

Compromise amendments GVSR 2018/0145(COD)

Compromise 1 - **subject matter and scope**

Covering amendments 11, 117, 118

Article 1

Subject matter

1. This Regulation establishes requirements:

- (a) for the type-approval of vehicles, and systems, components and separate technical units designed and constructed for vehicles, with regard to their general characteristics and safety, and to the protection *and safety* of vehicle occupants and vulnerable road users;
- (b) for the type-approval of vehicles, in-respect of tyre pressure monitoring systems, with regard to their safety, fuel efficiency and CO₂ emissions; and
- (c) for the type-approval of newly-manufactured tyres with regard to their safety and environmental performance.

2. This Regulation specifies and complements Regulation (EU) 2018/858 as regards the general safety of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, and as regards the protection of vehicle occupants and vulnerable road users.

Article 2

Scope

This Regulation applies to vehicles of categories M, N and O, as defined in Article 4 of Regulation (EU) 2018/858, and to systems, components and separate technical units designed and constructed for such vehicles, subject to Articles 4 to 11 of this Regulation.

Compromise 2 – **Definitions (article 3) not affected by other compromises**
Covering amendments 12-20, 119-155, TRAN 15-23

Article 3

Definitions

For the purposes of this Regulation, the definitions laid down in Article 3 of Regulation (EU) 2018/858 shall apply.

In addition, the following definitions shall apply:

...

'emergency stop signal' means ~~rapid flashing stop lamps~~ ***a light-signalling function*** 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;

...

'reversing detection' means a camera ***and*** 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;

...

~~'corner of frontal protection system' means the frontal protection system's point of contact with a vertical plane, which makes an angle of 60° with the vertical longitudinal plane of the vehicle and is tangential to the outer surface of the frontal protection system;~~

~~'lower frontal protection system height' means, at any transverse position, the vertical distance between the ground and the lower frontal protection system reference line, with the vehicle positioned in its normal ride attitude.~~

Compromise 3 - **General obligations and technical requirements**

Covering amendments 12, 21-23, 119, 120 and 156-165

Article 4

General obligations and technical requirements

1. Manufacturers shall demonstrate that all new vehicles that are placed on the market, registered or entered into service, and all new systems, components and separate technical units that are placed on the market or entered into service, are type-approved in accordance with the requirements of this Regulation and of the delegated acts adopted pursuant to it.

2. Type-approval in accordance with the UN Regulations listed in Annex I shall be considered as EU type-approval in accordance with the requirements of this Regulation and of the delegated acts adopted pursuant to it.

3. The Commission is empowered to adopt delegated acts in accordance with Article 12 to amend Annex I in order to take account of technical progress and regulatory developments by introducing and updating references to the UN Regulations, and relevant series of amendments, that apply on a compulsory basis.

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

5. Manufacturers shall also ensure that vehicles, systems, components and separate technical units comply with the applicable requirements listed in Annex II with effect from the dates specified in that Annex and with the detailed technical requirements and test procedures laid down in the delegated acts adopted pursuant to this Regulation, including the requirements relating to:

(a) restraint systems, crash testing, fuel system integrity and high voltage electrical safety;

(b) ~~pedestrians, cyclists~~ ***vulnerable road users***, vision and visibility;

(c) vehicle chassis, braking, tyres and steering;

(d) on board instruments, electrical system, vehicle lighting and protection against unauthorized use including cyberattacks;

(e) driver and system behaviour;

(f) general vehicle construction and features;

5a. Manufacturers shall also ensure that systems and features referred to in Articles 5 to 11 of this Regulation are developed in such a way so as to ensure the user acceptance and

that motor vehicle's user instructions contain clear and comprehensive information in regard to the functioning of those systems and features.

6. The Commission is empowered to adopt delegated acts in accordance with Article 12 to amend Annex II in order to take account of technical progress and regulatory developments, in particular in relation to the matters listed in points (a) to (f) of paragraph 5 of this Article and with a view to ensuring a high level of general safety of vehicles, systems, components and separate technical units and a high level of protection of vehicle occupants and vulnerable road users.

7. In order to ensure that a high level of general safety of vehicles and of protection of vehicle occupants and vulnerable road users is attained, the Commission ~~is empowered to~~ **shall** adopt delegated acts in accordance with Article 12 **supplementing this Regulation by laying down** detailed rules concerning the specific test procedures and technical requirements for type-approval of vehicles, systems, components and separate technical units with regard to the requirements listed in Annex II.

Those detailed rules shall be laid down and published at least fifteen months before the relevant dates specified in Annex II.

Article 3

...

- (1) 'vulnerable road user' means a road user using **a one or multiple-wheel** powered vehicle **without protective bodywork** or a non-motorised road user, such as a cyclist or a pedestrian;

...

Annex II, Title B

~~PEDESTRIANS, CYCLISTS~~ **VULNERABLE ROAD USERS, VISION AND VISIBILITY**

Annex II, Title D

ON BOARD INSTRUMENTS, ELECTRICAL SYSTEM, VEHICLE LIGHTING AND PROTECTION AGAINST UNAUTHORIZED USE, INCLUDING CYBERATTACKS

Annex II, Title D, line 3 a (new)

Protection of vehicle against			B	B	B	B	B	B					B	B
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cyberattacks																			
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Compromise 4- **Tyre pressure monitoring systems and tyres**
 Covering amendments 24, 25, 166-175, TRAN 28, TRAN 29

Article 5

Specific provisions relating to tyre pressure monitoring systems and tyres

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.
2. Tyre pressure monitoring systems shall be designed to avoid resetting or recalibration at a low tyre pressure.
3. All tyres placed on the market shall meet the safety and environmental performance requirements set out in the respective regulatory acts listed in Annex II.
4. The Commission *shall* adopt delegated acts in accordance with Article 12 to lay down detailed rules concerning specific test procedures and technical requirements for:
 - a) the type-approval of vehicles with regard to their tyre pressure monitoring systems;
 - b) the type-approval of tyres, including *in worn condition and* technical requirements concerning their installation.

Those detailed rules shall be laid down and published at least fifteen months before the relevant dates specified in Annex II.

Annex II, line C10

Tyre safety and environmental performance	UN Regulation No 30	<i>A test procedure for worn tyres shall also be ensured; the dates in note C apply</i>																	
	UN Regulation No 54		X	X	X	X	X	X	X	X	X	X	X	X					
	UN Regulation No 117																		

Recital 5a (new)

To ensure technology neutrality as regards tyre pressure monitoring systems, the performance requirement should allow both direct and indirect tyre pressure monitoring systems.

Compromise 5 - Intelligent Speed Assistance

Covering amendments 13, 26-29, 121-128, 176-178, 189-215

Article 3

- (3) 'intelligent speed assistance' means a system to assist the driver in observing the appropriate speed for the road environment by providing *dedicated and appropriate* feedback through the accelerator *control, or through other means sufficiently effective in raising the awareness of the driver, 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;

Article 6

...

2. Intelligent speed assistance systems shall have the following minimum specifications:

- (a) it shall be possible to provide the driver with *dedicated and appropriate haptic feedback on* the accelerator *control, or through other effective means*, that the applicable speed limit is exceeded;
- (b) it shall ~~not~~ be possible to switch off ~~or suppress~~ the system;
- (c) it shall be possible for the driver to override the system's prompted vehicle speed smoothly through normal operation of the accelerator *control*;
- (d) ~~where a cruise control system is engaged, the intelligent speed assistance system must automatically adapt to road speed limit.~~
- (da) *its performance targets shall be set in order to avoid or minimise the error rate in real driving conditions;*
- (db) *it shall be in normal operation mode upon each activation of the vehicle master control switch.*

Recital 6a (new)

There should be a possibility to switch off the intelligent speed assistance, for instance, when a driver experiences false warnings or inappropriate feedback as a result of inclement weather conditions, temporary conflicting road markings in construction zones and misleading, defective or missing road signs. Such switch-off feature should be under

the control of the driver, last as long as necessary and may be easily switched on by the driver. The system should be always active when switching the ignition on and the driver should always be made aware whether the system is on or off.

Compromise 6- **Remaining part of article 6**

Covering amendments 12-20, 26-31, 81-84, 119-155,

Article 3, point (6)

- (5) 'driver drowsiness and attention **warning monitoring**' means a system assessing the driver's alertness through vehicle systems analysis and warning the driver if needed;
- (6) 'advanced **driver** distraction ~~recognition~~ **warning**' means a system ~~capable of recognition the level visual attention of the driver to the traffic situation and~~ warning the driver **when the driver is distracted or prompting to avoid distraction**;

(13)'**accident event** data recorder' means a system solely designed for the purpose of recording and storing critical crash-related parameters and information **shortly** before, during and **immediately** after a collision;

Article 6

Advanced vehicle systems for all categories of motor vehicle

1. Motor vehicles shall be equipped with the following advanced vehicle systems:

- (a) intelligent speed assistance;
- (b) alcohol interlock installation facilitation;
- (c) driver drowsiness and attention **warning monitoring**;
- (d) advanced **driver** distraction ~~recognition~~ **warning**;

- (e) emergency stop signal;
- (f) reversing detection.
- (g) **Accident data recorder**

....

~~3. A motor vehicle equipped with an advanced distraction recognition system in accordance with point (d) of paragraph 1, may be considered to meet the requirement in point (c) of that paragraph too.~~

3a (new) Driver drowsiness, attention and distraction warning systems shall be designed in such a way that these systems do not continuously record nor retain any data other than what is necessary in relation to the purposes for which they were collected or otherwise processed within the closed-loop system. Furthermore, this data shall not be accessible or made available to third party at any time and shall be immediately deleted after processing. Those systems shall also be designed to avoid overlap and shall not prompt the driver separately and concurrently or in a confusing manner in case one action triggers both systems.

3b (new) 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 shortly before, during and immediately after a collision shall include the vehicle's speed, braking, position and tilt of the vehicle on the road, the state and rate of activation of all its safety systems, 112-based eCall in-vehicle system, brake activation and relevant input parameters of the on-board active safety and accident avoidance systems, with high level of accuracy and ensured survivability of data;***
- 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:***
 - (i) they operate on a closed-loop system;***
 - (ii) the data collected is anonymised and protected against manipulation and misuse;***
 - (iii) precise vehicle type, version and variant, and in particular the active safety and accident avoidance systems fitted to the vehicle, can be identified.***
- d) the data can be made available to national authorities, on the basis of Union or national legislation only for the purpose of accident research and analysis, including for the purposes of type approval of systems and components and in compliance with Regulation (EU) No 2016/679, over a standardised interface.***

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

4. The Commission ***shall*** adopt delegated acts in accordance with Article 12 to lay down detailed rules concerning the specific test procedures and technical requirements for:

- a) the type-approval of vehicles with regard to the advanced vehicle systems listed in paragraph 1;
- b) the type-approval of the advanced vehicle systems listed in points (a) and (g) of that paragraph as separate technical units.

Those detailed rules shall be laid down and published at least fifteen months before the relevant dates specified in Annex II.

Annex II, lines E2 and E3

Driver drowsiness and attention detection warning				B	B	B	B	B	B								
Advanced driver distraction recognition warning	Advanced distraction recognition may also cover drowsiness and attention detection. Distraction avoidance by technical means may also be taken into consideration as an alternative to advanced distraction recognition			C	C	C	C	C	C								

Annex II, line E5

Event (accident) data recorder			B	B ⁵	B ⁵	B	B ⁵	B ⁵									B	
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Recital 6

*Advanced emergency braking systems, intelligent speed assistance, emergency lane-keeping systems, driver drowsiness and **distraction warning**, advanced driver distraction warning and reversing detection systems are safety systems that have a high potential to reduce casualty numbers considerably. In addition, some of those **safety systems form the***

basis of technologies which will be used for the deployment of ~~connected and~~ automated vehicles ~~too~~. Any such safety system should function without use of any kind of biometric information of drivers or passengers, including facial recognition. 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. *The technological progress of these systems should be taken into account in every evaluation of the existing legislation, in order to be future proof, strictly adhering to the principle of privacy and data protection, and to support the development towards Vision Zero driving. It should also be ensured that these systems can be used safely, throughout the life cycle of the vehicle.*

Recital 7

The introduction of accident ~~event~~ data recorders storing a range of crucial *anonymised* vehicle data over a short timeframe *shortly* before, during and immediately after a ~~triggering event~~ *road accident* (for example, *triggered by* the deployment of an airbag) is a valuable step in obtaining more accurate, in-depth accident data. *All motor vehicles* should therefore be required to be equipped with such recorders. ~~It should also be a requirement that such~~ *These* recorders ~~are~~ *should be* capable for recording and storing data in such a way that these data can be 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 a particular vehicle on the basis of the stored data.*

Recital 8

Any processing of personal data, such as information about the driver processed in ~~event~~ (accident) data recorders or information about the driver's ~~on~~ drowsiness and attention ~~monitoring~~ or advanced *driver* distraction ~~recognition~~, should be carried out in accordance with *Union* legislation on data protection, in particular the General Data Protection Regulation²⁸. *Accident data recorders should operate on a closed loop system, whereby the data stored is overwritten, and which does not allow the vehicle or driver to be identified.* In addition, *the driver drowsiness, attention and distraction warning systems should not continuously record nor retain any data other than what is necessary in relation to the purposes for which they were collected or otherwise processed within the closed-loop system.* Furthermore, the processing of personal data collected through the 112-based eCall in-vehicle system is subject to specific safeguards.

Recital 8a

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 Principles on in-vehicle information and infotainment systems.

Compromise 7 – **Light Duty Vehicles**

Covering amendments 16, 17, 32-41, 86-91, 142-149, 225-260

Article 3

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

(11)'**emergency** lane-keeping system' means a system ~~monitoring~~ **assisting the driver in keeping a safe** the position of the vehicle with respect to the lane **or road** 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;

Article 7

Specific requirements relating to passenger cars and light commercial vehicles

1. In addition to the other requirements of this Regulation and of the delegated acts adopted pursuant to it that are also applicable to vehicles of categories M₁ and N₁, vehicles of those categories shall meet the requirements set out in paragraphs 2 to 6 and in the delegated acts adopted under paragraph 7.

2. Vehicles of categories M₁ and N₁ shall be equipped with advanced emergency braking systems designed and fitted in two phases and providing for:

- a) detection **and deceleration** ~~of~~ **for** moving vehicles and stationary obstacles ahead of the motor vehicle in the first phase;
 - b) extending **extension of** the detection **and deceleration** capability to also include vulnerable road users ahead of the motor vehicle in the second phase.
3. Vehicles of categories M₁ and N₁ shall be equipped with **an emergency** lane-keeping system.
4. Advanced emergency braking systems and **emergency** lane-keeping systems shall meet the following requirements in particular:
- (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;~~
 - (b) the systems shall be in normal operation mode upon each activation of the vehicle master 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;
 - (d) **it shall be possible to override the systems by the driver.**
5. ~~Vehicles of categories M₁ and N₁ shall be equipped with an accident data recorder, which shall meet the following requirements in particular:~~
- ~~e) the data that they are capable of recording and storing with respect of the period **shortly** before, during and after a collision shall include, as a minimum, the vehicle's speed, **braking, position and tilt of the vehicle on the road**, the state and rate of activation of **all** its safety systems, **112-based eCall in-vehicle system, brake activation** and relevant input parameters of the on-board active safety and accident avoidance systems, **with high level of accuracy and ensured survivability of data;**~~
 - ~~f) it shall not be possible to deactivate the devices;~~
 - ~~g) the way in which they are capable of recording and storing data shall be such that:

 - ~~(i) they operate on a closed-loop system;~~
 - ~~(ii) the data **collected** is **anonymised** and protected against manipulation and misuse;~~
 - ~~(iii) precise vehicle type, version and variant, and in particular the active safety and accident avoidance systems fitted to the vehicle, can be identified.~~~~
 - ~~h) **the data** can be made available to national authorities, on the basis of Union or national legislation **only for the purpose of accident research and analysis, including for the purposes of type approval of systems and components** and in compliance with Regulation (EU) No 2016/679, over a standardised interface for the purposes of accident data analysis.~~

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

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.

7. The Commission *shall* adopt delegated acts in accordance with Article 12 to lay down detailed rules concerning the specific test procedures and technical requirements for:

a) the type-approval of vehicles with regard to the requirements laid down in paragraphs 2 to 6 of this Article;

b) the type-approval of accident data recorders as separate technical units.

Those detailed rules shall be laid down and published at least fifteen months before the relevant dates specified in Annex II.

Recital 8b (new)

Advanced emergency braking or emergency lane-keeping systems might not be fully operational in some cases, in particular due to shortcomings in road infrastructure. In those cases, the systems should deactivate themselves and give information about the deactivation to the driver. If they do not deactivate automatically, it should be possible to switch them off manually. Such deactivation should be temporary and last for a period when the system is not fully operational only. Drivers may also need to override advanced emergency braking or emergency lane keeping systems, where the functioning of the system could lead to greater risk or harm. This ensures that the vehicles are at all times under the driver's control, nevertheless the system could also recognise instances where the driver is incapacitated and therefore intervention by the system is needed in order to prevent the worsening of an accident.

Compromise 8 - **Frontal protection systems for LDV**

Covering amendments 42, 43 and 261

Article 8

Frontal protection systems for passenger cars and light commercial vehicles

1. Frontal protection systems, either fitted as original equipment to vehicles of categories M1 and N1 or made available on the market as separate technical units for such vehicles, shall comply with the requirements laid down in paragraph 2, ~~in Annex IV~~ and in the delegated acts *referred to in* ~~adopted under~~ paragraph 3 of this Article.
2. Frontal protection systems made available on the market as separate technical units shall be accompanied by a detailed list of vehicle types, variants and versions for which the frontal protection system is type-approved, as well as by clear assembly instructions.
3. The Commission ~~is empowered~~ *shall* to adopt delegated acts in accordance with Article 12 to lay down detailed rules concerning the specific test procedures and technical requirements for the type-approval of frontal protection systems referred to in paragraph 1 of this Article, including technical requirements concerning their construction and installation.

Those detailed rules shall be laid down and published at least fifteen months before the relevant dates specified in Annex II.

Annex IV - deleted

Compromise 9 – **Heavy Duty Vehicles**

Covering amendments 44, 45, 262-281, 322, 323, 345-349, TRAN 41-47

Article 9

Specific requirements relating to buses and trucks

1. In addition to the other requirements of this Regulation and of the delegated acts adopted pursuant to it that are also applicable to vehicles of categories M₂, M₃, N₂ and N₃, vehicles of those categories shall meet the requirements laid down in paragraphs 2 to 5 and in the delegated acts adopted under paragraph 7. Vehicles of categories M₂ and M₃, shall also meet the requirement laid down in paragraph 6.
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.
3. Vehicles of categories M₂, M₃, N₂ and N₃ shall be equipped with advanced systems capable of detecting vulnerable road users located in close proximity to the front ~~or~~ **and**

nearside of the vehicle and providing a warning or avoiding collision with such vulnerable road users.

4. With respect of systems referred to in paragraphs 2 and 3 of this Article, they shall meet the following requirements in particular:

- (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;~~
- (aa) **it shall be possible to override the systems by the driver;**
- (b) the systems shall be in normal operation mode upon each activation of the vehicle master 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.

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 remove the blind spots in front of the driver seat and significantly reduce the blind spots through the side windows. Specificities of different types of vehicles shall be taken into account.***

6. Vehicles of categories M₂ and M₃ 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.

7. The Commission ***shall*** adopt delegated acts in accordance with Article 12 to lay down detailed rules concerning the specific test procedures and technical requirements for:

- a) the type-approval of vehicles with regard to the requirements laid down in paragraphs 2 to 5 of this Article;
- b) the type-approval of the systems referred to in paragraph 3 of this Article as separate technical units.

The detailed rules with regard to the requirements laid down in paragraphs 2 to 4 of this Article shall be laid down and published at least fifteen months before the relevant dates specified in Annex II.

The detailed rules with regard to the requirements laid down in paragraph 5 of this Article shall be laid down and published at least thirty-six months before the relevant dates specified in Annex II

Annex, line B9

Heavy duty direct vision				D	D		D	D										
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Date for refusal to grant EU type-approval: [PO: Please insert the date **36 months** after the date of application of this Regulation]

Date for the prohibition of the registration of vehicles, as well as the placing on the market and entry into service of components and separate technical units: [PO: Please insert the date **78 months** after the date of application of this Regulation]

Recital 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 so as to enhance the direct visibility of pedestrians, cyclists and other vulnerable road users from the driver's position. When designing the specific requirement for direct vision, specificities of different types of vehicles should be taken into account.*

Compromise 10 - **Specific requirements relating to hydrogen-powered vehicles**

Covering amendments 46-50 and 282

Article 3

(18) 'hydrogen-powered propulsion system' means the *energy converter* used to propel the vehicle;

Article 10

Specific requirements relating to hydrogen-powered vehicles

1. In addition to the other requirements of this Regulation and of the delegated acts adopted pursuant to it that are also applicable to vehicles of categories M and N, hydrogen-powered vehicles of those categories, their hydrogen systems and components of such systems shall comply with the requirements laid down in ~~Annex V and in the delegated acts adopted under~~ *referred to in* paragraph 3 of this Article.

2. Manufacturers shall ensure that hydrogen systems and hydrogen components are installed in accordance with the requirements set out in the delegated acts adopted under paragraph 3. Manufacturers shall also make available, if necessary information for the purposes of inspection of hydrogen systems and components during the service life of hydrogen-powered vehicles.

3. The Commission ~~is empowered to~~ **shall** adopt delegated acts in accordance with Article 12 to:

(a) lay down detailed rules concerning the specific test procedures and technical requirements for the type-approval of hydrogen-powered vehicles with regard to their hydrogen systems, ***including material compatibility and fuelling receptacles***, and for the type-approval of hydrogen components, including requirements for their installation.

(b) ~~to amend Annex V in order to adapt it to technical progress.~~

Those detailed rules shall be laid down and published at least fifteen months before the relevant dates specified in Annex II.

Annex V – deleted

Compromise 11 - **automated vehicles and fully automated vehicles**
Covering amendments 10, 51, 52, 102-105, 107, 151, 152, 283-295, TRAN
11, TRAN 23, TRAN 48

Article 3, (21)

'automated vehicle' means a motor vehicle designed and constructed to move autonomously for ~~extended~~ ***certain*** periods of time without continuous human supervision ***but where driver intervention is still expected or required***;

Article 3, (21a) new

'fully automated vehicle' means a motor vehicle designed and constructed to move autonomously without any human supervision;

Article 11

Specific requirements relating to automated vehicles and fully automated vehicles

1. In addition to the other requirements of this Regulation and of the delegated acts adopted pursuant to it that are applicable to vehicles of the respective categories, automated ***and fully automated*** vehicles shall comply with the requirements set out in the delegated acts adopted under paragraph 2 relating to:

- a) systems to replace the driver's control of the vehicle, including ***signalling***, steering, accelerating and braking;
- b) systems to provide the vehicle with real-time information on the state of the vehicle and the surrounding area;
- c) driver ~~readiness~~ ***availability*** monitoring systems;
- ~~d) event (accident) data recorders for automated vehicles;~~
- e) harmonised format for the exchange of data for instance for multi-brand vehicle platooning.

2. Driver availability monitoring system referred to in point (c) shall not apply to fully automated vehicles.

3. In order to ensure the safe operation of automated ***and fully automated*** vehicles on public roads, the Commission ***shall*** adopt delegated acts in accordance with Article 12 to lay down requirements relating to the systems and other items listed in points (a) to (e) of paragraph 1 of this Article, and to lay down detailed rules concerning the specific test procedures and technical requirements for the type-approval of automated ***and fully automated*** vehicles with regard to those requirements.

Annex II, lines E4, E6-E8

Driver availability monitoring			B⁵E	B⁵E	B⁵E	B⁵E	B⁵E	B⁵E						
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Systems to replace driver's control			B⁵E	B⁵E	B⁵E	B⁵E	B⁵E	B⁵E						
Systems to provide the vehicle with information on state of vehicle and surrounding area			B⁵E	B⁵E	B⁵E	B⁵E	B⁵E	B⁵E						
Platooning			B⁵E	B⁵E	B⁵E	B⁵E	B⁵E	B⁵E						

Annex II, Notes to the table, point E (new)

E: Date for refusal to grant EU type approval and date for the prohibition of registration to be decided in the delegated act, but not earlier than the date of application of this Regulation.

Annex II, Notes to the table, point 5

⁵ ~~Compliance is required in case of automated vehicles.~~

Recital 17

(17) Automated ~~and connected~~ vehicles may be able to make a huge contribution in reducing road fatalities since ***more than*** 90 per cent of road accidents are estimated to result from ***some level of*** human error. As automated vehicles will gradually be taking over tasks of the driver, harmonised rules and technical requirements for automated vehicle systems, ***including in regard to verifiable safety assurance for automated vehicles decision-making***, should be adopted at Union level ***and promoted at international level in the framework of the UNECE WP.29***.

Recital 18

(18) Vehicle platooning has the potential to bring about safer, cleaner and more efficient transport in the future. In anticipation of the introduction of platooning technology and the relevant standards, a regulatory framework with harmonised rules and procedures will be needed. In this regard, the Commission should be empowered to adopt delegated acts to establish a harmonised format for the exchange of data for the purposes of multi-brand vehicle platooning, in compliance with EU legislation on data protection.

(Note: Articles 12-16 – no changes proposed)

Compromise 12 - **Review and Reporting**

Covering amendments 54 and 296-300

Article 16a

Review and Reporting

1. *1. By ... [four years after the date of application of this Regulation] and every three years thereafter, the Commission shall submit an evaluation report, to the European Parliament and to the Council, on the functioning of all safety measures and systems, including those retrofitted to existing vehicles. The Commission shall evaluate whether these measures and systems operate in accordance with this Regulation, as well as their penetration rates and users' acceptance. Where appropriate, that report shall be accompanied by recommendations, including a legislative proposal to amend the requirements as regards general safety and the protection of vehicle occupants and vulnerable road users, in order to support the developments towards Vision Zero driving.*
2. *Before each session of the UNECE's World Forum for Harmonization of Vehicle Regulations (WP.29), the Commission shall provide information to the European Parliament on the progress made in the implementation of vehicle safety standards with regard to the requirements referred to in Articles 5 to 11 and on the position of the Union at the session.*

Compromise 13 - **Entry into force and date of application**

Covering amendments 55 and 301 - 307

Article 17

Entry into force and date of application

This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union. It shall apply from [PO: Please insert the date ~~36~~ *1st of September following* 18 months ~~following~~ *after* the date of entry into force of this Regulation].

However, Article 4(7), Article 5(4), Article 6(4), Article 7(7), Article 8(3), Article 9(7), Article 10(3), Article 11(2) and Article 12 shall apply from ... [date of entry into force of this Regulation].

Compromise 14– **safety belt reminders**
 Covering amendments 85, 150, 258, 309

Annex II, line A5a (new)

<i>Safety-belt reminders</i>			A	A	A	A	A	A						
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Recital 6ab (new)

It is widely recognised that the safety-belt is one of the most important and effective vehicle safety features. Safety-belt reminder systems therefore have the potential to further prevent fatalities or mitigate injuries by increasing the safety-belt wearing rates across the Union. For this reason, the ~~General Safety Regulation~~ (EC) No 661/2009 made the safety-belt reminder system already compulsory for the driver seat in all new passenger cars since 2014. This was achieved through the implementation of UN Regulation 16 that contained the relevant technical provisions. Thanks to the adaptation to technical progress of that UN Regulation, it will now also become obligatory to fit all front and rear seats of M₁ and N₁ vehicles, as well as all front seats of N₂, N₃, M₂ and M₃ vehicles with safety-belt reminder systems as from 1 September 2019 for new types and 1 September 2021 for all new motor vehicles.

Compromise 15 (new) – **small series**
Covering amendments 165, 351, 352

Annex III, point 3, letter b

'58	Pedestrian protection	Regulation (EU) 2019/... UN Regulation No 127		A
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Annex III, point 5, letter b

'58	Pedestrian protection	Regulation (EU) 2019/... UN Regulation No 127		A
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Compromise 16 - **Other Recitals** Covering amendments 65-68

Recital 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, 25 300 people died in 2017 on EU roads, a figure that has stagnated in the last four years. Moreover, 135 000 people are seriously injured in collisions every years. The European Union shall do its utmost to reduce these figures drastically aiming at the Vision Zero goal of “no fatalities”. In addition¹ to the safety measures to protect vehicle occupants, the implementation of specific measures to prevent fatalities and injuries of vulnerable road users, such as cyclists and pedestrians, is needed to protect users outside of the vehicle.~~ 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.

Recital 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 *severe injuries and* fatalities, ~~some~~ *a package* of the relevant new technologies need to be introduced.

Recital 16

Given the emphasis of *Union* vehicle safety regulations to protect vulnerable road users, inter alia, by ensuring adequate visibility for drivers, *keeping windscreens clear of labels, vignettes, stickers, toll boxes and other items should be promoted. Vehicle manufacturers, in cooperation with national authorities and safety advocacy groups, should, for that purpose, consider specifying which areas of the transparent surface of the vehicles’ glazing are safe to be used for affixing of any kind of label, vignette, toll box or sticker, without diminishing the safety of vulnerable road users.*

Recital 25

Detailed technical requirements and specific test procedures for type-approval of motor vehicles and their trailers, and of systems, components and separate technical units should be laid down in delegated acts before the date of application of this Regulation. Moreover, manufacturers should be allowed sufficient time to adapt to the requirements of this Regulation and the delegated acts adopted pursuant to it. Therefore, the application of this Regulation should be deferred, *when necessary*.