|  |  |
| --- | --- |
| European Parliament2014-2019 |  |

<Commission>{ENVI}Committee on the Environment, Public Health and Food Safety</Commission>

<RefProc>2018/0065</RefProc><RefTypeProc>(COD)</RefTypeProc>

<Date>{17/09/2018}17.9.2018</Date>

<TitreType>OPINION</TitreType>

<CommissionResp>of the Committee on the Environment, Public Health and Food Safety</CommissionResp>

<CommissionInt>for the Committee on the Internal Market and Consumer Protection</CommissionInt>

<Titre>on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) No 168/2013 as regards the application of the Euro 5 step to the type-approval of two- or three- wheel vehicles and quadricycles</Titre>

<DocRef>(COM(2018)0137 – C8-0120/2018 – 2018/0065(COD))</DocRef>

Rapporteur for opinion: <Depute>Adina‑Ioana Vălean</Depute>

PA\_Legam

AMENDMENT

The Committee on the Environment, Public Health and Food Safety calls on the Committee on the Internal Market and Consumer Protection, as the committee responsible, to take into account the following amendments:

<RepeatBlock-Amend>

<Amend>Amendment <NumAm>1</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Recital 3</Article>

|  |
| --- |
|  |
| Text proposed by the Commission | Amendment |
| ***(3)*** ***It is necessary to clarify the exemption for mopeds (L1e and L2e categories) from the OBD system of stage II requirement and to extend that exemption to light quadricycles (L6e category) and to the enduro (L3e-AxE) and trial (L3e-AxT) motorcycle sub-categories.*** | ***deleted*** |

</Amend>

<Amend>Amendment <NumAm>2</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Recital 4</Article>

|  |
| --- |
|  |
| Text proposed by the Commission | Amendment |
| ***(4)*** ***Given that mopeds of vehicle categories L1e and L2e are already excluded from the OBD system of stage II requirement, the vehicles of category L6e which are designed and built around moped specifications and produced in rather small volumes should also be exempted from that requirement.*** | ***deleted*** |

</Amend>

<Amend>Amendment <NumAm>3</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Recital 5</Article>

|  |
| --- |
|  |
| Text proposed by the Commission | Amendment |
| ***(5)*** ***Enduro and trial motorcycles have a short lifetime and are very similar in nature and use to heavy all-terrain quad (L7e-B) which are exempted from the OBD system stage II requirement. That exemption should therefore be extended to enduro and trial motorcycles.*** | ***deleted*** |

</Amend>

<Amend>Amendment <NumAm>4</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Recital 7</Article>

|  |
| --- |
|  |
| Text proposed by the Commission | Amendment |
| (7) The technology that is necessary to meet the Euro 5 limits is already available however the Commission concluded in its report to the European Parliament and the Council on the basis of the comprehensive environmental effect study carried out according to Article 23(4) of Regulation (EU) No 168/2013 of the European Parliament and of the Council regarding the Euro 5 emission step, that the date of application of the Euro 5 emission limits for certain L-category vehicles (L6e-B, L2e-U, L3e-AxT and L3e-AxE) will need to be postponed from 2020 to 2022 to increase the cost beneficial ratio compared to the base line. In addition manufacturers of these vehicles, which are mainly SMEs, require more lead time to ensure that the transition towards zero emission powertrains, such as electrification can be achieved in a cost effective way. | (7) The technology that is necessary to meet the Euro 5 limits is already available however the Commission concluded in its report to the European Parliament and the Council on the basis of the comprehensive environmental effect study carried out according to Article 23(4) of Regulation (EU) No 168/2013 of the European Parliament and of the Council regarding the Euro 5 emission step, that the date of application of the Euro 5 emission limits for certain L-category vehicles (L6e-B, L2e-U, L3e-AxT and L3e-AxE) will need to be postponed from 2020 to 2022 to increase the cost beneficial ratio compared to the base line. In addition manufacturers of these vehicles, which are mainly SMEs, require more lead time to ensure that the transition towards zero emission powertrains, such as electrification can be achieved in a cost effective way. ***However, it is recognised that early transition towards zero emission technology will, where it is possible, have a positive impact on the overall environmental goals of the Union.*** |

</Amend>

<Amend>Amendment <NumAm>5</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 1 – paragraph 1 – point 1</Article>

<DocAmend2>Regulation (EU) No 168/2013</DocAmend2>

<Article2>Article 21 – paragraph 1</Article2>

|  |
| --- |
|  |
| Text proposed by the Commission | Amendment |
| 1. L-category vehicles, with the exception of L1e, L2e and L6e vehicles, shall be equipped with an OBD system which complies with the functional requirements and test procedures laid down in the delegated acts adopted pursuant to paragraph 8 and as from the application dates set out in Annex IV. | 1. L-category vehicles, with the exception of L1e, L2e and L6e vehicles, shall be equipped with an OBD system which complies with the functional requirements and test procedures laid down in the delegated acts adopted pursuant to paragraph 8 and as from the application dates set out in Annex IV. ***Manufacturers shall design and shall use the OBD system in such a way that does not allow for tampering or deliberate manipulation by economic operators, users, or any other party.*** |

</Amend>

<Amend>Amendment <NumAm>6</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Article 1 – paragraph 1 – point 1</Article>

<DocAmend2>Regulation (EU) No 168/2013</DocAmend2>

<Article2>Article 21 – paragraph 1 a (new)</Article2>

|  |
| --- |
|  |
| Text proposed by the Commission | Amendment |
|  | ***1a.*** ***Emissions from an OBD system shall not systematically diverge from the tested emissions performance when those L-category vehicles are operated under conditions that can reasonably be expected to be encountered in a normal operation and use.*** |

</Amend>

<Amend>Amendment <NumAm>7</NumAm>

<DocAmend>Proposal for a regulation</DocAmend>

<Article>Annex – paragraph 1 – point a</Article>

<DocAmend2>Regulation (EU) No 168/2013</DocAmend2>

<Article2>Annex IV – points 1.1.2.1., 1.1.2.2. and 1.1.2.3</Article2>

|  |
| --- |
|  |
| Text proposed by the Commission |
| ‘1.1.2.1. | Euro 4: Annex VI A1 | L1e, L2e, L6e | 1.1.2017 | 1.1.2018 | 31.12.2020; ***for L2e-U and L6e-B: 31.12.2022*** |
| 1.1.2.2. | Euro 4: Annex VI A1 | L3e,L4e,L5e, L7e | 1.1.2016 | 1.1.2017 | 31.12.2020; ***for L3e-AxE and L3e-AxT 31.12.2022*** |
| 1.1.2.3. | Euro 5: Annex VI A2 | L1e-L7e | 1.1.2020; ***for L2e-U; L3e-AxE ; L3e-AxT and L6e-B: 1.1.2022*** | 1.1.2021; ***for L2e-U; L3e-AxE; L3e-AxT and L6e-B: 1.1.2023*** | ***’;*** |
|  |
| Amendment |
| ‘1.1.2.1. | Euro 4: Annex VI A1 | L1e, L2e, L6e | 1.1.2017 | 1.1.2018 | 31.12.2020 |
| 1.1.2.2. | Euro 4: Annex VI A1 | L3e,L4e,L5e, L7e | 1.1.2016 | 1.1.2017 | 31.12.2020 |
| 1.1.2.3. | Euro 5: Annex VI A2 | L1e-L7e | 1.1.2020 | 1.1.2021; |  |

</Amend>

</RepeatBlock-Amend>

PROCEDURE – COMMITTEE ASKED FOR OPINION

|  |  |
| --- | --- |
| **Title** | Application of the Euro 5 step to the type-approval of two- or three- wheel vehicles and quadricycles |
| **References** | COM(2018)0137 – C8-0120/2018 – 2018/0065(COD) |
| **Committee responsible**       Date announced in plenary | IMCO16.4.2018 |  |  |  |
| **Opinion by**       Date announced in plenary | ENVI16.4.2018 |
| **Rapporteur**       Date appointed | Adina-Ioana Vălean25.4.2018 |
| **Date adopted** | 13.9.2018 |  |  |  |
| **Result of final vote** | +:–:0: | 3040 |
| **Members present for the final vote** | Marco Affronte, Margrete Auken, Catherine Bearder, Simona Bonafè, Paul Brannen, Soledad Cabezón Ruiz, Nessa Childers, Birgit Collin-Langen, Miriam Dalli, Seb Dance, José Inácio Faria, Elisabetta Gardini, Jens Gieseke, Sylvie Goddyn, Françoise Grossetête, Jytte Guteland, Urszula Krupa, Jiří Maštálka, Rory Palmer, Massimo Paolucci, Gilles Pargneaux, Bolesław G. Piecha, John Procter, Annie Schreijer-Pierik, Davor Škrlec, Nils Torvalds, Adina-Ioana Vălean, Damiano Zoffoli |
| **Substitutes present for the final vote** | Linnéa Engström, Elena Gentile, Bart Staes, Tiemo Wölken |
| **Substitutes under Rule 200(2) present for the final vote** | Tonino Picula, Lieve Wierinck |

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

|  |  |
| --- | --- |
| **30** | **+** |
| ALDE | Catherine Bearder, Nils Torvalds, Lieve Wierinck |
| GUE/NGL | Jiří Maštálka |
| PPE | Birgit Collin Langen, José Inácio Faria, ELisabetta Gardini, Jens Gieseke, Françoise Grossetête, Annie Schreijer Pierik, Adina Ioana Vălean |
| S&D | Simona Bonafè, Paul Brannen, Soledad Cabezón Ruiz, Nessa Childers, Miriam Dalli, Seb Dance, Elena Gentile, Jytte Guteland, Rory Palmer, Massimo Paolucci, Gilles Pargneaux, Tonino Picula, Tiemo Wölken, Damiano Zoffoli |
| VERTS/ALE | Marco Affronte, Margrete Auken, Linnéa Engström, Davor Škrlec, Bart Staes |

|  |  |
| --- | --- |
| **4** | **-** |
| ECR | Urszula Krupa, Bolesław G. Piecha, John Procter |
| ENF | Sylvie Goddyn |

|  |  |
| --- | --- |
| **0** | **0** |
|  |  |

Key to symbols:

+ : in favour

- : against

0 : abstention