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REPORT

on the proposal for a regulation of the European Parliament and of the Council concerning type-approval requirements for the general safety of motor vehicles (COM(2008)0316 – C6-0210/2008 – 2008/0100(COD))

Committee on the Internal Market and Consumer Protection

Rapporteur: Andreas Schwab

Symbols for procedures

- * Consultation procedure
majority of the votes cast
- **I Cooperation procedure (first reading)
majority of the votes cast
- **II Cooperation procedure (second reading)
*majority of the votes cast, to approve the common position
majority of Parliament's component Members, to reject or amend
the common position*
- *** Assent procedure
*majority of Parliament's component Members except in cases
covered by Articles 105, 107, 161 and 300 of the EC Treaty and
Article 7 of the EU Treaty*
- ***I Codecision procedure (first reading)
majority of the votes cast
- ***II Codecision procedure (second reading)
*majority of the votes cast, to approve the common position
majority of Parliament's component Members, to reject or amend
the common position*
- ***III Codecision procedure (third reading)
majority of the votes cast, to approve the joint text

(The type of procedure depends on the legal basis proposed by the Commission.)

Amendments to a legislative text

In amendments by Parliament, amended text is highlighted in ***bold italics***. In the case of amending acts, passages in an existing provision that the Commission has left unchanged, but that Parliament wishes to amend, are highlighted in **bold**. Any deletions that Parliament wishes to make in passages of this kind are indicated thus: [...]. Highlighting in *normal italics* is an indication for the relevant departments showing parts of the legislative text for which a correction is proposed, to assist preparation of the final text (for instance, obvious errors or omissions in a given language version). Suggested corrections of this kind are subject to the agreement of the departments concerned.

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DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

on the proposal for a regulation of the European Parliament and of the Council concerning type-approval requirements for the general safety of motor vehicles (COM(2008)0316 – C6-0210/2008 – 2008/0100(COD))

(Codecision procedure: first reading)

The European Parliament,

- having regard to the Commission proposal to the European Parliament and the Council (COM(2008)0316),
 - having regard to Article 251(2) and Article 95 of the EC Treaty, pursuant to which the Commission submitted the proposal to Parliament (C6-0210/2008),
 - having regard to Rule 51 of its Rules of Procedure,
 - having regard to the report of the Committee on the Internal Market and Consumer Protection and the opinion of the Committee on Industry, Research and Energy (A6-0482/2008),
1. Approves the Commission proposal as amended;
 2. Calls on the Commission to refer the matter to Parliament again if it intends to amend the proposal substantially or replace it with another text;
 3. Instructs its President to forward its position to the Council and Commission.

Amendment 1

Proposal for a regulation
Recital 3 a (new)

Text proposed by the Commission

Amendment

(3a) Therefore, this Regulation also aims at enhancing the competitiveness of the European automotive industry whilst enabling Member States to exercise effective market surveillance for compliance with the detailed type-approval requirement of this Regulation as regards the placing on the market of the products concerned.

Justification

This Amendment aims to draw a link with IMCO's position in relation to the new approach and to underline the broader internal market benefit which this Regulations aims to achieve of greater competitiveness.

Amendment 2

Proposal for a regulation

Recital 6

Text proposed by the Commission

(6) In particular the Commission should be empowered to establish the specific procedures, tests and requirements for the type-approval of motor vehicles, components and separate technical units. In addition, the Commission should be empowered to define more precisely the characteristics a tyre must fulfil to be defined as “Off-road professional tyre”. The Commission should also be empowered to define the precise scope of application of the requirements set out in this Regulation. ***In addition, the Commission should be empowered to set out additional safety requirements for vehicles intended for the transport of dangerous goods by road within or between Member States.*** Furthermore, subject to technical and economic feasibility, the Commission should be empowered to extend mandatory installation of Tyre Pressure Monitoring Systems and other advanced safety features to other categories of vehicles than those initially covered. The Commission should also be empowered to establish specific procedures, tests and technical requirements for the type-approval of advanced vehicle systems other than those mentioned in this Regulation and to amend the limit values on rolling resistance and rolling noise for tyres as a result of changes in the test procedures, without lowering the

Amendment

(6) In particular the Commission should be empowered to establish the specific procedures, tests and requirements for the type-approval of motor vehicles, components and separate technical units. In addition, the Commission should be empowered to define more precisely the characteristics a tyre must fulfil to be defined as “Off-road professional tyre”. The Commission should also be empowered to define the precise scope of application of the requirements set out in this Regulation. Furthermore, subject to technical and economic feasibility, the Commission should be empowered to extend mandatory installation of Tyre Pressure Monitoring Systems and other advanced safety features to other categories of vehicles than those initially covered. The Commission should also be empowered to establish specific procedures, tests and technical requirements for the type-approval of advanced vehicle systems other than those mentioned in this Regulation and to amend the limit values on rolling resistance and rolling noise for tyres as a result of changes in the test procedures, without lowering the existing ambition level with regard to the environment. Since those measures are of a general scope and are designed to amend this Regulation by supplementing it with new non-essential elements, they must be

existing ambition level with regard to the environment. Since those measures are of a general scope and are designed to amend this Regulation by supplementing it with new non-essential elements, they must be adopted in accordance with the regulatory procedure with scrutiny provided for in Article 5a of Decision 1999/468/EC.

adopted in accordance with the regulatory procedure with scrutiny provided for in Article 5a of Decision 1999/468/EC.

Justification

Requirements for vehicles intended for the transport of dangerous goods should not be covered in this regulation, since they are dealt with elsewhere.

Amendment 3

Proposal for a regulation

Recital 6 a (new)

Text proposed by the Commission

Amendment

(6a) In addition to the ongoing Commission initiative which aims to define a road grading system, the Commission should, within 12 months of the entry into force of this Regulation, bring forward a proposal on the classification of EU roads according to noise generation that will complement noise mapping in motor vehicle transportation with a view to fixing appropriate priorities and road surface requirements and setting maximum road noise generation limits.

Justification

The Commission should drive home the agenda of improving the quality of road surfaces in Europe as a central factor in achieving the environmental noise reduction objectives of this proposal, which would also positively impact on CO2 emissions as driving on smoother road surfaces reduces fuel consumption.

Amendment 4

Proposal for a regulation Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) The mandatory and consistent use of state-of-the art tyre manufacturing technologies and low rolling resistance tyres will be essential for reducing the share of greenhouse gas emissions of road traffic in the transport sector, while at the same time promoting innovation, employment and the competitiveness of the European automotive industry.

Justification

As the number of motor vehicles in the world is predicted to double within the next 25 years, the Rapporteur believes that the consistent use of low rolling resistance tyres is an important step towards reducing CO2 emissions, promoting energy efficiency, and combating climate change. As European companies excel in advanced materials and leading-edge tyre manufacturing technologies, an ambitious EU Regulation will at the same time foster innovation, employment, and the competitiveness of Europe.

Amendment 5

Proposal for a regulation Recital 9

Text proposed by the Commission

Amendment

(9) It is appropriate to establish the principle that vehicles must be designed, constructed and assembled so as to minimise the risk of injury to the vehicle occupants and to other road users. For this purpose, it is necessary that manufacturers ensure that vehicles comply with the relevant requirements set out in this Regulation. These provisions should include, but not be limited to, requirements relating to vehicle structural integrity, systems to aid the driver's control of the vehicle, systems to provide the driver with visibility and information on the state of

(9) It is appropriate to establish the principle that vehicles must be designed, constructed and assembled so as to minimise the risk of injury to the vehicle occupants and to other road users. For this purpose, it is necessary that manufacturers ensure that vehicles comply with the relevant requirements set out in this Regulation. These provisions should include, but not be limited to, requirements relating to vehicle structural integrity, systems to aid the driver's control of the vehicle, systems to provide the driver with visibility and information on the state of

the vehicle and the surrounding area, vehicle lighting systems, vehicle occupant protection systems, the vehicle exterior and accessories, vehicle masses and dimensions, vehicle tyres, advanced vehicle systems and miscellaneous items. In addition, it is necessary that vehicles comply with specific provisions relating to certain goods vehicles and their trailers, or specific provisions relating to buses, as the case may be.

the vehicle and the surrounding area, vehicle lighting systems, vehicle occupant protection systems, ***continuous damping control systems, being systems that precisely adjust the dampers to the vehicle's weight and driving situation***, the vehicle exterior and accessories, vehicle masses and dimensions, vehicle tyres, advanced vehicle systems and miscellaneous items. In addition, it is necessary that vehicles comply with specific provisions relating to certain goods vehicles and their trailers, or specific provisions relating to buses, as the case may be.

Amendment 6

Proposal for a regulation

Recital 9

Text proposed by the Commission

(9) It is appropriate to establish the principle that vehicles must be designed, constructed and assembled so as to minimise the risk of injury to the vehicle occupants and to other road users. For this purpose, it is necessary that manufacturers ensure that vehicles comply with the relevant requirements set out in this Regulation. These provisions should include, but not be limited to, requirements relating to vehicle structural integrity, systems to aid the driver's control of the vehicle, systems to provide the driver with visibility and information on the state of the vehicle and the surrounding area, vehicle lighting systems, vehicle occupant protection systems, the vehicle exterior and accessories, vehicle masses and dimensions, vehicle tyres, advanced vehicle systems ***and miscellaneous items***. In addition, it is necessary that vehicles comply with specific provisions relating to certain goods vehicles and their trailers, or specific provisions relating to buses, as the

Amendment

(9) It is appropriate to establish the principle that vehicles must be designed, constructed and assembled so as to minimise the risk of injury to the vehicle occupants and to other road users. For this purpose, it is necessary that manufacturers ensure that vehicles comply with the relevant requirements set out in this Regulation. These provisions should include, but not be limited to, requirements relating to vehicle structural integrity, systems to aid the driver's control of the vehicle, systems to provide the driver with visibility and information on the state of the vehicle and the surrounding area, vehicle lighting systems, vehicle occupant protection systems, the vehicle exterior and accessories, vehicle masses and dimensions, vehicle tyres ***and*** advanced vehicle systems. In addition, it is necessary that vehicles comply with specific provisions relating to certain goods vehicles and their trailers, or specific provisions relating to buses, as the case

case may be.

may be.

Justification

Miscellaneous items should be more clearly defined.

Amendment 7

Proposal for a regulation

Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) The Commission should continue to assess the technical and economic feasibility and market maturity of other advanced safety features, and carry out a review, with possible revision of this Regulation, if appropriate, by 1 December 2012, and every three years thereafter.

Justification

Research and development of advanced safety features does not come to an end because of a Regulation. In order to be able to grasp any future developments in this area, a review clause is needed.

Amendment 8

Proposal for a regulation

Recital 10 b (new)

Text proposed by the Commission

Amendment

(10b) The Commission should assess the feasibility of extending mandatory installation of Tyre Pressure Monitoring Systems to other categories of vehicle and, if appropriate, propose an amendment to this Regulation.

Amendment 9

Proposal for a regulation Recital 10 c (new)

Text proposed by the Commission

Amendment

(10c) The Commission should assess the feasibility of strengthening the requirements for wet grip for tyres, and if appropriate, propose an amendment to this Regulation. Member States should ensure effective market surveillance.

Amendment 10

Proposal for a regulation Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) The full potential of increasing safety, reducing CO₂ emissions and lowering traffic noise can only be achieved in combination with a labelling scheme for tyres. The label should inform the consumer regarding safety (wet grip), CO₂ emissions and noise.

Justification

It is difficult for consumers to distinguish different types and brands of tyres. By introducing an easy legible label with information on safety, CO₂ emission and noise consumers will be better informed before purchasing new tyres.

Amendment 11

Proposal for a regulation Recital 11 b (new)

Text proposed by the Commission

Amendment

(11b) In its Action Plan for Energy Efficiency: Realising the Potential (COM(2006)0545), the Commission announced that it would consider

proposing a labelling scheme for tyres in 2008 which would aim at encouraging market transformation towards low rolling resistance tyres, on the grounds that significant fuel savings of 3 to 4% and therefore reductions in CO₂ emissions can be achieved through the increased use of such tyres, and which would contribute to the Community strategy on reducing road transport emissions. Considering in particular that promoting low rolling resistance tyres in the replacement market (75% of the tyre market) may be an effective way to contribute to the CO₂ reduction target set in the Community strategy to reduce CO₂ emissions from passenger cars and light duty vehicles, and having regard to the Commission's impact assessment launched to assess policy options on how to promote market transformation towards low rolling resistance tyres, in particular through the introduction of tyre energy labelling, this Regulation should be in line with the Commission's legislative proposal on energy labelling of tyres, a proposal which should however be carefully balanced against safety considerations and other parameters such as noise and durability and which should also take into account the regulatory package on Advanced Safety Features and Tyres.

Justification

This amendment aims to draw a strong link between this Regulation and the forthcoming Commission proposals on Tyre Labelling, to ensure, for Better Regulation purposes that the balance in the measures proposed between these two instruments is sound.

Amendment 12

Proposal for a regulation
Recital 12

Text proposed by the Commission

(12) It is appropriate to implement the measures announced in the Communication from the Commission to the Council and the European Parliament “Results of the review of the Community Strategy to reduce CO₂ emissions from passenger cars and light-commercial vehicles” aimed at reducing CO₂ emissions from tyres. This reduction should be achieved through a combination of low rolling resistance tyres and the use of Tyre Pressure Monitoring Systems. At the same time, it is also appropriate to set out requirements aimed at reducing tyre-road noise and ensuring that tyre safety levels are maintained through the introduction of wet grip requirements. The related implementation timetable should reflect the degree of challenge in meeting all of those requirements. ***In particular, due to the challenge in meeting the requirements on rolling noise and taking into account the time needed by industry for replacing existing lines of tyres, it is appropriate to provide for a longer period for implementation of rolling noise requirements with regard to new tyres of existing types.***

Amendment

(12) It is appropriate to implement the measures announced in the Communication from the Commission to the Council and the European Parliament “Results of the review of the Community Strategy to reduce CO₂ emissions from passenger cars and light-commercial vehicles” aimed at reducing CO₂ emissions from tyres. This reduction should be achieved through a combination of low rolling resistance tyres and the use of Tyre Pressure Monitoring Systems. At the same time, it is also appropriate to set out requirements aimed at reducing tyre-road noise and ensuring that tyre safety levels are maintained through the introduction of wet grip requirements. The related implementation timetable should reflect the degree of challenge in meeting all of those requirements, ***the need to give priority to safety, the necessity of reducing CO₂ emissions in line with climate change targets and reducing road traffic noise to protect public health and improve quality of life, and the need to replace existing lines of tyres whose stocks can thus be sold off for a further 12 months after implementation of rolling noise requirements with regard to new tyres of existing types.***

Justification

A stricter implementation schedule is needed to achieve the stated goal of the Sixth Environmental Action Programme to substantially reduce the number of EU citizens negatively affected by noise, especially traffic noise, and to contribute to the reduction of CO₂ from vehicles (g/km) as outlined by the EU strategy as the so-called “integrated approach”

Amendment 13

Proposal for a regulation Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) With regard to retreaded tyres, the Commission should make a proper assessment of this business sector, involving all stakeholders, and evaluate if there is any need for an evolution of the actual regulatory regime.

Justification

The regulation should envisage an exemption for retreaded tyres. In practice the application of these measures to retreaded tyres would be very difficult. A large number of retreaders are small and medium sized enterprises, who would face considerable difficulties coping with the costs and complexities associated with implementing these measures.

Amendment 14

Proposal for a regulation Recital 14

Text proposed by the Commission

Amendment

(14) Electronic Stability Control Systems, Advanced Emergency Braking Systems and Lane Departure Warning Systems have a high potential to produce considerable casualty reductions. Therefore requirements for such systems should be established.

(14) Electronic Stability Control Systems, Advanced Emergency Braking Systems and Lane Departure Warning Systems have a high potential to produce considerable casualty reductions. Therefore requirements for such systems should be established ***by the Commission in line with UNECE regulations for those vehicle categories in which their application is appropriate and for which it is demonstrated that they will improve the overall level of safety. Sufficient lead time until implementation should be provided to allow for implementation measures to be completed and subsequently for development and in-vehicle application of these complex technologies.***

Justification

Only those vehicle segments in which the above technologies are necessary should be included in the requirements. The implementation scheme of the UN-ECE R13.11 regulation is appropriate. Since these are new and complex technologies, sufficient lead time after completion of implementing measures is essential to ensure effective development and vehicle application.

Amendment 15

Proposal for a regulation

Recital 14 a (new)

Text proposed by the Commission

Amendment

(14a) In setting detailed implementation deadlines for electronic stability control systems, a lead time of 12 months after completion of implementation measures should be allowed before the initial mandatory implementation deadline. After this initial deadline, lead times for mandatory implementation for each vehicle category should follow the timings published in regulation UN/ECE R13.11.

Justification

In setting implementation dates for electronic stability control systems, the implementation scheme of the UN-ECE R13.11 regulation is appropriate. However, to allow for completion of implementation measures and adaptation of vehicles, the lead times implied in UN-ECE R13.11 should be retained, with entry into force 12 months after completion of implementing measures for this regulation.

Amendment 16

Proposal for a regulation

Recital 14 b (new)

Text proposed by the Commission

Amendment

(14b) Until Electronic Stability Control Systems are introduced, the Commission should take measures and run campaigns to provide information on their effectiveness and to promote their sale. In

addition, the Commission should watch price developments to ascertain that the price of new cars is not being disproportionately increased as a result of equipping them to meet new safety standards.

Justification

In order to encourage acceptance by consumers and increase their knowledge of the potential for accident prevention, awareness-raising measures are important. Acceptance of new safety standards also depends on the pricing of the new, safer vehicles.

Amendment 17

Proposal for a regulation
Recital 14 c (new)

Text proposed by the Commission

Amendment

(14c) Future measures proposed on the basis of this Regulation or procedures to be implemented in application of it should comply with the principles set out by the Commission in its communication on a Competitive Automotive Regulatory framework for the 21st Century. In particular, for the purposes of better regulation and simplification and in order to avoid constant updating of existing Community legislation on issues of technical specifications, this Regulation should make references to existing international standards and regulations without reproducing them in the Community legal framework.

(The second sentence is very similar to recital 12 to Directive 2007/46/EC)

Justification

Emphasizes the need to apply CARS21 Better Regulation principles in the implementation of this Regulation.

Amendment 18

Proposal for a regulation
Recital 16

Text proposed by the Commission

Amendment

(16) The Member States should lay down rules on penalties applicable to infringements of the provisions of this Regulation and ensure that they are implemented. Those penalties should be effective, proportionate and dissuasive.

deleted

Justification

The process how to deal with cases where a type approval is not or no longer valid is fully dealt with in 2007/46/EC

Amendment 19

Proposal for a regulation
Recital 16 a (new)

Text proposed by the Commission

Amendment

(16a) This Regulation relates to Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information¹, as supplemented by the proposal for a regulation of the European Parliament and of the Council setting emission performance standards for new passenger cars as part of the Community's integrated approach to reduce CO₂ emissions from light-duty vehicles (COM(2007)0856). In particular, the measures of this Regulation regarding CO₂ emissions reductions should be linked as far as possible to the additional measures for achieving the further 10g CO₂ reductions on the base 130g CO₂ emissions target.

Justification

This new Recital would address the need for consistency of this Regulation with the Regulation on setting emission performance standards for new passenger cars which is subject to an ongoing ENVI procedure (2007/0297(COD)), in view of Better Regulation objectives.

Amendment 20

Proposal for a regulation
Recital 16 b (new)

Text proposed by the Commission

Amendment

(16b) The Commission should in due course propose, as a more integrated approach, further amendments to this Regulation pursuant to a comprehensive impact assessment which addresses all possible additional measures aimed at achieving the desired CO₂ emissions targets and which covers other available technologies on the market, including tyre pressure retention technologies, improvement to road surfaces and any other relevant new technology, as well as requirements regarding air conditioning efficiency, which already do have or could have a clear effect on tyre rolling resistance and/or vehicle fuel economy and CO₂ emissions.

Justification

The Commission's impact assessment and ensuing proposal falls short of giving due consideration to the breadth of available technologies which can effectively achieve CO₂ emissions reductions on vehicles and which could also have formed a part of this proposal.

Amendment 21

Proposal for a regulation Recital 16 c (new)

Text proposed by the Commission

Amendment

(16c) A coherent and comprehensive approach should be implemented to address the problem of road noise. With respect to the significant contribution of road surfaces to road noise, ISO 10844 is currently being revised and should be considered in this context with the objective of further optimising road surfaces in the EU. Member States should invest more under the existing ISO standards to improve their road surfaces. Furthermore a comprehensive noise emissions policy covering all transport systems should be developed covering aviation and rail noise in addition to road transport noise.

Justification

The Commission impact assessment does not address all factors contributing to road noise and furthermore does not address better regulation objectives of considering road noise in the broader context of general transport noise emissions

Amendment 22

Proposal for a regulation Recital 16 d (new)

Text proposed by the Commission

Amendment

(16d) It would be advisable for Member States to make an 'early start' on implementing this Regulation (in advance of its coming into force) by providing, in the spirit of this Regulation, incentives for manufacturers and consumers.

Amendment 23

Proposal for a regulation Article 1

Text proposed by the Commission

This Regulation establishes requirements for the type-approval of motor vehicles, their trailers, and of systems, components and separate technical units **intended therefore**, with regard to their safety.

This Regulation also establishes requirements for the type-approval of tyres, with regard to their **CO₂** and noise emissions.

Amendment

This Regulation establishes requirements for the type-approval of motor vehicles, their trailers, and of systems, components and separate technical units with regard to their safety. **The type-approval requirements with regard to installation of Tyre Pressure Monitoring Systems refer to safety, fuel efficiency and CO₂ emissions.**

This Regulation also establishes requirements for the type-approval of **newly-manufactured** tyres, with regard to their **rolling resistance performance** and **rolling** noise emissions.

Justification

This amendment clarifies the scope.

Amendment 24

Proposal for a regulation Article 3 – point 6

Text proposed by the Commission

(6) "**Off-road professional tyre**" means a tyre intended for mixed use both on- and off-road or for other special duty;

Amendment

(6) "**Special use tyres**" means a tyre intended for mixed use both on- and off-road or for other special duty;

Justification

It is preferable to include this category of tyres in the Regulation. The definition of "special use tyres" makes reference to UNECE Regulation 54.

Amendment 25

Proposal for a regulation
Article 3 - point 7

Text proposed by the Commission

(7) "Snow tyre" means a tyre, bearing the inscription M+S or M.S or M&S, whose tread pattern, tread compound or structure are primarily designed to achieve in snow conditions a performance better than that of a normal tyre with regard to its ability to initiate or maintain vehicle motion;

Amendment

(7) "Snow tyre" means a tyre, bearing the inscription M+S or M.S or M&S, whose tread pattern, tread compound or structure are primarily designed to achieve **at low temperatures and** in snow, **ice or slush** conditions a performance better than that of a normal tyre with regard to its ability to initiate or maintain vehicle motion;

Justification

In addition to the general definition in Article 3(7), an EU-wide single quality standard should be laid down for winter tyres. This definition must include criteria for stability control characteristics, taking into account the different road conditions that can prevail in winter (low temperatures, snow, ice and slush).

Amendment 26

Proposal for a regulation
Article 3 – point 10 a (new)

Text proposed by the Commission

Amendment

(10a) "Reinforced tyre" or "extra load tyre" means a C1 pneumatic-tyre structure in which the carcass is designed to carry more load than that of the corresponding standard tyre.

Justification

This definition is required for Annex I, Part C; these are passenger car tyres that are designed to carry a heavier load than the normal version of the same size. Industry would otherwise be concerned that the allowance provided in previous directive 2001/43 would not be maintained. Extra Load tyres are reinforced so that they can carry more load at a higher pressure.

Amendment 27

Proposal for a regulation
Article 4 – paragraph 2

Text proposed by the Commission

2. Manufacturers shall demonstrate that all separate technical units or components which are sold or put into service in the Community are type-approved in accordance with this Regulation.

Amendment

2. Manufacturers shall demonstrate that all **new** separate technical units or components which are sold or put into service in the Community are type-approved in accordance with this Regulation.

Justification

To make it absolutely clear that the provision covers all new separate technical units or components sold or put into service in the Community.

Amendment 28

Proposal for a regulation
Article 5 – paragraph 2 – point c

Text proposed by the Commission

(c) systems to provide the driver with visibility and information on the state of the vehicle and the surrounding area, including glazing, mirrors **and driver information systems**;

Amendment

(c) systems to provide the driver with visibility and information on the state of the vehicle and the surrounding area, including glazing **and** mirrors;

Justification

Better regulation: Driver information systems are in any case covered by the 1st part of the sentence. The requirements of this paragraph 2 appear to be intended to reflect the existing requirements in Directive 2007/46/EC. Driver information systems are currently not defined or covered by regulation. If the intention is to establish new regulation this should be clearly opened up for debate.

Amendment 29

Proposal for a regulation
Article 5 - paragraph 3

Text proposed by the Commission

3. **The Commission shall determine to which categories of vehicles among those**

Amendment

3. The requirements set out in paragraphs 1 and 2 **shall apply to vehicles, components**

mentioned in Article 2 the requirements set out in paragraphs 1 and 2 *of this Article shall apply.*

Those measures, designed to amend non-essential elements of this Regulation, by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 40(2) of Directive 2007/46/EC.

and separate technical units as detailed in Annex -I.

Justification

The original wording appears to delegate the definition of the scope of the Regulation to the Commission. This is however an essential aspect of the Regulation has been specified with this amendment and the related amendment inserting a new Annex (-I).

Amendment 30

Proposal for a regulation Article 6 - paragraph 4

Text proposed by the Commission

4. The vehicle cab or the space provided for the driver and passengers shall be of sufficient strength to offer protection to the occupants in the event of an impact or rollover.

Amendment

4. The vehicle cab or the space provided for the driver and passengers shall be of sufficient strength to offer protection to the occupants in the event of an impact or rollover, ***in accordance with the relevant UN/ECE Regulation.***

Justification

The principle of better regulation agreed in the CARS21 indicated that the EU should refer as much as possible to existing UN/ECE Regulations.

Amendment 31

Proposal for a regulation Article 6 - paragraph 6

Text proposed by the Commission

6. The Commission shall set out additional safety requirements for vehicles intended for the transport of dangerous goods by

Amendment

6. Vehicles intended for the transport of dangerous goods by road within the meaning of Directive 2008/68/EC of the European Parliament and of the Council

road within or between Member States.

of 24 September 2008 on the inland transport of dangerous goods¹ shall comply with additional safety requirements to be established by the Commission with regard to, inter alia, electrical installations, fire risks, braking and speed limiters, with a view to minimising the risk and consequences of accidents and taking account of the nature and characteristics of the goods transported.

¹ OJ L 260, 30.9.2008, p. 13

Justification

This is an essential aspect of the Regulation which is for the legislators to decide: it is preferable to set out exactly what additional safety requirements should be adopted through Comitology.

Amendment 32

Proposal for a regulation

Article 8 - paragraph 1 - points a and b

Text proposed by the Commission

- (a) Class C1 tyres - tyres *intended* for vehicles of category M₁, O₁ and O₂;
- (b) Class C2 tyres - tyres *intended* for vehicles *above 3.5t* of category M₂, M₃, N, O₃ and O₄ with load capacity index in single formation ≤ 121 and speed category symbol ≥ ‘ N’;

Amendment

- (a) Class C1 tyres - tyres *designed primarily* for vehicles of category M₁, N, O₁ and O₂;
- (b) Class C2 tyres - tyres *designed primarily* for vehicles of category M₂, M₃, N, O₃ and O₄ with load capacity index in single formation ≤ 121 and speed category symbol ≥ ‘ N’;

Amendment 33

Proposal for a regulation

Article 9 – paragraph 2

Text proposed by the Commission

2. Vehicles in categories M₁ shall be equipped with *a* Tyre Pressure Monitoring System, capable of warning the driver when any tyre *is operating at a*

Amendment

2. Vehicles in categories M₁ shall be equipped with *an accurate* Tyre Pressure Monitoring System capable of *giving, when necessary, an in-car* warning *to* the

dangerously low pressure level, and advising the driver when any tyre is operating at a pressure level significantly below the optimum pressure for good fuel consumption.

driver when a loss of pressure occurs in any tyre, which is in the interests of optimum fuel consumption and road safety. Appropriate limits in the technical specifications shall be set to achieve this, which shall furthermore allow for a technology-neutral and cost-effective approach in the development of accurate Tyre Pressure Monitoring Systems.

Justification

There are a number of TPMS systems which do not effectively contribute towards the achievement of the CO2 emissions targets of the proposal, because most of the efficiency savings occur between full tyre pressure and marginal (not significant) pressure loss, nor do these basic TPMS systems constitute effective driver warning systems in all circumstances, which has a safety implication. This redrafting is aimed at addressing this problem.

Amendment 34

Proposal for a regulation

Article 9 – paragraph 6 – point e a (new)

Text proposed by the Commission

Amendment

(ea) retreaded tyres

Justification

The regulation should envisage an exemption for retreaded tyres. In practice the application of these measures to retreaded tyres would be very difficult. A large number of retreaders are small and medium sized enterprises, who would face considerable difficulties coping with the costs and complexities associated with implementing these measures.

Amendment 35

Proposal for a regulation

Article 10 - paragraph 1

Text proposed by the Commission

Amendment

1. Vehicles in Categories M₂, M₃, N₂ and N₃ shall be equipped with an Advanced Emergency Braking System which shall meet the requirements of this Regulation.

1. ***Those*** vehicles in Categories M₂, M₃, N₂ and N₃ ***for which there is a positive impact assessment for the introduction of the Advanced Emergency Braking System*** shall be equipped with an Advanced

Emergency Braking System which shall meet the requirements of this Regulation. ***None of those categories of vehicle shall be excluded from the impact assessment.***

Any Advanced Emergency Braking System voluntarily fitted by the manufacturer to a vehicle in categories M₁ or N₁ shall meet the requirements of this Regulation.

Justification

According to technical evaluations done on field, in certain cases the adoption of Advanced Emergency Braking System (AEBS) may be technically impossible or may not bring any benefit (e.g. city buses or refuse collecting trucks being used at a relatively low speed). The reference to vehicles in categories M1 or N1 should be deleted: development and tuning for AEBS for M1 and N1 vehicles are completely different then for heavy vehicles and will result in different systems with different requirements.

Amendment 36

Proposal for a regulation Article 10 - paragraph 2

Text proposed by the Commission

2. Vehicles in Categories M₂, M₃, N₂ and N₃ shall be equipped with a Lane Departure Warning System which shall meet the requirements of this Regulation.

Any Lane Departure Warning System voluntarily fitted by the manufacturer to a vehicle in categories M₁ or N₁ shall meet the requirements of this Regulation.

Amendment

2. ***Those*** vehicles in Categories M₂, M₃, N₂ and N₃ ***for which there is a positive impact assessment for the introduction of the Lane Departure Warning System*** shall be equipped with a Lane Departure Warning System which shall meet the requirements of this Regulation. ***None of those categories of vehicle shall be excluded from the impact assessment. The Commission shall examine the feasibility of extending the Lane Departure Warning System to vehicles in categories M₁ and N₁.***

Justification

Not all vehicle categories should be equipped as their use varies, e.g. city buses and delivery trucks being used in an environment which is not suited for these systems. The reference to vehicles in categories M1 or N1 should be deleted: Development and tuning for LDWS for M1 and N1 vehicles are completely different than for heavy vehicles and will result in different systems with different requirements.

Amendment 37

Proposal for a regulation

Article 10 – paragraph 3 – subparagraph 1

Text proposed by the Commission

The Commission may establish specific procedures, tests **and technical requirements** for the type-approval of advanced vehicle systems **other than those mentioned in paragraphs 1 and 2.**

Amendment

The Commission may establish specific procedures **and** tests for the type-approval of advanced vehicle systems.

Justification

The Commission should detail the additional technical requirements to be adopted through Comitology, or these should be determined through Co-decision.

Amendment 38

Proposal for a regulation

Article 10 – paragraph 3 – subparagraph 2

Text proposed by the Commission

Those measures, designed to amend non-essential elements of this Regulation, by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 40(2) of Directive 2007/46/EC.

Amendment

Those measures, designed to amend non-essential elements of this Regulation, by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 40(2) of Directive 2007/46/EC. **The adoption procedure shall include an impact assessment and stakeholder consultation and shall be transparent.**

Justification

The previous regulatory practice was that whenever totally new systems were being regulated

this had to undergo the co-decision process. If this is to be abandoned under the new approach, good regulation principles call for impact analysis, stakeholder consultation and transparency.

Amendment 39

Proposal for a regulation Article 11 – paragraph 1

Text proposed by the Commission

1. With effect from 29 October **2012** national authorities shall refuse, on grounds relating to the areas of vehicle safety and tyres covered **in Articles 5 to 9 and Annex I, with the exception of the rolling resistance limit values set out in table 2 of Part B of Annex I**, to grant EC type-approval or national type-approval in respect of new types of vehicle of the categories specified in those Articles and their implementing measures, and to grant EC component/separate technical unit type-approval **with respect to new types of components or separate technical units intended therefor**, which do not comply with the relevant provisions of this Regulation.

Amendment

1. With effect from 29 October **2011**, national authorities shall refuse, on grounds relating to the areas of vehicle safety and tyres covered **by Article 5 and Article 9(2)**, to grant EC type-approval or national type-approval in respect of new types of vehicle of the categories specified in those Articles and their implementing measures, and to grant EC component/separate technical unit type-approval which do not comply with the relevant provisions of this Regulation.

With effect from 29 October 2012, national authorities shall refuse, on grounds relating to the areas of vehicle safety and tyres covered by Articles 6, 7, 8, Article 9(1) and (3) to (7) and Annex I, with the exception of the rolling resistance limit values set out in Table 2 of Part B of Annex I, to grant EC component/separate technical unit type-approval which do not comply with the relevant provisions of this Regulation.

With effect from 29 October 2013, national authorities shall refuse, on grounds relating to the areas of vehicle safety and tyres covered by Articles 6, 7, 8, Article 9(1) and (3) to (7) and Annex I, with the exception of the rolling resistance limit values set out in Table 2

of Part B of Annex I, to grant EC type-approval or national type-approval in respect of new types of vehicle of the categories specified in those Articles and their implementing measures.

Justification

Systems such as electronic stability control systems (ESC), ISOFIX child seat anchorages, seat belt reminders (SBR) and Tyre Pressure Monitoring Systems (TPMS) are currently in the market and have proven their efficiency towards improving road safety. They should be mandated as early as possible.

Amendment 40

Proposal for a regulation

Article 11 - paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. Implementation dates for electronic stability control systems for vehicles of categories M₂, M₃, N₂, N₃, O₃ and O₄ shall be determined following the lead times set out in regulation UN/ECE R13.11.

Amendment 41

Proposal for a regulation

Article 11 – paragraph 2

Text proposed by the Commission

Amendment

2. With effect from 29 October **2014** national authorities shall, on grounds relating to the areas of vehicle safety and tyres covered *in Articles 5, 6, 7, 8, Article 9(1) to (4) and Parts A and B of Annex I, with the exception of the rolling resistance limit values for C3 tyres and the rolling resistance limit values set out in table 2 of Part B of Annex I*, in the case of new vehicles of the categories specified in those Articles which do not comply with the relevant provisions of this Regulation, consider certificates of conformity to be no

2. With effect from 29 October **2013**, national authorities shall, on grounds relating to the areas of vehicle safety and tyres covered *by Article 5 and Article 9(2)*, in the case of new vehicles of the categories specified in those Articles which do not comply with the relevant provisions of this Regulation, consider certificates of conformity to be no longer valid for the purposes of Article 26 of Directive 2007/46/EC and shall prohibit the registration, sale and entry into service of such vehicles and, in the case of new

longer valid for the purposes of Article 26 of Directive 2007/46/EC and shall prohibit the registration, sale and entry into service of such vehicles and, in the case of new components or separate technical units intended therefor which do not comply with the relevant provisions of this Regulation, shall prohibit their sale and entry into service.

components or separate technical units intended therefor which do not comply with the relevant provisions of this Regulation, shall prohibit their sale and entry into service.

With effect from 29 October 2014, national authorities shall, on grounds relating to the areas of vehicle safety and tyres covered by Articles 6, 7, 8, Article 9(1) and (3) to (7) and Parts A, B and C of Annex I, with the exception of the rolling resistance limit values for set out in Table 2 of Part B of Annex I, in the case of new vehicles of the categories specified in those Articles which do not comply with the relevant provisions of this Regulation, consider certificates of conformity to be no longer valid for the purposes of Article 26 of Directive 2007/46/EC, prohibit the registration, sale and entry into service of such vehicles and, in the case of new tyres manufactured as from that date or separate technical units intended therefor which do not comply with the relevant provisions of this Regulation, prohibit their sale and entry into service.

Justification

Systems such as electronic stability control systems (ESC), ISOFIX child seat anchorages, seat belt reminders (SBR) and Tyre Pressure Monitoring Systems (TPMS) are currently in the market and have proven their efficiency towards improving road safety. They should be mandated as early as possible.

Amendment 42

Proposal for a regulation Article 11 - paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. Implementation dates for electronic stability control systems for vehicles of

categories M₂, M₃, N₂, N₃, O₃ and O₄ shall be determined following the lead times set out in regulation UN/ECE R13.11.

Amendment 43

Proposal for a regulation Article 11 – paragraph 3

Text proposed by the Commission

Amendment

3. With effect from 29 October 2016 national authorities shall, on grounds relating to tyre rolling noise and, with respect to C3 tyres, also on grounds relating to tyre rolling resistance, with the exception of the rolling resistance limit values set out in table 2 of Part B of Annex I, in the case of new vehicles of the categories M, N and O which do not comply with the relevant provisions of this Regulation, consider certificates of conformity to be no longer valid for the purposes of Article 26 of Directive 2007/46/EC and shall prohibit the registration, sale and entry into service of such vehicles and, in the case of new tyres intended therefor which do not comply with the relevant provisions of this Regulation, shall prohibit their sale and entry into service.

deleted

Justification

Deletion of this paragraph according to the introduction of its content in Art. 11, paragraph 2.

Amendment 44

Proposal for a regulation Article 11 – paragraph 4

Text proposed by the Commission

Amendment

4. With effect from 29 October 2016 national authorities shall refuse, on

4. With effect from 29 October 2016 national authorities shall refuse, on

grounds relating to tyre rolling resistance, to grant EC **type-approval or national type-approval in respect of new types of vehicle of the categories M, N and O, and to grant EC** component/separate technical unit type-approval with respect to new types of **tyres intended therefor**, which do not comply with the rolling resistance limit values set out in *table 2* of Part B of Annex I.

grounds relating to tyre rolling resistance, to grant EC component/separate technical unit type-approval with respect to new types of **tyre** which do not comply with the rolling resistance limit values set out in *Table 2* of Part B of Annex I.

With effect from 29 October 2017, national authorities shall refuse, on grounds relating to tyre rolling resistance, to grant EC type-approval or national type-approval in respect of new types of vehicle of categories M, N and O.

Justification

Simplification of the schedule for placing tyres on the market: For some obligations, technical requirement formulation is ongoing. The tyre industry can only develop solutions once requirements are known, therefore a 36 month lead in time for implementing new standards is proposed. Also, identical implementation dates for new type approvals on vehicles and tyres reduces the tyre industries' effective lead in time, which justifies the proposed 12 month gap between the two. Tyres manufactured within, or imported to, the EU are legally required to visibly bear the date of manufacture.

Amendment 45

Proposal for a regulation Article 11 – paragraph 5

Text proposed by the Commission

5. With effect from 29 October 2018 national authorities shall, on grounds relating to tyre rolling resistance of C1 and C2 tyres, in the case of new vehicles of *the* categories M, N and O which do not comply with the rolling resistance limit values set out in *table 2* of Part B of Annex I, consider certificates of conformity to be no longer valid for the purposes of Article 26 of Directive 2007/46/EC and shall prohibit the registration, sale and entry into service of such vehicles and, in the case of new tyres intended therefore which do not

Amendment

5. With effect from 29 October 2018 national authorities shall, on grounds relating to tyre rolling resistance of C1, C2 tyres, in the case of new vehicles of categories M, N and O which do not comply with the rolling resistance limit values set out in *Table 2* of Part B of Annex I, consider certificates of conformity to be no longer valid for the purposes of Article 26 of Directive 2007/46/EC and shall prohibit the registration, sale and entry into service of such vehicles and, in the case of new tyres

comply with the rolling resistance limit values set out in *table 2* of Part B of Annex I, shall prohibit their sale and entry into service.

intended therefore which *are manufactured from that date and* do not comply with the rolling resistance limit values set out in *Table 2* of Part B of Annex I, shall prohibit their sale and entry into service.

C1, C2 and C3 tyres which do not comply with the requirements of Annex I may be sold for no longer than 12 months from the date on which those requirements were no longer met.

Justification

Simplification of the schedule for placing tyres on the market: For some obligations, technical requirement formulation is ongoing. The tyre industry can only develop solutions once requirements are known, therefore a 36 month lead in time for implementing new standards is proposed. Also, identical implementation dates for new type approvals on vehicles and tyres reduces the tyre industries' effective lead in time, which justifies the proposed 12 month gap between the two. Tyres manufactured within, or imported to, the EU are legally required to visibly bear the date of manufacture.

Amendment 46

Proposal for a regulation Article 11 - paragraph 6

Text proposed by the Commission

6. With effect from 29 October 2020 national authorities shall, on grounds relating to tyre rolling resistance of C3 tyres, in the case of new vehicles of the categories M, N and O which do not comply with the rolling resistance limit values set out in table 2 of Part B of Annex I, consider certificates of conformity to be no longer valid for the purposes of Article 26 of Directive 2007/46/EC and shall prohibit the registration, sale ***and entry into service*** of such vehicles and, in the case of new tyres intended therefor which do not comply with the rolling resistance limit values set out in table 2 of Part B of Annex I, shall prohibit their sale and entry into service.

Amendment

6. With effect from 29 October 2020 national authorities shall, on grounds relating to tyre rolling resistance of C3 tyres, in the case of new vehicles of the categories M, N and O which do not comply with the rolling resistance limit values set out in table 2 of Part B of Annex I, consider certificates of conformity to be no longer valid for the purposes of Article 26 of Directive 2007/46/EC and shall prohibit the registration ***and*** sale of such vehicles and, in the case of new tyres intended therefor which do not comply with the rolling resistance limit values set out in table 2 of Part B of Annex I, shall prohibit their sale and entry into service.

Amendment 47

Proposal for a regulation Article 12

Text proposed by the Commission

Amendment

1. Member States shall lay down the rules on penalties applicable to infringement by manufacturers of the provisions of this Regulation and shall take all measures necessary to ensure that they are implemented. The penalties provided for must be effective, proportionate and dissuasive. Member States shall notify those provisions to the Commission no later than eighteen months after entry into force of this Regulation and shall notify it without delay of any subsequent amendment affecting them.

deleted

2. The types of infringements which are subject to a penalty shall include:

- a) making false declarations during the approval procedures or procedures leading to a recall;**
- b) falsifying test results for type-approval;**
- c) withholding data or technical specifications which could lead to recall or withdrawal of type-approval.**

Justification

The process how to deal with cases where a type approval is not or no longer valid is fully dealt with in 2007/46/EC

Amendment 48

Proposal for a regulation Article 13 - paragraph 1

Text proposed by the Commission

Amendment

1. *The* measures designed to amend non-essential elements of this Regulation, by

1. Measures designed to amend non-essential elements of this Regulation by

supplementing it, relating to the specific procedures, tests and requirements for type-approval relating to the provisions of Articles 5 to 10 and of Annex I shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 40(2) of Directive 2007/46/EC. **These** measures shall include a more precise definition of the characteristics **a tyre** must fulfil to be defined as “Off road professional tyre.”

supplementing it **and** relating to the specific procedures, tests and requirements for type-approval relating to the provisions of Articles 5 to 10 and of Annex I shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 40(2) of Directive 2007/46/EC. **Those** measures shall include a more precise definition of the **physical characteristics and performance requirements that tyres** must fulfil to be defined as “Off road professional tyre”, “**special tyre**” or “**special use tyre**”, “**snow tyre**” or “**mud and snow tyre**”, “**reinforced tyre**” and “**extra load tyre**”.

Justification

Categories of tyre including “special” or “special use”, “snow” or “mud and snow”, “reinforced tyre” or “extra load” tyre are inadequately defined in EU or UNECE legislation for the purposes of this regulation. Currently these categories are defined solely by the manufacturer by means of product labelling and marketing, and not independently verifiable. The physical design specifications and performance requirements of each of these categories must be clearly defined to ensure correct and enforceable implementation of the requirements outlined in the annexes to this regulation.

Amendment 49

Proposal for a regulation Article 13 a (new)

Text proposed by the Commission

Amendment

Article 13a

Reporting

By 1 December 2012 and every three years thereafter, the Commission shall present a review to the European Parliament and to the Council including, where appropriate, proposals for revision of this Regulation or other relevant Community acts regarding the inclusion of further new safety features.

Justification

Research and development of advanced safety features does not come to an end because of a Regulation. In order to be able to grasp any future developments in this area, a review clause is needed.

Amendment 50

Proposal for a regulation Article 15 – paragraph 1

Text proposed by the Commission

1. Directives 70/221/EEC, 70/222/EEC, 70/311/EEC, 70/387/EEC, 70/388/EEC, 71/320/EEC, 72/245/EEC, 74/60/EEC, 74/61/EEC, 74/297/EEC, 74/408/EEC, 74/483/EEC, 75/443/EEC, 76/114/EEC, 76/115/EEC, 76/756/EEC, 76/757/EEC, 76/758/EEC, 76/759/EEC, 76/760/EEC, 76/761/EEC, 76/762/EEC, 77/389/EEC, 77/538/EEC, 77/539/EEC, 77/540/EEC, 77/541/EEC, 77/649/EEC, 78/316/EEC, 78/317/EEC, 78/318/EEC, 78/549/EEC, 78/932/EEC, **89/297/EEC, 91/226/EEC**, 92/21/EEC, 92/22/EEC, 92/24/EEC, 92/114/EEC, 94/20/EC, **95/28/EC**, 96/27/EC, 96/79/EC, **97/27/EC, 98/91/EC, 2000/40/EC**, 2001/56/EC, **2001/85/EC**, 2003/97/EC are repealed with effect from **29 October 2014. These measures shall include a more precise definition of the characteristics a tyre must fulfil to be defined as “Off-road professional tyre.**

Amendment

1. Directives 70/221/EEC, 70/222/EEC, 70/311/EEC, 70/387/EEC, 70/388/EEC, 71/320/EEC, 72/245/EEC, 74/60/EEC, 74/61/EEC, 74/297/EEC, 74/408/EEC, 74/483/EEC, 75/443/EEC, 76/114/EEC, 76/115/EEC, 76/756/EEC, 76/757/EEC, 76/758/EEC, 76/759/EEC, 76/760/EEC, 76/761/EEC, 76/762/EEC, 77/389/EEC, 77/538/EEC, 77/539/EEC, 77/540/EEC, 77/541/EEC, 77/649/EEC, 78/316/EEC, 78/317/EEC, 78/318/EEC, 78/549/EEC, 78/932/EEC, 92/21/EEC, 92/22/EEC, 92/24/EEC, 92/114/EEC, 94/20/EC, 96/27/EC, 96/79/EC, 2001/56/EC **and 2003/97/EC** are repealed with effect from **1 November 2013.**

Directives 89/297/EEC, 91/226/EEC, 95/28/EC, 97/27/EC, 98/91/EC, 2000/40/EC and 2001/85/EC are repealed with effect from 1 November 2014.

Justification

The repeal of the different Directives needs to be amended in line with the amendment on Art. 11 paragraph 1.

Amendment 51

Proposal for a regulation Article 16 - paragraph 2

Text proposed by the Commission

Amendment

It shall apply from [29 October 2012].

It shall apply from 29 October 2011.

Justification

The application date of this General Safety Regulation needs to be amended in line with the amendment on Art. 11 para 1.

Amendment 52

Proposal for a regulation Annex - I (new)

Text proposed by the Commission

*Amendment
Annex -I*

Scope of application of the requirements set out in Article 5(1) and (2).

<i>Subject</i>	<i>Applicability</i>									
	<i>M 1</i>	<i>M 2</i>	<i>M 3</i>	<i>N 1</i>	<i>N 2</i>	<i>N 3</i>	<i>O 1</i>	<i>O 2</i>	<i>O 3</i>	<i>O 4</i>
<i>Fuel tanks/rear protective devices</i>	X	X	X	X	X	X	X	X	X	X
<i>Rear registration plate</i>	X	X	X	X	X	X	X	X	X	X
<i>Steering effort</i>	X	X	X	X	X	X	X	X	X	X
<i>Door latches and hinges</i>	X			X	X	X				
<i>Audible warning</i>	X	X	X	X	X	X				
<i>Indirect vision devices</i>	X	X	X	X	X	X				
<i>Braking</i>	X	X	X	X	X	X	X	X	X	X
<i>Radio interference (electromagnetic compatibility)</i>	X	X	X	X	X	X	X	X	X	X

<i>Interior fittings</i>	X									
<i>Anti-theft and immobiliser</i>	X	X	X	X	X	X				
<i>Protective steering</i>	X			X						
<i>Seat strength</i>	X	X	X	X	X	X				
<i>Exterior projections</i>	X									
<i>Speedometer</i>	X	X	X	X	X	X				
<i>Plates (statutory)</i>	X	X	X	X	X	X	X	X	X	X
<i>Seat belt anchorages</i>	X	X	X	X	X	X				
<i>Installation of lighting and light signalling devices</i>	X	X	X	X	X	X	X	X	X	X
<i>Retro reflectors</i>	X	X	X	X	X	X	X	X	X	X
<i>End-outline, front-position (side), rear-position (side), stop, side marker, daytime running lamps</i>	X	X	X	X	X	X	X	X	X	X
<i>Direction indicators</i>	X	X	X	X	X	X	X	X	X	X
<i>Rear registration plate lamps</i>	X	X	X	X	X	X	X	X	X	X
<i>Headlamps (including bulbs)</i>	X	X	X	X	X	X				
<i>Front fog lamps</i>	X	X	X	X	X	X				
<i>Towing hooks</i>	X	X	X	X	X	X				
<i>Rear fog lamps</i>	X	X	X	X	X	X	X	X	X	X
<i>Reversing lamps</i>	X	X	X	X	X	X	X	X	X	X
<i>Parking lamps</i>	X	X	X	X	X	X				
<i>Seat belts and restraint systems</i>	X	X	X	X	X	X				
<i>Forward vision</i>	X									
<i>Identification of controls, tell-tales and indicators</i>	X	X	X	X	X	X				
<i>Defrost/demist</i>	X	(1)	(1)	(1)	(1)	(1)				
<i>Wash/wipe</i>	X	(((((

		2)	2)	2)	2)	2)				
<i>Heating systems</i>	X	X	X	X	X	X	X	X	X	X
<i>Wheel guards</i>	X									
<i>Head restraints</i>	X									
<i>Lateral protection</i>					X	X			X	X
<i>Spray-suppression systems</i>					X	X			X	X
<i>Safety glazing</i>	X	X	X	X	X	X	X	X	X	X
<i>Tyres</i>	X	X	X	X	X	X	X	X	X	X
<i>Speed limitation devices</i>		X	X		X	X				
<i>Masses and dimensions</i>	X	X	X	X	X	X	X	X	X	X
<i>External projections of cabs</i>				X	X	X				
<i>Couplings</i>	X (3)	X (3)	X (3)	X (3)	X (3)	X (3)	X	X	X	X
<i>Flammability</i>			X							
<i>Buses and coaches</i>		X	X							
<i>Frontal impact</i>	X (5)									
<i>Side impact</i>	X (6)			X (6)						
<i>Vehicles intended for the transportation of dangerous goods</i>				X (4)	X (4)	X (4)	X (4)	X (4)	X (4)	X (4)
<i>Front underrun protection</i>					X	X				

Justification

This new Annex supplements the revised wording on Article 5.3 where the original wording appears to delegate the definition of the scope of the Regulation to the Commission.

Amendment 53

Proposal for a regulation

Annex I – Part C – point 1 - point 1.1 - subparagraph 1 a (new)

Text proposed by the Commission

Amendment

For snow tyres, extra load tyres and reinforced tyres, the above limits shall be increased by 1 dB(A).

Justification

The limits proposed by the Commission are too low because they would put into question essential security requirements, moreover, the current limits proposed are not feasible for industry. In the C1 category, approximately 50% of all existing tyre families would have to be redesigned. The largest reduction in the proposed limits for C1 tyres is 5 dB(A) which is the same as removing almost 3 tyres from a vehicle. Such large reductions in noise will inevitably lead to trade-offs in other performance characteristics such as wet grip, aquaplaning, wear and handling.

Amendment 54

Proposal for a regulation

Annex I - Part C - point 1 - point 1.2 - table

Text proposed by the Commission

Amendment

Tyre class	Nominal section width (mm)	Limit values in dB(A)	Tyre class	Nominal section width (mm)	Limit values in dB(A)
C2	Normal	72	C2	Normal	71
	Traction tyres	73		Traction tyres	73
C3	Normal	73	C3	Normal	70
	Traction tyres	75		Traction tyres	73

Justification

Effective noise limits for commercial vehicle tyres are of particular importance as commercial vehicles represent a large and growing proportion of road vehicles in the EU. The limit values proposed by the Commission are already met by a substantial proportion of currently available tyres. In particular, the C3 normal limit values proposed by the Commission are already met by 75% of the current market. Approximately 30-40% of currently available commercial vehicle tyres comply with the amended limit values, which thus offers a more effective means of reducing road traffic noise.

Amendment 55

Proposal for a regulation

Annex I - Part C - point 1 a (new)

Text proposed by the Commission

Amendment

1a. The noise levels determined in accordance with the procedure specified in the implementing measures to this Regulation shall not exceed the limits designated in points 1.1 or 1.2. The tables in points 1.1 and 1.2 represent the measured values corrected for temperature, except in the case of C3 tyres, and instrument tolerance, and are rounded down to the nearest whole value.

Justification

A tighter second phase is necessary to substantially reduce the number of Europeans exposed to unacceptable levels of traffic noise. In the second phase, the limit values should encourage the development of new technologies and techniques. The second stage limit values are set at the level of the top 10% of currently available models. A higher level of ambition is urgently needed to protect public health and reduce the negative impact of traffic noise on the quality of life of over 210 million EU citizens exposed to levels of traffic noise which are potentially dangerous to health.

EXPLANATORY STATEMENT

Introduction

The proposed Regulation lays down harmonised rules on type approval requirements for the general safety of motor vehicles with a view to ensuring the good functioning of the internal market while at the same time providing for a higher level of safety and environmental protection. These type approval requirements have been harmonised at Community level in order to avoid differing systems from one Member State to another, and to ensure a high level of road safety and environmental protection throughout the Community.

Background to the Simplification exercise and effects

The proposed Regulation aims to significantly simplify the type-approval legislation in the field of motor vehicle safety and tyres with one Council and Parliament Regulation.

At the international level, the EC acceded to the Revised UNECE Agreement on the adoption of uniform technical prescriptions for vehicles (the Revised 1958 Agreement) by Decision 97/836/EC of 27 November 1997¹. UNECE regulations are international instruments adopted in the framework of the Revised 1958 Agreement. Pursuant to Article 4(4) of Decision 97/836/EC, it may be decided (under the assent procedure) that an UNECE regulation applies for the purposes of vehicles type-approval in the EC.

At the EC level, the Framework Directive (FWD) on Type-Approval (Directive 2007/46/EC of 5 September 2007²) lays down the general rules and procedures for type-approval of vehicles but does not provide itself for the technical requirements on the basis of which type-approval must be granted. Those requirements are set in other instruments, which may be UNECE regulations or EC Directives or Regulations and implementing measures thereof³. An exhaustive list of those instruments features in Annex IV of the FWD.

The proposed new Regulation is intended to:

- a) replace the existing set of detailed technical requirements set out in the Directives and Regulations listed in Article 15 with a number of general requirements regarding safety;
- b) repeal those Directives and Regulations;
- c) empower the Commission to adopt through Comitology (RPS) the detailed technical rules intended to implement the general requirements referred to above (Articles 5(3), 6(3), 10(3) and 13).

So the existing detailed technical requirements relating to safety, which are laid down in a number of EC Directives or Regulations, will be replaced by a new set of rules, in which the general principles are established by the legislature (in the proposed Regulation) while the

¹ (OJ L 346 of 17.12.1997, p. 78)

² OJ L 263 of 5.10.2007, p. 1

³ See Article 1, third subparagraph, in conjunction with Article 3, points 1 and 2 of the FWD

technical details are defined by the Commission through RPS.

However, there are a number of provisions in the Commission proposal which give concern in terms of respect of Comitology rules. In particular, Article 5(3) appears to delegate the definition of the scope of the Regulation to the Commission. This is however an essential aspect of the Regulation which is for the legislature to decide. Furthermore, in Article 6(6), the criteria for setting out the "*additional safety requirements*" applicable to transport of dangerous goods are not specified, and the same applies in Articles 10(3) and 13(1) in so far as they refer to "*further technical requirements*" to be established by the Commission. These provisions are problematic in that the ambit of the powers conferred on the Commission is not clearly defined. Your Rapporteur therefore recommends making corresponding amendments to address these problems.

New measures

New technologies are available which can dramatically improve vehicle safety or reduce CO₂ emissions. Research indicates that there would be significant benefits if such technologies were introduced as standard systems on new vehicles. Setting common mandatory requirements would also prevent fragmentation of the internal market from varying product standards emerging across Member States.

The proposal requires mandatory fitting of Electronic Stability Control Systems on all vehicles, Tyre Pressure Monitoring Systems on passenger cars, and Advanced Emergency Braking Systems and Lane Departure Warning Systems on heavy-duty vehicles. Your Rapporteur is considering whether these are the only relevant advanced safety features available at present e.g. tyre pressure retention technologies, and air conditioning.

The proposal also aims, in the context of the proposed Regulation on setting emission performance standards for new passenger cars as part of the Community's integrated approach to reduce CO₂ emissions from light duty vehicles¹, at enhancing the environmental performance of vehicles by reducing the amount of vehicle CO₂ emissions and road noise from tyres. The proposal introduces new requirements on wet grip and tyre rolling resistance. Your Rapporteur is still investigating whether the proposed balance between security aspects and environmental benefits is appropriate. The proposed noise emission limit values for tyres are more stringent than those set out in existing legislation. In this regard your Rapporteur is of the view that these limits are ambitious in relation in particular to efforts which could be made on reducing road surface noise, which is not part of this proposal, and which would also positively impact on CO₂ emissions. Furthermore your Rapporteur believes that noise policy should perhaps be dealt with in a more cross-cutting proposal covering all transport noise.

Overall Rapporteur position and Better regulation objectives

Your Rapporteur strongly supports the CO₂ emissions goals of the proposal and considers that these objectives should perhaps be more visibly tied to the Parliaments ongoing work on the Regulation setting performance standards for new passenger cars. Your Rapporteur however considers that the market should be well prepared as a whole for clear and timely

¹ COM (2007)856 final; 2007/0297(COD) ENVI Committee lead.

implementation of the new prerogatives without significant disruption to industry and supply chains, which explains his amendments further harmonising the proposed implementation dates, and the corresponding marginal implementation delays. His overall concern is to see that the proposal as amended truly contributes to the competitiveness of the automotive industry by more effecti

5.11.2008

OPINION OF THE COMMITTEE ON INDUSTRY, RESEARCH AND ENERGY

for the Committee on the Internal Market and Consumer Protection

on the proposal for a regulation of the European Parliament and of the Council concerning type-approval requirements for the general safety of motor vehicles (COM(2008)0316 – C6-0210/2008 – 2008/0100(COD))

Rapporteur: Jorgo Chatzimarkakis

SHORT JUSTIFICATION

The existing type-approval legislation in the EU imposes harmonised rules on the construction of motor vehicles to ensure the functioning of the internal market while providing for a high level of safety and environmental protection. The current legislation comprises a set of 60 directives, 50 dealing with safety and 10 with the environment.

Today new technologies are available which can further improve vehicle safety (such as Electronic Stability Control Systems) or reduce CO₂ emissions (e.g. low rolling-resistance tyres) if such technologies were introduced as standard on new vehicles.

In its Communication on a Competitive Automotive Regulatory Framework for the 21st Century (CARS 21 Communication: COM(2007)0022), the Commission underlined the importance of better regulation and regulatory simplification, i.e. to eliminate and modify superfluous or obsolete regulations, to enable the European car industry to compete at a global level.

1. Objectives of the draft regulation:

With this proposed regulation the Commission seeks to simplify significantly the existing legislation by replacing 50 base Directives in the field of motor vehicle safety and tyres with one Council and Parliament Regulation. The 50 Directives on the type-approval of vehicles will be repealed;

The proposed regulation also introduces new mandatory requirements on advanced safety features such as the mandatory fitting of Electronic Stability Control Systems on all vehicles; Tyre Pressure Monitoring Systems on passenger cars and Advanced Emergency Braking

Systems and Lane Departure Warning Systems on heavy-duty vehicles;

Finally the text sets more stringent noise emission limit values for tyres and introduces new requirements on wet grip and rolling resistance, notably to reduce CO2 emissions.

2. Simplification and better regulation:

The proposed text repeals 50 Directives¹ and replaces them by one Regulation, which will be followed by a dozen of implementing measures. In addition, the existing UN ECE regulations remain in place.

Your draftsman questions whether the proposal to repeal 50 Directives will really simplify the regulatory framework faced by the car and tyre industries in practice. A more efficient method, in line with the recommendations of the CARS 21 high level group report, might be to modify Annex IV of Directive 2007/46/EC to refer directly to UN ECE Regulations in the Annex.

Moreover, while the scope of the proposed regulation is broad, in many cases concrete requirements have still to be established. The Commission recognises the need of lead time for the industry to adapt to the requirements imposed. Yet for the lead time granted to be meaningful, your draftsman suggests that the implementation dates (including lead time) be formulated in terms of the date of adoption of the implementing measures setting the concrete requirements rather than in term of the date of adoption of the present proposal.

3. Safety:

The proposed regulation establishes mandatory fitting requirements of advanced safety features, in particular Electronic Stability Control Systems (ESCS) on all vehicles; Automatic Emergency Braking Systems (AEBS) and Lane Departure Warning Systems (LDWS) on heavy-duty vehicles.

Voluntary fitting of AEBS and LDWS on other vehicle categories is possible provided that the systems fitted fulfil the requirements laid down in the proposal.

Your draftsman welcomes measures to increase safety on vehicles but underlines that while ESCS are rather established technologies, AEBS and LDWS are fairly new and highly complex technologies. Their mandatory implementation might therefore require a longer lead time than foreseen by the Commission's proposal. Moreover light-, heavy- and commercial vehicles differ significantly in their characteristics and usage. Technical requirements for AEBS and LDWS might therefore have to be considered separately for different vehicle types.

¹ Directives 70/221/EEC, 70/222/EEC, 70/311/EEC, 70/387/EEC, 70/388/EEC, 71/320/EEC, 72/245/EEC, 74/60/EEC, 74/61/EEC, 74/297/EEC, 74/408/EEC, 74/483/EEC, 75/443/EEC, 76/114/EEC, 76/115/EEC, 76/756/EEC, 76/757/EEC, 76/758/EEC, 76/759/EEC, 76/760/EEC, 76/761/EEC, 76/762/EEC, 77/389/EEC, 77/538/EEC, 77/539/EEC, 77/540/EEC, 77/541/EEC, 77/649/EEC, 78/316/EEC, 78/317/EEC, 78/318/EEC, 78/549/EEC, 78/932/EEC, 89/297/EEC, 91/226/EEC, 92/21/EEC, 92/22/EEC, 92/24/EEC, 92/114/EEC, 94/20/EC, 95/28/EC, 96/27/EC, 96/79/EC, 97/27/EC, 98/91/EC, 2000/40/EC, 2001/56/EC, 2001/85/EC, 2003/97/EC, 92/23/EEC.

4. Tyres:

The measures for tyre requirements aim at increasing safety and reducing the negative environmental impact of cars. They introduce the mandatory fitting of Tyre Pressure Monitoring Systems (TPMS) on all vehicles; more stringent noise emission limit values and new requirements on wet grip and rolling resistance.

The tyre is the single connecting element between the vehicle and the road and it is therefore paramount that safety characteristics take priority over any other objectives (such as CO₂ emission reduction). Yet the Commission's requirements might not guarantee this priority. It sets stringent noise limits, yet an independent study carried out by TÜV Automotive for the tyre industry shows a significant positive correlation between noise and adherence, i.e. the less noise the less adherence to the road.

Moreover the Commission's impact assessment covering efficiency of the chosen methods, cost/benefits balance, etc. has been deemed controversial in places. That is why your draftsman strongly welcomes the Internal Market and Consumer Protection Committee's initiative to request a study to complement the Commission's impact assessment. In light of the study's results, it should be possible to set requirements with a positive environmental impact without jeopardising safety. Meanwhile, the latter should be the priority.

AMENDMENTS

The Committee on Industry, Research and Energy calls on the Committee on the Internal Market and Consumer Protection, as the committee responsible, to incorporate the following amendments in its report:

Amendment 1

Proposal for a regulation Recital 6 a (new)

Text proposed by the Commission

Amendment

(6a) The Commission should also, within 12 months after the entry into force of this Regulation, examine the possibility of classifying EU roads according to noise generation, with a view to setting maximum noise generation limits and fixing appropriate pavement specifications.

Justification

The road is the main source of excitation for a tyre which is greatly affected by the macro and micro roughness of the road and/or the non continuities of the road surface.

The road does influence the tyre envelope vibration, the horn effect and the noise generated when the tread elements enter and leave the contact patch.

The road contribution has been estimated at up to 8 dB(A) for common road surfaces compared to current silent pavements. Today, there is no system of classification of existing or new roads in terms of their impact on noise generation.

Amendment 2

Proposal for a regulation

Recital 7

Text proposed by the Commission

(7) Technical progress in the area of advanced vehicle safety systems offers new possibilities for casualty reduction. In order to maximise the number of casualties saved it is necessary to foresee the introduction of some of these technologies.

Amendment

(7) Technical progress in the area of advanced vehicle safety systems offers new possibilities for casualty reduction. In order to maximise the number of casualties saved it is necessary to foresee the ***progressive voluntary*** introduction of some of these technologies ***according to the vehicle range and the market.***

Justification

Some technologies might not demonstrate the same efficiency in all the markets presenting different road or traffic conditions.

Amendment 3

Proposal for a regulation

Recital 8

Text proposed by the Commission

(8) In order to simplify the type-approval legislation in line with the recommendations of the Report CARS 21: A Competitive Automotive Regulatory System for the 21st century, it is appropriate to repeal several Directives without reducing the level of protection of road users. The requirements set out in

Amendment

(8) In order to simplify the type-approval legislation in line with the recommendations of the Report CARS 21: A Competitive Automotive Regulatory System for the 21st century, it is appropriate to repeal several Directives without reducing the level of protection of road users. The requirements set out in

those Directives ***should be carried over to this Regulation and*** should be replaced, where appropriate, with references to the corresponding regulations of the United Nations Economic Commission for Europe (UNECE), as incorporated into Community law in accordance with Article 4 of Council Decision 97/836/EC of 27 November 1997 with a view to accession by the European Community to the Agreement of the United Nations Economic Commission for Europe concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted to and/or used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions.

those Directives should be replaced, where appropriate, with references to the corresponding regulations of the United Nations Economic Commission for Europe (UNECE), as incorporated into Community law in accordance with Article 4 of Council Decision 97/836/EC of 27 November 1997 with a view to accession by the European Community to the Agreement of the United Nations Economic Commission for Europe concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted to and/or used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions.

Justification

There is no need to transfer the Directives, which are replaced by the appropriate UN ECE Regulation into a new General Safety Regulation. The replacement of the Directives can be done straight forward in the Annex IV of the framework Directive.

Amendment 4

Proposal for a regulation

Recital 10

Text proposed by the Commission

(10) The timetable for the introduction of specific new requirements for the type-approval of vehicles should take into account the technical feasibility of those requirements. In general, the requirements should initially apply only to new types of vehicle. Existing types of vehicle should be allowed an additional time period to comply with the requirements. Furthermore, mandatory installation of Tyre Pressure Monitoring Systems should initially apply only to passenger cars. Mandatory installation of other advanced safety features should initially apply only

Amendment

(10) The timetable for the introduction of specific new requirements for the type-approval of vehicles should take into account the technical feasibility of those requirements. In general, the requirements should initially apply only to new types of vehicle. Existing types of vehicle should be allowed an additional time period to comply with the requirements. ***In any case, appropriate lead time should be granted to the industries concerned. Lead time should be calculated from the date of adoption of the implementing measures setting the concrete requirements.***

to heavy goods vehicles.

Furthermore, mandatory installation of Tyre Pressure Monitoring Systems should initially apply only to passenger cars. ***The Commission should assess the technical and economic feasibility of extending mandatory installation of Tyre Pressure Monitoring Systems to other categories of vehicles, and propose an amendment of this Regulation, if appropriate, by 29 October 2010.*** Mandatory installation of other advanced safety features should initially apply only to heavy goods vehicles.

Justification

Installation of TPMS for other vehicle categories (light and heavy duty commercial vehicles) is technically feasible and appropriate with regard to road safety, fuel efficiency and CO2 emissions. The economic feasibility and impacts should be assessed and measures undertaken as appropriate.

Amendment 5 Proposal for a regulation Recital 12

Text proposed by the Commission

(12) It is appropriate to implement the measures announced in the Communication from the Commission to the Council and the European Parliament “Results of the review of the Community Strategy to reduce CO2 emissions from passenger cars and light commercial vehicles” aimed at reducing CO2 emissions from tyres. This reduction should be achieved through a combination of low rolling resistance tyres and the use of Tyre Pressure Monitoring Systems. At the same time, it is also appropriate to set out requirements aimed at reducing tyre-road noise and ensuring that tyre safety levels are maintained through the introduction of wet grip requirements. The related implementation timetable should reflect the degree of challenge in meeting all of those requirements. In particular, ***due to the challenge in meeting the requirements on***

Amendment

(12) It is appropriate to implement the measures announced in the Communication from the Commission to the Council and the European Parliament “Results of the review of the Community Strategy to reduce CO2 emissions from passenger cars and light commercial vehicles” aimed at reducing CO2 emissions from tyres. This reduction should be achieved through a combination of low rolling resistance tyres and the use of Tyre Pressure Monitoring Systems. At the same time, it is also appropriate to set out requirements aimed at reducing tyre-road noise and ensuring that tyre safety levels are maintained through the introduction of wet grip requirements. The related implementation timetable should reflect the degree of challenge in meeting all of those requirements, ***recognise the need to preserve production and supply chain***

rolling noise and taking into account the time needed by industry for replacing existing lines of tyres, it is appropriate to provide for a longer period for implementation of rolling noise requirements with regard to new tyres of existing types.

efficiencies, and ensure effective enforcement. In particular, it is appropriate to *consolidate the introduction of the respective technical requirements so as to avoid major disruption to production and the supply chain. It is not the purpose of this Regulation to restrict the placing on the market of tyres from stocks produced before the dates of entry into effect of the respective new technical requirements and which can be sold after those dates. The date of manufacture of tyres can easily be recognised by the existing mandatory marking of the ‘date of manufacture’ on the tyre as stipulated in Council Directive 92/23/EEC of 31 March 1992 relating to tyres for motor vehicles and their trailers and to their fitting*¹.

¹ OJ L 129, 14.5.1992, p. 95.

Justification

Tyres belonging to stocks prior to the dates of new requirements can still be sold. The date of manufacture of tyres can easily be recognized due to existing mandatory marking of the manufacture date on all tyres placed on the market.

Amendment 6

Proposal for a regulation

Recital 14

Text proposed by the Commission

(14) Electronic Stability Control Systems, Advanced Emergency Braking Systems and Lane Departure Warning Systems have a high potential to produce considerable casualty reductions. Therefore requirements for such systems should be established.

Amendment

(14) Electronic Stability Control Systems, Advanced Emergency Braking Systems and Lane Departure Warning Systems have a high potential to produce considerable casualty reductions. Therefore requirements for such systems should be established **by the Commission in line with UNECE regulations.**

Justification

ESCS, AEBS and LDWS are complex technologies that require harmonised technical requirements. In order to limit double regulations and the bureaucratic burden on the

industry, these requirements should be established within the framework of UN/ECE regulations.

Amendment 7

Proposal for a regulation

Recital 16 a (new)

Text proposed by the Commission

Amendment

(16a) It would be advisable for Member States to make an 'early start' on implementing this Regulation (in advance of its coming into force) by providing, in the spirit of this Regulation, incentives for manufacturers and consumers.

Amendment 8

Proposal for a regulation

Article 1 – paragraph 2

Text proposed by the Commission

Amendment

This Regulation also establishes requirements for the type-approval of tyres, with regard to their ***CO₂ and noise emissions***.

This Regulation also establishes requirements for the type-approval of tyres, with regard to their ***safety and environmental performance. It shall not apply to retreaded tyres.***

Justification

To clearly specify the scope of the proposed regulation.

Amendment 9

Proposal for a regulation

Article 3 – paragraph 2 – point 6

Text proposed by the Commission

Amendment

(6) ***"Off-road professional tyre"*** means a tyre intended for mixed use both on- and off-road or for other special duty;

(6) ***"Special use tyre"*** means a tyre intended for mixed use both on- and off-road or for other special duty;

Justification

Include this category of tyres in the Regulation. The definition of “special use tyres” makes reference to UNECE Reg. 54.

Amendment 10

Proposal for a regulation

Article 3 – paragraph 2 – point 10 a (new)

Text proposed by the Commission

Amendment

(10a) “Off-road professional tyre” means a sub-category of special use tyre primarily used in severe off-road conditions;

Justification

This category of tyres is designed to operate under very extreme off road servicing conditions, such as fire brigade and electrical line maintenance vehicles. The number of tyres concerned for C1 and C2 is less than 0.06% of all tyres sold. For C3, it would be less than 1%. Normally these vehicles and tyres operate on unpaved roads, where tyre-road noise is not a major problem.

Amendment 11

Proposal for a regulation

Article 3 – paragraph 2 – point 10 b (new)

Text proposed by the Commission

Amendment

(10b) "Reinforced" or "Extra Load" means a C1 pneumatic-tyre structure in which the tyre carcass is designed to carry a heavier load than a corresponding standard tyre.

Justification

This definition is required for Annex I, Part C; these are passenger car tyres that are designed to carry a heavier load than the normal version of the same size. The allowance provided in previous directive 2001/43 should be maintained. Extra Load tyres are reinforced so that they can carry more load at a higher pressure.

The higher load causes them to generate more noise. The allowance currently in place is based on sound physical principles of noise generation: sound pressure level increases as the

load on the tyre increases.

Amendment 12

Proposal for a regulation Article 4 – paragraph 2

Text proposed by the Commission

2. Manufacturers shall demonstrate that all separate technical units or components which are sold or put into service in the Community are type-approved in accordance with this Regulation.

Amendment

2. Manufacturers shall demonstrate that all **new** separate technical units or components which are sold or put into service in the Community are type-approved in accordance with this Regulation.

Justification

To make it absolutely clear that the provision covers all new separate technical units or components sold or put into service in the Community.

Amendment 13

Proposal for a regulation Article 5 – paragraph 2 – point c)

Text proposed by the Commission

(c) systems to provide the driver with visibility and information on the state of the vehicle and the surrounding area, including glazing, mirrors **and driver information systems**;

Amendment

(c) systems to provide the driver with visibility and information on the state of the vehicle and the surrounding area, including glazing **and** mirrors;

Justification

The requirements of this paragraph 2 are intended to reflect the existing requirements in Directive 2007/46/EC. Driver information systems are currently not defined or covered by regulation. If the intention is to establish new regulation this should be clearly stated and discussed.

Amendment 14

Proposal for a regulation
Article 5 – paragraph 2 – point f)

Text proposed by the Commission

Amendment

(f) vehicle exterior **and accessories**;

(f) vehicle exterior;

Justification

It is not clear what the reference to accessories is meant to imply.

Amendment 15

Proposal for a regulation
Article 6 – paragraph 2

Text proposed by the Commission

Amendment

2. Vehicles in categories N₂ **and** N₃ shall be **constructed to ensure that, in the event of a front collision with another vehicle, the risk of injury to a vehicle occupant due to** underrun **is minimised**.

2. Vehicles in categories N₂, N₃, **O₃ and O₄** shall be **designed to provide protection against** underrun **from the rear by vehicles of categories M1 and N1**.

Justification

The current wording is ambiguous and suggests “pedestrian safety” on trucks.

Amendment 16

Proposal for a regulation
Article 6 – paragraph 3

Text proposed by the Commission

Amendment

3. Vehicles in categories N₂, N₃, O₃ and O₄ shall be constructed to ensure that, in the event of the vehicle being hit from the side by **another vehicle or** an unprotected road user, the risk of injury to that unprotected road user **or a vehicle occupant** due to underrun is minimised.

3. Vehicles in categories N₂, N₃, O₃ and O₄ shall be constructed to ensure that, in the event of the vehicle being hit from the side by an unprotected road user, the risk of injury to that unprotected road user due to underrun is minimised.

Justification

The current wording is ambiguous as the lateral protection as is meant here, is only meant to

offer protection to unprotected road users.

Amendment 17

Proposal for a regulation Article 6 – paragraph 4

Text proposed by the Commission

4. The vehicle cab or the space provided for the driver and passengers shall be of sufficient strength to offer protection to the occupants in the event of an impact or rollover.

Amendment

4. The vehicle cab or the space provided for the driver and passengers shall be of sufficient strength to offer protection to the occupants in the event of an impact or rollover, **according to the relevant UNECE Regulation**

Justification

The principle of better regulation agreed in the CARS21 indicated that the EU should refer as much as possible to existing UN/ECE Regulations.

Amendment 18

Proposal for a regulation Article 9 – paragraph 2

Text proposed by the Commission

2. Vehicles in categories M₁ shall be equipped with a Tyre Pressure Monitoring System, capable of warning the driver when any tyre is operating at **a dangerously** low pressure level, and advising the driver when **any tyre is** operating at a pressure level **significantly** below the optimum pressure for good fuel consumption.

Amendment

2. Vehicles in categories M₁ shall be equipped with a Tyre Pressure Monitoring System, capable of warning the driver when any tyre is operating at **an unsafe** low pressure level, and advising the driver when **tyres may be** operating at a pressure level below the optimum **recommended** pressure for good fuel consumption. **The technology chosen must be neutral, cost effective and must not jeopardise affordability for the customer and consequently the fleet renewal.**

Justification

The purpose of the Proposal (among others: measures for CO₂ reduction/safety/...) must be met regardless of the technology chosen by the industry. In fact in order to avoid any possible market distortion is mandatory guarantee the neutrality of technology. Furthermore, fixed the

target to be reached, technological measures must be always cost effective and not just a burden for customers.

Amendment 19

Proposal for a regulation Article 10 – paragraph 1

Text proposed by the Commission

1. Vehicles in Categories M₂, M₃, N₂ and N₃ shall be equipped with an Advanced Emergency Braking System which shall meet the requirements of this Regulation.

Any Advanced Emergency Braking System voluntarily fitted by the manufacturer to a vehicle in categories M₁ or N₁ shall meet the requirements of this Regulation.

Amendment

1. ***Those*** vehicles in Categories M₂, M₃, N₂ and N₃, ***for which there is a positive impact assessment for the introduction of the Advanced Emergency Braking System***, shall be equipped with an Advanced Emergency Braking System which shall meet the requirements of this Regulation. ***All categories shall be subject to the impact assessment.***

Justification

Not all vehicle categories should be equipped as their use varies, e.g. delivery trucks being used in an environment which is not suited for these systems.

According to technical evaluations done on field, in certain cases the adoption of Advanced Emergency Braking System (AEBS) may be technically impossible or may not bring any benefit (e.g. city buses or refuse collecting trucks being used at a relatively low speed).

The reference to vehicles in categories M1 or N1 should be deleted: development and tuning for AEBS for M1 and N1 vehicles are completely different then for heavy vehicles and will result in different systems with different requirements.

Amendment 20

Proposal for a regulation Article 10 – paragraph 2

Text proposed by the Commission

2. Vehicles in Categories M₂, M₃, N₂ and

Amendment

2. ***Those*** vehicles in Categories M₂, M₃,

N3 shall be equipped with a Lane Departure Warning System which shall meet the requirements of this Regulation.

N2 and N3, ***for which there is a positive impact assessment for the introduction of the Lane Departure Warning System,*** shall be equipped with a Lane Departure Warning System which shall meet the requirements of this Regulation. ***All categories shall be subject to the impact assessment.***

Any Lane Departure Warning System voluntarily fitted by the manufacturer to a vehicle in categories M1 or N1 shall meet the requirements of this Regulation.

Justification

Not all vehicle categories should be equipped as their use varies, e.g. delivery trucks being used in an environment which is not suited for these systems.

According to technical evaluations done on field, in certain cases the adoption of Lane Departure Warning System (LDWS) may not bring any benefit (e.g. city buses or refuse collecting trucks being used at a relatively low speed).

The reference to vehicles in categories M1 or N1 should be deleted: Development and tuning for LDWS for M1 and N1 vehicles are completely different then for heavy vehicles and will result in different systems with different requirements.

Amendment 21

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

Text proposed by the Commission

Those measures, designed to amend non-essential elements of this Regulation, by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 40(2) of Directive 2007/46/EC.

Amendment

Those measures, designed to amend non-essential elements of this Regulation, by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 40(2) of Directive 2007/46/EC. ***The adoption procedure shall include an impact assessment, stakeholder consultation and shall be transparent.***

Justification

The previous regulatory practice was that whenever totally new systems were being regulated this had to undergo the co-decision process. If this is to be abandoned under the new

approach, good regulation principles call for impact analysis, stakeholder consultation and transparency.

Amendment 22

Proposal for a regulation Article 11 – paragraph 1

Text proposed by the Commission

1. With effect from **29 October 2012** national authorities shall refuse, on grounds relating to the areas of vehicle safety and tyres covered in Articles 5 to 9 and Annex I, with the exception of the rolling resistance limit values set out in table 2 of Part B of Annex I, to grant **EC type-approval or national type-approval in respect of new types of vehicle of the categories specified in those Articles and their implementing measures, and to grant EC component/separate technical unit type-approval with respect to new types of components or separate technical units intended therefore**, which do not comply with the relevant provisions of this Regulation.

Amendment

1. With effect from **three years after the date of publication of this Regulation** national authorities shall refuse, on grounds relating to the areas of vehicle safety and tyres covered in Articles 5 to 9 and Annex I, with the exception of the rolling resistance limit values set out in table 2 of Part B of Annex I, to grant EC component/separate technical unit type-approval, which do not comply with the relevant provisions of this Regulation.

With effect from four years after the date of publication of this Regulation, national authorities shall refuse, on grounds of vehicle safety and tyres covered by Articles 5 to 9 and Annex I, with the exception of the rolling resistance limit values set out in table 2 of Part B of Annex I, to grant EC type-approval or national type-approval in respect of new types of vehicle in the categories specified in those Articles and their implementing measures.

Justification

1. Lead time & new [tyre and vehicle] type approval:

- As regards tyres and components that can legally be placed on the EU market, the proposed regulation sets out a highly complex array of obligations and an equally complex schedule for their implementation. While for some of these obligations the technical requirements are well

established, for the others the formulation of requirements is still ongoing. The related industry can only develop or adapt solutions once the technical requirements are definitively defined. In very practical terms, therefore, for the tyre industry the **lead time necessary for implementation of new technical standards after their adoption cannot be less than 36 months**.

- Requesting the implementation for new type approvals for vehicles on the same date as that for tyres would effectively oblige the tyre industry to anticipate the process by at least one year, which in turn would reduce the lead time for implementation below the above-mentioned minimum of 36 months that the industry considers feasible for a first date of implementation. Therefore, a different date of application for new type approvals for tyres and vehicles must be fixed. We propose at least a 12 month period between them.

2. “Date of Manufacture” as reference point

The date of manufacture of tyres can be easily recognised by consumers, retailers and the national enforcement authorities because of the existing mandatory marking of the date of manufacture on all tyres placed on the EU market. That is, all tyres manufactured within the EU or imported within the EU must bear the date of manufacture engraved visibly on the sidewall as a legal requirement. The distribution chain and notably consumers will thus have an obvious reference point to determine if the tyre being considered for purchase is legally bound to meet the specified new technical requirements.

Amendment 23

Proposal for a regulation Article 11 – paragraph 2

Text proposed by the Commission

2. With effect from **29 October 2014** national authorities shall, on grounds relating to the areas of vehicle safety and tyres covered in Articles 5, 6, 7, 8, Article 9(1) to (4) and Parts A **and** B of Annex I, with the exception of the rolling resistance limit values **for C3 tyres and the rolling resistance limit values** set out in table 2 of Part B of Annex I, in the case of new vehicles of the categories specified in those Articles which do not comply with the relevant provisions of this Regulation, consider certificates of conformity to be no longer valid for the purposes of Article 26 of Directive 2007/46/EC and shall prohibit the registration, sale and entry into service of such vehicles and, in the case of new **components** or separate technical units

Amendment

2. With effect from **29 October 2016** national authorities shall, on grounds relating to the areas of vehicle safety and tyres covered in Articles 5, 6, 7, 8, Article 9(1) to (5) and Parts A, B **and** C of Annex I, with the exception of the rolling resistance limit values set out in table 2 of Part B of Annex I, in the case of new vehicles of the categories specified in those Articles which do not comply with the relevant provisions of this Regulation, consider certificates of conformity to be no longer valid for the purposes of Article 26 of Directive 2007/46/EC and shall prohibit the registration, sale and entry into service of such vehicles and, in the case of new **tyres manufactured as from that date** or separate technical units intended therefore

intended therefore which do not comply with the relevant provisions of this Regulation, shall prohibit their sale and entry into service.

which do not comply with the relevant provisions of this Regulation, shall prohibit their sale and entry into service.

Justification

1. Lead time & new [tyre and vehicle] type approval:

*- As regards tyres that can legally be placed on the EU market, the proposed regulation sets out a highly complex array of obligations and an equally complex schedule for their implementation. While for some of these obligations the technical requirements are well established, for the others the formulation of requirements is still ongoing. The tyre industry can only develop or adapt solutions once the technical requirements are definitively defined. In very practical terms, therefore, for the tyre industry the **lead time necessary for implementation of new technical standards after their adoption cannot be less than 36 months.***

- Requesting the implementation for new type approvals for vehicles on the same date as that for tyres would effectively oblige the tyre industry to anticipate the process by at least one year, which in turn would reduce the lead time for implementation below the above-mentioned minimum of 36 months that the industry considers feasible for a first date of implementation. Therefore, a different date of application for new type approvals for tyres and vehicles must be fixed. We propose at least a 12 month period between them.

2. “Date of Manufacture” as reference point

The date of manufacture of tyres can be easily recognised by consumers, retailers and the national enforcement authorities because of the existing mandatory marking of the date of manufacture on all tyres placed on the EU market. That is, all tyres manufactured within the EU or imported within the EU must bear the date of manufacture engraved visibly on the sidewall as a legal requirement. The distribution chain and notably consumers will thus have an obvious reference point to determine if the tyre being considered for purchase is legally bound to meet the specified new technical requirements.

Amendment 24

Proposal for a regulation Article 11 – paragraph 3

Text proposed by the Commission

Amendment

3. With effect from 29 October 2016 national authorities shall, on grounds relating to tyre rolling noise and, with respect to C3 tyres, also on grounds relating to tyre rolling resistance, with the exception of the rolling resistance limit values set out in table 2 of Part B of Annex I, in the case of new vehicles of the

deleted

categories M, N and O which do not comply with the relevant provisions of this Regulation, consider certificates of conformity to be no longer valid for the purposes of Article 26 of Directive 2007/46/EC and shall prohibit the registration, sale and entry into service of such vehicles and, in the case of new tyres intended therefor which do not comply with the relevant provisions of this Regulation, shall prohibit their sale and entry into service.

Justification

1. Lead time & new [tyre and vehicle] type approval:

*- As regards tyres that can legally be placed on the EU market, the proposed regulation sets out a highly complex array of obligations and an equally complex schedule for their implementation. While for some of these obligations the technical requirements are well established, for the others the formulation of requirements is still ongoing. The tyre industry can only develop or adapt solutions once the technical requirements are definitively defined. In very practical terms, therefore, for the tyre industry the **lead time necessary for implementation of new technical standards after their adoption cannot be less than 36 months.***

- Requesting the implementation for new type approvals for vehicles on the same date as that for tyres would effectively oblige the tyre industry to anticipate the process by at least one year, which in turn would reduce the lead time for implementation below the above-mentioned minimum of 36 months that the industry considers feasible for a first date of implementation. Therefore, a different date of application for new type approvals for tyres and vehicles must be fixed. We propose at least a 12 month period between them.

2. "Date of Manufacture" as reference point

The date of manufacture of tyres can be easily recognised by consumers, retailers and the national enforcement authorities because of the existing mandatory marking of the date of manufacture on all tyres placed on the EU market. That is, all tyres manufactured within the EU or imported within the EU must bear the date of manufacture engraved visibly on the sidewall as a legal requirement. The distribution chain and notably consumers will thus have an obvious reference point to determine if the tyre being considered for purchase is legally bound to meet the specified new technical requirements.

Amendment 25

Proposal for a regulation
Article 11 – paragraph 4

Text proposed by the Commission

4. With effect from **29 October 2016** national authorities shall refuse, on grounds relating to tyre rolling resistance, to grant EC ***type-approval or national type-approval in respect of new types of vehicle of the categories M, N and O, and to grant EC*** component/separate technical unit type-approval with respect to new types of tyres intended therefore, which do not comply with the rolling resistance limit values set out in table 2 of Part B of Annex I.

Amendment

4. With effect from ***seven years after the date of publication of this Regulation*** national authorities shall refuse, on grounds relating to tyre rolling resistance, to grant EC component/separate technical unit type-approval with respect to new types of tyres intended therefore, which do not comply with the rolling resistance limit values set out in table 2 of Part B of Annex I.

With effect from eight years after the date of publication of this Regulation, national authorities shall refuse, on grounds relating to tyre rolling resistance, to grant EC type-approval or national type approval in respect of new types of vehicle of the categories M, N and O.

Justification

1. *Lead time & new [tyre and vehicle] type approval:*

- *As regards tyres that can legally be placed on the EU market, the proposed regulation sets out a highly complex array of obligations and an equally complex schedule for their implementation. While for some of these obligations the technical requirements are well established, for the others the formulation of requirements is still ongoing. The tyre industry can only develop or adapt solutions once the technical requirements are definitively defined. In very practical terms, therefore, for the tyre industry the **lead time necessary for implementation of new technical standards after their adoption cannot be less than 36 months.***

- *Requesting the implementation for new type approvals for vehicles on the same date as that for tyres would effectively oblige the tyre industry to anticipate the process by at least one year, which in turn would reduce the lead time for implementation below the above-mentioned minimum of 36 months that the industry considers feasible for a first date of implementation. Therefore, a different date of application for new type approvals for tyres and vehicles must be fixed. We propose at least a 12 month period between them.*

2. *“Date of Manufacture” as reference point*

The date of manufacture of tyres can be easily recognised by consumers, retailers and the

national enforcement authorities because of the existing mandatory marking of the date of manufacture on all tyres placed on the EU market. That is, all tyres manufactured within the EU or imported within the EU must bear the date of manufacture engraved visibly on the sidewall as a legal requirement. The distribution chain and notably consumers will thus have an obvious reference point to determine if the tyre being considered for purchase is legally bound to meet the specified new technical requirements.

Amendment 26

Proposal for a regulation Article 11 – paragraph 5

Text proposed by the Commission

Amendment

5. With effect from 29 October 2018 national authorities shall, on grounds relating to tyre rolling resistance of C1 and C2 tyres, in the case of new vehicles of the categories M, N and O which do not comply with the rolling resistance limit values set out in table 2 of Part B of Annex I, consider certificates of conformity to be no longer valid for the purposes of Article 26 of Directive 2007/46/EC and shall prohibit the registration, sale and entry into service of such vehicles and, in the case of new tyres intended therefor which do not comply with the rolling resistance limit values set out in table 2 of Part B of Annex I, shall prohibit their sale and entry into service. **deleted**

Amendment 27

Proposal for a regulation Article 11 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

5a. With effect from 29 October 2020 national authorities shall, on grounds relating to tyre rolling resistance of C1 or C2 tyres, in the case of new vehicles in the categories M, N and O which do not comply with the rolling resistance limit values set out in table 2 of Part B of

Annex I, consider certificates of conformity to be invalid for the purposes of Article 26 of Directive 2007/46/EC and shall prohibit the registration, sale and entry into service of such vehicles and, in the case of new tyres intended therefor which are manufactured from that date and do not comply with the rolling resistance limit values set out in table 2 of Part B of Annex I, shall prohibit their sale and entry into service.

Justification

1. Lead time & new [tyre and vehicle] type approval:

*- As regards tyres that can legally be placed on the EU market, the proposed regulation sets out a highly complex array of obligations and an equally complex schedule for their implementation. While for some of these obligations the technical requirements are well established, for the others the formulation of requirements is still ongoing. The tyre industry can only develop or adapt solutions once the technical requirements are definitively defined. In very practical terms, therefore, for the tyre industry the **lead time necessary for implementation of new technical standards after their adoption cannot be less than 36 months.***

- Requesting the implementation for new type approvals for vehicles on the same date as that for tyres would effectively oblige the tyre industry to anticipate the process by at least one year, which in turn would reduce the lead time for implementation below the above-mentioned minimum of 36 months that the industry considers feasible for a first date of implementation. Therefore, a different date of application for new type approvals for tyres and vehicles must be fixed. We propose at least a 12 month period between them.

2. “Date of Manufacture” as reference point

The date of manufacture of tyres can be easily recognised by consumers, retailers and the national enforcement authorities because of the existing mandatory marking of the date of manufacture on all tyres placed on the EU market. That is, all tyres manufactured within the EU or imported within the EU must bear the date of manufacture engraved visibly on the sidewall as a legal requirement. The distribution chain and notably consumers will thus have an obvious reference point to determine if the tyre being considered for purchase is legally bound to meet the specified new technical requirements.

Amendment 28

Proposal for a regulation
Article 11 – paragraph 10 a (new)

Text proposed by the Commission

Amendment

10a. This regulation shall be without prejudice to any EC type-approval granted to vehicles, components or separate technical units before the date referred to in paragraph 1 and shall not prevent the extension of such approvals under the terms of the Directive under which they were originally granted.

Justification

The Directives should be repealed for new vehicles types, new components and technical units and not for existing vehicles. Otherwise, every existing vehicle will be subject to a complete re-homologation.

Amendment 29

Proposal for a regulation
Article 12

Text proposed by the Commission

Amendment

1. Member States shall lay down the rules on penalties applicable to infringement by manufacturers of the provisions of this Regulation and shall take all measures necessary to ensure that they are implemented. The penalties provided for must be effective, proportionate and dissuasive. Member States shall notify those provisions to the Commission no later than eighteen months after entry into force of this Regulation and shall notify it without delay of any subsequent amendment affecting them.

deleted

2. The types of infringements which are subject to a penalty shall include:

a) making false declarations during the approval procedures or procedures leading to a recall;

- b) falsifying test results for type-approval;**
- c) withholding data or technical specifications which could lead to recall or withdrawal of type-approval.**

Justification

The process how to deal with cases where a type approval is not or no longer valid is fully dealt with in 2007/46/EC.

Amendment 30

Proposal for a regulation
Article 13 a (new)

Text proposed by the Commission

Amendment

Article 13a

Revision clause

By 29 October 2010 the Commission shall present a report, accompanied by an impact assessment and, if appropriate, proposals to the European Parliament and to the Council for further revision of this Regulation or other relevant Community acts, with regard to:

- a) mandatory installation of Tyre Pressure Monitoring Systems in category N and O vehicles;***
- b) type approval of retreaded tyres according to the limit values for wet grip, rolling resistance and rolling noise included in the annexes to this Regulation.***

Justification

Installation of TPMS for commercial vehicles is technically feasible and appropriate with regard to road safety, fuel efficiency and CO2 emissions. Retreaded tyres represent up to 50% of the market for heavy duty vehicles and up to 25% of the market for light vehicle traffic, with the highest share in the Nordic countries. This proportion may increase with scarcity of raw materials and high oil prices reflected in the price of new tyres. It is therefore appropriate to examine the technical, economic and legal feasibility of application of the same type approval standards to retreaded models to ensure continued effectiveness.

Amendment 31

Proposal for a regulation Annex I – Part B – Table 2

Text proposed by the Commission

Table 2

Tyre category	Max value (kg/tonne) <u>2nd stage</u>
C1	10.5
C2	9
C3	6.5

Amendment

Table 2

Tyre category	Max value (kg/tonne) <u>2nd stage</u>
C1	10.5
C2	9
C3	8 (No stage 2)
	<i>For tyres classified as “snow” tyres C1,C2,C3 (as defined under article 3), the limit values shall be increased by 1kg/t.</i>

Justification

1. stage 2-rolling resistance requirements for C3 are technically very difficult to reach. At present C3-snow tyres with RRC below 6.5kg/t would be less than 20% of the tyre population, and C3-summer tyres would only be around 50%. Even with an extra allowance of +1kg/t, 45.3% of all snow tyres are above 7.5 kg/t and would be excluded.

2. limit values increased by 1kg/t for “snow tyres”:

For Passenger cars and Light Trucks, a summer tyre has mainly longitudinal grooves. Snow tyres generally have a deeper non-skid than summer tyres. This generates higher level of rolling resistance. In addition, a snow tyre has longitudinal and lateral grooves (lateral grooves for better traction). These lateral grooves give, compared to just longitudinal grooves of summer tyres, a further geometrical softening of the tread pattern. These results in more radial tread deformation of a snow tread pattern compared to a standard tread pattern. The increased tread compound deformation amplitudes result in increased (=worse) rolling resistance for snow tyres.

For Truck tyres high inflation pressures and high axial loads are applied.

This results in high radial pressure and high deformations for the tread rubber within the footprint. These tread rubber deformations are significantly contributing to the tyre rolling resistance (more deformation = more (worse) rolling resistance).

The more flexible a tread pattern is, the higher the tread rubber deformations are. More grooves usually increase the flexibility of a tread pattern

Amendment 32

Proposal for a regulation

Annex I – Part C – point 1.1 – table

Text proposed by the Commission

tyre class	Nominal section width (mm)	Limit values in dB(A)
C1A	≤ 185	70
C1B	$> 185 \leq 215$	71
C1C	$> 215 \leq 245$	71
C1D	$> 245 \leq 275$	72
C1E	> 275	74

Amendment

tyre class	Nominal section width (mm)	Limit values in dB(A)
C1A	≤ 185	72
C1B	$> 185 \leq 215$	73
C1C	$> 215 \leq 245$	74
C1D	$> 245 \leq 275$	75
C1E	> 275	76
		<i>Tyres classified as “snow” tyres and “Extra Load” tyres (as defined under Article 3) are given +1dB(A). Tyres classified as “special use” tyres (as defined under Article 3) are given +2dB(A)</i>

Justification

1. Limit values

The limits proposed by the Commission are too low and may lead to an unjustifiable reduction in other performance characteristics such as wet grip, aquaplaning, wear and handling.

In the C1 category, approximately 50% of all existing tyre families would have to be redesigned. A recent Swedish study shows that only half of the 22 tyres measured would pass the proposed limits (if they were measured on an "average" test track).

The largest reduction in the proposed limits for C1 tyres is 5 dB(A) which is the same as removing almost 3 tyres from a vehicle. Such large reductions in noise will inevitably lead to trade-offs in other performance characteristics such as wet grip, aquaplaning, wear and handling.

For C3 tyres, the biggest problem involves traction tyres, where a reduction of 3 dB(A) in comparison with the current limits would be difficult to accomplish without degrading the adherence properties of drive axle tyres. In effect, drive axle tyres (traction tyres) must have aggressive tread patterns to allow them to move heavy goods vehicles forward in slippery conditions. If the traction properties are degraded, more trucks will have difficulties when even a small amount of snow falls, effectively blocking roads for all traffic.

A very recent study done by TÜV Automotive shows a significant correlation between C3 tyre noise and snow adherence. The quieter tyres are worse in snow traction. In addition, of the 5 traction tyres tested, only one would pass the proposed EC limits, but with no margin for error. The 2 tyres that perform best in snow are 2 and 3 dB(A) higher than the proposed noise limit.

All of these factors point to the need for the noise limits for C2 and C3 tyres to be revised upwards by 1 to 2 dB(A).

2. Snow tyres

Snow tyres (tyres with a marking M+S) are typically made with more aggressive tread patterns, which tend to make them more noisy. But this pattern layout is required to give the grip in mud and snow conditions. An extra allowance of 1 dB(A) for tyres marked M+S is therefore required in the C1 category.

3. Extra Load tyres

Extra Load or Reinforced tyres carry more weight than their standard load counterparts.

By carrying extra load, they make more noise. This attribute has long been recognized, and the current Directive on tyre noise (Directive 2001/43/EC) takes this into account. Therefore it is justified to continue to allow these tyres to have 1 dB(A) more than standard load tyres.

4. Special use tyres

Special use tyres are designed for use in off-road and on-road applications. They are used in the construction industry, in certain mining and logging activities, and for general off-road areas. Because they must have aggressive tread patterns which allow them to adhere in snow, mud and sand, they make more noise. This feature has long been recognized, and the current Directive on tyre noise (Directive 2001/43/EC) takes this into account and offers a 2 dB(A) allowance for these tyres compared to the standard tyres in all three categories (C1, C2 and C3). Continuing the current situation in the new Regulation is therefore justified.

Amendment 33

Erna Hennicot-Schoepges, Pia Elda Locatelli, Aldo Patriciello

Proposal for a regulation

Annex I – Part C – point 1.2 – table

Text proposed by the Commission

tyre class	Nominal section width (mm)	Limit values in dB(A)
C2	Normal	72
	Traction tyres	73
C3	Normal	73
	Traction tyres	75

Amendment

tyre class	Nominal section width (mm)	Limit values in dB(A)
C2	Normal	73
	Traction tyres	75
	Special use	76
C3	Normal	74
	Traction tyres	76
	Special use	77

Justification

1. Limit values

The limits proposed by the Commission are too low and may lead to an unjustifiable reduction in other performance characteristics such as wet grip, aquaplaning, wear and handling.

In the C1 category, approximately 50% of all existing tyre families would have to be redesigned. A recent Swedish study shows that only half of the 22 tyres measured would pass

the proposed limits (if they were measured on an "average" test track).

The largest reduction in the proposed limits for C1 tyres is 5 dB(A) which is the same as removing almost 3 tyres from a vehicle. Such large reductions in noise will inevitably lead to trade-offs in other performance characteristics such as wet grip, aquaplaning, wear and handling.

For C3 tyres, the biggest problem involves traction tyres, where a reduction of 3 dB(A) in comparison with the current limits would be difficult to accomplish without degrading the adherence properties of drive axle tyres. In effect, drive axle tyres (traction tyres) must have aggressive tread patterns to allow them to move heavy goods vehicles forward in slippery conditions. If the traction properties are degraded, more trucks will have difficulties when even a small amount of snow falls, effectively blocking roads for all traffic.

A very recent study done by TÜV Automotive shows a significant correlation between C3 tyre noise and snow adherence. The quieter tyres are worse in snow traction. In addition, of the 5 traction tyres tested, only one would pass the proposed EC limits, but with no margin for error. The 2 tyres that perform best in snow are 2 and 3 dB(A) higher than the proposed noise limit.

All of these factors point to the need for the noise limits for C2 and C3 tyres to be revised upwards by 1 to 2 dB(A).

2. Snow tyres

Snow tyres (tyres with a marking M+S) are typically made with more aggressive tread patterns, which tend to make them more noisy. But this pattern layout is required to give the grip in mud and snow conditions. An extra allowance of 1 dB(A) for tyres marked M+S is therefore required in the C1 category.

3. Extra Load tyres

Extra Load or Reinforced tyres carry more weight than their standard load counterparts.

By carrying extra load, they make more noise. This attribute has long been recognized, and the current Directive on tyre noise (Directive 2001/43/EC) takes this into account. Therefore it is justified to continue to allow these tyres to have 1 dB(A) more than standard load tyres.

4. Special use tyres

Special use tyres are designed for use in off-road and on-road applications. They are used in the construction industry, in certain mining and logging activities, and for general off-road areas. Because they must have aggressive tread patterns which allow them to adhere in snow, mud and sand, they make more noise. This feature has long been recognized, and the current Directive on tyre noise (Directive 2001/43/EC) takes this into account and offers a 2 dB(A) allowance for these tyres compared to the standard tyres in all three categories (C1, C2 and C3). Continuing the current situation in the new Regulation is therefore justified.

Amendment 34

Proposal for a regulation

Annex II – point 1 – point a – point i

Directive 2007/46/EC

Annex IV – Part I

Text proposed by the Commission

Amendment

i) Points 3 to 10, 12 to 38, 42 to 45 and 47 to 57 are deleted; ***deleted***

Justification

The purpose is to replace these Directives by direct reference to UN ECE Regulations.

Amendment 35

Proposal for a regulation

Annex II – point 1 – point b – point i

Directive 2007/46/EC

Annex IV – Appendix – table

Text proposed by the Commission

Amendment

i) Points 3 to 10, 12 to 37, 44, 45 and 50 to 54 of the table are deleted; ***deleted***

Justification

The purpose is to replace these Directives by direct reference to UN ECE Regulations.

Amendment 36

Proposal for a regulation

Annex II – point 2 – point a

Directive 2007/46/EC

Annex VI – Appendix – table

Text proposed by the Commission

Amendment

a) Points 3 to 10, 12 to 38, 42 to 45 and 47 to 57 are deleted; ***deleted***

Justification

The purpose is to replace these Directives by direct reference to UN ECE Regulations.

Amendment 37

Proposal for a regulation

Annex II – point 3 – point a – point i

Directive 2007/46/EC

Annex XI – Appendix 1 – table

Text proposed by the Commission

Amendment

i) Points 3 to 10, 12 to 38, 44, 45 and 47 to 54 are deleted; ***deleted***

Justification

The purpose is to replace these Directives by direct reference to UN ECE Regulations.

Amendment 38

Proposal for a regulation

Annex II – point 3 – point b – point i

Directive 2007/46/EC

Annex XI – Appendix 2 – table

Text proposed by the Commission

Amendment

i) Points 3 to 10, 12 to 38, 42 to 45 and 47 to 57 are deleted; ***deleted***

Justification

The purpose is to replace these Directives by direct reference to UN ECE Regulations.

Amendment 39

Proposal for a regulation

Annex II – point 3 – point c – point i

Directive 2007/46/EC

Annex XI – Appendix 3 – table

Text proposed by the Commission

Amendment

i) Points 3 to 10, 12 to 37, 44, 45 and 50 to 54 are deleted; ***deleted***

Justification

The purpose is to replace these Directives by direct reference to UN ECE Regulations.

Amendment 40

Proposal for a regulation

Annex II – point 3 – point d – point i

Directive 2007/46/EC

Annex XI – Appendix 4 – table

Text proposed by the Commission

Amendment

i) Points 3 to 10, 13 to 36, 42 to 45 and 47 to 57 are deleted; ***deleted***

Justification

The purpose is to replace these Directives by direct reference to UN ECE Regulations.

Amendment 41

Proposal for a regulation

Annex II – point 3 – point e – point i

Directive 2007/46/EC

Annex XI – Appendix 5 – table

Text proposed by the Commission

Amendment

i) Points 3 to 10, 12 to 36, 42 to 45 and 47 to 57 are deleted; ***deleted***

Justification

The purpose is to replace these Directives by direct reference to UN ECE Regulations.

PROCEDURE

Title	Type-approval requirements for the general safety of motor vehicles
References	COM(2008)0316 – C6-0210/2008 – 2008/0100(COD)
Committee responsible	IMCO
Opinion by Date announced in plenary	ITRE 5.6.2008
Drafts(wo)man Date appointed	Jorgo Chatzimarkakis 2.7.2008
Discussed in committee	18.9.2008 16.10.2008
Date adopted	4.11.2008
Result of final vote	+: 42 -: 4 0: 1
Members present for the final vote	Jerzy Buzek, Jorgo Chatzimarkakis, Giles Chichester, Pilar del Castillo Vera, Den Dover, Lena Ek, Nicole Fontaine, Adam Gierek, Fiona Hall, David Hammerstein, Rebecca Harms, Erna Hennicot-Schoepges, Mary Honeyball, Romana Jordan Cizelj, Pia Elda Locatelli, Eugenijus Maldeikis, Eluned Morgan, Reino Paasilinna, Atanas Papanizov, Aldo Patriciello, Francisca Pleguezuelos Aguilar, Anni Podimata, Miloslav Ransdorf, Vladimír Remek, Herbert Reul, Amalia Sartori, Andres Tarand, Patrizia Toia, Nikolaos Vakalis, Adina-Ioana Vălean, Dominique Vlasto
Substitute(s) present for the final vote	Pilar Ayuso, Etelka Barsi-Pataky, Ivo Belet, Daniel Caspary, Zdzisław Kazimierz Chmielewski, Christian Ehler, Juan Fraile Cantón, Neena Gill, Robert Goebbels, Cristina Gutiérrez-Cortines, Gunnar Hökmark, Pierre Pribetich, Esko Seppänen, Silvia-Adriana Țicău, Vladimir Urutchev, Lambert van Nistelrooij

PROCEDURE

Title	Type-approval requirements for the general safety of motor vehicles			
References	COM(2008)0316 – C6-0210/2008 – 2008/0100(COD)			
Date submitted to Parliament	23.5.2008			
Committee responsible Date announced in plenary	IMCO 5.6.2008			
Committee(s) asked for opinion(s) Date announced in plenary	ENVI 5.6.2008	ITRE 5.6.2008	TRAN 5.6.2008	
Not delivering opinions Date of decision	ENVI 25.6.2008	TRAN 24.6.2008		
Rapporteur(s) Date appointed	Andreas Schwab 3.6.2008			
Discussed in committee	24.6.2008	14.7.2008	10.11.2008	1.12.2008
Date adopted	2.12.2008			
Result of final vote	+: -: 0:	32 0 7		
Members present for the final vote	Gabriela Crețu, Mia De Vits, Janelly Fourtou, Evelyne Gebhardt, Martí Grau i Segú, Małgorzata Handzlik, Malcolm Harbour, Christopher Heaton-Harris, Anna Hedh, Edit Herczog, Alexander Graf Lambsdorff, Lasse Lehtinen, Toine Manders, Catuscia Marini, Arlene McCarthy, Catherine Neris, Bill Newton Dunn, Zita Pleštinšká, Karin Riis-Jørgensen, Zuzana Roithová, Heide Rühle, Leopold Józef Rutowicz, Salvador Domingo Sanz Palacio, Christel Schaldemose, Andreas Schwab, Eva-Britt Svensson, Marianne Thyssen, Jacques Toubon, Barbara Weiler, Marian Złotea			
Substitute(s) present for the final vote	Emmanouil Angelakas, André Brie, Wolfgang Bulfon, Jan Cremers, Brigitte Fouré, Joel Hasse Ferreira, Gisela Kallenbach, Othmar Karas, Diana Wallis, Anja Weisgerber, Stefano Zappalà			
Substitute(s) under Rule 178(2) present for the final vote	Maddalena Calia, Dragoș Florin David, Anna Ibrisagic			