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AMENDMENTS
13 - 167

Draft opinion
Matthijs van Miltenburg
(PE627.562v01-00)

Type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users

Proposal for a regulation
(COM(2018)0286 – C8-0194/2018 – 2018/0145(COD))

Amendment 13
Lucy Anderson, Francisco Assis, Miltiadis Kyrkos

Proposal for a regulation
Recital 2 a (new)

Text proposed by the Commission	*Amendment*
	(2 a) Pursuant to the framework of Directive 96/53/EC of the European Parliament and of the Council, enabling vehicles to have a new cab profile would contribute to improving road safety by reducing blind spots in the driver's vision, and ought to help to save the lives of many vulnerable road users such as pedestrians or cyclists. Once improved safety requirements for longer cabs have been developed, consideration should be given to whether it is appropriate to apply them to vehicles which do not benefit from the length extension;

Or. en

Amendment 14
Kateřina Konečná

Proposal for a regulation
Recital 3

Text proposed by the Commission	*Amendment*
(3) Over the past decades, developments in vehicle safety have contributed significantly to the overall reduction in the number of road fatalities and severe injuries. However, ***these reductions have recently stalled*** in the ***Union due to various factors, such as structural and behavioural factors, and*** without new initiatives on general road safety, the safety effects of the current approach will no longer be able to off-set the effects of increasing traffic volumes. Therefore, the safety performance of	(3) Over the past decades, developments in vehicle safety have contributed significantly to the overall reduction in the number of road fatalities and severe injuries. However, ***25,300 people died*** in the ***year 2017 on EU roads, a figure that has hardly budged in four years. In addition, at least, 135,000 people are seriously injured in collisions every year on EU roads.*** Without new initiatives on general road safety, the safety effects of the current approach will no longer be able to off-set the effects of increasing traffic

vehicles needs to be further improved as part of an integrated road safety approach and in order to protect vulnerable road users better.	volumes. Therefore, the safety performance of vehicles needs to be further improved as part of an integrated road safety approach and in order to protect vulnerable road users better.

Or. en

Amendment 15
Maria Grapini

Proposal for a regulation
Recital 3

Text proposed by the Commission	*Amendment*
(3) Over the past decades, developments in vehicle safety have contributed significantly to the overall reduction in the number of road fatalities and severe injuries. However, these reductions have recently stalled in the Union due to various factors, such as structural and behavioural factors, and without new initiatives on general road safety, the safety effects of the current approach will no longer be able to off-set the effects of increasing traffic volumes. Therefore, the safety performance of vehicles needs to be further improved as part of an integrated road safety approach and in order to protect vulnerable road users better.	(3) Over the past decades, developments in vehicle safety have contributed significantly to the overall reduction in the number of road fatalities and severe injuries. However, these reductions have recently stalled in the Union due to various factors, such as structural and behavioural factors, and without new initiatives on general road safety, the safety effects of the current approach will no longer be able to off-set the effects of increasing traffic volumes. Therefore, the safety performance of vehicles needs to be further improved as part of an integrated road safety approach and in order to protect vulnerable ***and all other*** road users better.

Or. ro

Amendment 16
Maria Grapini

Proposal for a regulation
Recital 4

Text proposed by the Commission	*Amendment*
(4) Technical progress in the area of	(4) Technical progress in the area of

advanced vehicle safety systems offers new possibilities for reducing casualty numbers. In order to minimise the number of fatalities, some of the relevant new technologies need to be introduced.

advanced vehicle safety systems offers new possibilities for reducing casualty ***and road accident*** numbers. In order to minimise the number of fatalities, some of the relevant new technologies need to be introduced.

Or. ro

Amendment 17
Nicola Caputo

Proposal for a regulation
Recital 5 a (new)

Text proposed by the Commission	*Amendment*
	(5 a) The cost-effectiveness of safety systems has to be prioritised, in order to avoid higher prices for consumers. Manufacturers and operators should introduce a pricing policy to encourage consumers to choose vehicles equipped with safety and driver assistance systems.

Or. en

Amendment 18
Dieter-Lebrecht Koch

Proposal for a regulation
Recital 6

Text proposed by the Commission	*Amendment*
(6) Intelligent speed assistance, lane-keeping systems, driver drowsiness and attention monitoring and distraction detection and reversing detection systems have a high potential to reduce casualty numbers considerably. In addition, those systems are based on technologies which will be used for the deployment of connected and automated vehicles too. Therefore, harmonised rules and test procedures for the type-approval of	(6) ***Automatic emergency braking systems,*** intelligent speed assistance, lane-keeping systems, ***turning assistance,*** driver drowsiness and attention monitoring and distraction detection and reversing detection systems have a high potential to reduce casualty numbers considerably. In addition, those systems are based on technologies which will be used for the deployment of connected and automated vehicles too. Therefore, harmonised rules

vehicles as regards those systems and for the type-approval of those systems as separate technical units should be established at Union level.

and test procedures for the type-approval of vehicles as regards those systems and for the type-approval of those systems as separate technical units should be established at Union level. ***It should also be ensured that these systems can be inspected, and thus operated safely, throughout the life cycle of the vehicle.***

Or. de

Amendment 19
Olga Sehnalová

Proposal for a regulation
Recital 6

Text proposed by the Commission	*Amendment*
(6) Intelligent speed assistance, lane-keeping systems, driver drowsiness and attention monitoring and distraction detection and reversing detection systems have a high potential to reduce casualty numbers considerably. In addition, those systems are based on technologies which will be used for the deployment of connected and automated vehicles too. Therefore, harmonised rules and test procedures for the type-approval of vehicles as regards those systems and for the type-approval of those systems as separate technical units should be established at Union level.	(6) Intelligent speed assistance, lane-keeping systems, driver drowsiness and attention monitoring and distraction detection and reversing detection systems have a high potential to reduce casualty numbers considerably***. The driver drowsiness and attention monitoring and distraction detection systems should work without any facial recognition***. In addition, those systems are based on technologies which will be used for the deployment of connected and automated vehicles too. Therefore, harmonised rules and test procedures for the type-approval of vehicles as regards those systems and for the type-approval of those systems as separate technical units should be established at Union level.

Or. en

Amendment 20
Olga Sehnalová

Proposal for a regulation
Recital 7

Text proposed by the Commission	*Amendment*
(7) The introduction of event (accident) data recorders storing a range of crucial vehicle data over a short timeframe before, during and after a triggering event (for example, the deployment of an airbag) is a valuable step in obtaining more accurate, in-depth accident data. Motor-vehicles should therefore be required to be equipped with such recorders. It should also be a requirement that such recorders are capable for recording and storing data in such a way that the data can be used by Member States to conduct road safety analysis and assess the effectiveness of specific measures taken.	(7) The introduction of event (accident) data recorders storing a range of crucial vehicle data over a short timeframe before, during and after a triggering event (for example, the deployment of an airbag) is a valuable step in obtaining more accurate, in-depth accident data. Motor-vehicles should therefore be required to be equipped with such recorders. It should also be a requirement that such recorders are capable for recording and storing data in such a way that the data can be ***solely*** used by Member States to conduct road safety analysis and assess the effectiveness of specific measures taken ***without the possibility of identifying the owner or the holder of the vehicle.***

Or. en

Amendment 21
Dieter-Lebrecht Koch

Proposal for a regulation
Recital 7

Text proposed by the Commission	*Amendment*
(7) The introduction of event (accident) data recorders storing a range of crucial vehicle data over a short timeframe before, during and after a triggering event (for example, the deployment of an airbag) is a valuable step in obtaining more accurate, in-depth accident data. Motor-vehicles should therefore be required to be equipped with such recorders. ***It*** should ***also be a requirement that*** such recorders ***are*** capable ***for*** recording and storing data in such a way that the data can be used by Member States to conduct road safety analysis and assess the effectiveness of specific measures taken.	(7) The introduction of event (accident) data recorders storing a range of crucial vehicle data over a short timeframe before, during and after a triggering event (for example, the deployment of an airbag) is a valuable step in obtaining more accurate, in-depth accident data. Motor-vehicles should therefore be required to be equipped with such recorders. ***In addition, only anonymised data that can be used for accident research*** should ***be collected and stored. Moreover,*** such recorders ***should be*** capable ***of*** recording and storing data in such a way that the data can be used by Member States to conduct road safety analysis and assess the effectiveness of

specific measures taken.

Or. de

Amendment 22
Lucy Anderson, Francisco Assis, Miltiadis Kyrkos

Proposal for a regulation
Recital 7 a (new)

Text proposed by the Commission	*Amendment*
	(7 a) The type-approval requirements concerning safety shall be tested and ensured in the light of the specific performance standards with which all vehicles are to comply, regardless of vehicle segment.

Or. en

Amendment 23
Franck Proust, Renaud Muselier

Proposal for a regulation
Recital 9 a (new)

Text proposed by the Commission	*Amendment*
	(9a) Provision to take account of injuries, especially to the back of the neck, which are sustained in rear-collision crashes and particularly pile-ups, even at low speeds, and which entail a considerable cost to society in the EU, should be considered. UN Regulation No 34 should also be amended to include representative tests and relevant biometric criteria to address this problem.

Or. fr

Justification

To enable the new regulation to take account of the problem of impact to the back of the neck in rear-collision road accidents. Such injuries are not specifically recorded in the road safety statistics although they entail a considerable cost (for hospital care and in terms of lost working time, etcetera) and they could be avoided through the use of better designed safety features (head rests, restraint systems etcetera).

Amendment 24
Dieter-Lebrecht Koch

Proposal for a regulation
Recital 9 a (new)

Text proposed by the Commission	*Amendment*
	(9a) The deployment of eCall systems in motorcycles, commercial vehicles and buses is essential to provide professional medical assistance to accident victims as soon as possible.

Or. de

Amendment 25
Nicola Caputo

Proposal for a regulation
Recital 15

Text proposed by the Commission	*Amendment*
(15) Historically, Union rules have limited the overall length of truck combinations which resulted in the typical cab-over-engine designs as they maximise the cargo space. However, the high position of the driver led to an increased blind spot area and poorer direct visibility around the truck cab. This is a major factor for truck accidents involving vulnerable road users. The number of casualties could be reduced significantly by improving direct vision. Requirements should therefore be introduced to improve the	(15) Historically, Union rules have limited the overall length of truck combinations which resulted in the typical cab-over-engine designs as they maximise the cargo space. However, the high position of the driver led to an increased blind spot area and poorer direct visibility around the truck cab. This is a major factor for truck accidents involving vulnerable road users. The number of casualties could be reduced significantly by improving direct vision. Requirements should therefore be introduced to improve the direct vision***, as part of an integrated road***

direct vision.

safety approach and in order to enhance the protection of vulnerable road users.

Or. en

Amendment 26
Nicola Caputo

Proposal for a regulation
Recital 15 a (new)

Text proposed by the Commission	*Amendment*
	(15 a) Furthermore, the Union should continue to promote the mandatory introduction for trucks of intelligent speed assistance and automatic emergency braking systems with cyclist and pedestrian detection.

Or. en

Justification

Given that trucks are involved in 15 % of road fatalities, and that vulnerable road users account for approximately 1 000 truck-related fatalities every year, intelligent speed assistance and automatic emergency systems for trucks act as a preventive and protective measure for those users.

Amendment 27
Kateřina Konečná

Proposal for a regulation
Recital 16 a (new)

Text proposed by the Commission	*Amendment*
	(16 a) Recognising that driving whilst using a mobile phone or other device significantly impairs driving ability, vehicle manufacturers should publish their tests to show compliance with the human-machine interface (HMI) Guidance Statement of Principle on in-vehicle information and infotainment

systems.

Or. en

Justification

The Statement of Principles is a voluntary industry guideline to address essential safety aspects to be taken into account for the human machine interface (HMI) for driver interactions with in-vehicle information and communication systems equipped with visual or manual/visual interfaces. According to the Statement of Principles, any in-vehicle systems should be designed in such a way that - adverse effects on driving safety are minimized- the driver is enabled to maintain sufficient attention to the driving situation while using the system; and- driver distraction is minimized and - driver is not visually entertained while driving.

Amendment 28
Michael Cramer

Proposal for a regulation
Recital 16 a (new)

Text proposed by the Commission	*Amendment*
	(16 a) The Commission should propose before the end of 2019 that existing trucks and busses be retro-fitted with technologically most advanced turning assistants.

Or. en

Amendment 29
Olga Sehnalová

Proposal for a regulation
Recital 17

Text proposed by the Commission	*Amendment*
(17) Automated and connected vehicles may be able to make a huge contribution in reducing road fatalities since in the region ***of*** 90 per cent of road accidents are estimated to result from human error. As automated vehicles will gradually be taking over tasks of the driver, harmonised rules	(17) Automated and connected vehicles may be able to make a huge contribution in reducing road fatalities since in the region ***more than*** 90 per cent of road accidents are estimated to result from human error ***or interaction of human error with vehicle and/or infrastructure***. As automated

and technical requirements for automated vehicle systems should be adopted at Union level.	vehicles will gradually be taking over tasks of the driver, harmonised rules and technical requirements for automated vehicle systems should be adopted at Union level.

Or. en

Amendment 30
Maria Grapini

Proposal for a regulation
Recital 17

Text proposed by the Commission	*Amendment*
(17) Automated and connected vehicles may be able to make a huge contribution in reducing road fatalities since in the region of 90 per cent of road accidents are estimated to result from human error. As automated vehicles will gradually be taking over tasks of the driver, harmonised rules and technical requirements for automated vehicle systems should be adopted at Union level.	(17) Automated and connected vehicles may be able to make a huge contribution in reducing road fatalities since in the region of 90 per cent of road accidents are estimated to result from human error. As automated vehicles will gradually be taking over tasks of the driver, harmonised rules and technical requirements ***that are efficient and suitable*** for automated vehicle systems should be adopted at Union level.

Or. ro

Amendment 31
Dieter-Lebrecht Koch

Proposal for a regulation
Recital 17

Text proposed by the Commission	*Amendment*
(17) Automated and connected vehicles may be able to make a huge contribution in reducing road fatalities since in the region of 90 per cent of road accidents are estimated to result from human error. As automated vehicles will gradually be taking over tasks of the driver, harmonised rules	*(Does not affect the English version.)*

and technical requirements for automated vehicle systems should be adopted at Union level.

Or. de

Amendment 32
Nicola Caputo

Proposal for a regulation
Recital 19

Text proposed by the Commission	*Amendment*
(19) The Union should continue to promote the development of technical requirements for tyre noise, rolling resistance and wet grip performance of tyres at the United Nations level. This is because UN Regulation No 117 now contains these detailed provisions. The process of adapting the requirements on tyres to take account of technical progress should ***continue*** at United Nations level, in particular to ensure that tyre performance is also assessed at the end of a tyre's life in its worn state and to promote the idea that tyres should meet the requirements throughout their life and not be replaced prematurely. Existing requirements in Regulation (EC) No 661/2009 relating to tyre performance should be replaced by equivalent UN Regulations.	(19) The Union should continue to promote the development of technical requirements for tyre noise, rolling resistance and wet grip performance of tyres at the United Nations level. This is because UN Regulation No 117 now contains these detailed provisions. The process of adapting the requirements on tyres to take account of technical progress should ***be rapidly and ambitiously continued*** at United Nations level, in particular to ensure that tyre performance is also assessed at the end of a tyre's life in its worn state and to promote the idea that tyres should meet the requirements throughout their life and not be replaced prematurely. Existing requirements in Regulation (EC) No 661/2009 relating to tyre performance should be replaced by equivalent UN Regulations.

Or. en

Amendment 33
Maria Grapini

Proposal for a regulation
Recital 19

Text proposed by the Commission	*Amendment*

(19) The Union should continue to promote the development of technical requirements for tyre noise, rolling resistance and wet grip performance of tyres at the United Nations level. This is because UN Regulation No 117 now contains these detailed provisions. The process of adapting the requirements on tyres to take account of technical progress should continue at United Nations level, in particular to ensure that tyre performance is also assessed at the end of a tyre's life in its worn state and to promote the idea that tyres should meet the requirements throughout their life and not be replaced prematurely. Existing requirements in Regulation (EC) No 661/2009 relating to tyre performance should be replaced by equivalent UN Regulations.	(19) The Union should continue to promote the development of technical requirements for tyre noise, rolling resistance and wet grip performance of tyres at the United Nations level. This is because UN Regulation No 117 now contains these detailed provisions. The process of adapting the requirements on tyres to take account of technical progress should continue at United Nations level, in particular to ensure that tyre performance is also assessed at the end of a tyre's life in its worn state and to promote the idea that tyres should meet the requirements throughout their life and not be replaced prematurely. Existing requirements in Regulation (EC) No 661/2009 relating to tyre performance should be replaced by equivalent UN Regulations ***to ensure that rigorous standards are met***.

Or. ro

Amendment 34
Lucy Anderson, Francisco Assis, Miltiadis Kyrkos

Proposal for a regulation
Recital 25 a (new)

Text proposed by the Commission	*Amendment*
	(25 a) In order to ensure compliance with this Regulation, Member States should take all necessary actions to ensure that the provisions on corrective measures and penalties laid down in Regulation (EU) 2018/858 are implemented.

Or. en

Amendment 35
Michael Cramer

Proposal for a regulation
Article 1 – paragraph 1 – point 3

Text proposed by the Commission	*Amendment*
3. for the type-approval of newly-manufactured tyres with regard to their safety and environmental performance.	3. for the type-approval of newly-manufactured tyres with regard to their safety and environmental performance ***in terms of reduction of noise and air pollution***.

Or. en

Amendment 36
Franck Proust, Renaud Muselier

Proposal for a regulation
Article 3 – paragraph 2 – point 1

Text proposed by the Commission	*Amendment*
(1) 'vulnerable road user' means a road user using a two-wheel powered vehicle or a non-motorised road user, such as a cyclist or a pedestrian;	(1) 'vulnerable road user' means a road user using a two-wheel ***or three-wheel*** powered vehicle***, or an electrically powered personal transportation device,*** or a non-motorised road user, such as a cyclist or a pedestrian;

Or. fr

Justification

Whereas motorcycles have traditionally been constructed with two wheels, many now have three wheels but they are still vulnerable vis-à-vis cars and lorries. Likewise, increasing numbers of people are using electrically powered personal transportation devices (scooters, solowheels, etcetera) for travel in urban areas. They should not be excluded from the definition of vulnerable road users.

Amendment 37
Wim van de Camp

Proposal for a regulation
Article 3 – paragraph 2 – point 3

Text proposed by the Commission	*Amendment*
(3) 'intelligent speed assistance' means a system to aid the driver in observing the	(3) ***´speed limit information system´ (meaning*** 'intelligent speed assistance' ***in a***

appropriate speed for the road environment by providing haptic feedback through the accelerator pedal with speed limit information obtained through observation of road signs and signals, based on infrastructure signals or electronic map data, or both, made available in-vehicle;	***way of informing about the current speed limit)*** means a system to aid the driver in observing the appropriate speed for the road environment by providing haptic feedback through the accelerator pedal with speed limit information obtained through observation of road signs and signals, based on infrastructure signals or electronic map data, or both, made available in-vehicle;

Or. en

Amendment 38
Jacqueline Foster

Proposal for a regulation
Article 3 – paragraph 2 – point 3

Text proposed by the Commission	*Amendment*
(3) 'intelligent speed assistance' means a system to aid the driver in observing the appropriate speed for the road environment by providing ***haptic feedback through the accelerator pedal with*** speed limit information obtained through observation of road signs and signals, based on infrastructure signals or electronic map data, or both, made available in-vehicle;	(3) ***'speed limit information system´ (meaning*** 'intelligent speed assistance' ***in a way of informing about the current speed limit)*** means a system to aid the driver in observing the appropriate speed for the road environment by providing speed limit information obtained through observation of road signs and signals, based on infrastructure signals or electronic map data, or both, made available in-vehicle;

Or. en

Justification

Intelligent speed assistance is currently not available with a performance which would be accepted by the customers, therefore Speed Limit Information System should be used as an effective alternative and infrastructure has to be updated in the same way.

Amendment 39
Marita Ulvskog, Olle Ludvigsson

Proposal for a regulation
Article 3 – paragraph 2 – point 3

Text proposed by the Commission	*Amendment*
(3) 'intelligent speed assistance' means a system to aid the driver in observing the appropriate speed for the road environment by providing ***haptic feedback through the accelerator pedal with*** speed limit information obtained through observation of road signs and signals, based on infrastructure signals or electronic map data, or both, made available in-vehicle;	(3) ***'speed limit information system´ (meaning*** 'intelligent speed assistance' ***in a way of informing about the current speed limit)*** means a system to aid the driver in observing the appropriate speed for the road environment by providing speed limit information obtained through observation of road signs and signals, based on infrastructure signals or electronic map data, or both, made available in-vehicle;

Or. en

Amendment 40
Andor Deli, Massimiliano Salini

Proposal for a regulation
Article 3 – paragraph 2 – point 3

Text proposed by the Commission	*Amendment*
(3) 'intelligent speed assistance' means a system to aid the driver in observing the appropriate speed for the road environment by providing ***haptic feedback through the accelerator pedal with*** speed limit information obtained through observation of road signs and signals, based on infrastructure signals or electronic map data, or both, made available in-vehicle;	(3) ***'speed limit information system´ (meaning*** 'intelligent speed assistance' ***in a way of informing about the current speed limit)***means a system to aid the driver in observing the appropriate speed for the road environment by providing speed limit information obtained through observation of road signs and signals, based on infrastructure signals or electronic map data, or both, made available in-vehicle;

Or. en

Justification

Intelligent speed assistance is currently not available with a performance which would be accepted by the customers (reason: too many false warnings and the vehicle is not able to capture the correct speed limit in any circumstance). Therefore, Speed Limit Information System should be used as an effective alternative and infrastructure has to be updated in the same way. The objective of the legislation should not be to prescribe how technology must be specifically designed. Haptic feedback is not necessary for an intelligent speed assistance system to work properly.

Amendment 41
Franck Proust, Renaud Muselier

Proposal for a regulation
Article 3 – paragraph 2 – point 3

Text proposed by the Commission	*Amendment*
(3) '***intelligent*** speed ***assistance***' means a ***system to aid*** the driver ***in observing*** the appropriate speed for the road environment by providing ***haptic feedback through the accelerator pedal with*** speed limit information obtained through observation of road signs and signals, based on infrastructure signals or electronic map data, or both, made available in-vehicle;	(3) 'speed ***limit information system***' means a ***means of informing*** the driver ***of the current speed limit so as to assist in observance of*** the appropriate speed for the road environment by providing ***limitation information based on*** speed limit information obtained through observation of road signs and signals, based on infrastructure signals or electronic map data, or both, made available in-vehicle;

Or. fr

Amendment 42
Michael Cramer

Proposal for a regulation
Article 3 – paragraph 2 – point 4 a (new)

Text proposed by the Commission	*Amendment*
	(4 a) 'speed limiter' is a device that prevents a vehicle from being driven faster than an officially specified speed limit.

Or. en

Amendment 43
Michael Cramer

Proposal for a regulation
Article 3 – paragraph 2 – point 4 b (new)

Text proposed by the Commission	*Amendment*

	(4 b) 'alcohol interlock' means a device in a motor vehicle that prevents a vehicle to be driven if the driver shows to have an alcohol concentration in his/her blood that is higher than the officially specified alcohol limit.

Or. en

Amendment 44
Jacqueline Foster

Proposal for a regulation
Article 3 – paragraph 2 – point 6

Text proposed by the Commission	*Amendment*
(6) 'advanced distraction recognition' means a system capable of recognition of the level visual attention of the driver to the traffic situation and warning the driver if needed;	***deleted***

Or. en

Justification

There is no reliable technology available to clearly indicate that a driver is being distracted. Enforcement via police controls, automated emergency braking, lane keeping systems and driver education should be considered as effective alternatives to address distraction of the driver occurring, for example, via the use of smartphone.

Amendment 45
Marita Ulvskog, Olle Ludvigsson

Proposal for a regulation
Article 3 – paragraph 2 – point 6

Text proposed by the Commission	*Amendment*
(6) 'advanced distraction recognition' means a system capable of recognition of the level visual attention of the driver to the traffic situation and warning the driver if needed;	***deleted***

Or. en

Amendment 46
Olga Sehnalová

Proposal for a regulation
Article 3 – paragraph 2 – point 6

Text proposed by the Commission	*Amendment*
(6) 'advanced distraction recognition' means a system capable of recognition of the level visual attention of the driver to the traffic situation and warning the driver if needed;	***deleted***

Or. en

Justification

There is no reliable technology available on the market to clearly indicate a distracted driver.

Amendment 47
Wim van de Camp

Proposal for a regulation
Article 3 – paragraph 2 – point 6

Text proposed by the Commission	*Amendment*
(6) ***'advanced distraction recognition' means a system capable of recognition of the level visual attention of the driver to the traffic situation and warning the driver if needed;***	(6) ***Delete***

Or. en

Justification

· There is no reliable technology available to clearly indicate that a driver is being distracted. · Enforcement via police controls, automated emergency braking, lane keeping systems and driver education should be considered as effective alternatives to address distraction of the driver occurring, for example, via the use of smartphone. - There are also GDPR / Privacy issues with the internal camera which need to be considered.

Amendment 48
Marita Ulvskog, Olle Ludvigsson

Proposal for a regulation
Article 3 – paragraph 2 – point 7

Text proposed by the Commission	*Amendment*
(7) 'emergency stop signal' means rapid flashing stop lamps to indicate to other road users to the rear of the vehicle that a high retardation force is being applied to the vehicle relative to the prevailing road conditions;	(7) 'emergency stop signal' means rapid flashing stop ***lamps or direction-indicator*** lamps to indicate to other road users to the rear of the vehicle that a high retardation force is being applied to the vehicle relative to the prevailing road conditions;

Or. en

Amendment 49
Andor Deli, Marian-Jean Marinescu, Massimiliano Salini

Proposal for a regulation
Article 3 – paragraph 2 – point 7

Text proposed by the Commission	*Amendment*
(7) 'emergency stop signal' means rapid flashing stop lamps to indicate to other road users to the rear of the vehicle that a high retardation force is being applied to the vehicle relative to the prevailing road conditions;	(7) 'emergency stop signal' means rapid flashing stop ***lamps or direction-indicator*** lamps to indicate to other road users to the rear of the vehicle that a high retardation force is being applied to the vehicle relative to the prevailing road conditions;

Or. en

Justification

UNECE regulation R48 foresees the choice of stop lamps or direction-indicator lamps to be used for the emergency stop signal. This regulation should be consistent with R48.

Amendment 50
Dieter-Lebrecht Koch

Proposal for a regulation
Article 3 – paragraph 2 – point 8

Text proposed by the Commission	*Amendment*
(8) 'reversing detection' means a camera or monitor, optical or detection system to make the driver aware of people and objects at the rear of the vehicle with the primary aim to avoid collisions upon reversing;	(8) 'reversing detection' means a camera or monitor, optical***, acoustic*** or detection system to make the driver aware of people***, animals*** and objects at the rear of the vehicle with the primary aim to avoid collisions upon reversing;

Or. de

Amendment 51
Marita Ulvskog, Olle Ludvigsson

Proposal for a regulation
Article 3 – paragraph 2 – point 8

Text proposed by the Commission	*Amendment*
(8) 'reversing detection' means a ***camera or monitor, optical or detection*** system to make the driver aware of people and objects at the rear of the vehicle with the primary aim to avoid collisions upon reversing;	(8) 'reversing detection' means a system to make the driver aware of people and objects at the rear of the vehicle with the primary aim to avoid collisions upon reversing;

Or. en

Amendment 52
Dieter-Lebrecht Koch

Proposal for a regulation
Article 3 – paragraph 2 – point 10

Text proposed by the Commission	*Amendment*
(10) '***advanced*** emergency braking system' means a system which can automatically detect a potential collision and activate the vehicle braking system to decelerate the vehicle with the purpose of avoiding or mitigating a collision;	(10) '***automatic*** emergency braking system' means a system which can automatically detect a potential collision and ***automatically*** activate the vehicle braking system ***at the last possible moment*** to decelerate the vehicle with the purpose of avoiding or mitigating a collision;

Or. de

Justification

(This amendment applies throughout the text; its adoption will necessitate linguistic adjustments throughout the text.)

Amendment 53
Franck Proust, Renaud Muselier

Proposal for a regulation
Article 3 – paragraph 2 – point 11

Text proposed by the Commission	*Amendment*
(11) 'lane-keeping system' means a system monitoring the position of the vehicle with respect to the lane boundary and applying a torque to the steering ***wheel***, or pressure to the brakes, at least when a lane departure occurs or is about to occur ***and a collision may be imminent***;	(11) 'lane-keeping system' means a system monitoring the position of the vehicle with respect to the lane boundary and ***emitting a warning or*** applying a torque to the steering ***system***, or pressure to the brakes, at least when a lane departure occurs or is about to occur;

Or. fr

Justification

The lane-keeping systems available on the market are designed to correct the vehicle's trajectory when it changes lane or is about to do so, without taking account of collision risk. The correction is effected through the steering system – not the steering wheel. There is no evidence that emergency lane-keeping systems are more effective than lane-change warnings.

Amendment 54
Olga Sehnalová

Proposal for a regulation
Article 3 – paragraph 2 – point 11

Text proposed by the Commission	*Amendment*
(11) 'lane-keeping system' means a system monitoring the position of the vehicle with respect to the lane boundary and applying a torque to the steering ***wheel***, or pressure to the brakes, at least when a lane departure occurs or is about to	(11) 'lane-keeping system' means a system monitoring the position of the vehicle with respect to the lane boundary and ***issuing a warning or*** applying a torque to the steering ***system***, or pressure to the brakes, at least when a lane departure

occur ***and a collision may be imminent***;	occurs or is about to occur;

Or. en

Amendment 55
Marita Ulvskog, Olle Ludvigsson

Proposal for a regulation
Article 3 – paragraph 2 – point 11

Text proposed by the Commission	*Amendment*
(11) 'lane-keeping system' means a system monitoring the position of the vehicle with respect to the lane boundary and applying a torque to the steering ***wheel***, or pressure to the brakes, at least when a lane departure occurs or is about to occur ***and a collision may be imminent***;	(11) 'lane-keeping system' means a system monitoring the position of the vehicle with respect to the lane boundary and ***issuing a warning or*** applying a torque to the steering ***system***, or pressure to the brakes, at least when a lane departure occurs or is about to occur;

Or. en

Amendment 56
Andor Deli, Massimiliano Salini

Proposal for a regulation
Article 3 – paragraph 2 – point 11

Text proposed by the Commission	*Amendment*
(11) 'lane-keeping system' means a system monitoring the position of the vehicle with respect to the lane boundary and applying a torque to the steering ***wheel***, or pressure to the brakes, at least when a lane departure occurs or is about to occur ***and a collision may be imminent***;	(11) 'lane-keeping system' means a system monitoring the position of the vehicle with respect to the lane boundary and ***issuing a warning or*** applying a torque to the steering ***system***, or pressure to the brakes, at least when a lane departure occurs or is about to occur;

Or. en

Justification

The lane-keeping systems available on the market are designed to keep the position of the vehicle when a lane departure occurs or is about to occur, without considering a risk of

collision. This is done through the steering system – not the wheel. There is no evidence that emergency lane keeping is more effective than lane departure warning.

Amendment 57
Dieter-Lebrecht Koch

Proposal for a regulation
Article 3 – paragraph 2 – point 11 a (new)

Text proposed by the Commission	*Amendment*
	(11a) 'turning assistance' means an advanced system which detects vulnerable road users located in close proximity to the front or nearside of the vehicle and provides a warning or can avoid collision with such vulnerable road users.

Or. de

Amendment 58
Michael Cramer

Proposal for a regulation
Article 3 – paragraph 2 – point 12 a (new)

Text proposed by the Commission	*Amendment*
	(12 a) 'anti-dooring system' means a system preventing the opening of the vehicle's doors for a short period of time where vulnerable road users, such as cyclists, advance towards a vehicle and so as to prevent a collision.

Or. en

Amendment 59
Marita Ulvskog, Olle Ludvigsson

Proposal for a regulation
Article 3 – paragraph 2 – point 13

Text proposed by the Commission	*Amendment*
(13) 'event (accident) data recorder' means a system recording and storing critical crash-related parameters and information before**,** during ***and after*** a collision;	(13) 'event (accident) data recorder' means a system recording and storing critical crash-related parameters and information before ***and*** during a collision;

Or. en

Amendment 60
Olga Sehnalová

Proposal for a regulation
Article 3 – paragraph 2 – point 13

Text proposed by the Commission	*Amendment*
(13) 'event (accident) data recorder' means a system recording and storing critical crash-related parameters and information before**,** during ***and after*** a collision;	(13) 'event (accident) data recorder' means a system recording and storing critical crash-related parameters and information before ***and*** during a collision;

Or. en

Justification

Event data recorder systems does not records information after the crash.

Amendment 61
Dieter-Lebrecht Koch

Proposal for a regulation
Article 3 – paragraph 2 – point 14

Text proposed by the Commission	*Amendment*
(14) 'frontal protection system' means a separate structure or structures, such as a bull bar, or a supplementary bumper which, in addition to the original-equipment bumper, is intended to protect the external surface of the vehicle from damage in the event of a collision with an object, with the exception of structures	(14) ‘frontal protection system’ means a separate structure or structures, such as a bull bar, or a supplementary bumper which, in addition to the original-equipment bumper, is intended to protect the external surface of the vehicle from damage ***or injury*** in the event of a collision with an object ***or animal***, with the

having a mass of less than 0,5 kg, intended to protect only the vehicle's lights;	exception of structures having a mass of less than 0,5 kg, intended to protect only the vehicle's lights;

Or. de

Amendment 62
Dieter-Lebrecht Koch

Proposal for a regulation
Article 3 – paragraph 2 – point 21

Text proposed by the Commission	*Amendment*
(21) 'automated vehicle' means a motor vehicle designed and constructed to move autonomously for extended periods of time without continuous human supervision;	(21) 'automated vehicle' means a motor vehicle designed and constructed to move autonomously ***in accordance with traffic regulations*** for extended periods of time without continuous human supervision;

Or. de

Amendment 63
Dieter-Lebrecht Koch

Proposal for a regulation
Article 4 – paragraph 4

Text proposed by the Commission	*Amendment*
4. Manufacturers shall ensure that vehicles are designed, constructed and assembled so as to ***minimise*** the risk of injury to vehicle occupants and vulnerable road users.	4. Manufacturers shall ensure that vehicles are designed, constructed and assembled so as to ***eliminate*** the risk of injury to vehicle occupants and vulnerable road users ***on condition that a vehicle is used in accordance with the regulations, and to minimise that risk in the event of an accident***.

Or. de

Amendment 64
Michael Cramer

Proposal for a regulation
Article 4 – paragraph 4

Text proposed by the Commission	*Amendment*
4. Manufacturers shall ensure that vehicles are designed, constructed and assembled so as to minimise the risk of injury to vehicle occupants and vulnerable road users.	4. Manufacturers shall ensure that vehicles are designed, constructed and assembled so as to ***prevent or*** minimise the risk of ***fatality or*** injury to vehicle occupants and vulnerable road users.

Or. en

Amendment 65
Michael Cramer

Proposal for a regulation
Article 4 – paragraph 5 – point b

Text proposed by the Commission	*Amendment*
(b) pedestrians, cyclists, vision and visibility;	(b) pedestrians, cyclists, ***steppers and skaters*** vision and visibility;

Or. en

Amendment 66
Marie-Christine Arnautu

Proposal for a regulation
Article 4 – paragraph 5 – point c

Text proposed by the Commission	*Amendment*
(c) vehicle chassis, braking, tyres and steering;	(c) vehicle chassis, braking, tyres***,*** ***suspension systems*** and steering;

Or. fr

Justification

A vehicle's suspension behaviour in the event of emergency braking or lane correction to avoid an obstacle plays a major role in its road holding and ground clearance; this is

particularly true of heavy goods vehicles which are subject, in this regard, to the additional phenomenon of excessive movement depending on their load and dimensions.

Amendment 67
Nicola Caputo

Proposal for a regulation
Article 4 – paragraph 5 a (new)

Text proposed by the Commission	*Amendment*
	5 a. Consumers shall be accurately informed about the functioning of driving assistance systems and their characteristics in the owner's manual provided by the manufacturers.

Or. en

Amendment 68
Dieter-Lebrecht Koch

Proposal for a regulation
Article 5 – paragraph 1

Text proposed by the Commission	*Amendment*
1. Vehicles shall be equipped with an accurate tyre pressure monitoring system capable of giving an in-vehicle warning to the driver when a loss of pressure occurs in a tyre, in the interests of optimum fuel consumption and road safety, over a wide range of road and environmental conditions.	1. Vehicles ***of categories L3e, L4e, L5e, N1, N2, N3, M2, M3, O2, O3 and O4*** shall be equipped with an accurate tyre pressure monitoring system capable of giving an in-vehicle warning to the driver when a loss of pressure occurs in a tyre, in the interests of optimum fuel consumption and road safety, over a wide range of road and environmental conditions.

Or. de

Amendment 69
Marita Ulvskog, Olle Ludvigsson

Proposal for a regulation
Article 5 – paragraph 1

Text proposed by the Commission	*Amendment*
1. Vehicles shall be equipped with an accurate tyre pressure monitoring system capable of giving an in-vehicle warning to the driver when a loss of pressure occurs in a tyre, in the interests of optimum fuel consumption and road safety, over a wide range of road and environmental conditions.	1. Vehicles ***of categories M1 and N1*** shall be equipped with an accurate tyre pressure monitoring system capable of giving an in-vehicle warning to the driver when a loss of pressure occurs in a tyre, in the interests of optimum fuel consumption and road safety, over a wide range of road and environmental conditions.

Or. en

Amendment 70
Franck Proust, Renaud Muselier

Proposal for a regulation
Article 5 – paragraph 1

Text proposed by the Commission	*Amendment*
1. Vehicles shall be equipped with ***an accurate*** tyre pressure monitoring system capable of giving an in-vehicle warning to the driver when a loss of pressure occurs in a tyre, in the interests of optimum fuel consumption and road safety, over a wide range of road and environmental conditions.	1. Vehicles shall be equipped with ***a*** tyre pressure monitoring system capable of giving an in-vehicle warning to the driver when a loss of pressure occurs in a tyre, in the interests of optimum fuel consumption and road safety, over a wide range of road and environmental conditions.

Or. fr

Justification

This requirement ought to be technology neutral.

Amendment 71
Dieter-Lebrecht Koch

Proposal for a regulation
Article 5 – paragraph 4 – point b

Text proposed by the Commission	*Amendment*
(b) the type-approval of tyres,	(b) the type-approval of tyres,

including technical requirements concerning their installation.	including ***their testing in degraded condition and under different weather-affected road conditions and*** technical requirements concerning their installation.

Or. de

Amendment 72
Franck Proust, Renaud Muselier

Proposal for a regulation
Article 5 – paragraph 4 – point b

Text proposed by the Commission	*Amendment*
(b) the type-approval of tyres, including technical requirements concerning their installation.	(b) the type-approval of tyres, ***including tyres with wear in respect of their wet-road grip, and*** including technical requirements concerning their installation.

Or. fr

Justification

To make the type-approval testing of tyres for vehicles in categories M1 and N1 placed on the EU market as representative as possible of usage under real driving conditions and to increase the safety contribution of tyres, wet-road grip tests should be carried out on tyres with wear.

Amendment 73
Franck Proust, Renaud Muselier

Proposal for a regulation
Article 5 – paragraph 4 – point b a (new)

Text proposed by the Commission	*Amendment*
	(ba) the introduction at EU level of type-approval of tyres installed on vehicles in categories M1 and N1 in respect of their wet-road grip with wear, once a test method has been established.

Or. fr

Justification

To make the type-approval testing of tyres for vehicles in categories M1 and N1 placed on the EU market as representative as possible of usage under real driving conditions and to increase the safety contribution of tyres, wet-road grip tests should be carried out on tyres with wear.

Amendment 74
Wim van de Camp

Proposal for a regulation
Article 6 – paragraph 1 – point a

Text proposed by the Commission	*Amendment*
(a) ***intelligent*** speed ***assistance;***	(a) Speed ***limit information system***

Or. en

Amendment 75
Michael Cramer

Proposal for a regulation
Article 6 – paragraph 1 – point a

Text proposed by the Commission	*Amendment*
(a) intelligent speed assistance;	(a) intelligent speed assistance***, including speed limiters***;

Or. en

Amendment 76
Franck Proust, Renaud Muselier

Proposal for a regulation
Article 6 – paragraph 1 – point a

Text proposed by the Commission	*Amendment*
(a) ***intelligent*** speed assistance***;***	(a) Speed ***limit information system***

Or. fr

Amendment 77
Marita Ulvskog, Olle Ludvigsson

Proposal for a regulation
Article 6 – paragraph 1 – point a

Text proposed by the Commission	*Amendment*
(a) ***intelligent*** speed ***assistance***;	(a) speed ***limit information system***;

Or. en

Amendment 78
Andor Deli, Massimiliano Salini

Proposal for a regulation
Article 6 – paragraph 1 – point a

Text proposed by the Commission	*Amendment*
(a) ***intelligent*** speed ***assistance***;	(a) speed ***limit information system***; *(This amendment applies throughout the text and Annex II.)*

Or. en

Amendment 79
Jacqueline Foster

Proposal for a regulation
Article 6 – paragraph 1 – point a

Text proposed by the Commission	*Amendment*
(a) ***intelligent*** speed ***assistance;***	(a) Speed ***limit information system***

Or. en

Justification

Intelligent speed assistance is currently not available with a performance which would be accepted by the customers, therefore Speed Limit Information System should be used as an effective alternative and infrastructure has to be updated in the same way.

Amendment 80
Michael Cramer

Proposal for a regulation
Article 6 – paragraph 1 – point b

Text proposed by the Commission	*Amendment*
(b) alcohol interlock installation facilitation;	(b) alcohol interlock installation facilitation***, including alcohol interlock devices installation***;

Or. en

Amendment 81
Olga Sehnalová

Proposal for a regulation
Article 6 – paragraph 1 – point d

Text proposed by the Commission	*Amendment*
(d) advanced distraction recognition;	***deleted***

Or. en

Amendment 82
Jacqueline Foster

Proposal for a regulation
Article 6 – paragraph 1 – point d

Text proposed by the Commission	*Amendment*
(d) advanced distraction recognition;	***deleted***

Or. en

Justification

There is no reliable technology available to clearly indicate that a driver is being distracted. Enforcement via police controls, automated emergency braking, lane keeping systems and driver education should be considered as effective alternatives to address distraction of the driver occurring, for example, via the use of smartphone.

Amendment 83
Marita Ulvskog, Olle Ludvigsson

Proposal for a regulation
Article 6 – paragraph 1 – point d

Text proposed by the Commission	*Amendment*
(d) advanced distraction recognition;	***deleted***

Or. en

Amendment 84
Wim van de Camp

Proposal for a regulation
Article 6 – paragraph 1 – point d

Text proposed by the Commission	*Amendment*
(d) ***advanced distraction recognition;***	(d) ***delete***

Or. en

Justification

· Enforcement via police controls, automated emergency braking, lane keeping systems and driver education should be considered as effective alternatives to address distraction of the driver occurring, for example, via the use of smartphone. · There is no reliable technology available to clearly indicate a distracted driver. There are also GDPR / Privacy issues with the internal camera which need to be considered.

Amendment 85
Matthijs van Miltenburg

Proposal for a regulation
Article 6 – paragraph 1 – point f a (new)

Text proposed by the Commission	*Amendment*
	(f a) event (accident) data recorder

Or. en

Amendment 86
Deirdre Clune, Georges Bach

Proposal for a regulation
Article 6 – paragraph 1 – point f a (new)

Text proposed by the Commission	*Amendment*
	(f a) event (accident) data recorded

Or. en

Amendment 87
Kateřina Konečná

Proposal for a regulation
Article 6 – paragraph 1 – point f a (new)

Text proposed by the Commission	*Amendment*
	(f a) event (accident) data recorded

Or. en

Justification

EDR should be mandatory for all vehicles categories. Nothing justify the exemption of trucks and buses.

Amendment 88
Michael Cramer

Proposal for a regulation
Article 6 – paragraph 1 – point f a (new)

Text proposed by the Commission	*Amendment*
	(f a) anti-dooring system

Or. en

Amendment 89

Dieter-Lebrecht Koch

Proposal for a regulation
Article 6 – paragraph 1 – point f a (new)

Text proposed by the Commission	*Amendment*
	(fa) eCall system

Or. de

Amendment 90
Matthijs van Miltenburg

Proposal for a regulation
Article 6 – paragraph 1 – point f b (new)

Text proposed by the Commission	*Amendment*
	(f b) advanced emergency braking system

Or. en

Amendment 91
Andor Deli, Massimiliano Salini

Proposal for a regulation
Article 6 – paragraph 2 – introductory part

Text proposed by the Commission	*Amendment*
2. ***Intelligent*** speed ***assistance*** systems shall have the following minimum specifications:	2. Speed ***limit information*** systems shall have the following minimum specifications:

Or. en

Amendment 92
Wim van de Camp

Proposal for a regulation
Article 6 – paragraph 2 – introductory part

Text proposed by the Commission	*Amendment*
2. ***Intelligent*** speed ***assistance*** systems shall have the following minimum specifications:	2. Speed ***limit information*** systems shall have the following minimum specifications:

Or. en

Amendment 93
Marita Ulvskog, Olle Ludvigsson

Proposal for a regulation
Article 6 – paragraph 2 – introductory part

Text proposed by the Commission	*Amendment*
2. ***Intelligent*** speed ***assistance*** systems shall have the following minimum specifications:	2. Speed ***limit information*** systems shall have the following minimum specifications:

Or. en

Amendment 94
Jacqueline Foster

Proposal for a regulation
Article 6 – paragraph 2 – introductory part

Text proposed by the Commission	*Amendment*
2. ***Intelligent*** speed ***assistance*** systems shall have the following minimum specifications:	2. Speed ***limit information*** systems shall have the following minimum specifications:

Or. en

Justification

Intelligent speed assistance is currently not available with a performance which would be accepted by the customers, therefore Speed Limit Information System should be used as an effective alternative and infrastructure has to be updated in the same way.

Amendment 95
Franck Proust, Renaud Muselier

Proposal for a regulation
Article 6 – paragraph 2 – point a

Text proposed by the Commission	*Amendment*
(a) ***it shall be possible for the driver to feel through the accelerator pedal that the applicable speed limit is reached or exceeded;***	(a) ***the system must be capable of indicating the current speed limit, in the vehicle, at all times***

Or. fr

Amendment 96
Marita Ulvskog, Olle Ludvigsson

Proposal for a regulation
Article 6 – paragraph 2 – point a

Text proposed by the Commission	*Amendment*
(a) it shall be ***possible for the driver to feel through the accelerator pedal that the applicable*** speed limit ***is reached or exceeded***;	(a) it shall be ***able to indicate the current*** speed limit ***at any time in the vehicle***;

Or. en

Amendment 97
Wim van de Camp

Proposal for a regulation
Article 6 – paragraph 2 – point a

Text proposed by the Commission	*Amendment*
(a) it shall be ***possible for the driver to feel through the accelerator pedal that the applicable*** speed limit ***is reached or exceeded;***	(a) ***(a)*** it shall be ***able to indicate the current*** speed limit ***at any time in the vehicle***

Or. en

Amendment 98
Andor Deli

Proposal for a regulation
Article 6 – paragraph 2 – point a

Text proposed by the Commission	*Amendment*
(a) it shall be ***possible for the driver to feel through the accelerator pedal that the applicable*** speed limit ***is reached or exceeded***;	(a) ***(a)*** it shall be ***able to indicate the current*** speed limit ***at any time in the vehicle***;

Or. en

Justification

Intelligent speed assistance is currently not available with a performance which would be accepted by the customers (reason: too many false warnings and the vehicle is not able to capture the correct speed limit in any circumstance). Therefore, Speed Limit Information System should be used as an effective alternative and infrastructure has to be updated in the same way.The objective of the legislation should not be to prescribe how technology must be specifically designed. Haptic feedback is not necessary for an intelligent speed assistance system to work properly.

Amendment 99
Jacqueline Foster

Proposal for a regulation
Article 6 – paragraph 2 – point a

Text proposed by the Commission	*Amendment*
(a) it shall be ***possible for the driver to feel through the accelerator pedal that the applicable*** speed limit ***is reached or exceeded;***	(a) it shall be ***able to indicate the current*** speed limit ***at any time in the vehicle***

Or. en

Justification

Intelligent speed assistance is currently not available with a performance which would be accepted by the customers, therefore Speed Limit Information System should be used as an effective alternative and infrastructure has to be updated in the same way.

Amendment 100
Andor Deli, Massimiliano Salini

Proposal for a regulation
Article 6 – paragraph 2 – point b

Text proposed by the Commission	*Amendment*
(b) it shall ***not*** be possible ***to switch off or supress*** the system;	(b) it shall be possible ***for a driver to easily suppress audible warnings of*** the system;

Or. en

Amendment 101
Wim van de Camp

Proposal for a regulation
Article 6 – paragraph 2 – point b

Text proposed by the Commission	*Amendment*
(b) it shall ***not*** be possible to switch off ***or supress*** the system;	(b) it shall be possible ***for the driver*** to switch off the system;

Or. en

Amendment 102
Franck Proust, Renaud Muselier

Proposal for a regulation
Article 6 – paragraph 2 – point b

Text proposed by the Commission	*Amendment*
(b) it shall ***not*** be possible to switch off or ***supress*** the system;	(b) it shall be possible to switch off or ***suppress*** the system;

Or. fr

Amendment 103
Jacqueline Foster

Proposal for a regulation
Article 6 – paragraph 2 – point b

Text proposed by the Commission	*Amendment*
(b) it shall ***not*** be possible to switch off ***or supress*** the system***;***	(b) it shall be possible ***for the driver*** to switch off the system

Or. en

Justification

Intelligent speed assistance is currently not available with a performance which would be accepted by the customers, therefore Speed Limit Information System should be used as an effective alternative and infrastructure has to be updated in the same way.

Amendment 104
Dieter-Lebrecht Koch

Proposal for a regulation
Article 6 – paragraph 2 – point c

Text proposed by the Commission	*Amendment*
(c) it shall be possible for the driver to override the system's prompted vehicle speed smoothly through normal operation of the accelerator pedal without need for kick-down;	(c) ***the system must be overridable:*** it shall be possible for the driver to override the system's prompted vehicle speed smoothly through normal operation of the accelerator pedal without need for kick-down;

Or. de

Amendment 105
Jacqueline Foster

Proposal for a regulation
Article 6 – paragraph 2 – point d

Text proposed by the Commission	*Amendment*
(d) where a cruise control system is engaged, the ***intelligent speed assistance system must automatically adapt to any lower*** speed limit.	(d) where a cruise control system ***or a speed limiter*** is engaged, the ***current*** speed limit ***can be adapted by the driver***.

Or. en

Justification

Intelligent speed assistance is currently not available with a performance which would be accepted by the customers, therefore Speed Limit Information System should be used as an effective alternative and infrastructure has to be updated in the same way.

Amendment 106
Franck Proust, Renaud Muselier

Proposal for a regulation
Article 6 – paragraph 2 – point d

Text proposed by the Commission	*Amendment*
(d) where a cruise control system is engaged, the ***intelligent speed assistance system must automatically adapt to any lower*** speed limit.	(d) where a cruise control system ***or speed limiting device*** is engaged, the ***driver may adapt the speed to the current*** speed limit.

Or. fr

Amendment 107
Andor Deli, Massimiliano Salini

Proposal for a regulation
Article 6 – paragraph 2 – point d

Text proposed by the Commission	*Amendment*
(d) where a cruise control system is engaged, the ***intelligent speed assistance system must automatically adapt to any lower*** speed limit.	(d) where a cruise control system ***or a speed limiter*** is engaged, the ***current*** speed limit ***can be adapted by the driver***.

Or. en

Justification

Intelligent speed assistance is currently not available with a performance which would be accepted by the customers (reason: too many false warnings and the vehicle is not able to capture the correct speed limit in any circumstance). Therefore, Speed Limit Information System should be used as an effective alternative and infrastructure has to be updated in the same way.The objective of the legislation should not be to prescribe how technology must be

specifically designed. Haptic feedback is not necessary for an intelligent speed assistance system to work properly.

Amendment 108
Marita Ulvskog, Olle Ludvigsson

Proposal for a regulation
Article 6 – paragraph 2 – point d

Text proposed by the Commission	*Amendment*
(d) where a cruise control system is engaged, the ***intelligent speed assistance system must automatically adapt to any lower*** speed limit.	(d) where a cruise control system ***or a speed limiter*** is engaged, the ***current*** speed limit ***can be adapted by the driver***.

Or. en

Amendment 109
Wim van de Camp

Proposal for a regulation
Article 6 – paragraph 2 – point d

Text proposed by the Commission	*Amendment*
(d) where a cruise control system is engaged, the ***intelligent speed assistance system must automatically adapt to any lower*** speed limit.	(d) where a cruise control system ***or a speed limiter*** is engaged, the ***current*** speed limit ***can be adapted by the driver***.

Or. en

Amendment 110
Olga Sehnalová

Proposal for a regulation
Article 6 – paragraph 3

Text proposed by the Commission	*Amendment*
3. A motor vehicle equipped with an advanced distraction recognition system in accordance with point (d) of paragraph	***deleted***

1, may be considered to meet the requirement in point (c) of that paragraph too.

Or. en

Amendment 111
Kateřina Konečná

Proposal for a regulation
Article 6 – paragraph 4 a (new)

Text proposed by the Commission	*Amendment*
	4 a. Event (accident) data recorders shall meet the following requirements in particular:
	(a) the data that they are capable of recording and storing with respect of the period before, during and after a collision shall include, as a minimum, the vehicle's speed, the state and rate of activation of its safety systems and any other relevant input parameters of the on-board active safety and accident avoidance systems;
	(b) it shall not be possible to deactivate the devices;
	(c) the way in which they are capable of recording and storing data shall be such that the data is protected against manipulation and can be made available to national authorities, on the basis of Union or national legislation in compliance with Regulation (EU) No 2016/679, over a standardised interface for the purposes of accident data analysis, and such that the precise vehicle type, version and variant, and in particular the active safety and accident avoidance systems fitted to the vehicle, can be identified.
	However, the data that an event (accident) data recorder is capable of recording and storing shall not include the last four

digits of the vehicle indicator section of the vehicle information number nor any other information which could allow the individual vehicle itself to be identified.

Or. en

Amendment 112
Matthijs van Miltenburg

Proposal for a regulation
Article 6 – paragraph 4 a (new)

Text proposed by the Commission	*Amendment*
	4 a. Motor vehicles shall be equipped with an event (accident) data recorder.Event (accident) data recorders shall meet the following requirements in particular:
	(a) the data that they are capable of recording and storing with respect of the period before, during and after an event (accident) shall include, as a minimum, the vehicle's speed, the state and rate of activation of its safety systems and any other relevant input parameters of the on-board active safety and accident avoidance systems;
	(b) it shall not be possible to deactivate the devices.

Or. en

Amendment 113
Matthijs van Miltenburg

Proposal for a regulation
Article 6 – paragraph 4 b (new)

Text proposed by the Commission	*Amendment*
	4 b. Motor vehicles shall be equipped with advanced emergency braking systems

	designed and fitted in two phases and providing for:
	(a) detection of moving vehicles and stationary obstacles ahead of the motor vehicle in the first phase;
	(b) extending the detection capability to also include vulnerable road users ahead of the motor vehicle in the second phase;
	(c) it shall be possible to switch off systems only one at a time, and only at standstill with the parking brake engaged, by a complex sequence of actions to be carried out by the driver;
	(d) the systems shall be in normal operation mode upon each activation of the vehicle master control switch;
	(e) it shall be possible to easily suppress audible warnings, but such action shall not at the same time suppress system functions other than audible warnings.

Or. en

Amendment 114
Matthijs van Miltenburg

Proposal for a regulation
Article 7 – paragraph 2

Text proposed by the Commission	*Amendment*
2. Vehicles of categories M1 and N1 shall be equipped with advanced emergency braking systems designed and fitted in two phases and providing for:	***deleted***
(a) detection of moving vehicles and stationary obstacles ahead of the motor vehicle in the first phase;	
(b) extending the detection capability to also include vulnerable road users ahead of the motor vehicle in the second phase.	

Or. en

Amendment 115
Marie-Christine Arnautu

Proposal for a regulation
Article 7 – paragraph 2 – point b

Text proposed by the Commission	*Amendment*
(b) extending the detection capability to also include vulnerable road users ahead of the motor vehicle in the second phase.	(b) extending the detection capability***, especially for blinds spots,*** to also include vulnerable road users ahead of the motor vehicle in the second phase.

Or. fr

Justification

Accidents involving vulnerable road users are often caused because such users are in a blind spot and thus less visible to the driver of the vehicle involved.

Amendment 116
Olga Sehnalová

Proposal for a regulation
Article 7 – paragraph 3

Text proposed by the Commission	*Amendment*
3. Vehicles of categories M_1 and N_1 shall be equipped with a lane-keeping system.	3. Vehicles of categories M_1 and N_1 shall be equipped with a lane-keeping system ***or lane departure warning system***.

Or. en

Amendment 117
Franck Proust, Renaud Muselier

Proposal for a regulation
Article 7 – paragraph 3

Text proposed by the Commission	*Amendment*
3. Vehicles of categories ***M***1 ***and N***1 shall be equipped with a lane-keeping	3. Vehicles of categories ***M1 and N1*** shall be equipped with a lane-keeping

system.	***system or lane-change warning*** system.

Or. fr

Justification

The requirement ought to be technology neutral or least leave the choice of the most appropriate system to the driver's discretion, as there is no evidence that lane-keeping systems are more effective than lane-change warning systems.

Amendment 118
Andor Deli, Massimiliano Salini

Proposal for a regulation
Article 7 – paragraph 3

Text proposed by the Commission	*Amendment*
3. Vehicles of categories ***M***1 ***and N***1 shall be equipped with a lane-keeping system.	3. Vehicles of categories ***M1 and N1*** shall be equipped with a lane-keeping system ***or lane departure warning system***.

Or. en

Justification

The requirement should be technology neutral or at least leave it up to the manufacturers to choose the most appropriate system as there is no evidence that emergency lane keeping system is more effective than lane departure warning system. A new regulation should refer to UN-ECE-regulation.

Amendment 119
Matthijs van Miltenburg

Proposal for a regulation
Article 7 – paragraph 4 – introductory part

Text proposed by the Commission	*Amendment*
4. ***Advanced emergency braking systems and*** lane-keeping systems shall meet the following requirements in particular:	4. Lane-keeping systems shall meet the following requirements in particular:

Or. en

Amendment 120
Olga Sehnalová

Proposal for a regulation
Article 7 – paragraph 4 – introductory part

Text proposed by the Commission	*Amendment*
4. Advanced emergency braking ***systems and lane-keeping*** systems shall meet the following requirements in particular:	4. Advanced emergency braking systems shall meet the following requirements in particular:

Or. en

Amendment 121
Franck Proust, Renaud Muselier

Proposal for a regulation
Article 7 – paragraph 4 – point a

Text proposed by the Commission	*Amendment*
(a) it shall be possible to switch off ***systems only one at a time, and only at standstill with the parking brake engaged, by a complex sequence of actions to be carried out by the driver***;	(a) it shall be possible to switch off ***the systems***;

Or. fr

Justification

There are driving situations in which systems must be deactivated in order for the vehicle to function correctly (e.g. electronic stability control needs to be deactivated in certain driving situations). Systems that cannot be switched off can have undesirable effects in terms of safety because their users may ask third parties to modify the systems and this could entail safety risks.

Amendment 122
Dieter-Lebrecht Koch

Proposal for a regulation
Article 7 – paragraph 4 – point a

Text proposed by the Commission	*Amendment*
(a) it shall be possible to switch off systems only ***one at a*** time, ***and only*** at standstill with the parking brake engaged, by a complex sequence of actions to be carried out by the driver;	(a) ***depending on the situation or operation,*** it shall be possible to switch off ***these*** systems only***, for a short*** time, at standstill with the parking brake engaged, by a complex sequence of actions to be carried out by the driver;

Or. de

Amendment 123
Andor Deli, Marian-Jean Marinescu, Massimiliano Salini

Proposal for a regulation
Article 7 – paragraph 4 – point a

Text proposed by the Commission	*Amendment*
(a) it shall be possible to switch off systems ***only one at a time, and only at standstill*** with the ***parking brake engaged, by a complex sequence of actions to be carried out by the driver***;	(a) it shall be possible to switch off systems ***in accordance*** with the ***relevant UNECE Regulation***[1a];
	[1a] UNECE R131

Or. en

Justification

There are driving situations where the system has to be switched off to ensure that the vehicle is working in the intended way (as for example electronic stability control can be switched off in some driving situations). Non switchable systems may lead to negative safety side effects as users could turn to third parties who may alter the system which is detrimental to safety. The switch off procedure is already prescribed in the relevant UNECE Regulation(s) (UNECE R131).

Amendment 124
Dieter-Lebrecht Koch

Proposal for a regulation
Article 7 – paragraph 4 – point b a (new)

Text proposed by the Commission	*Amendment*
	(ba) it must be possible for automatic active interventions by the system to be overridden by means of deliberate driver action, such as steering and braking.

Or. de

Amendment 125
Olga Sehnalová

Proposal for a regulation
Article 7 – paragraph 4 a (new)

Text proposed by the Commission	*Amendment*
	4 a. Lane-keeping system or lane departure warning system shall meet the following requirements in particular:
	(a) it shall be possible to switch off the systems;
	(b) the systems shall be in normal operation mode upon each activation of the vehiclemaster control switch;
	(c) it shall be possible to easily suppress audible warnings, but such action shall not at the same time suppress system functions other than audible warnings.

Or. en

Amendment 126
Kateřina Konečná

Proposal for a regulation
Article 7 – paragraph 5

Text proposed by the Commission	*Amendment*
5. Vehicles of categories M1 and N1 shall be equipped with an event (accident) data recorder. Event (accident) data recorders shall meet the following	***deleted***

requirements in particular:

(a) the data that they are capable of recording and storing with respect of the period before, during and after a collision shall include, as a minimum, the vehicle's speed, the state and rate of activation of its safety systems and any other relevant input parameters of the on-board active safety and accident avoidance systems;

(b) it shall not be possible to deactivate the devices;

(c) the way in which they are capable of recording and storing data shall be such that the data is protected against manipulation and can be made available to national authorities, on the basis of Union or national legislation in compliance with Regulation (EU) No 2016/679, over a standardised interface for the purposes of accident data analysis, and such that the precise vehicle type, version and variant, and in particular the active safety and accident avoidance systems fitted to the vehicle, can be identified.

However, the data that an event (accident) data recorder is capable of recording and storing shall not include the last four digits of the vehicle indicator section of the vehicle information number nor any other information which could allow the individual vehicle itself to be identified.

Or. en

Justification

Moved to article 6 Advanced vehicle safety systems for all categories of motor-vehicles

Amendment 127
Matthijs van Miltenburg

Proposal for a regulation
Article 7 – paragraph 5 – subparagraph 1

Text proposed by the Commission	*Amendment*
Vehicles of categories M1 and N1 shall be equipped with an event (accident) data recorder. Event (accident) data recorders shall meet the following requirements in particular:	***deleted***
(a) the data that they are capable of recording and storing with respect of the period before, during and after a collision shall include, as a minimum, the vehicle's speed, the state and rate of activation of its safety systems and any other relevant input parameters of the on-board active safety and accident avoidance systems;	
(b) it shall not be possible to deactivate the devices;	
(c) the way in which they are capable of recording and storing data shall be such that the data is protected against manipulation and can be made available to national authorities, on the basis of Union or national legislation in compliance with Regulation (EU) No 2016/679, over a standardised interface for the purposes of accident data analysis, and such that the precise vehicle type, version and variant, and in particular the active safety and accident avoidance systems fitted to the vehicle, can be identified.	

Or. en

Amendment 128
Olga Sehnalová

Proposal for a regulation
Article 7 – paragraph 5 – subparagraph 1 – point a

Text proposed by the Commission	*Amendment*
(a) the data that they are capable of recording and storing with respect of the period before**,** during ***and after*** a collision shall include, as a minimum, the vehicle's	(a) the data that they are capable of recording and storing with respect of the period before ***and*** during a collision shall include, as a minimum, the vehicle's speed,

speed, the state and rate of activation of its safety systems and any other relevant input parameters of the on-board active safety and accident avoidance systems;	the state and rate of activation of its safety systems and any other relevant input parameters of the on-board active safety and accident avoidance systems**.** ***Moreover, this data should only be kept as long as necessary to fulfil the purpose for which they were recorded*****;;**

Or. en

Amendment 129
Olga Sehnalová

Proposal for a regulation
Article 7 – paragraph 5 – subparagraph 1 – point c

Text proposed by the Commission	*Amendment*
(c) the way in which they are capable of recording and storing data shall be such that the data is protected against manipulation and can be made available to national authorities, on the basis of Union or national legislation in compliance with Regulation (EU) No 2016/679, over a standardised interface for the purposes of accident data analysis, and such that the precise vehicle type, version and variant, and in particular the active safety and accident avoidance systems fitted to the vehicle, can be identified.	(c) the way in which they are capable of recording and storing data shall be such that the data is protected against manipulation and can be made available ***solely*** to national authorities, on the basis of Union or national legislation in compliance with Regulation (EU) No 2016/679, over a standardised interface for the purposes of accident data analysis, and such that ***only*** the precise vehicle type, version and variant, and in particular the active safety and accident avoidance systems fitted to the vehicle, can be identified.

Or. en

Amendment 130
Maria Grapini

Proposal for a regulation
Article 7 – paragraph 5 – subparagraph 2

Text proposed by the Commission	*Amendment*
However, the data that an event (accident) data recorder is capable of recording and	***deleted***

storing shall not include the last four digits of the vehicle indicator section of the vehicle information number nor any other information which could allow the individual vehicle itself to be identified.

Or. ro

Amendment 131
Dieter-Lebrecht Koch

Proposal for a regulation
Article 7 – paragraph 5 – subparagraph 2

Text proposed by the Commission	*Amendment*
However, the data that an event ***(accident)*** data recorder is capable of recording and storing shall not include the last four digits of the vehicle indicator section of the vehicle information number nor any other information which could allow the individual vehicle itself to be identified.	However, the ***anonymised*** data that an event data recorder is capable of recording and storing shall not include the last four digits of the vehicle indicator section of the vehicle information number nor any other information which could allow the individual vehicle itself to be identified***, and the data may only be used for purposes of accident research***.

Or. de

Amendment 132
Olga Sehnalová

Proposal for a regulation
Article 7 – paragraph 5 – subparagraph 2

Text proposed by the Commission	*Amendment*
However, the data that an event (accident) data recorder is capable of recording and storing shall not include the last four digits of the vehicle indicator section of the vehicle information number nor any other information which could allow the individual vehicle itself to be identified.	However, the data that an event (accident) data recorder is capable of recording and storing shall not include the last four digits of the vehicle indicator section of the vehicle information number nor any other information which could allow the individual vehicle itself ***or the owner or the holder of the vehicle*** to be identified.

Or. en

Amendment 133
Lucy Anderson, Francisco Assis, Miltiadis Kyrkos

Proposal for a regulation
Article 7 – paragraph 5 a (new)

Text proposed by the Commission	*Amendment*
	5 a. Without prejudice to Regulation (EU) No 2016/679 of the European Parliament and the Council, any processing of personal data through the event (accident) data recorder referred to in Article 7(5) shall comply with the personal data protection rules provided for in that Regulation.

Or. en

Amendment 134
Marita Ulvskog, Olle Ludvigsson

Proposal for a regulation
Article 7 – paragraph 6

Text proposed by the Commission	*Amendment*
6. Vehicles of categories M1 and N1 shall be designed and constructed so as to provide for an enlarged head impact protection zone with the aim of enhancing the protection of vulnerable road users and mitigating their potential injuries in the event of a collision.	***deleted***

Or. en

Justification

Automated emergency breaking systems address the pedestrian protection in a much more effective way than an enlargement of the head impact zone.

Amendment 135
Olga Sehnalová

Proposal for a regulation
Article 7 – paragraph 6

Text proposed by the Commission	*Amendment*
6. Vehicles of categories M1 and N1 shall be designed and constructed so as to provide for an enlarged head impact protection zone with the aim of enhancing the protection of vulnerable road users and mitigating their potential injuries in the event of a collision.	***deleted***

Or. en

Justification

Enlargement of the head impact zone is not fully effective. According by the accident analysis, AEB system is much more effective than enlargement of the head impact zone.

Amendment 136
Nicola Caputo

Proposal for a regulation
Article 7 – paragraph 7 a (new)

Text proposed by the Commission	*Amendment*
	7 a. The protection of privacy, as high level of IT security should be ensured.

Or. en

Amendment 137
Dieter-Lebrecht Koch

Proposal for a regulation
Article 9 – paragraph 2

Text proposed by the Commission	*Amendment*
2. Vehicles of categories ***M2, M3, N2 and N3*** shall be equipped with a lane	2. Vehicles of categories ***M2, M3, N2 and N3*** shall be equipped with a lane

departure warning system and an ***advanced*** emergency braking system, which comply with the requirements set out in the delegated acts adopted under paragraph 7.

keeping assistance system and an ***automatic*** emergency braking system, which comply with the requirements set out in the delegated acts adopted under paragraph 7.

Or. de

Amendment 138
Dieter-Lebrecht Koch

Proposal for a regulation
Article 9 – paragraph 3

Text proposed by the Commission	*Amendment*
3. Vehicles of categories ***M2, M3, N***2 ***and N***3 shall be equipped with ***advanced systems capable of detecting vulnerable road users located in close proximity to the front or nearside of the vehicle and providing a warning or avoiding collision with such vulnerable road users***.	3. Vehicles of categories ***M2, M3, N2 and N3*** shall be equipped with ***turning assistance which complies with the requirements set out in the delegated acts adopted under paragraph 7***.

Or. de

Amendment 139
Michael Cramer

Proposal for a regulation
Article 9 – paragraph 3

Text proposed by the Commission	*Amendment*
3. Vehicles of categories M_2, M_3, N_2 and N_3 shall be equipped with advanced systems capable of detecting vulnerable road users located in close proximity to the front or nearside of the vehicle and providing a warning ***or avoiding*** collision with ***such*** vulnerable road users.	3. Vehicles of categories M_2, M_3, N_2 and N_3 shall be equipped with ***technologically most*** advanced systems capable of detecting vulnerable road users located in close proximity to the front or nearside of the vehicle and providing a warning ***so to avoid*** collision with vulnerable road users.

Or. en

Amendment 140
Marie-Christine Arnautu

Proposal for a regulation
Article 9 – paragraph 3

Text proposed by the Commission	*Amendment*
3. Vehicles of categories ***M*2, *M*3, *N*2 *and N*3** shall be equipped with advanced systems capable of detecting vulnerable road users located in close proximity to the front or nearside of the vehicle and providing a warning or avoiding collision with such vulnerable road users.	3. Vehicles of categories ***M2, M3, N2 and N3*** shall be equipped with advanced systems capable of detecting vulnerable road users located***, particularly in blind spots,*** in close proximity to the front or nearside of the vehicle and providing a warning or avoiding collision with such vulnerable road users.

Or. fr

Justification

Accidents involving vulnerable road users are often caused because such users are in a blind spot and thus less visible to the driver of the vehicle involved.

Amendment 141
Dieter-Lebrecht Koch

Proposal for a regulation
Article 9 – paragraph 4 – introductory part

Text proposed by the Commission	*Amendment*
4. With respect of systems referred to in ***paragraphs 2 and 3*** of this Article, they shall meet the following requirements in particular:	4. With respect of systems referred to in ***paragraph 2*** of this Article, they shall meet the following requirements in particular:

Or. de

Amendment 142
Marita Ulvskog, Olle Ludvigsson

Proposal for a regulation
Article 9 – paragraph 4 – point a

Text proposed by the Commission	*Amendment*
(a) it shall be possible to switch off systems ***only one at a time, and only at standstill with the parking brake engaged, by a complex sequence of actions to be carried out by the driver***;	(a) it shall be possible to switch off systems;

Or. en

Amendment 143
Dieter-Lebrecht Koch

Proposal for a regulation
Article 9 – paragraph 4 – point a

Text proposed by the Commission	*Amendment*
(a) it shall be possible to switch off systems only ***one at a*** time, ***and only*** at standstill with the parking brake engaged, by a complex sequence of actions to be carried out by the driver;	(a) ***depending on the situation or operation,*** it shall be possible to switch off ***these*** systems only***, for a short*** time, at standstill with the parking brake engaged, by a complex sequence of actions to be carried out by the driver;

Or. de

Amendment 144
Andor Deli, Marian-Jean Marinescu, Massimiliano Salini

Proposal for a regulation
Article 9 – paragraph 4 – point a

Text proposed by the Commission	*Amendment*
(a) it shall be possible to switch off systems ***only one at a time, and only at standstill*** with the ***parking brake engaged, by a complex sequence of actions to be carried out by the driver***;	(a) it shall be possible to switch off systems ***in accordance*** with the ***relevant UNECE regulation(s)***;

Or. en

Justification

The principal of mutual recognition should be respected. Existing UNECE regulations should be duly considered. Further details for switching off systems are already defined in existing UN-regulations.(a) The proposed switch off "one at a time at standstill" could be misinterpreted as an invitation to switch off highly beneficial driver assistance systems. This would undermine the acceptance of assistance systems overall – to the massive disadvantage for road safety.

Amendment 145
Andor Deli, Massimiliano Salini

Proposal for a regulation
Article 9 – paragraph 4 – point b

Text proposed by the Commission	*Amendment*
(b) the systems shall be in normal operation mode upon each activation of the vehicle master control switch;	***deleted***

Or. en

Amendment 146
Marita Ulvskog, Olle Ludvigsson

Proposal for a regulation
Article 9 – paragraph 4 – point b

Text proposed by the Commission	*Amendment*
(b) the systems shall be in normal operation mode upon each activation of the vehicle master control switch;	***deleted***

Or. en

Amendment 147
Dieter-Lebrecht Koch

Proposal for a regulation
Article 9 – paragraph 4 – point b a (new)

Text proposed by the Commission	*Amendment*
	(ba) it must be possible for automatic active interventions by the system to be overridden by means of deliberate driver action, such as steering and braking.

Or. de

Amendment 148
Marita Ulvskog, Olle Ludvigsson

Proposal for a regulation
Article 9 – paragraph 4 – point c

Text proposed by the Commission	*Amendment*
(c) it shall be possible to easily suppress audible warnings, but such action shall not at the same time suppress system functions other than audible warnings.	***deleted***

Or. en

Amendment 149
Andor Deli, Massimiliano Salini

Proposal for a regulation
Article 9 – paragraph 4 – point c

Text proposed by the Commission	*Amendment*
(c) it shall be possible to easily suppress audible warnings, but such action shall not at the same time suppress system functions other than audible warnings.	***deleted***

Or. en

Justification

Additional provisions are not feasible because these parts would not be in line with the UNECE regulations R 130 or the R 131 type-approval. 347/2012 and 351/2012 should be

repealed. These provisions could be changed in the UNECE-regulations only, but generally not recommendable. The warning function is the most effective measure to improve road safety in the cascade of the functioning of an assistance system by bringing the attention for a potentially critical situation to the driver. To allow for easily suppressing the most effective part of a driver assistance system will result in a far lower effectiveness of assistance systems in real life traffic and rather will endanger road safety.

Amendment 150
Dieter-Lebrecht Koch

Proposal for a regulation
Article 9 – paragraph 4 a (new)

Text proposed by the Commission	*Amendment*
	4a. The system referred to in paragraph 3 cannot be switched off.

Or. de

Amendment 151
Deirdre Clune, Georges Bach

Proposal for a regulation
Article 9 – paragraph 5

Text proposed by the Commission	*Amendment*
5. Vehicles of categories M_2, M_3, N_2 and N_3 shall be designed and constructed so as to enhance the direct visibility of vulnerable road users from the driver seat.	5. Vehicles of categories M_2, M_3, N_2 and N_3 shall be designed and constructed so as to enhance the direct visibility of vulnerable road users from the driver seat. ***The Commission shall propose a Delegated Act on Direct Vision Requirements that eliminates the blind spot to the front and on the drivers side of trucks and significantly reduces the blind spot on the passenger side. This requirement shall be differentiated according to the type of truck.***

Or. en

Amendment 152

Lucy Anderson, Francisco Assis

Proposal for a regulation
Article 9 – paragraph 5

Text proposed by the Commission	*Amendment*
5. Vehicles of categories ***M2, M3, N2 and N3*** shall be designed and constructed so as to enhance the direct visibility of vulnerable road users from the ***driver*** seat.	5. Vehicles of categories ***M2, M3, N2 and N3*** shall be designed and constructed so as to enhance the direct visibility of vulnerable road users from the ***driving*** seat. ***The Commission shall bring forward a Delegated Act on Direct Vision Requirements that eliminates the blind spot to the front and driver's side of trucks and significantly reduces the blind spot to the nearside of the truck. This requirement will be differentiated according to truck type.***

Or. en

Amendment 153
Marita Ulvskog, Olle Ludvigsson

Proposal for a regulation
Article 9 – paragraph 5

Text proposed by the Commission	*Amendment*
5. Vehicles of categories M_2, M_3, N_2 and N_3 shall be designed and constructed so as to enhance the direct visibility of vulnerable road users from the driver seat.	5. Vehicles of categories M_2, M_3, N_2 and N_3 shall be designed and constructed so as to enhance the direct visibility of vulnerable road users from the driver seat. ***This should be done for new types of cabs only.***

Or. en

Amendment 154
Franck Proust, Renaud Muselier

Proposal for a regulation
Article 9 – paragraph 5

Text proposed by the Commission	*Amendment*
5. Vehicles of categories ***M*2, *M*3, *N*2 *and N*3** shall be designed and constructed so as to enhance the direct visibility of vulnerable road users from the driver seat.	5. Vehicles of categories ***M2, M3, N2 and N3*** shall be designed and constructed so as to enhance the direct visibility of vulnerable road users from the driver seat. ***This requirement shall apply only to new cab types.***

Or. fr

Amendment 155
Dieter-Lebrecht Koch

Proposal for a regulation
Article 9 – paragraph 5 a (new)

Text proposed by the Commission	*Amendment*
	5a. Vehicles of categories M2, M3, N2 and N3 shall be equipped with an event data recorder.Event (accident) data recorders shall meet the following requirements in particular:
	(a) the data they are able to record and store for the period before, during and after a collision shall include at least:vehicle speed, condition and level of activation of safety systems on board and other relevant input parameters for on-board safety and accident avoidance systems;
	(b) it shall not be possible to deactivate the devices;
	(c) the way in which they are capable of recording and storing data shall be such that the data is protected against manipulation and can be made available to national authorities, on the basis of Union or national legislation in compliance with Regulation (EU) No 2016/679, over a standardised interface for the purposes of accident data analysis, and such that the precise vehicle type, version and variant, and in particular the active safety and accident avoidance

systems fitted to the vehicle, can be identified.

However, the anonymised data that an event data recorder is capable of recording and storing shall not include the last four digits of the vehicle indicator section of the vehicle information number nor any other information which could allow the individual vehicle itself to be identified, and the data may only be used for purposes of accident research.

Or. de

Amendment 156
Maria Grapini

Proposal for a regulation
Article 9 – paragraph 6

Text proposed by the Commission	*Amendment*
6. Vehicles of categories M_2 and M_3 with a capacity exceeding 22 passengers in addition to the driver and constructed with areas for standing passengers to allow frequent passenger movement shall be designed and constructed so as to be accessible by persons with reduced mobility, including wheelchair users.	6. Vehicles of categories M_2 and M_3 with a capacity exceeding 22 passengers in addition to the driver and constructed with areas for standing passengers to allow frequent passenger movement shall be designed and constructed so as to be accessible by persons with reduced mobility, including wheelchair users ***and persons with disabilities***.

Or. ro

Amendment 157
Dieter-Lebrecht Koch

Proposal for a regulation
Article 11 – paragraph 1 – point a

Text proposed by the Commission	*Amendment*
(a) systems to replace the driver's control of the vehicle, including steering,	(a) Systems to replace the driver's control of the vehicle, including steering, accelerating and braking***, and to replace***

accelerating and braking*;*	***the requirement to act with regard to signalling.***

Or. de

Amendment 158
Deirdre Clune, Georges Bach

Proposal for a regulation
Article 12 – paragraph 1

Text proposed by the Commission	*Amendment*
1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.	1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article. ***Prior to each session of the UNECE's World Forum for Harmonization of Vehicle Regulations (WP.29), the Commission shall report to the European Parliament on:*** ***a) The progress made on the implementation of new vehicle safety features and technologies as mentioned in Articles 6(4), 7(7), 8(3), 9(7), 10(3) and 11(2)*** ***b) The progress made on the implementation of Article 11(2);*** ***c) The justification for any proposal to be voted in favour of during the session***

Or. en

Amendment 159
Kateřina Konečná

Proposal for a regulation
Article 12 – paragraph 1

Text proposed by the Commission	*Amendment*
1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.	1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article. ***Prior to each session of the UNECE's***

World Forum for Harmonization of Vehicle Regulations (WP.29), the Commission shall report to the European Parliament on:
a) The progress made on the implementation of new vehicle safety features and technologies as mentioned in Articles 6(4), 7(7), 8(3), 9(7), 10(3) and 11(2)
b) The progress made on the implementation of Article 11(2);
c) The justification for any proposal to be voted in favour of during the session

Or. en

Amendment 160
Deirdre Clune, Georges Bach

Proposal for a regulation
Article 16 a (new)

Text proposed by the Commission	*Amendment*
	Article 16 a
	Review
	By 3 years after entry into force of this Regulation and every three years thereafter, the Commission shall present a report to the European Parliament and to the Council including, where appropriate, proposals for amendments to this Regualtion or other relevant legislation regarding the inclusion of further new safety measures.

Or. en

Amendment 161
Kateřina Konečná

Proposal for a regulation
Article 16 a (new)

Text proposed by the Commission	*Amendment*
	Article 16 a
	By 3 years after the entry into force of this Regulation and every three years thereafter, the Commission shall present a report to the European Parliament and to the Council including, where appropriate, proposals for amendment to this Regulation or other relevant Community legislation regarding the inclusion of further new safety features

Or. en

Amendment 162
Franck Proust, Renaud Muselier

Proposal for a regulation
Article 17 – paragraph 2

Text proposed by the Commission	*Amendment*
It shall apply from [PO: Please insert the date 36 months following the date of entry into force of this Regulation].	It shall apply from [PO: Please insert the date 36 months following the date of entry into force of this Regulation]. ***The delegated acts referred to in Article 12 must be published at least 24 months before their application.***

Or. fr

Amendment 163
Wim van de Camp

Proposal for a regulation
Article 17 – paragraph 2

Text proposed by the Commission	*Amendment*
It shall apply from [PO: Please insert the date 36 months following the date of entry into force of this Regulation].	It shall apply from [PO: Please insert the date 36 months following the date of entry into force of this Regulation]. ***The delegated acts referred to in article 12 shall be published at least 24 months***

before their application.

Or. en

Amendment 164
Jacqueline Foster

Proposal for a regulation
Article 17 – paragraph 2

Text proposed by the Commission	*Amendment*
It shall apply from [PO: Please insert the date 36 months following the date of entry into force of this Regulation].	It shall apply from [PO: Please insert the date 36 months following the date of entry into force of this Regulation].***The delegated acts referred to in article 12 shall be published at least 24 months before their application.***

Or. en

Justification

New or updated requirements need a reasonable period of time for manufacturers to make sure to comply with these regulations. If there is an unspecified time period to adopt delegated acts, there is a high risk that affected manufacturers cannot react within the remaining time slot until the date of application.

Amendment 165
Dieter-Lebrecht Koch

Proposal for a regulation
Article 17 – paragraph 2

Text proposed by the Commission	*Amendment*
It shall apply from [PO: Please insert the date ***36*** months following the date of entry into force of this Regulation].	It shall apply from [PO: Please insert the date ***12*** months following the date of entry into force of this Regulation].

Or. de

Amendment 166

Michael Cramer

Proposal for a regulation
Article 17 – paragraph 2

Text proposed by the Commission	*Amendment*
It shall apply from [PO: Please insert the date ***36*** months following the date of entry into force of this Regulation].	It shall apply from [PO: Please insert the date ***18*** months following the date of entry into force of this Regulation].

Or. en

Amendment 167
Marita Ulvskog, Olle Ludvigsson

Proposal for a regulation
Article 17 – paragraph 2 a (new)

Text proposed by the Commission	*Amendment*
	The delegated acts referred to in article 12 shall be published at least 24 months before their application.

Or. en