



2017/2085(INI)

17.7.2017

AMENDMENTS

1 - 226

Draft report
Dieter-Lebrecht Koch
(PE606.166v01-00)

Saving Lives: Boosting Car Safety in the EU
(2017/2085(INI))

Amendment 1

Olga Sehnalová, Francisco Assis, Lucy Anderson, István Ujhelyi, Christine Revault D'Allonnes Bonnefoy

Motion for a resolution

Citation 3 a (new)

Motion for a resolution

Amendment

- *having regard to Regulation (EU) 2015/758 of the European Parliament and of the Council of 29 April 2015 concerning type-approval requirements for the deployment of the eCall in-vehicle system based on the 112 service and amending Directive 2007/46/EC,*

Or. en

Amendment 2

Jens Rohde, Matthijs van Miltenburg

Motion for a resolution

Citation 10 a (new)

Motion for a resolution

Amendment

- *having regard to its resolution of 18 May 2017 on road transport in the European Union,*

Or. en

Amendment 3

Christine Revault D'Allonnes Bonnefoy, Lucy Anderson, Ismail Ertug, Isabella De Monte, Hugues Bayet

Motion for a resolution

Citation 20 a (new)

Motion for a resolution

Amendment

- *having regard to the package Europe on the Move, released by the Commission on 31st May 2017, which includes a set of 8 legislative initiatives*

with a special focus on road transport,

Or. en

Amendment 4
Renaud Muselier

Motion for a resolution
Recital A

Motion for a resolution

A. whereas every year around 25 500 people die on Europe's roads and some 135 000 people are seriously injured, so that more – and more effective – measures **are needed** if the goal of 'no fatalities' is to be achieved;

Amendment

A. whereas every year around 25 500 people die on Europe's roads and some 135 000 people are seriously injured, so that more – and more effective – measures **need to be taken, in consultation with motor manufacturers and Member States,** if the goal of 'no fatalities' is to be achieved;

Or. fr

Amendment 5
Marie-Christine Arnautu

Motion for a resolution
Recital A

Motion for a resolution

A. whereas every year around 25 500 people die on Europe's roads and some 135 000 people are seriously injured, so that more – and more effective – measures are needed if the **goal of 'no fatalities'** is to be **achieved**;

Amendment

A. whereas every year around 25 500 people die on Europe's roads and some 135 000 people are seriously injured, so that more – and more effective – measures are needed if the **number of road accident victims** is to be **significantly reduced**;

Or. fr

Amendment 6
Dieter-Lebrecht Koch

Motion for a resolution
Recital A

PE608.073v01-00

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Motion for a resolution

A. whereas every year around **25 500** people die on Europe's roads and some **135 000** people are seriously injured, so that more – and more effective – measures are needed if the goal of 'no fatalities' is to be achieved;

Amendment

A. whereas every year around **25 500** people die on Europe's roads and some **135 000** people are seriously injured, so that more – and more effective – measures are needed if the **vision zero** goal of 'no fatalities' is to be achieved;

Or. en

Amendment 7
Kosma Zlotowski

Motion for a resolution
Recital A a (new)

Motion for a resolution

Amendment

Aa. whereas the average age of passenger cars, light-duty vehicles and heavy-duty vehicles in the EU is constantly increasing and is now more than 10 years; whereas the age of a vehicle has a direct bearing on the consequences of, and injuries sustained in, a road accident;

Or. pl

Amendment 8
Dieter-Lebrecht Koch

Motion for a resolution
Recital A a (new)

Motion for a resolution

Amendment

A a. whereas road safety depends on three factors: the vehicle, the infrastructure and the behaviour of the driver and therefore measures in all three areas are necessary to increase road safety;

Or. en

Amendment 9
Andor Deli, Wim van de Camp

Motion for a resolution
Recital B

Motion for a resolution

B. whereas the installation of driver assistance systems ***in vehicles for persons of restricted mobility and the elderly*** enables ***their safe***, active participation in road traffic;

Amendment

B. whereas the installation of driver assistance systems ***makes the vehicles of the future safer and moreover*** enables ***safe and*** active participation ***of persons with restricted mobility and the elderly*** in road traffic;

Or. en

Amendment 10
Dieter-Lebrecht Koch

Motion for a resolution
Recital B

Motion for a resolution

B. whereas the installation of driver assistance systems in vehicles for persons ***of restricted*** mobility and the elderly enables their safe, active participation in road traffic;

Amendment

B. whereas the installation of driver assistance systems in vehicles for persons ***with reduced*** mobility and the elderly enables their safe, active participation in road traffic;

Or. en

Amendment 11
Jens Rohde, Matthijs van Miltenburg, Pavel Telička

Motion for a resolution
Recital B

Motion for a resolution

B. whereas the installation of driver assistance systems in vehicles for persons ***of restricted*** mobility and the elderly enables their safe, ***active*** participation in

Amendment

B. whereas the installation of driver assistance systems in vehicles for persons ***with reduced*** mobility and the elderly enables their safe participation in road

road traffic;

traffic;

Or. en

Amendment 12
Dominique Riquet, Pavel Telička

Motion for a resolution
Recital B a (new)

Motion for a resolution

Amendment

Ba. *whereas intelligent driving systems reduce congestion, warn drivers of hazards on their route, and consequently help to lower the risk of causing an accident;*

Or. fr

Amendment 13
Lucy Anderson, Ismail Ertug, István Ujhelyi, Christine Revault D'Allonnes Bonnefoy, Olga Sehnalová

Motion for a resolution
Recital C

Motion for a resolution

Amendment

C. whereas the move towards completely driver-free vehicles is progressing rapidly, so that a review of the General Safety Regulation ***needs to*** be submitted by the Commission no later than January 2018;

C. whereas the move towards completely driver-free vehicles is progressing rapidly ***and that road safety generally is an urgent issue***, so that a review of the General Safety Regulation ***must*** be submitted by the Commission no later than January 2018, ***and that in any event any further delay would be unacceptable***;

Or. en

Amendment 14
Kateřina Konečná

Motion for a resolution

Recital C

Motion for a resolution

C. whereas the move towards completely driver-free vehicles is progressing rapidly, so that a review of the General Safety Regulation needs to be submitted by the Commission no later than January 2018;

Amendment

C. whereas the move towards completely driver-free vehicles is progressing rapidly, so that a review of the General Safety Regulation needs to be submitted by the Commission no later than January 2018, ***any further delay is not acceptable anymore***;

Or. en

Amendment 15

Michael Cramer, Karima Delli

Motion for a resolution

Recital C

Motion for a resolution

C. whereas the move towards completely driver-free vehicles is progressing rapidly, so that a review of the General Safety Regulation needs to be submitted by the Commission no later than January 2018;

Amendment

C. whereas the move towards completely driver-free vehicles is progressing rapidly, so that a review of the General Safety Regulation needs to be submitted by the Commission ***without any further delay and in any case*** no later than January 2018;

Or. en

Amendment 16

Jens Rohde, Matthijs van Miltenburg

Motion for a resolution

Recital C

Motion for a resolution

C. whereas the move towards ***completely*** driver-free vehicles is progressing rapidly, so that a review of the General Safety Regulation needs to be submitted by the Commission no later than January 2018;

Amendment

C. whereas the move towards driver-free vehicles is progressing rapidly, so that a review of the General Safety Regulation needs to be submitted by the Commission no later than January 2018;

Amendment 17
Andor Deli, Wim van de Camp

Motion for a resolution
Recital C a (new)

Motion for a resolution

Amendment

C a. whereas bicycles, e-bikes, e-rollers and other alternative means of urban transport should be taken into consideration in urban traffic planning tackling their relation to cars and buses, with special safeguards to pedestrians as the most vulnerable group;

Or. en

Amendment 18
Michael Cramer, Karima Delli

Motion for a resolution
Recital C a (new)

Motion for a resolution

Amendment

C a. whereas 73 % of European citizens consider road safety to be a serious problem in cities, and whereas more than 30 % of road fatalities and serious injuries happen in urban areas and often involve vulnerable road users (VRUs) and pedestrians;

Or. en

Amendment 19
Olga Sehnalová, Francisco Assis, Miltiadis Kyrkos, Lucy Anderson, Claudia Țapardel, István Ujhelyi, Christine Revault D'Allonnes Bonnefoy

Motion for a resolution
Recital C a (new)

Motion for a resolution

Amendment

C a. whereas vulnerable road users such as pedestrians and cyclists need better protection and therefore, the European Commission should present the review of the Pedestrian Protection Regulation within next six months;

Or. en

Amendment 20

Christine Revault D'Allonnes Bonnefoy, Lucy Anderson, Ismail Ertug, Isabella De Monte, Hugues Bayet

Motion for a resolution

Recital C a (new)

Motion for a resolution

Amendment

C a. whereas there is a clear link between road safety and working conditions of road drivers;

Or. en

Amendment 21

Andor Deli, Wim van de Camp

Motion for a resolution

Recital C b (new)

Motion for a resolution

Amendment

C b. whereas driver training is key in achieving the ambitious Vision Zero goal, while drivers' instruction should include periodical and additional trainings in using obligatory driver assistance mechanism, with special attention to the elderly and persons with limited mobility;

Or. en

Amendment 22

PE608.073v01-00

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Michael Cramer, Karima Delli

Motion for a resolution

Recital C b (new)

Motion for a resolution

Amendment

C b. whereas 38 % of all fatalities occur in urban areas and 55% on inter-urban roads, whereas the victims are most often cyclists and other vulnerable road users, and whereas accidents are linked to high vehicle concentrations and speed;

Or. en

Amendment 23

Andor Deli, Wim van de Camp

Motion for a resolution

Recital C c (new)

Motion for a resolution

Amendment

C c. whereas pedestrians and cyclists are also integral part of the traffic and therefore their relation to other modes of transport should be improved;

Or. en

Amendment 24

Maria Grapini

Motion for a resolution

Paragraph 1 – introductory part

Motion for a resolution

Amendment

1. Stresses that Member States should conduct efficient checks on road traffic, as the main causes of accidents, at present as in the past, are inappropriate and excessive speed, distraction and driving under the influence of alcohol or drugs, and therefore calls on:

1. Stresses that Member States should conduct efficient checks on road traffic, as the main causes of accidents, at present as in the past, are inappropriate and excessive speed, distraction, ***not giving way*** and driving under the influence of alcohol or drugs, and therefore calls on:

Amendment 25

Christine Revault D'Allonnes Bonnefoy, Lucy Anderson, Ismail Ertug, Isabella De Monte, Hugues Bayet

Motion for a resolution

Paragraph 1 – introductory part

Motion for a resolution

1. Stresses that Member States should conduct efficient checks on road traffic, as the main causes of accidents, at present as in the past, are inappropriate and excessive speed, distraction and driving under the influence of alcohol or drugs, and therefore calls on:

Amendment

1. Stresses that Member States should conduct efficient checks on road traffic, as **among** the main causes of accidents, at present as in the past, are inappropriate and excessive speed, distraction and driving under the influence of alcohol or drugs, **excessive fatigue**, and therefore calls on:

Or. en

Amendment 26

Kosma Złotowski

Motion for a resolution

Paragraph 1 – introductory part

Motion for a resolution

1. Stresses that Member States should conduct efficient checks on road traffic, as the main causes of accidents, at present as in the past, are inappropriate and excessive speed, distraction and driving under the influence of alcohol or drugs, and therefore calls on:

Amendment

1. Stresses that Member States should conduct efficient checks on road traffic, as the main causes of accidents, at present as in the past, are inappropriate and excessive speed **for the driving conditions**, distraction and driving under the influence of alcohol or drugs, and therefore calls on:

Or. pl

Amendment 27

Georges Bach

Motion for a resolution

Paragraph 1 – introductory part

Motion for a resolution

1. Stresses that Member States should conduct efficient checks on road traffic, as the main causes of accidents, at present as in the past, are inappropriate and excessive speed, distraction and driving under the influence of alcohol or drugs, and therefore calls on:

Amendment

1. Stresses that Member States should conduct efficient **and regular** checks on road traffic, as the main causes of accidents, at present as in the past, are inappropriate and excessive speed, distraction and driving under the influence of alcohol or drugs, and therefore calls on:

Or. en

Amendment 28
Renaud Muselier

Motion for a resolution
Paragraph 1 – introductory part

Motion for a resolution

1. Stresses that Member States should conduct efficient checks on **road traffic**, as the main causes of accidents, at present as in the past, are inappropriate and excessive speed, distraction and driving under the influence of alcohol or drugs, and therefore calls on:

Amendment

1. Stresses that Member States should conduct efficient checks on **drivers on the road**, as the main causes of accidents, at present as in the past, are inappropriate and excessive speed, distraction and driving under the influence of alcohol or drugs, and therefore calls on:

Or. fr

Amendment 29
Kateřina Konečná

Motion for a resolution
Paragraph 1 – point a

Motion for a resolution

(a) the Commission to set a percentage for the numbers of vehicles of classes M1 and N1 to be checked, and

Amendment

(a) the Commission to set a percentage for the numbers of vehicles of classes M1 and N1 to be checked, and **also to focus on their definition and harmonisation across the EU, and**

Or. cs

Amendment 30
Renaud Muselier

Motion for a resolution
Paragraph 1 – point a

Motion for a resolution

(a) the Commission to set a percentage for the numbers of vehicles of classes M1 and N1 to be checked, and

Amendment

(a) the Commission to set a percentage for the numbers of **drivers of** vehicles of classes M1 and N1 to be checked, and

Or. fr

Amendment 31
Renaud Muselier

Motion for a resolution
Paragraph 1 – point b

Motion for a resolution

(b) the Member States to step up exchanges of tried and tested procedures, particularly regarding smart enforcement strategies, and to introduce penalties which will act as a deterrent;

Amendment

(b) the Member States to step up exchanges of tried and tested procedures, particularly regarding smart enforcement strategies, and to introduce penalties which will act as a deterrent **to offenders**;

Or. fr

Amendment 32
Dieter-Lebrecht Koch

Motion for a resolution
Paragraph 1 – point b

Motion for a resolution

(b) the Member States to step up exchanges of **tried and tested procedures**, particularly regarding smart enforcement strategies, and to introduce penalties which will act as a deterrent;

Amendment

(b) the Member States to step up exchanges of **best practices**, particularly regarding smart enforcement strategies, and to introduce penalties which will act as a deterrent;

Or. en

Amendment 33
Andor Deli, Wim van de Camp

Motion for a resolution
Paragraph 1 – point b

Motion for a resolution

(b) the Member States to step up exchanges of ***tried and tested procedures***, particularly regarding smart enforcement strategies, and to introduce penalties which will act as a deterrent;

Amendment

(b) the Member States to step up exchanges of ***best practices***, particularly regarding smart enforcement strategies, and to introduce penalties which will act as a deterrent;

Or. en

Amendment 34
Merja Kyllönen

Motion for a resolution
Paragraph 1 – point b a (new)

Motion for a resolution

Amendment

(b a) the Member States to introduce better requirements for the safety of light quadri-mobiles and if needed, introduce measures to promote speed-limited cars instead of light quadri-mobiles;

Or. en

Amendment 35
Christine Revault D'Allonnes Bonnefoy, Lucy Anderson, Ismail Ertug, Isabella De Monte, Hugues Bayet

Motion for a resolution
Paragraph 1 – point b a (new)

Motion for a resolution

Amendment

(b a) calls on the Commission to strengthen controls of the correct enforcement of compulsory working time and resting period of road drivers;

Or. en

Amendment 36

Christine Revault D'Allonnes Bonnefoy, Lucy Anderson, Ismail Ertug, Isabella De Monte, Hugues Bayet

Motion for a resolution

Paragraph 1 – point b b (new)

Motion for a resolution

Amendment

(b b) to facilitate those controls, asks the Commission to expand the smart tachograph obligation to light utility vehicles;

Or. en

Amendment 37

Matthijs van Miltenburg

Motion for a resolution

Paragraph 1 a (new)

Motion for a resolution

Amendment

1 a. Urges that Europe should remain ambitious and act as a global leader in car safety in order to come to higher, global safety standards and less road casualties;

Or. en

Amendment 38

Matthijs van Miltenburg

Motion for a resolution

Paragraph 1 b (new)

Motion for a resolution

Amendment

1 b. Calls for a harmonised, European approach, which takes into account all existing international and national legislation and ensures its complementarity;

Amendment 39
Matthijs van Miltenburg

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Calls for a harmonised EU blood alcohol concentration limit of 0.0% for new drivers in the first two years and for professional drivers;

Amendment

2. Calls for a harmonised EU blood alcohol concentration limit of 0.0% for new drivers in the first two years and for professional drivers, ***and a harmonised EU blood alcohol concentration limit close to zero for all other drivers;***

Or. en

Amendment 40
Olga Sehnalová, Francisco Assis, Miltiadis Kyrkos, Ismail Ertug, Lucy Anderson, Claudia Țapardel, István Ujhelyi, Christine Revault D'Allonnes Bonnefoy

Motion for a resolution
Paragraph 2 a (new)

Motion for a resolution

Amendment

2 a. Notes that according to the European Commission statistics, around 25 % of the overall annual traffic fatalities in the EU are caused by the alcohol consumption, and therefore welcomes the zero tolerance policy for drink driving in some Member States;

Or. en

Amendment 41
Andor Deli

Motion for a resolution
Paragraph 3

Motion for a resolution

Amendment

3. Calls on Member States to improve their road infrastructure significantly by means of regular maintenance and innovative *measures*;

3. Calls on Member States to improve their road infrastructure significantly by means of regular maintenance and innovative *measure providing full functionality of driver assistance systems leading to so-called intelligent infrastructure, calls on the Commission to assess the viability of a "Pan-European black list" stating dangerous spots and intersections and its integration with vehicle navigation systems*;

Or. en

Amendment 42
Nicola Caputo

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Calls on Member States to improve their road infrastructure significantly by means of regular maintenance and innovative measures;

Amendment

3. Calls on Member States to improve their road infrastructure significantly by means of regular maintenance and innovative measures; *points to the importance of rationalising existing infrastructure by completing those parts still unfinished and in that way eliminating network 'gaps' or 'bottlenecks', enhancing interoperability, especially in freight transport, and adapting inadequate road networks to cope with traffic volumes; maintains that upgrading existing infrastructure should in any event be considered preferable to new infrastructure building*;

Or. it

Amendment 43
Jens Rohde

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Calls on Member States to improve their road infrastructure **significantly** by means of **regular** maintenance and innovative measures;

Amendment

3. Calls on Member States to improve their road infrastructure by means of maintenance and innovative measures;

Or. en

Amendment 44

Christine Revault D'Allonnes Bonnefoy, Lucy Anderson, Ismail Ertug, Isabella De Monte, Hugues Bayet

**Motion for a resolution
Paragraph 3**

Motion for a resolution

3. Calls on Member States to improve their road infrastructure **significantly** by means of regular maintenance and innovative measures;

Amendment

3. Calls on Member States to **significantly** improve their road infrastructure by means of regular **and effective** maintenance and innovative measures;

Or. en

Amendment 45

Kosma Złotowski

**Motion for a resolution
Paragraph 3**

Motion for a resolution

3. Calls on Member States to improve their road infrastructure significantly by means of regular maintenance and innovative measures;

Amendment

3. Calls on Member States to improve **the state of** their road infrastructure significantly **by maintaining a high level of investment and** by means of regular maintenance and innovative measures;

Or. pl

Amendment 46

Maria Grapini

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Calls on Member States to improve their road infrastructure significantly by means of regular maintenance and innovative measures;

Amendment

3. Calls on Member States to improve their road infrastructure significantly by means of regular maintenance, ***maintenance of traffic signalling systems*** and innovative measures;

Or. ro

Amendment 47

Wim van de Camp, Georges Bach, Deirdre Clune, Elżbieta Katarzyna Łukacijewska

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Calls on Member States to improve their road infrastructure significantly by means of regular maintenance and innovative measures;

Amendment

3. Calls on Member States to improve their road infrastructure significantly by means of regular maintenance, ***appropriate upgrades*** and innovative measures;

Or. en

Amendment 48

Lucy Anderson, Miltiadis Kyrkos, Ismail Ertug, István Ujhelyi, Christine Revault D'Allonnes Bonnefoy

Motion for a resolution
Paragraph 3 a (new)

Motion for a resolution

Amendment

3 a. Given that local authorities have a key interest in ensuring the safety of cyclists, calls on the Commission to take further action at EU level over and above the availability of existing funding schemes in order to facilitate widespread improvements to cycling infrastructure, and to provide technical guidance regarding the development of soft traffic infrastructures to help ensure an effective

and harmonised approach;

Or. en

Amendment 49
Dominique Riquet

Motion for a resolution
Paragraph 3 a (new)

Motion for a resolution

Amendment

3a. *Points out that infrastructural alterations (for example certain types of crash barrier or traffic-calming devices) can sometimes cause accidents or make them worse, especially when motorised two-wheelers are involved; calls on the Commission, therefore, to propose any standardisation measure likely to remedy the drawbacks;*

Or. fr

Amendment 50
Dieter-Lebrecht Koch

Motion for a resolution
Paragraph 3 a (new)

Motion for a resolution

Amendment

3 a. *Calls on the Commission to set common standards for the creation of corridors for emergency vehicle access and calls on the Member States to set dissuasive penalties for drivers not respecting the existant national rules on the corridors for emergency vehicle access and to launch corresponding campaigns;*

Or. en

Amendment 51

Christine Revault D'Allonnes Bonnefoy, Lucy Anderson, Ismail Ertug, Isabella De Monte, Hugues Bayet

**Motion for a resolution
Paragraph 3 a (new)**

Motion for a resolution

Amendment

3 a. *Calls on the Commissions to set up a mechanism to ensure the European road infrastructure are in an adequate condition, and to set up maintenance standards, included in terms of correct road and traffic signs;*

Or. en

**Amendment 52
Jens Rohde, Matthijs van Miltenburg, Pavel Telička**

**Motion for a resolution
Paragraph 4**

Motion for a resolution

Amendment

4. Observes that nearly half of all pedestrians and *cyclists killed on the roads* are aged over 65, and calls on Member States to *make it possible for older people to use the roads safely by developing programmes to avert age-specific risks of accidents;*

4. Observes that nearly half of all pedestrians and *cyclist deaths resulting from traffic accidents* are aged over 65, and calls on Member States to *improve the conditions for all pedestrians and cyclists to safely use the roads.*

Or. en

**Amendment 53
Olga Sehnalová, Francisco Assis, Miltiadis Kyrkos, Ismail Ertug, Lucy Anderson, Claudia Țapardel, István Ujhelyi, Christine Revault D'Allonnes Bonnefoy**

**Motion for a resolution
Paragraph 4**

Motion for a resolution

Amendment

4. Observes that nearly half of all pedestrians and cyclists killed on the roads are aged over 65, *and* calls on Member

4. Observes that nearly half of all pedestrians and cyclists killed on the roads are aged over 65 *and in almost all*

States to make it possible for older people to use the roads safely by developing programmes to avert age-specific risks of accidents;

European countries road accidents are the major cause of death among young people, and therefore calls on Member States to make it possible for older people ***and young drivers*** to use the roads safely by developing programmes to avert age-specific risks of accidents;

Or. en

Amendment 54
Maria Grapini

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Observes that nearly half of all pedestrians and cyclists killed on the roads are aged over 65, and calls on Member States to make it possible for older people to use the roads safely by developing programmes to avert age-specific risks of accidents;

Amendment

4. Observes that nearly half of all pedestrians and cyclists killed on the roads are aged over 65, and calls on Member States to make it possible for older people to use the roads safely by developing programmes, ***which should be well publicised***, to avert age-specific risks of accidents;

Or. ro

Amendment 55
Jens Rohde, Matthijs van Miltenburg

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Observes that, in 43% of cases, fatal road accidents in urban areas occur to pedestrians and cyclists, and ***calls on Member States to take greater account of the more vulnerable road users in building and maintaining roads, for example by building more cycle paths, or expanding them;***

Amendment

5. Observes that, in 43% of cases, fatal road accidents in urban areas occur to pedestrians and cyclists, and ***encourages cities to include targets into their Mobility plans to reduce the number of road and traffic accidents;***

Or. en

Amendment 56

Wim van de Camp, Andor Deli, Georges Bach, Deirdre Clune, Elżbieta Katarzyna Łukacijewska

Motion for a resolution

Paragraph 5

Motion for a resolution

5. Observes that, in 43% of cases, fatal road accidents in urban areas occur to pedestrians and cyclists, and calls on Member States to take greater account of the more vulnerable road users ***in building and maintaining roads, for example*** by building more cycle *paths*, or expanding *them*;

Amendment

5. Observes that, in 43% of cases, fatal road accidents in urban areas occur to pedestrians and cyclists, and calls on Member States to take greater account of the more vulnerable road users ***by addressing critical accident hotspots and*** by building ***and maintaining*** more cycle ***infrastructure***, or expanding ***and modernizing existing infrastructure***;

Or. en

Amendment 57

Andor Deli

Motion for a resolution

Paragraph 5

Motion for a resolution

5. Observes that, in 43% of cases, fatal road accidents in urban areas occur to pedestrians and cyclists, and calls on Member States to take greater account of the more vulnerable road users ***in building and maintaining roads, for example*** by building more cycle paths, or expanding them;

Amendment

5. Observes that, in 43% of cases, fatal road accidents in urban areas occur to pedestrians and cyclists, and calls on Member States to take greater account of the more vulnerable road users ***by addressing critical accident points and*** by building ***and maintaining*** more cycle paths, or expanding them;

Or. en

Amendment 58

Michael Cramer, Karima Delli, Ismail Ertug

Motion for a resolution

Paragraph 5

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Motion for a resolution

5. Observes that, in 43% of cases, fatal road accidents in urban areas occur to pedestrians and cyclists, and calls on Member States to take greater account of the more vulnerable road users in building and maintaining roads, for example by building more cycle *paths*, or expanding *them*;

Amendment

5. Observes that, in 43% of cases, fatal road accidents in urban areas occur to pedestrians and cyclists, and calls on Member States to take greater account of the more vulnerable road users in building and maintaining roads, for example by building more *pedestrian and cycle infrastructure*, or expanding *and upgrading existing infrastructure*;

Or. en

Amendment 59
Kateřina Konečná

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Observes that, in 43% of cases, fatal road accidents in urban areas occur to pedestrians and cyclists, and calls on Member States to take greater account of the more vulnerable road users in building and maintaining roads, for example by building more cycle *paths*, or expanding *them*;

Amendment

5. Observes that, in 43% of cases, fatal road accidents in urban areas occur to pedestrians and cyclists, and calls on Member States to take greater account of the more vulnerable road users in building and maintaining roads, for example by building more cycle *infrastructure*, or expanding *existing infrastructure*;

Or. en

Amendment 60
Inés Ayala Sender

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Observes that, in 43% of cases, fatal road accidents in urban areas occur to pedestrians and cyclists, and calls on Member States to take greater account of the more vulnerable road users in building

Amendment

5. Observes that, in 43% of cases, fatal road accidents in urban areas occur to pedestrians and cyclists, and calls on Member States to take greater account of the more vulnerable road users in building

and maintaining roads, for example by building more cycle *paths*, or expanding *them*;

and maintaining roads, for example by building more cycle *infrastructures*, or expanding *existing infrastructures*;

Or. en

Amendment 61

Olga Sehnalová, Francisco Assis, Miltiadis Kyrkos, Ismail Ertug, Lucy Anderson, Claudia Țapardel, István Ujhelyi, Christine Revault D'Allonnes Bonnefoy

Motion for a resolution

Paragraph 5

Motion for a resolution

5. Observes that, in 43% of cases, fatal road accidents in urban areas occur to pedestrians and cyclists, and calls on Member States to take greater account of the more vulnerable road users in building and maintaining roads, for example by building more cycle paths, or expanding them;

Amendment

5. Observes that, in 43% of cases, fatal road accidents in urban areas occur to pedestrians and cyclists, and calls on Member States to take greater account of the more vulnerable road users in building and maintaining roads, for example by building more *safe cycle or pedestrian* paths, or expanding them;

Or. en

Amendment 62

Maria Grapini

Motion for a resolution

Paragraph 5

Motion for a resolution

5. Observes that, in 43% of cases, fatal road accidents in urban areas occur to pedestrians and cyclists, and calls on Member States to take greater account of the more vulnerable road users in building and maintaining roads, for example by building more cycle paths, or expanding them;

Amendment

5. Observes that, in 43% of cases, fatal road accidents in urban areas occur to pedestrians and cyclists, and calls on Member States to take greater account of the more vulnerable road users in building and maintaining roads, for example by building more cycle paths, or expanding them, *and by ensuring they are better indicated*;

Or. ro

Amendment 63
Marie-Christine Arnautu

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Observes that, in 43% of cases, fatal road accidents in urban areas occur to pedestrians and cyclists, and calls on Member States to take greater account of the more vulnerable road users in building and maintaining roads, for example by building more cycle paths, or expanding them;

Amendment

5. Observes that, in 43% of cases, fatal road accidents in urban areas occur to pedestrians and cyclists, and calls on Member States to take greater account of the more vulnerable road users in building and maintaining roads, for example by building more *protected* cycle paths, or expanding them;

Or. fr

Amendment 64
Deirdre Clune

Motion for a resolution
Paragraph 5 a (new)

Motion for a resolution

5 a. Observes that, while HGV's account for only 3% of the vehicles in the road, they are involved in 15% of road fatalities. Vulnerable road users are involved in more than one third of the fatal accidents while numbers show that accidents between HGVs and vulnerable road users are increasing when compared to other categories. Vulnerable road users such as cyclists and pedestrians account for approximately 1 000 truck-related fatalities every year. Calls on the Commission to accelerate the mandatory introduction of ambitious differentiated direct vision standards, intelligent speed assistance and AEBS with cyclist and pedestrian detection for HGVs;

Amendment

Or. en

Amendment 65
Dominique Riquet

Motion for a resolution
Paragraph 5 a (new)

Motion for a resolution

Amendment

5a. *Notes that because some cyclists are ignorant of traffic regulations and/or fail to observe them, situations sometimes arise in which their own safety and that of other road users can be endangered; calls on the Commission to consider what kind of proposal it might make to promote safer cycling, thereby enabling bicycles to be dovetailed smoothly with the other modes of urban mobility;*

Or. fr

Amendment 66
Jens Rohde

Motion for a resolution
Paragraph 6

Motion for a resolution

Amendment

6. *Observes that relatively fast e-bikes and also electric unicycles are becoming increasingly popular, and calls on the Commission therefore to examine the safety requirements for them without delay and to make proposals relating to safety, taking due account of subsidiarity;*

deleted

Or. en

Amendment 67
Pavel Telička

Motion for a resolution
Paragraph 6

Motion for a resolution

Amendment

6. Observes that *relatively fast* e-bikes and *also* electric unicycles are becoming increasingly popular, and calls on the Commission *therefore to examine the safety requirements for them without delay and to make proposals relating to safety, taking due account of subsidiarity*;

6. Observes that *new means of transport, such as* e-bikes and electric unicycles, are becoming increasingly popular, and calls on the Commission *and the Member States to initiate steps for their safe integration on the road*;

Or. en

Amendment 68
Andor Deli, Wim van de Camp

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Observes that *relatively fast e-bikes and also electric unicycles* are becoming increasingly popular, *and* calls on the Commission *therefore* to examine the safety requirements *for them* without delay and to make proposals relating to safety, taking due account of subsidiarity;

Amendment

6. Observes that *e-bikes, e-rollers and other alternative forms of urban transport* are becoming increasingly popular, *therefore* calls on the Commission to examine the safety requirements *of such vehicles* without delay and, *if appropriate*, to make proposals relating to safety, taking due account of subsidiarity;

Or. en

Amendment 69
Wim van de Camp, Georges Bach, Deirdre Clune, Elżbieta Katarzyna Łukacijewska

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Observes that relatively fast e-bikes and also electric *unicycles* are becoming increasingly popular, and calls on the Commission therefore to examine the safety requirements for them without delay and to make proposals relating to safety, taking due account of subsidiarity;

Amendment

6. Observes that relatively fast e-bikes and also *other* electric *mobility devices* are becoming increasingly popular, and calls on the Commission therefore to examine the safety requirements for them without delay and to make proposals relating to safety, taking due account of subsidiarity;

Or. en

Amendment 70
Renaud Muselier

Motion for a resolution
Paragraph 6 – subparagraph 1 (new)

Motion for a resolution

Amendment

notes that the development and implementation of safety systems ought to make for road safety and that this process will accordingly require some sort of adaptation period; calls on the Commission, therefore, to allow for the time necessary to develop such systems before specific technical legislation is put into effect;

Or. fr

Amendment 71
Georges Bach

Motion for a resolution
Paragraph 6 a (new)

Motion for a resolution

Amendment

6 a. Recalls that odometer fraud remains an untackled problem, especially in the second hand cars' market as established by the European Commission in its study on the functioning of the market for second hand cars from a consumer perspective. Urges the Commission and the Member States to address the issue of the manipulation or tampering of odometers through effective measures and legislation;

Or. en

Amendment 72
Ismail Ertug, Francisco Assis, Lucy Anderson, István Ujhelyi, Gabriele Preuß, Michael Cramer, Claudia Tapardel, Isabella De Monte, Christine Revault D'Allonnes Bonnefoy

Motion for a resolution
Paragraph 6 a (new)

Motion for a resolution

Amendment

6 a. *Observes that many drivers are not aware of the necessity and how to form a corridor for emergency vehicle access on motorways in order to allow rescue teams to reach the scene of accident and therefore calls on the European Commission to launch a European awareness campaign and urge the Member States to agree on uniform rules on the formation of such corridors;*

Or. en

Amendment 73
Michael Cramer, Karima Delli

Motion for a resolution
Paragraph 6 a (new)

Motion for a resolution

Amendment

6 a. *Stresses the urgent need to better protect vulnerable road users given that they account for 46% of all road fatalities and that fatalities among this group are decreasing much slower than for other road users. Calls therefore on the Commission to mandate new active and passive vehicle safety technologies that protect in particular vulnerable road users;*

Or. en

Amendment 74
Kateřina Konečná

Motion for a resolution
Paragraph 6 a (new)

Motion for a resolution

Amendment

6a. *Although the delay to the revision of Regulation (EC) No 661/2009 (type-approval requirements for motor vehicles) is a result of its many provisions, conditions and technical specifications, etc., the revision must be carried out thoroughly and in such a way that takes proper account of its enforceability in practice, harmonisation across all participating Member States and the provisions of the UNECE;*

Or. cs

Amendment 75
Karima Delli

Motion for a resolution
Paragraph 6 a (new)

Motion for a resolution

Amendment

6a. *Observes, given the advancing age of cars on the road, that an annual roadworthiness test should be compulsory when a vehicle's total mileage has reached 160 000 km^{1 a}, the object being to guarantee that every vehicle will be safe and to ensure that there will be no vehicles on the road other than those meeting the technical access conditions;*

^{1 a} *This is the limit laid down in Directive 2014/45/EU, Chapter III, Article 5.*

Or. fr

Amendment 76
Christine Revault D'Allonnes Bonnefoy, Lucy Anderson, Ismail Ertug, Isabella De Monte, Hugues Bayet

Motion for a resolution
Paragraph 6 a (new)

Motion for a resolution

Amendment

6 a. *Notes that the more vehicles are on the road, the more accidents might occur; calls therefore on the Member States and the Commission to promote collective and shared mobility, especially in urban areas, in order to reduce the circulating fleet, and to increase the proportion of bicycles and of professionally driven vehicles;*

Or. en

Amendment 77

Lucy Anderson, Miltiadis Kyrkos, Ismail Ertug, István Ujhelyi, Christine Revault D'Allonnes Bonnefoy, Olga Sehnalová

Motion for a resolution

Paragraph 6 a (new)

Motion for a resolution

Amendment

6 a. *Bearing in mind that the Valletta declaration on improving road safety has been issued by the Maltese presidency on 29 March 2017, urges the European Commission to include new targets of halving the number of serious injuries on roads in the EU in their new road safety strategy for the decade 2020-2030;*

Or. en

Amendment 78

Kateřina Konečná

Motion for a resolution

Paragraph 6 a (new)

Motion for a resolution

Amendment

6 a. *Observes that 46% of road fatalities are vulnerable road users. Fatalities among this group are decreasing much slower than other road users.^{1a} Calls on the Commission to*

mandate new active and passive vehicle safety technologies for all vehicles to tackle this problem;

^{1a} http://europa.eu/rapid/press-release_MEMO-17-675_en.htm

Or. en

Amendment 79
Wim van de Camp, Georges Bach, Deirdre Clune

Motion for a resolution
Paragraph 6 a (new)

Motion for a resolution

Amendment

6 a. Observes that 46% of road fatalities are vulnerable road users. Fatalities among this group are decreasing much slower than other road users.^{1a} Calls on the Commission to mandate new active and passive vehicle safety technologies;

^{1a} <http://etsc.eu/intelligent-speed-assistance-new-film-calls-for-safetyasstandard/>

Or. en

Amendment 80
Dieter-Lebrecht Koch

Motion for a resolution
Paragraph 6 a (new)

Motion for a resolution

Amendment

6 a. Points out that the equipment compulsory to be carried in a vehicle differs from one Member State to the other and calls on the Commission therefore to draw up an EU-wide binding list of subjects falling under the carrying

requirement;

Or. en

Amendment 81
Wim van de Camp, Andor Deli, Georges Bach

Motion for a resolution
Paragraph 6 b (new)

Motion for a resolution

Amendment

6 b. Observes that 15% of road fatalities involve HGVs while they account for only 5% of the vehicles on the road. Vulnerable Road Users (VRU) are involved in more than one third of the fatal accidents. Numbers show that accidents between HGVs and vulnerable road users are increasing compared to other categories. Calls on the Commission to accelerate the introduction of ambitious direct vision standards, intelligent speed assistance, AEBS and other cost-effective measures for HGVs without delay;^{2a}

^{2a} <http://www.cadenadesuministro.es/wp-content/uploads/2017/05/Informe-de-seguridad-de-Volvo.pdf>

Or. en

Amendment 82
Kateřina Konečná

Motion for a resolution
Paragraph 6 b (new)

Motion for a resolution

Amendment

6 b. Observes that 15% of road fatalities involve HGVs while they account for only 5% of the vehicles on the road. Calls on the Commission to accelerate mandatory introduction of ambitious differentiated direct vision

standards, intelligent speed assistance and AEBS with cyclist and pedestrian detection for HGVs^{2a}

^{2a} <http://www.cadenadesuministro.es/wp-content/uploads/2017/05/Informe-de-seguridad-de-Volvo.pdf> p.16

Or. en

Amendment 83
Michael Cramer, Karima Delli

Motion for a resolution
Paragraph 6 b (new)

Motion for a resolution

Amendment

6 b. *Observes 15% of road fatalities involve heavy-goods vehicles while these vehicles only account for 5% of the total number of vehicles on EU roads, underlines that vulnerable road users are involved of one third of these fatal accidents and that the number of such accidents is increasing compared to other categories, therefore stresses the need to improve the safety of heavy-goods vehicles as a matter of urgency;*

Or. en

Amendment 84
Kateřina Konečná

Motion for a resolution
Paragraph 6 b (new)

Motion for a resolution

Amendment

6b. *The Commission should ensure that a harmonised approach is taken so that the relevant provisions are not implemented under different conditions in different countries, which would make international transport and the situation*

of drivers considerably more complicated;

Or. cs

Amendment 85
Dieter-Lebrecht Koch

Motion for a resolution
Paragraph 6 b (new)

Motion for a resolution

Amendment

6 b. *Asks the Commission to create minimum performance requirements for tyres including at least their rolling resistance, wet grip and noise emission;*

Or. en

Amendment 86
Kateřina Konečná

Motion for a resolution
Paragraph 6 c (new)

Motion for a resolution

Amendment

6c. *Stresses that close attention should be paid to improving road traffic safety on all three levels - infrastructure, vehicles and drivers - and effective measures should be taken in the area of active and passive safety;*

Or. cs

Amendment 87
Renaud Muselier

Motion for a resolution
Paragraph 7

Motion for a resolution

Amendment

7. Stresses that some 95% of all

7. Stresses that some 95% of all

accidents are due to human error and that ***therefore it should be compulsory to incorporate driver assistance systems which promote safety, a requirement that should apply only to those driver assistance systems which improve road safety significantly, as demonstrated by scientific evidence, which have a favourable cost-benefit ratio and which have attained market maturity.***

accidents are due to human error and that driver assistance systems ***can do much to prevent accidents of this kind, given that such*** systems improve road safety significantly, as demonstrated by scientific evidence, have a favourable cost-benefit ratio and have attained market maturity;

Or. fr

Amendment 88
Marie-Christine Arnautu

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Stresses that some 95% of all accidents are due to human error and that ***therefore it should be compulsory to incorporate driver assistance systems which promote safety, a requirement that should apply only to those driver assistance systems which improve road safety significantly, as demonstrated by scientific evidence, which have a favourable cost-benefit ratio and which have attained market maturity.***

Amendment

7. Stresses that some 95% of all accidents are due to human error and that ***encouragement should therefore be provided, both in the form of tax incentives and through promotion campaigns, to ensure that vehicles incorporate driver assistance systems which promote safety, if such systems improve road safety significantly, as demonstrated by scientific evidence, have a favourable cost-benefit ratio and have attained market maturity;***

Or. fr

Amendment 89
Dieter-Lebrecht Koch

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Stresses that some 95% of all accidents are due to human error and that therefore it should be compulsory to

Amendment

7. Stresses that some 95% of all accidents are due to human error and that therefore it should be compulsory to

incorporate *driver assistance systems which promote safety, a requirement that should apply only to* those driver assistance systems which improve road safety significantly, as demonstrated by scientific evidence, which have a favourable cost-benefit ratio and which have attained market maturity.

incorporate *only* those driver assistance systems which improve road safety significantly, as demonstrated by scientific evidence, which have a favourable cost-benefit ratio and which have attained market maturity;

Or. en

Amendment 90 **Jens Rohde**

Motion for a resolution **Paragraph 7**

Motion for a resolution

7. Stresses that *some* 95% of all accidents are due to human error and that therefore it should be compulsory to incorporate driver assistance systems which promote safety, a requirement that should apply only to those driver assistance systems which improve road safety significantly, as demonstrated by scientific evidence, *which have a favourable cost-benefit ratio and which have attained market maturity.*

Amendment

7. Stresses that *approximately* 95% of all accidents are due to human error and that therefore it should be compulsory to incorporate driver assistance systems which promote safety, a requirement that should apply only to those driver assistance systems which improve road safety significantly, as demonstrated by scientific evidence;

Or. en

Amendment 91 **Dominique Riquet, Pavel Telička**

Motion for a resolution **Paragraph 7**

Motion for a resolution

7. Stresses that some 95% of all accidents are due to human error and that therefore it should be compulsory to incorporate driver assistance systems which promote safety, a requirement that should apply only to those driver assistance

Amendment

7. Stresses that some 95% of all accidents are due to human error and that therefore it should be compulsory to incorporate driver assistance systems which promote safety, a requirement that should apply only to those driver assistance

systems which improve road safety significantly, as demonstrated by scientific evidence, which have a favourable cost-benefit ratio *and which have attained market maturity*.

systems which improve road safety significantly, as demonstrated by scientific evidence, *and* which have a favourable cost-benefit ratio, *that is to say, the resulting purchase price increases would not be so inordinate that the intended customers for given vehicles could not afford to buy them*;

Or. fr

Amendment 92

Olga Sehnalová, Francisco Assis, Miltiadis Kyrkos, Lucy Anderson, Claudia Tapardel, István Ujhelyi, Christine Revault D'Allonnes Bonnefoy

Motion for a resolution Paragraph 7

Motion for a resolution

7. Stresses that some **95%** of all accidents are due to human error and that therefore it should be compulsory to incorporate driver assistance systems which promote safety, a requirement that should apply only to those driver assistance systems which improve road safety significantly, as demonstrated by scientific evidence, which have a favourable cost-benefit ratio and which have attained market maturity.

Amendment

7. Stresses that some **92%** of all accidents are due to human error *or interaction of human error with vehicle and/or infrastructure* and that therefore it should be compulsory to incorporate driver assistance systems which promote safety, a requirement that should apply only to those driver assistance systems which improve road safety significantly, as demonstrated by scientific evidence, which have a favourable cost-benefit ratio and which have attained market maturity;

Or. en

Amendment 93 **Maria Grapini**

Motion for a resolution Paragraph 7

Motion for a resolution

7. Stresses that some **95%** of all accidents are due to human error and that therefore it should be compulsory to incorporate driver assistance systems

Amendment

7. Stresses that some **95%** of all accidents are due to human error and that therefore it should be compulsory to incorporate driver assistance systems

which promote safety, a requirement that should apply only to those driver assistance systems which improve road safety significantly, as demonstrated by scientific evidence, which have a favourable cost-benefit ratio and which have attained market maturity.

which promote safety, a requirement that should apply only to those driver assistance systems which improve road safety significantly, as demonstrated by scientific evidence, which have a favourable cost-benefit ratio and which have attained market maturity. ***Driver assistance systems, which are of relevance for road safety, should be tested before being commissioned;***

Or. ro

Amendment 94
Kateřina Konečná

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Stresses that some 95% of all accidents are due to human error and that therefore it should be compulsory to incorporate driver assistance systems which promote safety, a requirement that should apply only to those driver assistance systems which improve road safety significantly, as demonstrated by scientific evidence, which have a favourable cost-benefit ratio and which have attained market maturity.

Amendment

7. Stresses that some 95% of all accidents are due to human error and that therefore it should be compulsory to incorporate driver assistance systems which promote safety ***where their benefits are clearly proven***, a requirement that should apply only to those driver assistance systems which improve road safety significantly, as demonstrated by scientific evidence, which have a favourable cost-benefit ratio and which have attained market maturity.

Or. cs

Amendment 95
Wim van de Camp, Georges Bach, Deirdre Clune

Motion for a resolution
Paragraph 7 a (new)

Motion for a resolution

Amendment

7 a. Calls on the Commission and Member States to improve the safety level of existing vehicles in use, by

incentivizing and promoting retrofitting of vehicles with cost effective road safety systems with features including forward collision warning (FCW), lane departure warning (LDW), pedestrian collision warning, driver's blind spot detection, driver dozing detection and other appropriate systems;

Or. en

Amendment 96
Jens Rohde

Motion for a resolution
Paragraph 8

Motion for a resolution

Amendment

- 8. Calls on manufacturers:**
- (a) to make it clear to drivers what the activation status of each driver assistance system is,*
- (b) where systems can be switched off, to introduce two-stage deactivation systems, such that the driver can initially merely switch off the warning signal and can only deactivate the system itself by means of a second procedure, and*
- (c) to ensure that, each time a vehicle is started afresh, the driver assistance system is restored to active status;*

deleted

Or. en

Amendment 97
Michael Cramer

Motion for a resolution
Paragraph 8 – introductory part

Motion for a resolution

Amendment

- 8. Calls on manufacturers:**

- 8. Calls on manufacturers *and operators*:**

Amendment 98
Massimiliano Salini

Motion for a resolution
Paragraph 8 – point b

Motion for a resolution

Amendment

(b) where systems can be switched off, to introduce two-stage deactivation systems, such that the driver can initially merely switch off the warning signal and can only deactivate the system itself by means of a second procedure, and **deleted**

Amendment 99
Renaud Muselier

Motion for a resolution
Paragraph 8 – point b

Motion for a resolution

Amendment

(b) where systems can be switched off, to introduce two-stage deactivation systems, such that the driver can initially merely switch off the warning signal and can only deactivate the system itself by means of a second procedure, and **deleted**

Amendment 100
Andor Deli, Wim van de Camp

Motion for a resolution
Paragraph 8 – point b

Motion for a resolution

Amendment

(b) where systems can be switched off, to introduce two-stage deactivation
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(b) to introduce two-stage deactivation systems, so that the driver can initially
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systems, *such* that the driver can initially merely switch off the warning signal and can only deactivate the system itself by means of a second procedure, and

merely switch off the warning signal and can only deactivate the system itself by means of a second procedure, and

Or. en

Amendment 101
Renaud Muselier

Motion for a resolution
Paragraph 8 – point c

Motion for a resolution

(c) to ensure that, each time a vehicle is started afresh, the driver assistance system *is restored to active status*;

Amendment

(c) to ensure that, each time a vehicle is started afresh, the driver assistance system *or the status last selected by the driver (depending on the model used) is reactivated*;

Or. fr

Amendment 102
Massimiliano Salini

Motion for a resolution
Paragraph 8 – point c

Motion for a resolution

(c) to ensure that, each time a vehicle is started afresh, the driver assistance system is restored to active status;

Amendment

(c) to ensure that, each time a vehicle is started afresh, the driver assistance system is restored to active status *or the last status chosen by the driver (depending on the system)*;

Or. en

Amendment 103
Karima Delli

Motion for a resolution
Paragraph 8 – point c

Motion for a resolution

(c) to ensure that, each time a vehicle is started afresh, the driver assistance system is restored to active status;

Amendment

(Does not affect the English version.)

Or. fr

Amendment 104
Kosma Zlotowski

Motion for a resolution
Paragraph 8 – point c a (new)

Motion for a resolution

Amendment

ca) to support developments and innovations which will increase the safety of cars already in use by installing additional devices and sensors that help drivers better monitor the road around them and react in a dangerous situation;

Or. pl

Amendment 105
Michael Cramer, Karima Delli

Motion for a resolution
Paragraph 8 – point c a (new)

Motion for a resolution

Amendment

(c a) to ensure that technologies, products and services are barrier-free accessible also for persons with a handicap and with reduced mobility (PRMs);

Or. en

Amendment 106
Kosma Zlotowski

Motion for a resolution

Paragraph 8 – point c b (new)

Motion for a resolution

Amendment

cb) to introduce a pricing policy which will encourage consumers to choose vehicles equipped with safety and driver-assistance systems;

Or. pl

Amendment 107

Jens Rohde

Motion for a resolution

Paragraph 9

Motion for a resolution

Amendment

9. Stresses that warnings should be sufficiently distinct from one another to make it intuitively clear to which system the assistance pertains, ***and that warnings should moreover also be easy to perceive for older persons and persons with limited mobility; calls therefore on the parties concerned to adopt appropriate uniform standards;***

9. Stresses that warnings should be sufficiently distinct from one another to make it intuitively clear to which system the assistance pertains;

Or. en

Amendment 108

Renaud Muselier

Motion for a resolution

Paragraph 9

Motion for a resolution

Amendment

9. Stresses that warnings should be sufficiently distinct from one another to make it intuitively clear to which system the assistance pertains, and that warnings should moreover also be easy to perceive for older persons and persons with limited mobility; calls therefore on the parties concerned to adopt ***appropriate*** uniform

9. Stresses that warnings should be sufficiently distinct from one another to make it intuitively clear to which system the assistance pertains, and that warnings should moreover also be easy to perceive for older persons and persons with limited mobility; calls therefore on the parties concerned to adopt uniform standards

standards;

allowing the possibility of operator-specific solutions;

Or. fr

Amendment 109

Maria Grapini

Motion for a resolution

Paragraph 9

Motion for a resolution

9. Stresses that warnings should be sufficiently distinct from one another to make it intuitively clear to which system the assistance pertains, and that warnings should moreover also be easy to perceive for older persons and persons with limited mobility; calls therefore on the parties concerned to adopt appropriate uniform standards;

Amendment

9. Stresses that warnings should be sufficiently distinct from one another to make it intuitively clear to which system the assistance pertains, and that warnings should moreover also be easy to perceive for older persons, ***persons with hearing and sight impairments*** and persons with limited mobility; calls therefore on the parties concerned to adopt appropriate uniform standards;

Or. ro

Amendment 110

Michael Cramer, Karima Delli

Motion for a resolution

Paragraph 9

Motion for a resolution

9. Stresses that warnings should be sufficiently distinct from one another to make it intuitively clear to which system the assistance pertains, and that warnings should moreover also be easy to perceive for older persons and persons with ***limited*** mobility; calls therefore on the parties concerned to adopt appropriate uniform standards;

Amendment

9. Stresses that warnings should be sufficiently distinct from one another to make it intuitively clear to which system the assistance pertains, and that warnings should moreover also be easy to perceive for older persons and persons with ***reduced*** mobility; calls therefore on the parties concerned to adopt appropriate uniform standards;

Or. en

Amendment 111
Isabella De Monte

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Stresses that warnings should be sufficiently distinct from one another to make it intuitively clear to which system the assistance pertains, and that warnings should moreover also be easy to perceive for older persons and persons with limited mobility; calls therefore on the parties concerned to adopt appropriate uniform standards;

Amendment

9. Stresses that warnings, ***which should be standardised in the same form for all vehicles***, should be sufficiently distinct from one another to make it intuitively clear to which system the assistance pertains, and that warnings should moreover also be easy to perceive for older persons and persons with limited mobility; calls therefore on the parties concerned to adopt appropriate uniform standards;

Or. it

Amendment 112
Jens Rohde

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Encourages the European New Car Assessment Programme to be more ambitious in assessing the safety of new vehicles than the statutory minimum requirements compel it to, in order to promote yet further the development of vehicles with high road safety standards;

Amendment

deleted

Or. en

Amendment 113
Andor Deli

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Encourages the European New Car Assessment Programme to ***be more ambitious in assessing the safety*** of new vehicles ***than the statutory minimum requirements compel it to***, in order to promote ***yet further*** the development of vehicles with high road safety standards;

Amendment

10. Encourages the European New Car Assessment Programme to ***review the statutory minimum requirements*** of new vehicles ***safety assesment***, in order to ***further*** promote the development of vehicles with high road safety standards;

Or. en

Amendment 114
Maria Grapini

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Encourages the European New Car Assessment Programme to be more ambitious in assessing the safety of new vehicles than the statutory minimum requirements compel it to, in order to promote yet further the development of vehicles ***with*** high road safety standards;

Amendment

10. Encourages the European New Car Assessment Programme to be more ambitious in assessing the safety of new vehicles than the statutory minimum requirements compel it to, in order to promote yet further the development of vehicles ***that ensure*** high road safety standards;

Or. ro

Amendment 115
Matthijs van Miltenburg

Motion for a resolution
Paragraph 10 a (new)

Motion for a resolution

10 a. Is of the opinion that the Euro NCAP should always reflect the actual car safety of a specific model and strongly rejects the current practice where the normally high-ranked models actually perform less well in real life, because they are stripped of the non-mandatory advanced safety features in specific

Amendment

countries;

Or. en

Amendment 116
Marian-Jean Marinescu

Motion for a resolution
Paragraph 10 a (new)

Motion for a resolution

Amendment

10 a. Reiterates the importance of making use of satellite-based positioning systems and of applying EGNOS/GNSS system to road-active safety for achieving accurate collision mitigation and avoidance systems;

Or. en

Amendment 117
Marian-Jean Marinescu

Motion for a resolution
Paragraph 10 b (new)

Motion for a resolution

Amendment

10 b. Considers that more efforts should be made in order to achieve an EGNOS/GNSS road-active safety accuracy of less than one meter in order to shift from the system's ability to reduce vehicle speed to the system's ability to automatically intervening and deviating the vehicle trajectory;

Or. en

Amendment 118
Marian-Jean Marinescu

Motion for a resolution
Paragraph 10 c (new)

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Motion for a resolution

Amendment

10 c. *Considers that Enhanced Road Safety by integrating Egnos-Galileo data with on-board Control system (ERSEC measuring system) should be promoted and used at large scale as it represents an excellent tool for enhancing road safety by its level of confidence of collision avoidance performance;*

Or. en

Amendment 119

Marie-Christine Arnautu

Motion for a resolution

Paragraph 11

Motion for a resolution

11. Calls on the Commission to coordinate the adoption of standards with the UNECE so as to achieve international consistency and at the same time ***limit to a minimum exemptions from the requirement*** to install driver assistance systems, in order to improve road safety across the board;

Amendment

11. Calls on the Commission to coordinate the adoption of standards with the UNECE so as to achieve international consistency and at the same time ***encourage manufacturers*** to install driver assistance systems, in order to improve road safety across the board;

Or. fr

Amendment 120

Kateřina Konečná

Motion for a resolution

Paragraph 11

Motion for a resolution

11. Calls on the Commission to coordinate the adoption of standards with the UNECE so as to achieve international consistency and at the same time limit to a minimum exemptions from the requirement to install driver assistance

Amendment

11. Calls on the Commission to coordinate the adoption of standards with the UNECE so as to achieve international consistency and at the same time limit to a minimum exemptions from the requirement to install driver assistance

systems, in order to improve road safety across the board;

systems, in order to improve road safety across the board; ***stresses, in addition, that manufacturers should create clear information materials to help drivers better understand the various driver-assistance systems and their functionalities;***

Or. cs

Amendment 121
Renaud Muselier

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Calls on the Commission to investigate the involvement of special-purpose vehicles in urban accidents and, if necessary, to ***abolish the existing exemptions from the requirement to install*** driver assistance systems;

Amendment

12. Calls on the Commission to investigate the involvement of special-purpose vehicles in urban accidents and, if necessary, to ***encourage manufacturers to include*** driver assistance systems ***on a voluntary basis;***

Or. fr

Amendment 122
Marie-Christine Arnautu

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Calls on the Commission to investigate the involvement of special-purpose vehicles in urban accidents and, if necessary, to ***abolish the existing exemptions from the requirement*** to install driver assistance systems;

Amendment

12. Calls on the Commission to investigate the involvement of special-purpose vehicles in urban accidents and, if necessary, to ***lay down requirements*** to install driver assistance systems;

Or. fr

Amendment 123

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Kateřina Konečná

**Motion for a resolution
Paragraph 12 a (new)**

Motion for a resolution

Amendment

12a. *Points out that, in view of the widespread use of automatic driver assistance systems, driving schools should incorporate issues relating to the operation of these systems and how to act if they cease to function into their learner training;*

Or. cs

Amendment 124

Wim van de Camp, Georges Bach, Deirdre Clune, Elżbieta Katarzyna Łukacijewska

**Motion for a resolution
Paragraph 12 a (new)**

Motion for a resolution

Amendment

12 a. *Points out the importance of extensive, professional and on-road driver training to achieve further road fatality and serious injury reduction;*

Or. en

Amendment 125

Wim van de Camp, Andor Deli, Georges Bach, Deirdre Clune, Elżbieta Katarzyna Łukacijewska

**Motion for a resolution
Paragraph 12 b (new)**

Motion for a resolution

Amendment

12 b. *Considers that the acquiring of a drivers licence needs to be coupled to having received professional and on-road practical training in order to ensure a necessary level of driver competence;*

Amendment 126

Jens Rohde

Motion for a resolution

Paragraph 13

Motion for a resolution

Amendment

13. Calls for incentives for measures to promote road safety based on insurance or taxation aspects, such as the installation of additional safety-relevant driver assistance systems or driver training;

deleted

Or. en

Amendment 127

Pavel Telička

Motion for a resolution

Paragraph 13

Motion for a resolution

Amendment

13. Calls for incentives for measures to promote road safety based on insurance or taxation aspects, such as the installation of additional safety-relevant driver assistance systems or driver training;

13. Notes that financial incentives, e.g. tax or insurance-based, can facilitate the market uptake of vehicles with advanced safety features and invites Member States to consider putting into place such mechanisms;

Or. en

Amendment 128

Kosma Zlotowski

Motion for a resolution

Paragraph 13

Motion for a resolution

Amendment

13. Calls for incentives for measures to promote road safety based on insurance or
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13. Calls for incentives for measures to promote road safety based on insurance or

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taxation aspects, such as the installation of additional safety-relevant driver assistance systems or driver training;

taxation aspects, such as the installation of additional safety-relevant driver assistance systems *in new and used cars*, or driver training;

Or. pl

Amendment 129

Wim van de Camp, Andor Deli, Georges Bach, Deirdre Clune

Motion for a resolution

Paragraph 14

Motion for a resolution

14. Calls on the Commission and market operators to arrange for *open standards and interfaces so that no systems peculiar to a single manufacturer limit* interoperability *and* so that independent tests are possible thanks to access to the relevant vehicle and system data, including updates *to them*;

Amendment

14. Calls on the Commission and market operators to arrange for standards *which will further improve* interoperability so that independent tests are possible thanks to access to the relevant vehicle and system data, including *their* updates *while respecting proprietary data and intellectual property*;

Or. en

Amendment 130

Andor Deli

Motion for a resolution

Paragraph 14

Motion for a resolution

14. Calls on the Commission and market operators to arrange for *open standards and interfaces so that no systems peculiar to a single manufacturer limit* interoperability *and* so that independent tests are possible thanks to access to the relevant vehicle and system data, including *updates to them*;

Amendment

14. Calls on the Commission and market operators to arrange for standards *which will further improve* interoperability so that independent tests are possible thanks to access to the relevant vehicle and system data, including *their updates*;

Or. en

Amendment 131
Renaud Muselier

Motion for a resolution
Paragraph 14

Motion for a resolution

14. Calls on the Commission and market operators to arrange for open standards and interfaces so that no systems peculiar to a single manufacturer limit interoperability **and so that independent tests are possible thanks to access to the relevant vehicle and system data, including updates to them;**

Amendment

14. Calls on the Commission and market operators to arrange for open standards and interfaces so that no systems peculiar to a single manufacturer limit interoperability; **accordingly urges that the ISO 20078 standard be supplemented and implemented so as to prevent proper vehicle operation from being impeded;**

Or. fr

Amendment 132
Karima Delli

Motion for a resolution
Paragraph 14

Motion for a resolution

14. Calls on the Commission and market operators to arrange for open standards and interfaces so that no systems peculiar to a single manufacturer limit interoperability and so that independent tests are possible thanks to access to the relevant vehicle and system data, including updates to them;

Amendment

14. Calls on the Commission and market operators to arrange for open standards and interfaces so that no systems peculiar to a single manufacturer limit interoperability and so that independent tests are possible, thanks to access to the relevant vehicle and system data, including updates to them, **and can be carried out by any qualified professional;**

Or. fr

Amendment 133
Jens Rohde

Motion for a resolution
Paragraph 14

Motion for a resolution

Amendment

14. Calls on the Commission and market operators to **arrange for** open standards and interfaces so that no systems peculiar to a single manufacturer limit interoperability and so that independent tests are possible thanks to access to the relevant vehicle and system data, including updates to them;

14. Calls on the Commission and market operators to **facilitate the use of** open standards and interfaces so that no systems peculiar to a single manufacturer limit interoperability and so that independent tests are possible thanks to access to the relevant vehicle and system data, including updates to them;

Or. en

Amendment 134
Nicola Caputo

Motion for a resolution
Paragraph 14

Motion for a resolution

14. Calls on the Commission **and** market operators to arrange for open standards and interfaces so that no systems peculiar to a single manufacturer limit interoperability and so that independent tests are possible thanks to access to the relevant vehicle and system data, including updates to them;

Amendment

14. Calls on the Commission **to require** market operators to arrange for open standards and interfaces so that no systems peculiar to a single manufacturer limit interoperability and so that independent tests are possible thanks to access to the relevant vehicle and system data, including updates to them;

Or. it

Amendment 135
Christine Revault D'Allonnes Bonnefoy, Lucy Anderson, Isabella De Monte, Hugues Bayet

Motion for a resolution
Paragraph 14 a (new)

Motion for a resolution

Amendment

14 a. Calls on the Commission to test those safety devices when performing vehicles market surveillance;

Or. en

Amendment 136
Matthijs van Miltenburg

Motion for a resolution
Paragraph 15

Motion for a resolution

15. Stresses that a high level of data protection as required by the General Data Protection Regulation and by the right to protection of privacy and personal data should be ensured, as should high IT security, so that the possibility of new accident risks due to remote manipulation of on-board systems or conflicts of compatibility is excluded;

Amendment

15. Stresses that a high level of data protection as required by the General Data Protection Regulation and by the right to protection of privacy and personal data should be ensured, as should high IT security, so that the possibility of new accident risks due to remote manipulation of on-board systems or conflicts of compatibility is excluded ***and recommends that the principle of ownership of data is explored;***

Or. en

Amendment 137
Jens Rohde, Matthijs van Miltenburg, Pavel Telička

Motion for a resolution
Paragraph 15

Motion for a resolution

15. Stresses that a high level of data protection as required by the General Data Protection ***Regulation*** and by the right to protection of privacy and personal data should be ensured, as should high IT security, so that the possibility of new accident risks due to remote manipulation of on-board systems or conflicts of compatibility is excluded;

Amendment

15. Stresses that a high level of data protection as required by ***Regulation (EU) 2016/679 on*** the General Data Protection and by the right to protection of privacy and personal data should be ensured, as should high IT security, so that the possibility of new accident risks due to remote manipulation of on-board systems or conflicts of compatibility is excluded;

Or. en

Amendment 138
Maria Grapini

Motion for a resolution
Paragraph 15

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Motion for a resolution

15. Stresses that a high level of data protection as required by the General Data Protection Regulation and by the right to protection of privacy and personal data should be ensured, as should high IT security, so that the possibility of new accident risks due to remote manipulation of on-board systems or conflicts of compatibility is excluded;

Amendment

15. Stresses that a high level of data protection ***and retention*** as required by the General Data Protection Regulation and by the right to protection of privacy and personal data should be ensured, as should high IT security, so that the possibility of new accident risks due to remote manipulation of on-board systems or conflicts of compatibility is excluded;

Or. ro

Amendment 139
Dieter-Lebrecht Koch

Motion for a resolution
Paragraph 15 a (new)

Motion for a resolution

15. Stresses that a high level of data protection as required by the General Data Protection Regulation and by the right to protection of privacy and personal data should be ensured, as should high IT security, so that the possibility of new accident risks due to remote manipulation of on-board systems or conflicts of compatibility is excluded;

Amendment

15 a. Stresses the need for reliable position and time information from the EU satellite navigation programs GALILEO and EGNOS for some of the driving assistance systems and calls therefore for the full deployment of GALILEO and the swift implementation of the space strategy;

Or. en

Amendment 140
Andor Deli

Motion for a resolution
Paragraph 16

Motion for a resolution

16. ***Calls on the Commission to make it compulsory to install automatic emergency braking assistants with cyclist and pedestrian recognition in cars, light commercial vehicles, buses, coaches and***

Amendment

16. ***Welcomes the fact, that in some safety and security measures heavy duty vehicles are already ahead of personal vehicles, such as emergency breaking and lane departure warning which are***

heavy goods vehicles, as they have strong potential to prevent accidents due to autonomous powerful braking and the resultant shorter stopping distance;

mandatory for all new truck and buses in the EU since November 2015, calls on the Commission to make them compulsory also in cars, light commercial vehicles, as they have strong potential to prevent accidents due to autonomous powerful braking and the resultant shorter stopping distance;

Or. en

Amendment 141
Kateřina Konečná

Motion for a resolution
Paragraph 16

Motion for a resolution

16. Calls on the Commission to make it compulsory to install automatic emergency braking assistants with cyclist and pedestrian recognition in cars, light commercial vehicles, buses, coaches and heavy goods vehicles, as they have strong potential to prevent accidents due to autonomous powerful braking and the resultant shorter stopping distance;

Amendment

16. Calls on the Commission to make it compulsory to install automatic emergency braking assistants with cyclist and pedestrian recognition in cars, light commercial vehicles, buses, coaches and *especially* heavy goods vehicles, as they have strong potential to prevent accidents due to autonomous powerful braking and the resultant shorter stopping distance;

Or. en

Amendment 142
Jens Rohde

Motion for a resolution
Paragraph 16

Motion for a resolution

16. Calls on the Commission to make it compulsory to install automatic emergency braking assistants with cyclist and pedestrian recognition in cars, light commercial vehicles, buses, coaches and heavy goods vehicles, as they have strong potential to prevent accidents due to autonomous powerful braking and the

Amendment

16. Calls on the Commission to make it compulsory to install automatic emergency braking assistants with cyclist and pedestrian recognition in cars, light commercial vehicles, buses, coaches and heavy goods vehicles, as they have strong potential to prevent *road* accidents due to autonomous powerful braking and the

resultant shorter stopping distance;

resultant shorter stopping distance;

Or. en

Amendment 143
Marie-Christine Arnautu

Motion for a resolution
Paragraph 16

Motion for a resolution

16. Calls on the Commission to ***make it compulsory to install*** automatic emergency braking assistants with cyclist and pedestrian recognition in cars, light commercial vehicles, buses, coaches and heavy goods vehicles, as they have strong potential to prevent accidents due to autonomous powerful braking and the resultant shorter stopping distance;

Amendment

16. Calls on the Commission to ***encourage and promote the installation of*** automatic emergency braking assistants with cyclist and pedestrian recognition in cars, light commercial vehicles, buses, coaches and heavy goods vehicles, as they have strong potential to prevent accidents due to autonomous powerful braking and the resultant shorter stopping distance;

Or. fr

Amendment 144
Renaud Muselier

Motion for a resolution
Paragraph 16

Motion for a resolution

16. Calls on the Commission to ***make it compulsory*** to install automatic emergency braking assistants with cyclist and pedestrian recognition in cars, light commercial vehicles, buses, coaches and heavy goods vehicles, as they have strong potential to prevent accidents due to autonomous powerful braking and the resultant shorter stopping distance;

Amendment

16. Calls on the Commission to ***give encouragement*** to install automatic emergency braking assistants with cyclist and pedestrian recognition in cars, light commercial vehicles, buses, coaches and heavy goods vehicles, as they have strong potential to prevent accidents due to autonomous powerful braking and the resultant shorter stopping distance;

Or. fr

Amendment 145

Dieter-Lebrecht Koch

**Motion for a resolution
Paragraph 16**

Motion for a resolution

16. Calls on the Commission to make it compulsory to install automatic emergency braking assistants with cyclist and pedestrian **recognition** in cars, light commercial vehicles, buses, coaches and heavy goods vehicles, as they have strong potential to prevent accidents due to autonomous powerful braking and the resultant shorter stopping distance;

Amendment

16. Calls on the Commission to make it compulsory to install automatic emergency braking assistants with cyclist and pedestrian **detection** in cars, light commercial vehicles, buses, coaches and heavy goods vehicles, as they have strong potential to prevent accidents due to autonomous powerful braking and the resultant shorter stopping distance;

Or. en

**Amendment 146
Matthijs van Miltenburg**

**Motion for a resolution
Paragraph 16 a (new)**

Motion for a resolution

Amendment

16 a. Calls on the Commission to elaborate and prioritize on the final list of potential measures and ranking these measures by their effectiveness;

Or. en

**Amendment 147
Andor Deli**

**Motion for a resolution
Paragraph 17**

Motion for a resolution

Amendment

17. Stresses that, in order to improve road safety, **the deceleration of vehicles should be rendered easier for other road users to perceive by means of clear signal lights on vehicles, and expects the**

17. Stresses that, in order to improve road safety, **there should be a uniform emergency breaking indicator, different from the breaking light;**

compulsory use of an emergency braking indicator in the form of a winking brake light;

Or. en

Amendment 148

Wim van de Camp, Georges Bach, Deirdre Clune, Elżbieta Katarzyna Łukacijewska

Motion for a resolution

Paragraph 17

Motion for a resolution

17. Stresses that, in order to improve road safety, the deceleration of vehicles should be rendered easier for other road users to perceive by means of clear signal lights on vehicles, and expects the compulsory use of an emergency braking indicator in the form of a *winking* brake light;

Amendment

17. Stresses that, in order to improve road safety, the deceleration of vehicles should be rendered easier for other road users to perceive by means of clear signal lights on vehicles, and expects the compulsory use of an emergency braking indicator in the form of a *flashing* brake light *or flashing hazard lights*;

Or. en

Amendment 149

Dieter-Lebrecht Koch

Motion for a resolution

Paragraph 17

Motion for a resolution

17. Stresses that, in order to improve road safety, the deceleration of vehicles should be rendered easier for other road users to perceive by means of clear signal lights on vehicles, and expects the compulsory use of an emergency braking *indicator* in the form of a *winking* brake light;

Amendment

17. Stresses that, in order to improve road safety, the deceleration of vehicles should be rendered easier for other road users to perceive by means of clear signal lights on vehicles, and expects the compulsory use of an emergency braking *display* in the form of a *rapidly flashing* brake light;

Or. en

Amendment 150

Jens Rohde

**Motion for a resolution
Paragraph 18**

Motion for a resolution

18. Calls for the compulsory installation of overridable intelligent assistants to indicate speed limits, **and calls on Member States to ensure that road signs are kept in excellent condition, and that road markings are clearly legible;**

Amendment

18. Calls for the compulsory installation of overridable intelligent assistants to indicate speed limits;

Or. en

**Amendment 151
Michael Cramer, Karima Delli**

**Motion for a resolution
Paragraph 18**

Motion for a resolution

18. Calls for the compulsory installation of **overridable** intelligent assistants **to indicate** speed limits, and calls on Member States to ensure that road signs are kept in excellent condition, and that road markings are clearly legible;

Amendment

18. Calls for the compulsory installation of **non-overridable** intelligent assistants **that intervene to assist drivers to remain within** speed limits **and thus save lives**, and calls on Member States to ensure that road signs are kept in excellent condition, and that road markings are clearly legible;

Or. en

**Amendment 152
Wim van de Camp, Andor Deli, Georges Bach, Deirdre Clune, Elżbieta Katarzyna Łukacijewska**

**Motion for a resolution
Paragraph 18**

Motion for a resolution

18. Calls for the compulsory installation of overridable intelligent **assistants to indicate speed limits**, and

Amendment

18. Calls for the compulsory installation of overridable **intervening** intelligent **speed assistance systems**,

calls on Member States to ensure that road signs are kept in **excellent** condition, and that road markings are clearly legible;

indicating also stop signs and traffic lights and calls on Member States to ensure that road signs are kept in **best possible** condition, and that road markings are clearly legible;

Or. en

Amendment 153

Andor Deli

Motion for a resolution

Paragraph 18

Motion for a resolution

18. Calls for the compulsory installation of overridable intelligent assistants to indicate speed limits, and calls on Member States to ensure that road signs are kept in **excellent** condition, and that road markings are clearly legible;

Amendment

18. Calls for the compulsory installation of overridable intelligent assistants to indicate speed limits, **stop signs and traffic lights indications** and calls on Member States to ensure that road signs are kept in **best possible** condition, and that road markings are clearly legible;

Or. en

Amendment 154

Kateřina Konečná

Motion for a resolution

Paragraph 18

Motion for a resolution

18. Calls for the compulsory installation of overridable intelligent **assistants to indicate speed limits**, and calls on Member States to ensure that road signs are kept in excellent condition, and that road markings are clearly legible;

Amendment

18. Calls for the compulsory installation of overridable intelligent **speed assistant systems for cars and non-overridable systems in urban zones for vans, trucks, buses and coaches** and calls on Member States to ensure that road signs are kept in excellent condition, and that road markings are clearly legible;

Or. en

Amendment 155

Lucy Anderson, Enrico Gasbarra, István Ujhelyi, Christine Revault D'Allonnes Bonnefoy

Motion for a resolution

Paragraph 18

Motion for a resolution

18. Calls for the compulsory installation of overridable intelligent *assistants to indicate speed limits*, and calls on Member States to ensure that road signs are kept in excellent condition, and that road markings are clearly legible;

Amendment

18. Calls for the compulsory installation of overridable intelligent *speed assistant systems for cars and non-overridable systems in urban zones for vans, trucks, buses and coaches* and calls on Member States to ensure that road signs are kept in excellent condition, and that road markings are clearly legible;

Or. en

Amendment 156

Inés Ayala Sender

Motion for a resolution

Paragraph 18

Motion for a resolution

18. Calls for the compulsory installation of overridable *intelligent assistants to indicate speed limits*, and calls on Member States to ensure that road signs are kept in excellent condition, and that road markings are clearly legible;

Amendment

18. Calls for the compulsory installation of overridable *intervening intelligent speed assistance systems*, and calls on Member States to ensure that road signs are kept in excellent condition, and that road markings are clearly legible;

Or. en

Amendment 157

Olga Sehnalová, Francisco Assis, Miltiadis Kyrkos, Lucy Anderson, Claudia Țapardel, István Ujhelyi, Christine Revault D'Allonnes Bonnefoy

Motion for a resolution

Paragraph 18

Motion for a resolution

Amendment

18. Calls for the compulsory installation of overridable intelligent *assistants to indicate* speed *limits*, and calls on Member States to ensure that road signs are kept in excellent condition, and that road markings are clearly legible;

18. Calls for the compulsory installation of overridable intelligent speed *assistants*, and calls on Member States to ensure that road signs are kept in excellent condition, and that road markings are clearly legible; *Emphasises that for proper working of this intelligent assistant, it is necessary to have updated online road maps with current speed limit indications;*

Or. en

Amendment 158
Marie-Christine Arnautu

Motion for a resolution
Paragraph 18

Motion for a resolution

18. Calls for *the compulsory* installation of overridable intelligent assistants to indicate speed limits, and calls on Member States to ensure that road signs are kept in excellent condition, and that road markings are clearly legible;

Amendment

18. Calls for *encouragement and support to be given to the* installation of overridable intelligent assistants to indicate speed limits, and calls on Member States to ensure that road signs are kept in excellent condition, and that road markings are clearly legible;

Or. fr

Amendment 159
Renaud Muselier

Motion for a resolution
Paragraph 18

Motion for a resolution

18. Calls for the *compulsory* installation of overridable intelligent assistants to indicate speed limits, and calls on Member States to ensure that road signs are kept in excellent condition, and that road markings are clearly legible;

Amendment

18. Calls for the installation of overridable *and interchangeable* intelligent assistants to indicate speed limits, and calls on Member States to ensure that road signs are kept in excellent condition, and that road markings are clearly legible;

Or. fr

Amendment 160
Maria Grapini

Motion for a resolution
Paragraph 18

Motion for a resolution

18. Calls for the compulsory installation of overridable intelligent assistants to indicate speed limits, and calls on Member States to ensure that road signs are kept in excellent condition, and that road markings are clearly legible;

Amendment

18. Calls for the compulsory installation of overridable intelligent assistants to indicate speed limits, and calls on Member States to ensure that road signs are kept in excellent condition, and that road markings are clearly legible ***and well positioned at a suitable distance for them to be seen and acted upon;***

Or. ro

Amendment 161
Kosma Zlotowski

Motion for a resolution
Paragraph 18

Motion for a resolution

18. Calls for the compulsory installation of overridable intelligent assistants to indicate speed limits, and calls on Member States to ensure that road signs are kept in excellent condition, and that road markings are clearly legible;

Amendment

18. Calls for the compulsory installation of overridable intelligent assistants to indicate speed limits and ***recognise road signs;*** calls on Member States to ensure that road signs are kept in excellent condition, and that road markings are clearly legible;

Or. pl

Amendment 162
Andor Deli

Motion for a resolution
Paragraph 19

Motion for a resolution

Amendment

19. Stresses that, due to its relevance to road safety, a lane departure warning system *that not only warns but also actively intervenes, albeit without preventing drivers from acting directly*, should be made compulsory;

19. Stresses that, due to its relevance to road safety, a lane departure warning system should be made compulsory;

Or. en

Amendment 163

Wim van de Camp, Georges Bach, Elżbieta Katarzyna Łukacijewska

Motion for a resolution

Paragraph 19

Motion for a resolution

19. Stresses that, due to its relevance to road safety, a lane departure warning system that not only warns but also *actively* intervenes, albeit without preventing drivers from acting directly, should be made compulsory;

Amendment

19. Stresses that, due to its relevance to road safety, a *overridable* lane departure warning system that not only warns but also *appropriately* intervenes, albeit without preventing drivers from acting directly, should be made compulsory;

Or. en

Amendment 164

Marie-Christine Arnautu

Motion for a resolution

Paragraph 19

Motion for a resolution

19. Stresses that, due to its relevance to road safety, a lane departure warning system that not only warns but also actively intervenes, albeit without preventing drivers from acting directly, should be *made compulsory*;

Amendment

19. Stresses that, due to its relevance to road safety, a lane departure warning system that not only warns but also actively intervenes, albeit without preventing drivers from acting directly, should be *encouraged and promoted*;

Or. fr

Amendment 165

Olga Sehnalová, Francisco Assis, Miltiadis Kyrkos, Ismail Ertug, Lucy Anderson, Claudia Tapardel, István Ujhelyi, Christine Revault D'Allonnes Bonnefoy

**Motion for a resolution
Paragraph 19**

Motion for a resolution

19. Stresses that, due to its relevance to road safety, a lane departure warning system that not only warns but also actively intervenes, albeit without preventing drivers from acting directly, should be made compulsory;

Amendment

19. Stresses that, due to its relevance to road safety, a lane departure warning system that not only warns but also actively intervenes, albeit without preventing drivers from acting directly, should be made compulsory; ***Notes that for using this warning system it is necessary that road markings are kept in condition which can be clearly recognizable;***

Or. en

**Amendment 166
Dieter-Lebrecht Koch**

**Motion for a resolution
Paragraph 19**

Motion for a resolution

19. Stresses that, due to its relevance to road safety, a lane ***departure warning system*** that not only warns but also actively intervenes, albeit without preventing drivers from acting directly, should be made compulsory;

Amendment

19. Stresses that, due to its relevance to road safety, a lane ***keeping assistance*** that not only warns but also actively intervenes, albeit without preventing drivers from acting directly, should be made compulsory;

Or. en

**Amendment 167
Kateřina Konečná**

**Motion for a resolution
Paragraph 20**

Motion for a resolution

20. ***Emphasises that increasing*** the immediate field of vision in heavy goods

Amendment

20. ***Calls on the Commission to work on a Direct Vision standard that provides***

vehicles, buses and coaches, **and reducing** the blind spot **can help significantly** to improve the road safety of such vehicles, **and** calls on the Commission to make it compulsory to install cameras and turning assistant systems, while observing that such measures should accord with Directive (EU) 2015/719 and should not result in any extension of the time limits for implementation laid down there;

manufacturers with clear mandatory specifications for the immediate field of **direct** vision in heavy goods vehicles, buses and coaches, **to reduce** the blind spot **and** to improve the road safety of such vehicles; **calls on the Commission to mandate ambitious and differentiated direct vision standards as from 2022 for all categories, including mandating low entry cabins for urban trucks as from 2022;** calls on the Commission to make it compulsory to install cameras and turning assistant systems, while observing that such measures should accord with Directive (EU) 2015/719 and should not result in any extension of the time limits for implementation laid down there;

Or. en

Amendment 168 **Inés Ayala Sender**

Motion for a resolution **Paragraph 20**

Motion for a resolution

20. **Emphasises that increasing** the immediate **field of** vision in heavy goods vehicles, buses and coaches, **and reducing** the blind spot **can help significantly** to improve the road safety of such vehicles, and calls on the Commission to make it compulsory to install cameras and turning assistant systems, while observing that such measures should accord with Directive (EU) 2015/719 and should not result in any extension of the time limits for implementation laid down there;

Amendment

20. **Calls on the Commission to work on a Direct Vision standard that provides manufacturers with clear mandatory specifications for** the immediate **direct** vision in heavy goods vehicles, buses and coaches, **to reduce** the blind spot **and** to improve the road safety of such vehicles, and calls on the Commission to make it compulsory to install cameras and turning assistant systems, while observing that such measures should accord with Directive (EU) 2015/719 and **which** should not result in any extension of the time limits for implementation laid down there;

Or. en

Amendment 169 **Wim van de Camp, Andor Deli, Georges Bach, Elżbieta Katarzyna Łukacijewska**

Motion for a resolution
Paragraph 20

Motion for a resolution

20. **Emphasises that increasing the *immediate field of vision*** in heavy goods vehicles, buses and coaches, **and** reducing the blind spot ***can help significantly*** to improve the road safety of such vehicles, and calls on the Commission to make it compulsory to install cameras and turning assistant systems, while observing that such measures should accord with Directive (EU) 2015/719 and should not result in any extension of the time limits for implementation laid down there;

Amendment

20. ***Calls on the Commission to work on a Direct Vision standard that provides manufactures with clear mandatory specifications for the direct vision*** in heavy goods vehicles, buses and coaches, reducing the blind spot to improve the road safety of such vehicles and calls on the Commission to make it compulsory to install cameras and turning assistant systems, while observing that such measures should accord with Directive (EU) 2015/719 and ***which*** should not result in any extension of the time limits for implementation laid down there;

Or. en

Amendment 170
Michael Cramer, Karima Delli, Ismail Ertug

Motion for a resolution
Paragraph 20

Motion for a resolution

20. Emphasises that increasing the ***immediate field of vision*** in heavy goods vehicles, buses and coaches, and reducing the blind spot ***can help significantly*** to improve the road safety of such vehicles, and calls on the Commission to make it compulsory to install cameras and turning assistant systems, while observing that such measures should accord with Directive (EU) 2015/719 and should not result in any extension of the time limits for implementation laid down there;

Amendment

20. Emphasises that increasing the ***direct vision of the driver*** in heavy goods vehicles, buses and coaches, and reducing the blind spot ***is vital in order*** to improve the road safety of such vehicles, and ***therefore*** calls on the Commission ***to mandate ambitious and differentiated direct vision standards (as of 2022 for all categories, including mandating low entry cabins for urban trucks as from 2022)*** and to make it compulsory to install cameras and turning assistant systems, while observing that such measures should accord with Directive (EU) 2015/719 and should not result in any extension of the time limits for implementation laid down there;

Amendment 171

Lucy Anderson, Miltiadis Kyrkos, Ismail Ertug, Enrico Gasbarra, István Ujhelyi, Christine Revault D'Allonnes Bonnefoy

Motion for a resolution**Paragraph 20***Motion for a resolution*

20. Emphasises that increasing **the immediate field of** vision in heavy goods vehicles, buses and coaches, and reducing **the blind spot** can help significantly to improve the road safety of such vehicles, **and** calls on the Commission to make it compulsory to install cameras and turning assistant systems, while observing that such measures should accord with Directive (EU) 2015/719 and should not result in any extension of the time limits for implementation laid down there;

Amendment

20. Emphasises that increasing **direct** vision in heavy goods vehicles, buses and coaches, and reducing **or eliminating** blind spots can help significantly to improve the road safety of such vehicles; **calls on the Commission to mandate ambitious and differentiated direct vision standards as from 2022 for all categories;** calls on the Commission to make it compulsory to install cameras and turning assistant systems, while observing that such measures should accord with Directive (EU) 2015/719 and should not result in any extension of the time limits for implementation laid down there;

Or. en

Amendment 172

Deirdre Clune

Motion for a resolution**Paragraph 20***Motion for a resolution*

20. Emphasises that increasing **the immediate field of** vision in heavy goods vehicles, buses and coaches, and reducing **the blind spot** can help significantly **to improve** the road safety of such vehicles, **and** calls on the Commission to make it compulsory to install cameras and turning assistant systems, while observing that such measures should accord with Directive (EU) 2015/719 and should not

Amendment

20. Emphasises that increasing **direct** vision in heavy goods vehicles, buses and coaches, and reducing blind spots can help significantly **in improving** the road safety of such vehicles; **recalls that different categories of trucks are used differently and in different environments, such as urban environments, construction or for long-haul journeys and calls on the Commission to mandate ambitious and**

result in any extension of the time limits for implementation laid down there;

differentiated direct vision standards for all categories; calls on the Commission to make it compulsory to install cameras and turning assistant systems, while observing that such measures should accord with Directive (EU) 2015/719 and should not result in any extension of the time limits for implementation laid down there;

Or. en

Amendment 173
Isabella De Monte

Motion for a resolution
Paragraph 20

Motion for a resolution

20. Emphasises that increasing the immediate field of vision in heavy goods vehicles, buses and coaches, and reducing the blind spot can help significantly to improve the road safety of such vehicles, and calls on the Commission to make it compulsory ***to install cameras and*** turning assistant systems, while observing that such measures should accord with Directive (EU) 2015/719 and should not result in any extension of the time limits for implementation laid down there;

Amendment

20. Emphasises that increasing the immediate field of vision in heavy goods vehicles, buses and coaches, and reducing the blind spot, can help significantly to improve the road safety of such vehicles, and calls on the Commission to make it compulsory ***for those vehicles to be fitted with side and rear cameras, turning assistant systems, and front-mounted cyclist and pedestrian recognition*** systems, while observing that such measures should accord with Directive (EU) 2015/719 and should not result in any extension of the time limits for implementation laid down there;

Or. it

Amendment 174
Renaud Muselier

Motion for a resolution
Paragraph 20

Motion for a resolution

20. Emphasises that increasing the ***immediate*** field of vision in heavy goods

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Amendment

20. Emphasises that increasing the field of vision in heavy goods vehicles, buses

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vehicles, buses and coaches, and reducing the blind spot can help significantly to improve the road safety of such vehicles, and calls on the Commission to make it compulsory to install cameras and turning assistant systems, while observing that such measures should accord with Directive (EU) 2015/719 and should not result in any extension of the time limits for implementation laid down there;

and coaches, and reducing the blind spot, ***or achieving the same result using detection systems***, can help significantly to improve the road safety of such vehicles, and calls on the Commission, ***proceeding on the basis of a positive cost-benefit study***, to make it compulsory to install cameras and turning assistant systems, while observing that such measures should accord with Directive (EU) 2015/719 and should not result in any extension of the time limits for implementation laid down there;

Or. fr

Amendment 175
Dieter-Lebrecht Koch

Motion for a resolution
Paragraph 20

Motion for a resolution

20. Emphasises that increasing the ***immediate field of*** vision in heavy goods vehicles, buses and coaches, and reducing the blind spot can help significantly to improve the road safety of such vehicles, and calls on the Commission to make it compulsory to install cameras and turning assistant systems, while observing that such measures should accord with Directive (EU) 2015/719 and should not result in any extension of the time limits for implementation laid down there;

Amendment

20. Emphasises that increasing the ***direct*** vision in heavy goods vehicles, buses and coaches, and reducing the blind spot can help significantly to improve the road safety of such vehicles, and calls on the Commission to make it compulsory to install cameras, ***sensors*** and turning assistant systems, while observing that such measures should accord with Directive (EU) 2015/719 and should not result in any extension of the time limits for implementation laid down there;

Or. en

Amendment 176
Jens Rohde

Motion for a resolution
Paragraph 20

Motion for a resolution

Amendment

20. Emphasises that increasing the immediate field of vision in heavy goods vehicles, buses and coaches, and reducing the blind spot can help significantly to improve the road safety of such vehicles, and calls on the Commission to make it compulsory to install cameras and turning assistant systems, while observing that such measures should accord with Directive (EU) 2015/719 and should not result in any extension of the time limits for implementation laid down there;

20. Emphasises that increasing the immediate field of *direct* vision in heavy goods vehicles, buses and coaches, and reducing the blind spot can help significantly to improve the road safety of such vehicles, and calls on the Commission to make it compulsory to install cameras and turning assistant systems, while observing that such measures should accord with Directive (EU) 2015/719 and should not result in any extension of the time limits for implementation laid down there;

Or. en

Amendment 177
Kosma Złotowski

Motion for a resolution
Paragraph 20 a (new)

Motion for a resolution

Amendment

20a. *Calls on the Commission to step up efforts to develop specific manufacturing standards improving the area of direct visibility around vehicles for the drivers of heavy-duty and light-duty vehicles;*

Or. pl

Amendment 178
Olga Sehnalová, Francisco Assis, Miltiadis Kyrkos, Ismail Ertug, Lucy Anderson, Claudia Țapardel, István Ujhelyi, Christine Revault D'Allonnes Bonnefoy

Motion for a resolution
Paragraph 20 a (new)

Motion for a resolution

Amendment

20 a. *Calls for safer front-end design of heavy goods vehicles related to better vision of pedestrians and cyclists as well as for barriers to avoid collisions and mitigate consequences of collisions;*

Amendment 179
Michael Cramer, Karima Delli

Motion for a resolution
Paragraph 20 a (new)

Motion for a resolution

Amendment

20 a. Encourages ITS and public transport operators to further develop technologies on vehicles that encourage drivers to switch to safer modes of transport when entering into urban areas;

Or. en

Amendment 180
Dieter-Lebrecht Koch

Motion for a resolution
Paragraph 21

Motion for a resolution

Amendment

21. Stresses that **devices to operate alcohol-sensitive immobilisers** and systems to **recognise the state of the driver** should be provided, and recommends the use of alcohol interlocks for drivers who have been convicted of drunk driving, as a rehabilitation measure;

21. Stresses that **preconditions to install alcohol interlock devices** and systems to **detect driver distraction and drowsiness** should be provided, and recommends the use of alcohol interlocks for drivers who have been convicted of drunk driving, as a rehabilitation measure;

Or. en

Amendment 181
Georges Bach

Motion for a resolution
Paragraph 21

Motion for a resolution

Amendment

21. Stresses that devices to operate alcohol-sensitive immobilisers and systems
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21. Stresses that devices to operate alcohol-sensitive immobilisers and systems
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to recognise the state of the driver should be provided, and **recommends** the use of alcohol interlocks for drivers who have been convicted of drunk driving, as a rehabilitation measure;

to recognise the state of the driver should be provided, and **urges** the use of alcohol interlocks for **professional drivers and** drivers who have been convicted of drunk driving, as a rehabilitation measure;

Or. en

Amendment 182
Marie-Christine Arnautu

Motion for a resolution
Paragraph 21

Motion for a resolution

21. Stresses that devices to operate alcohol-sensitive immobilisers and systems to recognise the state of the driver should be provided, and recommends the use of alcohol interlocks for drivers **who have been** convicted of drunk driving, as a rehabilitation measure;

Amendment

21. Stresses that devices to operate alcohol-sensitive immobilisers and systems to recognise the state of the driver should be provided, and recommends the use of alcohol interlocks for drivers **recently** convicted of **a** drunk driving **offence**, as a rehabilitation measure;

Or. fr

Amendment 183
Kosma Złotowski

Motion for a resolution
Paragraph 21

Motion for a resolution

21. Stresses that devices to operate alcohol-sensitive immobilisers and systems to recognise the state of the driver should be provided, and recommends the use of alcohol interlocks for drivers who have been convicted of drunk driving, as a rehabilitation measure;

Amendment

21. Stresses that devices to operate alcohol-sensitive immobilisers and systems to recognise the state of the driver should be provided, and recommends the use of alcohol interlocks for drivers who have been convicted of drunk driving, as a rehabilitation measure; **stresses that the installation of these systems should be obligatory in cars driven by persons who have been found guilty of causing a fatal traffic accident under the influence of alcohol;**

Amendment 184
Kateřina Konečná

Motion for a resolution
Paragraph 21

Motion for a resolution

21. Stresses that devices to operate alcohol-sensitive immobilisers and systems to recognise the state of the driver should be provided, and recommends the use of alcohol interlocks for drivers who have been convicted of drunk driving, as a rehabilitation measure;

Amendment

21. Stresses that devices to operate alcohol-sensitive immobilisers and systems to recognise the state of the driver should be provided, and recommends the use of alcohol interlocks for drivers who have been convicted of drunk driving, as a rehabilitation measure; ***points out that the reliability and inviolability of these systems must be developed, and that this is particularly important for bus and heavy goods vehicle drivers;***

Or. cs

Amendment 185
Lucy Anderson, Enrico Gasbarra, István Ujhelyi, Christine Revault D'Allonnes Bonnefoy

Motion for a resolution
Paragraph 21 a (new)

Motion for a resolution

21 a. Recommends that further action should be taken by the Commission in relation to the in-vehicle Tyre Pressure Monitoring Systems (TPMS) that can react to quick deflation in seconds rather than minutes; this is a major safety concern on improving tyre-related safety and along with harmonised European standard for winter tyres, more effort to enforce existing rules on tread depth should be considered;

Amendment

Or. en

Amendment 186
Maria Grapini

Motion for a resolution
Paragraph 21 a (new)

Motion for a resolution

Amendment

21a. *Stresses that provision should be made for installing sensors and a mechanism for braking in the event of a driver not reacting, or reacting too slowly, to dashboard warning lights and acoustic signals alerting them to the fact that they are about to collide with an oncoming vehicle;*

Or. ro

Amendment 187
Kateřina Konečná

Motion for a resolution
Paragraph 22

Motion for a resolution

Amendment

22. Observes that tyre pressure has significant implications for road safety and fuel consumption, and calls therefore on the Commission to make it compulsory to install tyre pressure monitoring systems, ***which should come with a safety net that should be able to recognise and alert drivers at least to a critical air pressure of less than 1.5 bar;***

22. Observes that tyre pressure has significant implications for road safety and fuel consumption, and calls therefore on the Commission to make it compulsory to install tyre pressure monitoring systems; ***calls on the Commission to transpose the TPMS amendments aimed at delivering in real world conditions agreed at UNECE in 2016 into EU law, 2018 for new types and 2019 for all new cars; urges the Commission to ensure the TPMS requirements apply to all aftermarket tyres, including winter tyres, and include a compulsory safety net against incorrect calibration; calls on the Commission to make direct TPMS systems mandatory for vans, buses and heavy good vehicles by 2020 for new types and 2022 for all vehicles;***

Amendment 188**Wim van de Camp, Andor Deli, Georges Bach, Deirdre Clune****Motion for a resolution****Paragraph 22***Motion for a resolution*

22. Observes that tyre pressure has significant implications for road safety **and** fuel consumption, **and** calls therefore on the Commission to make it compulsory to install tyre pressure monitoring systems, which should come with a safety net that should be able to recognise and alert drivers at least to a critical air pressure **of less than 1.5 bar**;

Amendment

22. Observes that tyre pressure has significant implications for road safety, fuel consumption **as well as emissions**, calls therefore on the Commission to make it compulsory to install tyre pressure monitoring systems, which should come with a safety net that should be able to recognise and alert drivers at least to a critical air pressure; ***calls on the Commission to transpose the Tyre Pressure Measurement Systems (TPMS) amendments aimed at delivering in real world conditions agreed at UNECE in 2016 into EU law, for all vehicles; urges the Commission to ensure the TPMS requirements apply to all aftermarket tyres, including winter tyres; calls on the Commission to make direct TPMS mandatory for vans, buses and heavy good vehicles;***

Amendment 189**Lucy Anderson, István Ujhelyi, Christine Revault D'Allonnes Bonnefoy****Motion for a resolution****Paragraph 22***Motion for a resolution*

22. Observes that tyre pressure has significant implications for road safety and fuel consumption, and calls therefore on the Commission to make it compulsory to install tyre pressure monitoring systems, ***which should come with a safety net that***

Amendment

22. Observes that tyre pressure has significant implications for road safety and fuel consumption, and calls therefore on the Commission to make it compulsory to install tyre pressure monitoring systems;***calls on the Commission to***

should be able to recognise and alert drivers at least to a critical air pressure of less than 1.5 bar;

transpose the TPMS amendments aimed at delivering in real world conditions agreed at UNECE in 2016 into EU law, 2018 for new types and 2019 for all new cars;

Or. en

Amendment 190
Andor Deli

Motion for a resolution
Paragraph 22

Motion for a resolution

22. Observes that tyre pressure has significant implications for road safety *and* fuel consumption, *and* calls therefore on the Commission to make it compulsory to install tyre pressure monitoring systems, which should come with a safety net that should be able to recognise and alert drivers at least to a critical air pressure *of less than 1.5 bar;*

Amendment

22. Observes that tyre pressure has significant implications for road safety, fuel consumption *as well as emissions*, calls therefore on the Commission to make it compulsory to install tyre pressure monitoring systems, which should come with a safety net that should be able to recognise and alert drivers at least to a critical air pressure;

Or. en

Amendment 191
Renaud Muselier

Motion for a resolution
Paragraph 22

Motion for a resolution

22. Observes that tyre pressure has significant implications for road safety and fuel consumption, and calls therefore on the Commission to *make it compulsory to install* tyre pressure monitoring systems, which should come with a safety net that should be able to recognise and alert drivers at least to a critical air pressure of less than 1.5 bar;

Amendment

22. Observes that tyre pressure has significant implications for road safety and fuel consumption, and calls therefore on the Commission to *provide for the installation of* tyre pressure monitoring systems, which should come with a safety net that should be able to recognise and alert drivers at least to a critical air pressure of less than 1.5 bar;

Or. fr

Amendment 192
Marie-Christine Arnautu

Motion for a resolution
Paragraph 22

Motion for a resolution

22. Observes that tyre pressure has significant implications for road safety and fuel consumption, and calls therefore on the Commission to ***make it compulsory to install*** tyre pressure monitoring systems, which should come with a safety net that should be able to recognise and alert drivers at least to a critical air pressure of less than 1.5 bar;

Amendment

22. Observes that tyre pressure has significant implications for road safety and fuel consumption, and calls therefore on the Commission to ***encourage and promote the installation of*** tyre pressure monitoring systems, which should come with a safety net that should be able to recognise and alert drivers at least to a critical air pressure of less than 1.5 bar;

Or. fr

Amendment 193
Kosma Złotowski

Motion for a resolution
Paragraph 22

Motion for a resolution

22. Observes that tyre pressure has significant implications for road safety and fuel consumption, and calls therefore on the Commission to make it compulsory to install ***tyre pressure*** monitoring ***systems***, which should come with a safety net that should be able to recognise and alert drivers at least to a critical air pressure of less than 1.5 bar;

Amendment

22. Observes that tyre pressure has significant implications for road safety and fuel consumption, and calls therefore on the Commission to make it compulsory to install ***systems for*** monitoring ***the pressure of each tyre separately***, which should come with a safety net that should be able to recognise and alert drivers at least to a critical air pressure of less than 1.5 bar;

Or. pl

Amendment 194
Ismail Ertug, Francisco Assis, Lucy Anderson, István Ujhelyi, Gabriele Preuß, Michael Cramer, Isabella De Monte

Motion for a resolution

Paragraph 22

Motion for a resolution

22. Observes that tyre pressure has significant implications for road safety and fuel consumption, and calls therefore on the Commission to make it compulsory to install tyre pressure monitoring systems, which should come with a safety net that should be able to recognise and alert drivers at least to a critical air pressure of less than 1.5 bar;

Amendment

22. Observes that tyre pressure has significant implications for road safety and fuel consumption, and calls therefore on the Commission to make it compulsory to install **direct** tyre pressure monitoring systems, which should come with a safety net that should be able to recognise and alert drivers at least to a critical air pressure of less than 1.5 bar;

Or. en

Amendment 195

Nicola Caputo

Motion for a resolution

Paragraph 22

Motion for a resolution

22. Observes that tyre pressure has significant implications for road safety and fuel consumption, and calls therefore on the Commission to make it compulsory to install tyre pressure monitoring systems, which should come with a safety net that should be able to recognise and alert drivers at least to a critical air pressure of less than 1.5 bar;

Amendment

22. Observes that tyre pressure has significant implications for road safety and fuel consumption, and calls therefore on the Commission to make it compulsory to install **digital** tyre pressure monitoring systems, which should come with a safety net that should be able to recognise and alert drivers at least to a critical air pressure of less than 1.5 bar;

Or. it

Amendment 196

Marie-Christine Arnautu

Motion for a resolution

Paragraph 23

Motion for a resolution

23. Considers it necessary to **make it compulsory to install seatbelt** reminder systems for back seats too;

Amendment

23. Considers it necessary to **encourage and promote the installation of seat-belt** reminder systems for back seats

too;

Or. fr

Amendment 197

Jens Rohde

Motion for a resolution

Paragraph 23

Motion for a resolution

23. Considers it necessary to ***make it compulsory to install*** seatbelt reminder systems for back seats too;

Amendment

23. Considers it necessary to ***promote the use of*** seatbelt reminder systems for back seats too;

Or. en

Amendment 198

Dieter-Lebrecht Koch, Georges Bach

Motion for a resolution

Paragraph 23

Motion for a resolution

23. Considers it necessary to make it compulsory to install seatbelt reminder systems for ***back*** seats ***too***;

Amendment

23. Considers it necessary to make it compulsory to install ***intelligent*** seatbelt reminder systems for ***all front*** seats ***for all vehicles and for rear seats for M 1 and N 1 vehicles***;

Or. en

Amendment 199

Maria Grapini

Motion for a resolution

Paragraph 23

Motion for a resolution

23. Considers it necessary to make it compulsory to install seatbelt reminder systems for back seats ***too***;

Amendment

23. Considers it necessary to make it compulsory to install seatbelt reminder systems for ***rows of*** back seats ***also***;

Amendment 200

Wim van de Camp, Georges Bach, Deirdre Clune

Motion for a resolution

Paragraph 23 a (new)

Motion for a resolution

Amendment

23 a. Considers it important to make compulsory to install automated seatbelt adjustment systems in order to avoid neck damage;

Or. en

Amendment 201

Renaud Muselier

Motion for a resolution

Paragraph 24

Motion for a resolution

Amendment

24. Calls on the Commission, **from 2019, to extend** the eCall installation requirement **to** motorcycles, heavy goods vehicles and buses and coaches;

24. Calls on the Commission **to consider whether** the eCall installation requirement **might be extended to cover** motorcycles, heavy goods vehicles and buses and coaches **from 2019;**

Or. fr

Amendment 202

Kateřina Konečná

Motion for a resolution

Paragraph 24

Motion for a resolution

Amendment

24. Calls on the Commission, from 2019, to extend the eCall installation requirement to motorcycles, heavy goods vehicles and buses and coaches;

24. Calls on the Commission, from 2019, to extend the eCall installation requirement to motorcycles, heavy goods vehicles and buses and coaches; **stresses, however, that the system should be**

extended to other groups of vehicles only after an in-depth analysis has been carried out into the benefits it has brought to the vehicles already fitted with it;

Or. cs

Amendment 203
Karima Delli

Motion for a resolution
Paragraph 24

Motion for a resolution

24. Calls on the Commission, from 2019, to extend the eCall installation requirement to motorcycles, heavy goods vehicles and buses and coaches;

Amendment

24. Calls on the Commission, from 2019, to extend the eCall installation requirement to motorcycles, heavy goods vehicles and buses and coaches, ***and also to make the system available for retrofitting so as to ensure that it can cover the highest possible numbers of vehicles on the road;***

Or. fr

Amendment 204
Wim van de Camp, Georges Bach, Deirdre Clune, Elżbieta Katarzyna Łukacijewska

Motion for a resolution
Paragraph 24

Motion for a resolution

24. Calls on the Commission, from 2019, to extend the eCall installation requirement to ***motorcycles***, heavy goods vehicles and buses and coaches;

Amendment

24. Calls on the Commission, from 2019, to extend the eCall installation requirement to ***motorcycle helmets***, heavy goods vehicles and buses and coaches;

Or. en

Amendment 205
Isabella De Monte

Motion for a resolution

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Paragraph 24 a (new)

Motion for a resolution

Amendment

24a. *Points out that, in many cases, road accident victims also include animals carried by car and therefore calls on the Commission to make specific restraint systems compulsory and to take animals into account for the purposes of calculating numbers of passengers on board;*

Or. it

Amendment 206

Michael Cramer, Karima Delli, Ismail Ertug

Motion for a resolution

Paragraph 24 a (new)

Motion for a resolution

Amendment

24 a. *Calls on the Commission to update the testing requirements for motor vehicle passive safety systems to include all Vulnerable Road User frontal impacts, including cyclists;*

Or. en

Amendment 207

Kateřina Konečná

Motion for a resolution

Paragraph 24 a (new)

Motion for a resolution

Amendment

24 a. *Calls on the Commission to update the testing requirements for motor vehicle passive safety systems to include all Vulnerable Road User frontal impacts including cyclists;*

Or. en

Amendment 208
Inés Ayala Sender

Motion for a resolution
Paragraph 24 a (new)

Motion for a resolution

Amendment

24 a. Calls on the Commission to update the testing requirements for motor vehicle passive safety systems to include all Vulnerable Road User frontal impacts including cyclists;

Or. en

Amendment 209
Inés Ayala Sender

Motion for a resolution
Paragraph 25

Motion for a resolution

Amendment

25. Calls for accurate, reliable EU-wide accident statistics, including statistics on the causes of accidents and listing of injuries and accident victims, and observes that an accident database could be very helpful in this connection, in which context the data must be kept anonymous and used only for purposes of accident research;

25. Calls for accurate, reliable EU-wide accident statistics, including statistics on the causes of accidents, **exposure data**, and listing of injuries and accident victims, and observes that an accident database could be very helpful in this connection, in which context the data must be kept anonymous and used only for purposes of accident research;

Or. en

Amendment 210
Michael Cramer, Karima Delli

Motion for a resolution
Paragraph 25

Motion for a resolution

Amendment

25. Calls for accurate, reliable EU-wide

25. Calls for accurate, reliable EU-wide

accident statistics, including statistics on the causes of accidents and listing of injuries and accident victims, and observes that an accident database could be very helpful in this connection, in which context the data must be kept anonymous and used only for purposes of accident research;

accident statistics, including statistics on the causes of accidents, **exposure data**, and listing of injuries and accident victims, and observes that an accident database could be very helpful in this connection, in which context the data must be kept anonymous and used only for purposes of accident research;

Or. en

Amendment 211
Kateřina Konečná

Motion for a resolution
Paragraph 25

Motion for a resolution

25. Calls for accurate, reliable EU-wide accident statistics, including statistics on the causes of accidents and listing of injuries and accident victims, and observes that an accident database could be very helpful in this connection, in which context the data must be kept anonymous and used only for purposes of accident research;

Amendment

25. Calls for accurate, reliable EU-wide accident statistics, including statistics on the causes of accidents, **exposure data**, and listing of injuries and accident victims, and observes that an accident database could be very helpful in this connection, in which context the data must be kept anonymous and used only for purposes of accident research;

Or. en

Amendment 212
Marie-Christine Arnautu

Motion for a resolution
Paragraph 25

Motion for a resolution

25. Calls for accurate, reliable EU-wide accident statistics, including statistics on the causes of accidents and listing of injuries and accident victims, and observes that an accident database **could be very helpful** in this connection, in which context the data must be kept anonymous and used only for purposes of accident research;

Amendment

25. Calls for accurate, reliable EU-wide accident statistics, including statistics on the causes of accidents and listing of injuries and accident victims, and observes that an accident database **is essential** in this connection, in which context the data must be kept anonymous and used only for purposes of accident research;

Amendment 213
Dieter-Lebrecht Koch

Motion for a resolution
Paragraph 25

Motion for a resolution

25. Calls for accurate, reliable EU-wide accident statistics, including statistics on the causes of accidents and listing of injuries and accident victims, and observes that an *accident database* could be very helpful in this connection, in which context the data must be kept anonymous and used only for purposes of accident research;

Amendment

25. Calls for accurate, reliable EU-wide accident statistics, including statistics on the causes of accidents and listing of injuries and accident victims, and observes that an *event data recorder* could be very helpful in this connection, in which context the data must be kept anonymous and used only for purposes of accident research;

Or. en

Amendment 214
Georges Bach

Motion for a resolution
Paragraph 25 a (new)

Motion for a resolution

25a. Calls for data to be collected throughout the EU on vehicle occupants killed or injured due to causes other than collisions; notes that there are no data available on vehicle heat-stroke casualties;

Amendment

Or. de

Amendment 215
Olga Sehnalová, Francisco Assis, Miltiadis Kyrkos, Lucy Anderson, Claudia Țapardel, István Ujhelyi, Christine Revault D'Allonnes Bonnefoy

Motion for a resolution
Paragraph 25 a (new)

Motion for a resolution

Amendment

25 a. *Calls for updating of the testing requirements for motor vehicle active and passive safety systems, which would take into account not only pedestrians but also cyclists;*

Or. en

Amendment 216

Olga Sehnalová, Francisco Assis, Ismail Ertug, Lucy Anderson, Enrico Gasbarra, Claudia Țapardel, István Ujhelyi, Christine Revault D'Allonnes Bonnefoy

Motion for a resolution

Paragraph 25 b (new)

Motion for a resolution

Amendment

25 b. *Calls for better fire safety rules for buses and coaches with different type of power, including the CNG powered buses, to maximize the protection of passengers safety;*

Or. en

Amendment 217

Kateřina Konečná

Motion for a resolution

Paragraph 25 a (new)

Motion for a resolution

Amendment

25a. *The Commission should assess the potential risk of accidents related to billboards and advertisements alongside roads and motorways;*

Or. cs

Amendment 218

Wim van de Camp, Georges Bach, Deirdre Clune, Elżbieta Katarzyna Łukacijewska

Motion for a resolution
Paragraph 26 a (new)

Motion for a resolution

Amendment

26 a. Calls on the Commission to update the testing requirements for motor vehicle passive safety systems to include Vulnerable Road User front and rear impact;

Or. en

Amendment 219
Matthijs van Miltenburg

Motion for a resolution
Paragraph 26 a (new)

Motion for a resolution

Amendment

26 a. Calls on the Commission that it makes sure that the market will have sufficient and realistic time to adapt to these measures;

Or. en

Amendment 220
Kateřina Konečná

Motion for a resolution
Paragraph 26 a (new)

Motion for a resolution

Amendment

26 a. Observes that redesigned front underrun protection (FUP) of HGVs could reduce fatalities in head-on collisions between cars and HGVs with 20%, calls on the Commission to mandate improved energy absorbing FUPs for all new vehicles as from 2022.^{3a}

^{3a}

<https://www.transportenvironment.org/site>

Or. en

Amendment 221
Michael Cramer, Karima Delli

Motion for a resolution
Paragraph 26 a (new)

Motion for a resolution

Amendment

26 a. *Observes that a re-design of front underrun protection (FUP) of heavy-goods vehicles can reduce fatalities in head-on collisions between cars and heavy-goods vehicles by 20%, calls on the Commission to mandate improved energy absorbing FUPs for all new vehicles as of 2022;*

Or. en

Amendment 222
Wim van de Camp, Georges Bach, Deirdre Clune

Motion for a resolution
Paragraph 26 b (new)

Motion for a resolution

Amendment

26 b. *Observes that redesigned front and rear underrun protection (FUP) of HGVs could reduce fatalities in head-on collisions between cars and HGVs with 20%, calls on the Commission to mandate improved energy absorbing FUPs for all new vehicles;*

Or. en

Amendment 223
Michael Cramer, Karima Delli

Motion for a resolution
Paragraph 26 b (new)

Motion for a resolution

Amendment

26 b. Stresses that Directive 2015/719 on Weights and Dimensions offers great potential to improve truck safety, deplors that the Commission missed the deadline for an assessment of the need to adopt or amend any technical requirements for type-approval of aerodynamic device^{1a}, and calls upon the Commission to accelerate the work on this Directive, to make a public statement on this issue as soon as possible and to present its report before December 2017;

^{1a} see the deadline in Article 8b (27 May 2017)

Or. en

Amendment 224

Lucy Anderson, István Ujhelyi, Christine Revault D'Allonnes Bonnefoy, Olga Sehnalová

Motion for a resolution
Paragraph 26 a (new)

Motion for a resolution

Amendment

26 a. Stresses that Directive (EU) 2015/719 on weights & Dimensions of HGVs has great potential to improve truck safety, and notes that the Commission has missed the deadline of 27 May 2017 under that Directive for assessing the need to adopt or amend any technical requirements for type-approval of aerodynamic devices laid down within that framework, and therefore calls on the Commission to present its assessment immediately and accelerate the work on this Directive;

Or. en

Amendment 225
Kateřina Konečná

Motion for a resolution
Paragraph 26 b (new)

Motion for a resolution

Amendment

26 b. Stresses that the Directive (EU) 2015/719 – Weights & Dimensions of HGVs – has great potential to improve truck safety. The Commission missed the deadline from 27 May 2017. Calls on the Commission to present its assessment by the end of 2017 and accelerate the work on this Directive;

Or. en

Amendment 226
Wim van de Camp, Georges Bach, Deirdre Clune, Elżbieta Katarzyna Łukacijewska

Motion for a resolution
Paragraph 26 c (new)

Motion for a resolution

Amendment

26 c. Emphasises that the Directive (EU) 2015/719 – Weights & Dimensions - is a unique opportunity to improve HGV safety, calls on the Commission to accelerate work on this Directive and come forward with their assessment before the end of 2017.

Or. en