Functioning of the European Union (TFUE) should be delegated to the Commission in respect of the detailed rules on the application of Regulation (EC) No 715/2007 to vehicles of categories M1, M2, N1 and N2 with a reference mass exceeding 2 610 kg but with a maximum vehicle mass not exceeding 5 000 kg, the specific procedures, tests and requirements for type approval, the requirements for the implementation of the prohibition on the use of defeat devices that reduce the effectiveness of emission control systems, the measures necessary for the implementation of the obligation of a manufacturer to provide unrestricted and standardised access to vehicle repair and maintenance information, the replacement of the information on the mass of CO₂

Amendment

(Does not apply to EN version)

emissions in the certificate of conformity with information on total mass of CO₂ emissions equivalents, the increase or removal of the limit value of total hydrocarbons emissions for positive ignition vehicles, the amendment of Regulation (EC) No 715/2007 for the purposes of recalibrating the particulate mass based limit values and introducing particle number based limit values that would correlate broadly with the petrol and diesel mass limit values, the adoption of a revised measurement procedure for particulates and a particle number limit value, a limit value for emissions of NO₂ and limits for tailpipe emissions at cold temperatures for vehicles approved as complying with the Euro 6 emission limits. The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

Or. it

Amendment 18
Daniela Aiuto, Eleonora Evi

Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) In order to achieve EU air quality objectives and to ensure a continuous effort to reduce vehicle emissions, the power to adopt delegated acts in accordance with Article 290 of the Treaty on the Functioning of the European Union (TFUE) should be delegated to the Commission in respect of the detailed rules on the application of Regulation (EC) No 715/2007 to vehicles of categories M1, M2, N1 and N2 with a reference mass exceeding 2 610 kg but with a maximum

Amendment

(7) In order to achieve EU air quality objectives and to ensure a continuous effort to reduce vehicle emissions, the power to adopt delegated acts in accordance with Article 290 of the Treaty on the Functioning of the European Union (TFUE) should be delegated to the Commission in respect of the detailed rules on the application of Regulation (EC) No 715/2007 to vehicles of categories M1, M2, N1 and N2 with a reference mass exceeding 2 610 kg but with a maximum

vehicle mass not exceeding **5 000** kg, the specific procedures, tests and requirements for type approval, the requirements for the implementation of the prohibition on the use of defeat devices that reduce the effectiveness of emission control systems, the measures necessary for the implementation of the obligation of a manufacturer to provide unrestricted and standardised access to vehicle repair and maintenance information, the replacement of the information on the mass of CO₂ emissions in the certificate of conformity with information on total mass of CO₂ emissions equivalents, ***the increase or removal of the limit value of total hydrocarbons emissions for positive ignition vehicles, the amendment of Regulation (EC) No 715/2007 for the purposes of recalibrating the particulate mass based limit values and introducing particle number based limit values that would correlate broadly with the petrol and diesel mass limit values***, the adoption of a revised measurement procedure for particulates ***and a particle number limit value, a limit value for emissions of NO₂ and limits for tailpipe emissions at cold temperatures for vehicles approved as complying with the Euro 6 emission limits***. The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

technically permissible laden mass not exceeding **7 500** kg, the specific procedures, tests and requirements for type approval, the requirements for the implementation of the prohibition on the use of defeat devices that reduce the effectiveness of emission control systems, the measures necessary for the implementation of the obligation of a manufacturer to provide unrestricted and standardised access to vehicle repair and maintenance information, the replacement of the information on the mass of CO₂ emissions in the certificate of conformity with information on total mass of CO₂ emissions equivalents ***and*** the adoption of a revised measurement procedure for particulates. The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

Or. it

Amendment 19
Daniela Aiuto, Eleonora Evi

Proposal for a regulation
Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) If the objective of reducing the impact on the environment of pollutant emissions from road transport is to be achieved, fuels with a high carbon content should gradually be replaced by alternatives with a lower carbon content, such as methane, although in the longer term making road transport genuinely environmentally sustainable calls for the development of new technologies which have a low impact on the environment, such as vehicles powered by electricity, hydrogen or compressed air.

Or. it

Amendment 20

Daniela Aiuto, Eleonora Evi

Proposal for a regulation

Recital 8

Text proposed by the Commission

(8) The Treaty of Lisbon introduced the possibility for the legislator to delegate power to the Commission to adopt non-legislative acts of general application to supplement or amend certain non-essential elements of a legislative act. ***The measures which can be covered by delegations of powers, as referred to in Article 290(1) TFEU, correspond in principle to those covered by the regulatory procedure with scrutiny established by Article 5a of Council Decision 1999/468/EC⁶. It is therefore necessary to adapt to Article 290 TFEU the provisions in Regulation (EC) No 715/2007 which provide for the use of the regulatory procedure with scrutiny.***

Amendment

(8) The Treaty of Lisbon introduced the possibility for the legislator to delegate power to the Commission to adopt non-legislative acts of general application to supplement or amend certain non-essential elements of a legislative act. ***The list of pollutants and the corresponding limits for atmospheric emissions constitute essential elements of Regulations (EC) No 715/2007 and (EC) No 595/2009, so that they can only be amended using the ordinary legislative procedure as defined in Articles 289(1) and 294 TFEU and there can be no delegation of powers to the Commission within the meaning of Article 290 TFEU. The non-essential elements of the regulations may be amended by the Commission on the basis of a delegation of powers within the***

meaning of that Article 290.

⁶ *Council Decision 1999/468/EC of 28 June 1999 laying down the procedures for the exercise of implementing powers conferred on the Commission (OJ L 184, 17.7.1999, p. 23).*

Or. it

Justification

The delegation of powers to the Commission should be restricted to the non-essential elements of the text and the list of pollutants and the corresponding limits for atmospheric emissions should be regarded as essential elements. The ordinary legislative procedure (new Commission proposal) should be used to draw up the list and set the limits, so that Parliament can discuss and amend the relevant provisions, a possibility which would be ruled out if the delegated acts procedure were to be employed.

Amendment 21 **Gesine Meissner**

Proposal for a regulation

Article 1 – point 1

Regulation (EC) No 715/2007

Article 2 – paragraph 2 – subparagraph 1

Text proposed by the Commission

After publication of the delegated acts adopted in accordance with the second subparagraph and at the manufacturer's request, this Regulation shall apply to vehicles of categories M1, M2, N1 and N2 as defined in Annex II to Directive 2007/46/EC of the European Parliament and of the Council with a reference mass exceeding 2 610 kg but with a maximum vehicle mass not exceeding **5 000** kg.*

Amendment

This Regulation shall apply to vehicles of categories M1, M2, **M3**, N1 and N2 as defined in Annex II to Directive 2007/46/EC of the European Parliament and of the Council* with a reference mass exceeding 2 610 kg but with a maximum vehicle mass not exceeding **7 500** kg.

Or. de

Amendment 22

Daniela Aiuto, Eleonora Evi

Proposal for a regulation

Article 1 – point 1

Regulation (EC) No 715/2007

Article 2 – paragraph 2 – subparagraph 1

Text proposed by the Commission

After publication of the delegated acts adopted in accordance with the second subparagraph and at the manufacturer's request, this Regulation shall apply to vehicles of categories M1, M2, N1 and N2 as defined in Annex II to Directive 2007/46/EC of the European Parliament and of the Council with a reference mass exceeding 2 610 kg but with a maximum vehicle mass not exceeding 5 000 kg.*

Amendment

This Regulation shall apply to vehicles of categories M1, M2, N1 and N2 as defined in Annex II to Directive 2007/46/EC of the European Parliament and of the Council* with a reference mass exceeding 2 610 kg but with a maximum vehicle mass not exceeding **7 500** kg.

Or. it

Amendment 23

Gesine Meissner, Dita Charanzová

Proposal for a regulation

Article 1 – point 1

Regulation (EC) No 715/2007

Article 2 – paragraph 2 – subparagraph 2

Text proposed by the Commission

The Commission shall be empowered to adopt delegated acts in accordance with Article 14a concerning the detailed rules on the application of this Regulation to vehicles of categories M1, M2, N1 and N2 as defined in Annex II to Directive 2007/46/EC with a reference mass exceeding 2 610 kg but with a maximum vehicle mass not exceeding 5 000 kg. The delegated acts shall ensure in particular that at chassis dynamometer tests the actual operational mass of the vehicle is

Amendment

deleted

appropriately considered for determining the equivalent inertia as well as other default power and load parameters.

Or. de

Amendment 24
Pavel Telička, Dita Charanzová

Proposal for a regulation

Article 1 – point 1

Regulation (EC) No 715/2007

Article 2 – paragraph 2 – subparagraph 2

Text proposed by the Commission

The Commission shall be empowered to adopt delegated acts in accordance with Article 14a concerning the detailed rules on the application of this Regulation to vehicles of categories M₁, M₂, N₁ and N₂ as defined in Annex II to Directive 2007/46/EC with a reference mass exceeding 2 610 kg but with a maximum **vehicle** mass not exceeding 5 000 kg. The delegated acts shall ensure in particular that at chassis dynamometer tests the actual operational mass of the vehicle is appropriately considered for determining the equivalent inertia as well as other default power and load parameters.

Amendment

The Commission shall be empowered to adopt delegated acts in accordance with Article 14a concerning the detailed rules on the application of this Regulation to vehicles of categories M₁, M₂, N₁ and N₂ as defined in Annex II to Directive 2007/46/EC with a reference mass exceeding 2 610 kg but with a maximum **reference** mass not exceeding 5 000 kg. The delegated acts **may only specify the technical parameters of measuring and** shall ensure in particular that at chassis dynamometer tests the actual operational mass of the vehicle is appropriately considered for determining the equivalent inertia as well as other default power and load parameters.

Or. en

Amendment 25
Keith Taylor

Proposal for a regulation

Article 1 – point 2

Regulation (EC) No 715/2007

Article 4 – paragraph 4

Text proposed by the Commission

Amendment

(2) Article 4(4) is replaced by the following:

deleted

The Commission shall establish specific procedures and requirements for the implementation of paragraphs 2 and 3. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 15(2).

Or. en

Amendment 26

Christine Revault D'Allonnes Bonnefoy, Claudia Tapardel, Ismail Ertug, Kathleen Van Brempt, Keith Taylor, Lucy Anderson

Proposal for a regulation

Article 1 – point 2 a (new)

Regulation (EC) No 715/2007

Article 5 – paragraph 1

Present text

Amendment

"The manufacturer shall equip vehicles so that the components likely to affect emissions are designed, constructed and assembled so as to enable the vehicle, in ***normal use***, to comply with this Regulation and its implementing measures."

(2a) Article 5(1) is amended as follows:

"The manufacturer shall equip vehicles so that the components likely to affect emissions are designed, constructed and assembled so as to enable the vehicle, in ***real driving conditions***, to comply with this Regulation and its implementing measures.

The manufacturer shall ensure the effectiveness of emission control systems by complying with a Conformity Factor that reflects only the possible tolerances of the emissions measurement procedure.

Or. en

Amendment 27
Daniela Aiuto, Eleonora Evi

Proposal for a regulation

Article 1 – point 3

Regulation (EC) No 715/2007

Article 5 – paragraph 3

Text proposed by the Commission

The Commission shall be empowered to adopt delegated acts in accordance with Article 14a in order to develop the specific procedures, tests and requirements for type-approval set out in this paragraph, as well as requirements for the implementation of paragraph 2.

Amendment

The specific procedures, tests and requirements for type approval set out in this paragraph, as well as requirements for the implementation of paragraph 2, ***which are designed to amend non-essential elements of this Regulation, by supplementing it, shall be adopted by means of Commission delegated acts, in accordance with Article 14a.***

Or. it

Amendment 28

Christine Revault D'Allonnes Bonnefoy, Lucy Anderson, Ismail Ertug, Kathleen Van Brempt, Claudia Tapardel, Keith Taylor

Proposal for a regulation

Article 1 – point 3 a (new)

Regulation (EC) No 715/2007

Article 5 – paragraph 3 – point a

Present text

"(a) tailpipe emissions, including test cycles, low ambient temperature emissions, emissions at idling speed, smoke opacity and correct functioning and regeneration of aftertreatment systems;"

Amendment

(3a) In Article 5(3), point (a) is amended as follows:

"(a) tailpipe emissions, including test cycles ***based on real driving emissions (RDE), the use of portable emissions measurement systems (PEMS)***, low ambient temperature emissions, emissions at idling speed, smoke opacity and correct functioning and regeneration of aftertreatment systems;"

Amendment 29

Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 1 – point 3 a (new)

Regulation (EC) No 715/2007

Article 5 – paragraph 3 – point e a (new)

Text proposed by the Commission

Amendment

(3a) In Article 5(3), the following point (ea) is added:

“(ea) equipment of vehicles with fuel consumption meters which provide the driver with accurate information about the real fuel consumption of the vehicle, including at least the following data: instantaneous fuel consumption (l/100 km), average fuel consumption (l/100 km), fuel consumption when idling (l/hour), lifetime fuel consumption (l), and an estimation of the range of the vehicle based on the current fuel level;”

Or. en

Amendment 30

Christine Revault D'Allonnes Bonnefoy, Lucy Anderson, Ismail Ertug, Claudia Tapardel, Kathleen Van Brempt, Keith Taylor

Proposal for a regulation

Article 1 – point 3 b (new)

Regulation (EC) No 715/2007

Article 5 – paragraph 3 – point i a (new)

Text proposed by the Commission

Amendment

(3b) In Article 5(3), the following point (ia) is added:

“(ia) a Conformity Factor, representing the ratio of the maximum level of

emissions of a certain pollutant measured in real world to the Euro 6 regulatory limit for that same pollutant, which should be set at the minimum possible value;"

Or. en

Amendment 31

Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 1 – point 3 b (new)

Regulation (EC) No 715/2007

Article 5 – paragraph 3 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

(3b) In Article 5(3), the following subparagraph is added:

"The Commission shall adopt by 31 December 2016 the delegated act for supplementing the requirement referred to in point (ea). With effect from 1 January 2018, the national authorities shall refuse to grant EC type approval or national type approval for new types of vehicles which do not comply with that requirement. With effect from 1 January 2019, national authorities shall, in the case of new vehicles which do not comply that requirement, consider certificates of conformity to be no longer valid and prohibit the registration, sale or entry into service of such vehicles."

Or. en

Amendment 32

Gesine Meissner, Pavel Telička, Dita Charanzová

Proposal for a regulation

Article 1 – point 5 – point a

Text proposed by the Commission

Amendment

1. Without lowering the level of environmental protection within the Union, the Commission shall be empowered to adopt delegated acts in accordance with Article 14a concerning:

deleted

a) the replacement of the information on the mass of CO₂ emissions in the certificate of conformity referred to in Article 18 of Directive 2007/46/EC with the information on total mass of CO₂ emissions equivalents, which shall be the sum of the mass of CO₂ emissions and methane emissions, expressed as equivalent mass of CO₂ emissions with regard to their greenhouse gas effects;
b) the increase or removal of the limit value of total hydrocarbons (THC) emissions for positive ignition vehicles.

Or. de

Amendment 33

Christine Revault D'Allonnes Bonnefoy, Lucy Anderson, Ismail Ertug, Claudia Tapardel

Proposal for a regulation

Article 1 – point 5 – point a

Regulation (EC) No 715/2007

Article 14 – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

1. Without lowering the level of environmental protection within the Union, the Commission shall **be empowered to adopt delegated acts in accordance with Article 14a** concerning:

1. Without lowering the level of environmental protection within the Union the Commission shall, **if appropriate, propose legislative measures** concerning:

Or. en

Amendment 34

Daniela Aiuto, Eleonora Evi

Proposal for a regulation

Article 1 – point 5 – point a

Regulation (EC) No 715/2007

Article 14 – paragraph 1– point b

Text proposed by the Commission

Amendment

b) the increase or removal of the limit value of total hydrocarbons (THC) emissions for positive ignition vehicles.

deleted

Or. it

Amendment 35

Keith Taylor

Proposal for a regulation

Article 1 – point 5 – point a

Regulation 715/2007

Article 14 – paragraph 1– point b

Text proposed by the Commission

Amendment

(b) the increase or removal of the limit value of total hydrocarbons (THC) emissions for positive ignition vehicles.

deleted

Or. en

Amendment 36

Gesine Meissner, Pavel Telička, Dita Charanzová

Proposal for a regulation

Article 1 – point 5 – point a

Regulation (EC) No 715/2007

Article 14 – paragraph 2

Text proposed by the Commission

Amendment

2. After the completion of the UN/ECE Particulate Measurement Programme, conducted under the auspices of the World Forum for Harmonisation of Vehicle Regulations, and at the latest upon entry into force of Euro 6, the Commission shall be empowered to adopt delegated acts in accordance with Article 14a in order to adopt the following measures, without lowering the level of environmental protection within the Union:

deleted

a) amendment of this Regulation for the purposes of recalibrating the particulate mass based limit values set out in Annex I, and introducing particle number based limit values in that Annex so that they correlate broadly with the petrol and diesel mass limit values;

b) adoption of a revised measurement procedure for particulates and a particle number limit value.

Or. de

Amendment 37

Daniela Aiuto, Eleonora Evi

Proposal for a regulation

Article 1 – point 5 – point a

Regulation (EC) No 715/2007

Article 14 – paragraph 2 – introductory part

Text proposed by the Commission

Amendment

2. After the completion of the UN/ECE Particulate Measurement Programme, conducted under the auspices of the World Forum for Harmonisation of Vehicle Regulations, and at the latest upon entry into force of Euro 6, the Commission shall **be empowered to adopt delegated acts in**

2. After the completion of the UN/ECE Particulate Measurement Programme, conducted under the auspices of the World Forum for Harmonisation of Vehicle Regulations, and at the latest upon entry into force of Euro 6, the Commission shall **submit a proposal to the European**

accordance with Article 14a in order to adopt the following measures, without lowering the level of environmental protection within the Union:

Parliament and the Council under the ordinary legislative procedure amending this Regulation in order to adopt the following measures, without lowering the level of environmental protection within the Union:

Or. it

Amendment 38
Gesine Meissner, Pavel Telička

Proposal for a regulation
Article 1 – point 5 – point b
Regulation (EC) No 715/2007
Article 14 – paragraph 4

Text proposed by the Commission

Amendment

b) in paragraph 4, the following subparagraph is added:

deleted

"The Commission shall be empowered to adopt delegated acts in accordance with Article 14a to set out, in addition to the existing limit value for emissions of total NO_x, a limit value for emissions of NO₂ for vehicles approved as complying with the Euro 6 emission limits set out in table 2 of Annex I. The limit for emissions of NO₂ shall be set on the basis of an impact assessment, shall take into consideration the technical feasibility and shall reflect the air quality objectives set out in Directive (EC) No 2008/50 of the European Parliament and of the Council.*

** Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air for Europe (OJ L 152, 11.6.2008, p. 1).“;*

Amendment 39

Daniela Aiuto, Eleonora Evi

Proposal for a regulation

Article 1 – point 5 – point b

Regulation (EC) No 715/2007

Article 14 – paragraph 4

Text proposed by the Commission

The Commission shall ***be empowered to adopt delegated acts in accordance with Article 14a*** to set out, in addition to the existing limit value for emissions of total NO_x, a limit value for emissions of NO₂ for vehicles approved as complying with the Euro 6 emission limits set out in table 2 of Annex I. The limit for emissions of NO₂ shall be set on the basis of an impact assessment, shall take into consideration the technical feasibility and shall reflect the air quality objectives set out in Directive (EC) No 2008/50 of the European Parliament and of the Council*.

Amendment

The Commission shall ***submit a proposal to the European Parliament and the Council under the ordinary legislative procedure amending this Regulation*** to set out, in addition to the existing limit value for emissions of total NO_x, a limit value for emissions of NO₂ for vehicles approved as complying with the Euro 6 emission limits set out in table 2 of Annex I (the limit for emissions of NO₂ shall be set on the basis of an impact assessment, shall take into consideration the technical feasibility and shall reflect the air quality objectives set out in Directive (EC) No 2008/50 of the European Parliament and of the Council*) ***and to alter the limits for total hydrocarbon (THC) emissions from vehicles powered by a positive-ignition engine.***

Or. it

Amendment 40

Pavel Telička, Dita Charanzová

Proposal for a regulation

Article 1 – point 5 – point c

Regulation (EC) No 715/2007

Article 14 – paragraph 5

Text proposed by the Commission

(c) paragraph 5 is replaced by the

Amendment

deleted

following:

5. The Commission shall be empowered to adopt delegated acts in accordance with Article 14a to amend and supplement table 4 of Annex I in order to set out limits for tailpipe emissions at cold temperatures for vehicles approved as complying with the Euro 6 emission limits set out in table 2 of Annex I. The limits for emissions of NO_x and NO₂ shall be set on the basis of an impact assessment shall take into consideration the technical feasibility and shall reflect the air quality objectives set out in Directive (EC) No 2008/50 of the European Parliament and of the Council.

Or. en

Amendment 41
Gesine Meissner

Proposal for a regulation
Article 1 – point 5 – point c
Regulation (EC) No 715/2007
Article 14 – paragraph 5

Text proposed by the Commission

5. The Commission shall ***be empowered to adopt delegated acts in accordance with Article 14a*** to amend and supplement table 4 of Annex I in order to set out limits for tailpipe emissions at cold temperatures for vehicles approved as complying with the Euro 6 emission limits set out in table 2 of Annex I. The limits for emissions of NO_x and NO₂ shall be set on the basis of an impact assessment shall take into consideration the technical feasibility and shall reflect the air quality objectives set out in Directive (EC) No 2008/50 of the European Parliament and of the Council.

Amendment

5. The Commission shall ***present a proposal to the European Parliament and the Council*** to amend and supplement table 4 of Annex I in order to set out limits for tailpipe emissions at cold temperatures for vehicles approved as complying with the Euro 6 emission limits set out in table 2 of Annex I. The limits for emissions of ***diesel*** NO_x and ***new limits for petrol CO and HC*** shall be set on the basis of an impact assessment ***that*** shall take into consideration the technical feasibility and shall reflect the air quality objectives set out in Directive (EC) No 2008/50 of the European Parliament and of the Council ***and be based on a known test and***

measurement procedure.

Or. en

Amendment 42

Daniela Aiuto, Eleonora Evi

Proposal for a regulation

Article 1 – point 5 – point c

Regulation (EC) No 715/2007

Article 14 – paragraph 5

Text proposed by the Commission

5. The Commission shall ***be empowered to adopt delegated acts in accordance with Article 14a*** to amend and ***supplement*** table 4 of Annex I in order to set out limits for tailpipe emissions at cold temperatures for vehicles approved as complying with the Euro 6 emission limits set out in table 2 of Annex I. The limits for emissions of NO_x and NO₂ shall be set on the basis of an impact assessment shall take into consideration the technical feasibility and shall reflect the air quality objectives set out in Directive (EC) No 2008/50 of the European Parliament and of the Council.

Amendment

5. The Commission shall ***be empowered to adopt delegated acts in accordance with Article 14a*** to amend and ***incorporate into this Regulation*** table 4 of Annex I in order to set out limits for tailpipe emissions at cold temperatures for vehicles approved as complying with the Euro 6 emission limits set out in table 2 of Annex I. The limits for emissions of NO_x and NO₂ shall be set on the basis of an impact assessment shall take into consideration the technical feasibility and shall reflect the air quality objectives set out in Directive (EC) No 2008/50 of the European Parliament and of the Council.

Or. it

Amendment 43

Daniela Aiuto, Eleonora Evi

Proposal for a regulation

Article 1 – point 6

Regulation (EC) No 715/2007

Article 14 a – paragraph 2

Text proposed by the Commission

2. The power to adopt delegated acts referred to in the second subparagraph of Article 2(2), Article 5(3), Article 8 and in

Amendment

2. The power to adopt delegated acts referred to in the second subparagraph of Article 2(2), Article 5(3), Article 8 and in

Article 14(1) to (5) shall be conferred on the Commission for *an indeterminate* period of *time* from [...] [Publications Office, please insert the exact date of entry into force].

Article 14(1) to (5) shall be conferred on the Commission for *a* period of *four years* from [...] [Publications Office, please insert the exact date of entry into force] *and shall in no circumstances cover the drawing-up of the list of pollutants and the setting of the corresponding limits for atmospheric emissions.*

Or. it

Amendment 44

Christine Revault D'Allonnes Bonnefoy

Proposal for a regulation

Article 1 – point 6

Regulation (EC) No 715/2007

Article 14 a – paragraph 2

Text proposed by the Commission

2. The power to adopt delegated acts referred to in the second subparagraph of Article 2(2), Article 5(3), Article 8 and in Article 14(*I*) to (5) shall be conferred on the Commission for an indeterminate period of time from [...] [Publications Office, please insert the exact date of entry into force].

Amendment

2. The power to adopt delegated acts referred to in the second subparagraph of Article 2(2), Article 5(3), Article 8 and in Article 14(*2*) to (5) shall be conferred on the Commission for an indeterminate period of time from [...] [Publications Office, please insert the exact date of entry into force].

Or. en

Amendment 45

Christine Revault D'Allonnes Bonnefoy

Proposal for a regulation

Article 1 – point 6

Regulation (EC) No 715/2007

Article 14 a – paragraph 3

Text proposed by the Commission

3. The delegation of powers referred to in the second subparagraph of Article 2(2), Article 5(3), Article 8 and in Article 14(*I*)

Amendment

3. The delegation of powers referred to in the second subparagraph of Article 2(2), Article 5(3), Article 8 and in Article 14(*2*)

to (5) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

to (5) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

Or. en

Amendment 46
Christine Revault D'Allonnes Bonnefoy

Proposal for a regulation
Article 1 – point 6
Regulation (EC) No 715/2007
Article 14 a – paragraph 5

Text proposed by the Commission

5. A delegated act adopted pursuant to the second subparagraph of Article 2(2), Article 5(3), Article 8 and Article 14(1) to (5) shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

Amendment

5. A delegated act adopted pursuant to the second subparagraph of Article 2(2), Article 5(3), Article 8 and Article 14(2) to (5) shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

Or. en

Amendment 47
Christine Revault D'Allonnes Bonnefoy, Claudia Tapardel, Lucy Anderson

Proposal for a regulation
Article 1 – point 7 a (new)
Regulation (EC) No 715/2007
Article 18 – paragraph 3

Present text

"3. The amendments or *implementing measures* referred to in Article 5(3) and Article 14(6) shall be adopted by **2 July 2008**."

Amendment

(7a) In Article 18, paragraph 3 is replaced by the following:

"3. The amendments *or delegated acts* referred to in **Article 2(2)**, Article 5(3) and Article 14(2) *to (5)* shall be adopted by ***[one year after the entry into force of this Regulation] at the latest.***"

Or. en

Amendment 48
Gesine Meissner

Proposal for a regulation
Article 2 – point 1 a (new)
Regulation (EC) 595/2009
Article 2 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

At the request of the manufacturer, the type-approval of a vehicle granted under this Regulation and its implementing measures shall be extended to its variants and versions with a maximum vehicle mass equal to or exceeding 3 000 kg provided that it also meets the requirements relating to the measurement of greenhouse gas emissions and fuel consumption established in Regulation (EC) No 715/2007 and its implementing measures.

Or. en

Amendment 49
Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Article 2 – point 1 a (new)
Regulation (EC) No 595/2009
Article 5 – paragraph 4 – introductory part

Present text

4. The Commission shall adopt *measures for the implementation of* this Article including *measures* in relation to the following:

Amendment

(1a) In Article 5(4), the first sentence is replaced by the following:

"4. The Commission shall be empowered to adopt delegated acts in accordance with Article 12a in order to develop the specific procedures, tests and requirements for type-approval set out in this Article, including requirements in relation to the following:"

Or. en

Amendment 50
Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Article 2 – point 1 b (new)
Regulation (EC) No 595/2009
Article 5 – paragraph 4 – point e a (new)

Text proposed by the Commission

Amendment

(1b) In Article 5(4), the following point (ea) is added:

"(ea) equipment of vehicles with fuel consumption meters which provide the driver with accurate information about the real fuel consumption of the vehicle, including at least the following data: instantaneous fuel consumption (l/100 km), average fuel consumption (l/100 km), fuel consumption when idling (l/hour), lifetime fuel consumption (l), and an estimation of the range of the vehicle based on the current fuel level."

Or. en

Amendment 51

Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 2 – point 1 c (new)

Regulation (EC) No 595/2009

Article 5 – paragraph 4 – subparagraph 2

Text proposed by the Commission

Amendment

(1c) In Article 5(4), subparagraph 2 is replaced by the following:

"The Commission shall adopt by 31 December 2016 the delegated act for supplementing the requirement referred to in point (ea). With effect from 1 January 2018, the national authorities shall refuse to grant EC type approval or national type approval for new types of vehicles which do not comply with that requirement. With effect from 1 January 2019, national authorities shall, in the case of new vehicles which do not comply that requirement, consider certificates of conformity to be no longer valid and prohibit the registration, sale or entry into service of such vehicles."

Or. en

Amendment 52

Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 2 – point 1 d (new)

Regulation (EC) No 595/2009

Article 12 a (new)

Text proposed by the Commission

Amendment

(1d) The following Article 12a is added:

"Article 12a

Exercise of the delegation

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.

2. The power to adopt delegated acts referred to in Article 5(4) shall be conferred on the Commission for a period of five years from the [date of entry into force of this Regulation]. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.

3. The delegation of powers referred to in Article 5(4) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

4. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.

5. A delegated act adopted pursuant to Article 5(4) shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended

by two months at the initiative of the European Parliament or of the Council."

Or. en

Amendment 53
Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Article 3 a (new)

Text proposed by the Commission

Amendment

Article 3a

Gear shift indicators

The Commission shall assess the appropriateness of introducing requirements to fit gear shift indicators in vehicles with a manual gearbox other than those of category M₁ for which a requirement already exists under current Union legislation. Based on that assessment, the Commission shall submit, if appropriate, a proposal to the European Parliament and the Council extending the scope of application of Article 11 of Regulation (EC) No 661/2009 of the European Parliament and of the Council^{1a} to additional categories of vehicles.

^{1a} Regulation (EC) No 661/2009 of the European Parliament and of the Council of 13 July 2009 concerning type approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor (OJ L 200, 31.7.2009, p. 1.)

Or. en