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A8-0276/ 001-079

AMENDMENTS 001-079

by the Committee on the Environment, Public Health and Food Safety

Report

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A8-0276/2015

Emission limits for non-road mobile machinery

Proposal for a regulation (COM(2014)0581 – C8-0168/2014 – 2014/0268(COD))

Amendment 1

Proposal for a regulation

Recital 5

Text proposed by the Commission

(5) This Regulation should contain substantive requirements relating to emission limits and EU type-approval procedures for engines to be installed in non-road mobile machinery. The main elements of the relevant requirements of this Regulation are based on the results of the impact assessment of 20 November 2013 carried out by the Commission analysing different options by listing possible advantages and disadvantages in terms of economic, environmental, safety and societal aspects. Both qualitative and quantitative aspects were included in that analysis. After comparison of the different options, the preferred options were identified and chosen to form the basis for this Regulation.

Amendment

(5) This Regulation should contain substantive requirements relating to emission limits and EU type-approval procedures for engines to be installed in non-road mobile machinery (*NRMM*). The main elements of the relevant requirements of this Regulation are based on the results of the impact assessment of 20 November 2013 carried out by the Commission analysing different options by listing possible advantages and disadvantages in terms of economic, environmental, **and health effects, and** safety and societal aspects. Both qualitative and quantitative aspects were included in that analysis. After comparison of the different options, the preferred options were identified and chosen to form the basis for this Regulation.

Amendment 2

Proposal for a regulation Recital 6

Text proposed by the Commission

(6) This Regulation aims to lay down harmonised rules for the EU type-approval of engines to be installed in non-road mobile machinery, with a view to ensuring the functioning of the internal market. For these purposes, new emission limits should be established to reflect technological progress and ensure convergence with Union policies in the on-road sector, with a view to achieving Union air quality targets and reducing the emissions from non-road mobile machinery, thus resulting in a more proportionate share of machinery emissions in relation to road vehicle emissions. The scope of Union legislation in this field should be broadened, with a view to improving market harmonisation at **EU** and international level and minimising the risk of market distortions. In addition, this Regulation aims to simplify the current legal framework, including measures for simplifying administrative procedures, and to improve the general conditions for enforcement, in particular by strengthening the rules on market surveillance.

Amendment 3

Proposal for a regulation Recital 6 a (new)

Text proposed by the Commission

Amendment

(6) This Regulation aims to lay down harmonised rules for the EU type-approval of engines to be installed in non-road mobile machinery, with a view to ensuring the functioning of the internal market ***in the broader context of the ongoing review of Union air quality policy***. For these purposes, new emission limits should be established, ***which should be applicable also to agricultural machinery***, to reflect technological progress and ensure convergence with Union policies in the on-road sector, with a view to achieving Union air quality targets and reducing the emissions from non-road mobile machinery ***and agricultural vehicles***, thus resulting in a more proportionate share of machinery emissions in relation to road vehicle emissions. The scope of Union legislation in this field should be broadened, with a view to improving market harmonisation at ***Union*** and international level and minimising the risks of market distortions ***and of adverse health effects***. In addition, this Regulation aims to simplify the current legal framework, including measures for simplifying administrative procedures, and to improve the general conditions for enforcement, in particular by strengthening the rules on market surveillance.

(6a) In addition to broadening the scope of Union legislation in the field of market harmonisation, while minimising market distortions, this Regulation aims to

simplify the current legal framework, including measures for simplifying administrative procedures, and to improve the general conditions for enforcement, in particular by strengthening the rules on market surveillance.

Amendment 4

Proposal for a regulation Recital 6 b (new)

Text proposed by the Commission

Amendment

(6b) The Commission White Paper ‘Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system’^{1a} highlights the particular role to be played by railways and inland waterways in achieving climate targets. Given the air pollution-related deficit in those modes of transport, the Commission and Member States, within their respective remits, should provide different ways of supporting innovation in emission technology so that further expanding the volume of freight shifted to rail and inland waterways goes hand-in-hand with an improvement in terms of healthy air in Europe.

^{1a} Commission White Paper ‘Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system’ of 28.3.2011, COM(2011) 144 final.

Justification

Das jährliche Berichtssystem der Europäischen Umweltagentur zu Umweltauswirkungen im Verkehr (TERM) weist auf Defizite bei der Luftreinhaltung (Feinstaub, Stickoxide, Schwefel) bei Eisenbahn und vor allem der Binnenschifffahrt hin. Beide Verkehrsträger werden aber klimapolitisch benötigt. Da mit vorliegendem NRMM-Vorschlag eine Weichenstellung für die Auswirkung von Eisenbahn und Binnenschifffahrt auf die Luftreinhaltung bis 2040 in der EU vorgenommen wird, müssen abgastechnische Innovationen durch Fördermöglichkeiten auf Ebene der EU und in den Mitgliedsstaaten einhergehen.

Amendment 5

Proposal for a regulation Recital 10

Text proposed by the Commission

(10) ***Achieving*** the Union's air quality objectives requires a continuous effort to reduce ***engine emissions***. For that reason, manufacturers should be provided with clear information on future emission limit values and should be afforded an appropriate period of time in which to attain them and pursue the requisite technical developments.

Amendment

(10) ***The sustainable achievement of*** the Union's air quality ***and air protection*** objectives ***between now and 2020 and beyond that date*** requires a continuous effort to reduce ***emissions from various types of engines***. For that reason manufacturers should be provided with clear ***and comprehensive*** information on future emission limit values ***in advance*** and should be afforded an appropriate period of time in which to attain them and pursue the requisite technical developments.

Amendment 6

Proposal for a regulation Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) Sustainable reduction of emissions from engines requires the constant intensification of direct cooperation between manufacturers and other related businesses on the one hand and well-established scientific research institutions on the other. Such cooperation has a significant role in the development of new products and technologies that have a positive impact on the improvement of air quality.

Amendment 7

Proposal for a regulation Recital 12 a (new)

Text proposed by the Commission

Amendment

(12a) In order to guarantee an optimum level of protection for persons working in the vicinity of machinery and to keep the

cumulative exposure of persons working in the vicinity of several different items of mobile machinery and equipment as low as possible, state-of-the-art technologies should be used to minimise emissions.

Amendment 8

Proposal for a regulation

Recital 14

Text proposed by the Commission

(14) It is **appropriate** to encourage the introduction of alternative fuel vehicles, which can have low NO_x and particulate emissions. Thus, limit values for total hydrocarbons should be adapted in order to take into account non-methane hydrocarbons and methane emissions.

Amendment

(14) It is **necessary** to encourage the introduction of alternative fuel vehicles, which can have low NO_x and particulate emissions. Thus, limit values for total hydrocarbons should be adapted in order to take into account non-methane hydrocarbons and methane emissions.

Amendment 9

Proposal for a regulation

Recital 14 b (new)

Text proposed by the Commission

Amendment

(14b) This Regulation should be without prejudice to measures at national or Union level regarding the use of engines or non-road mobile machinery that are in conformity with this Regulation if such measures are necessary and proportionate for health and safety at work and are necessary to avoid health hazards for workers affected by emissions produced by such engines in certain applications.

Justification

It should be allowed for Member States to prohibit the use of combustion engines for reasons of health and safety at work, in particular in poor air quality hotspots

Amendment 10

Proposal for a regulation

Recital 15

Text proposed by the Commission

(15) In order to ensure that emissions of ultrafine particulate pollutants (size of 0,1 µm and below) are controlled, the Commission should be empowered to adopt a number-based approach to emissions of particulate pollutants, in addition to the mass-based approach which is currently used. The number-based approach to emissions of particles should draw on the results of the Particulate measurement programme (PMP) of the United Nations Economic Commission for Europe (UNECE) and be consistent with the existing ambitious objectives for the environment.

Amendment

(15) In order to ensure that emissions of ultrafine particulate pollutants (size of 0,1 µm and below) are controlled, the Commission should be empowered to adopt a number-based approach to emissions of particulate pollutants, in addition to the mass-based approach which is currently used. The number-based approach to emissions of particles should draw on the results of the Particulate measurement programme (PMP) of the United Nations Economic Commission for Europe (UNECE) **and should achieve at least the level of protection afforded by the existing Union legislation on road vehicles. In addition, it should support the requirement to minimise emissions of carcinogenic substances, thus protecting workers,** and **should** be consistent with the existing ambitious objectives for the environment.

Justification

Der Stand der Technik beim Partikelzahlansatz (PN) wird im NRMM-Vorschlag der Kommission (PN = 1x10¹²) nicht erreicht, obwohl dies bei den Emissionsgrenzwerten (PN= 6.0x10¹¹) für die Typisierung von Motoren bei leichten Kraftfahrzeugen (VO 715/2007) und schweren Nutzfahrzeugen (VO 595/2009) seit Jahren der Fall ist und erwiesenermaßen sich auch schon technisch einwandfrei bei NRMM-Motoren (z.B. Schweiz) bewährt hat. Sollte der Kommissionsvorschlag hier nicht abgeändert werden, würde eine bereits veraltete Technik ab den 2020-er Jahren vorgeschrieben werden! Damit wird wider besseres Wissens die Gesundheit und der Schutz vor allem bei betroffenen ArbeitnehmerInnen vor der gefährlichsten Feinstaubfraktion beeinträchtigt, obwohl Hersteller heute schon sowohl Motoren für leichte Kfz, Lkw und Industriemotoren für NRMM-Maschinen gleichermaßen produzieren. Der EU-Gesetzgeber muss daher für On-road und Off-road den gleichen Standard vorschreiben und in den NRMM-Anhängen den PN nach Stand der Technik einfügen!

Amendment 11

Proposal for a regulation
Recital 16 a (new)

Text proposed by the Commission

Amendment

(16a) Given the long lifetimes of non-road mobile machinery it is appropriate to

consider retrofitting the engines already in service. Such retrofitting should in particular target densely populated urban areas and those in breach of Union air quality legislation. To ensure a comparable and ambitious level of retrofitting, Member States should take into account the principles of UNECE Regulation 132 on Retrofit Emission Control (REC).

Amendment 12

Proposal for a regulation Recital 16 b (new)

Text proposed by the Commission

Amendment

(16b) Where appropriate, synergies should be sought between the reduction of gaseous and particulate emissions in engines installed in non-road mobile machinery and emission standards as applied in heavy-duty vehicles (HDVs), as the related technologies are interlinked. Such future harmonisation could help to improve economies of scale and improve air quality. Where such standards for NRMM are not immediately achievable, the Commission should consider further action.

Amendment 13

Proposal for a regulation Recital 18

Text proposed by the Commission

Amendment

(18) In order to better control actual in-use emissions and to prepare the in-service conformity process, a testing methodology for monitoring the emission performance requirements based on the use of portable emission measurement systems should be adopted *within an appropriate timeframe*.

(18) In order to better control actual in-use emissions and to prepare the in-service conformity process, a testing methodology for monitoring the emission performance requirements based on the use of portable emission measurement systems should be adopted *by the end of 2017*.

Amendment 14

Proposal for a regulation Recital 20

Text proposed by the Commission

(20) Engines which are in compliance with and covered by the scope of the new rules on emission limits and EU type-approval procedures should be permitted to be placed on the market in the Member States; those engines should not be subject to any other national emission requirement. Member State granting approvals should take *the necessary* verification measures *in order to ensure the identification of engines produced under each* EU type-approval.

Amendment

(20) Engines which are in compliance with and covered by the scope of the new rules on emission limits and EU type-approval procedures should be permitted to be placed on the market in the Member States; those engines should not be subject to any other national emission requirement ***governing their placing on the market.*** Member State granting approvals should take verification ***and control*** measures, ***where circumstances so require, for the import and supply of engines on the Union market, so as to ensure that they conform to*** EU type-approval requirements ***in each case. This should be without prejudice to the right of Member States to encourage or restrict the use of engines placed on the market, provided that the methods chosen are not discriminatory and are objectively justified.***

Justification

Identification of engines types entering the EU market must be done on import. This is the safest, most effective and cheapest way to identify and control all such engine types. Compliance with EU standards can be verified with the help of accompanying import documents.

Amendment 15

Proposal for a regulation Recital 21

Text proposed by the Commission

(21) A limited number of exemptions should be granted to address the specific needs related to armed forces, logistic supply constraints, field testing of prototypes and the use of machinery in explosive atmospheres.

Amendment

(21) A limited number of exemptions should be granted to address the specific needs related to armed forces, logistic supply constraints, field testing of prototypes, ***certain replacement engines, engines for certain types of projects in the railway sector*** and the use of machinery in

explosive atmospheres.

(See amendments on Article 32(4a) (new) and (4b) (new).)

Amendment 16

Proposal for a regulation

Recital 25

Text proposed by the Commission

(25) As a consequence, UNECE regulations and the amendments thereto which the Union has voted in favour of or to which the Union has acceded, in application of Decision 97/836/EC, should be recognized as equivalent to EU type-approvals granted under this Regulation. Accordingly, the Commission should be empowered to adopt delegated acts in order to determine which UNECE regulations will apply to EU type-approvals.

Amendment

(25) As a consequence, UNECE regulations and the amendments thereto which the Union has voted in favour of or to which the Union has acceded, in application of Decision 97/836/EC, should be recognized as equivalent to EU type-approvals granted under this Regulation. Accordingly, ***in order to align this Regulation as closely as possible to agreed UNECE texts***, the Commission should be empowered to adopt delegated acts in order to determine which UNECE regulations will apply to EU type-approvals.

Amendment 17

Proposal for a regulation

Recital 27

Text proposed by the Commission

(27) In order to supplement this Regulation with further technical details, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of engine families, tampering, monitoring of in-service emission performance, technical tests and measurement procedures, conformity of production, separate delivery of an engine's exhaust after-treatment system, engines for field-testing, engines for use in hazardous atmospheres, equivalence of engine type-approvals, information for OEMs and end-users, ***self-testing***, standards and assessment of technical

Amendment

(27) In order to supplement this Regulation with further technical details, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of engine families, tampering, monitoring of in-service emission performance, technical tests and measurement procedures, conformity of production, separate delivery of an engine's exhaust after-treatment system, engines for field-testing, engines for use in hazardous atmospheres, equivalence of engine type-approvals, information for ***Original Equipment Manufacturers*** (OEMs) and end-users, standards and

services, fully and partially gaseous fuelled engines, measurement of the particulate number and test cycles. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

assessment of technical services, fully and partially gaseous fuelled engines, measurement of the particulate number and test cycles **and the assessment of the yearly production of OEMs**. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

Amendment 18

Proposal for a regulation Recital 29 a (new)

Text proposed by the Commission

Amendment

(29a) This Regulation should also apply to agricultural vehicles covered by the provisions of Regulation (EU) No. 167/2013 of the European Parliament and of the Council ^{1a}, replacing those of the repealed Directive 97/68/EC. Given the combined effect of the Stage IV postponement for agricultural tractors of categories T2, T4.1 and C2 and the Stage V application dates, Stage IV would have a duration of only 2 years and 3 months. In order to avoid unnecessary administrative burden, Stage IIIB engines should be allowed to benefit from the transition clauses defined in this Regulation in view of Stage V application requirements.

^{1a} OJ L 60, 2.3.2013, p. 1–51.

Justification

Directive 2011/87/EU granted a delay of the Stage IIIB and IV compulsory dates to agricultural and forestry tractors belonging to categories T2, T4.1 and C2. The Stage V compulsory dates defined by this Regulation make Stage IV not sustainable economically for manufacturers, as two tractors redesigns in about two years represent an economic burden

without environmental benefit. Tractors of these categories meeting the Stage IIIB requirements should thus be allowed to have access to the Stage V transition period.

Amendment 19

Proposal for a regulation

Article 2 – paragraph 2 – point e

Text proposed by the Commission

(e) the propulsion of inland waterway vessels of net power less than 37 kW;

Amendment

(e) the propulsion, **or for auxiliary purposes**, of inland waterway vessels of net power less than 37 kW;

Amendment 20

Proposal for a regulation

Article 3 – paragraph 1 – point 6

Text proposed by the Commission

(6) “engine” means an energy converter other than a gas turbine ***in which combustion of the fuel takes place in a confined space, producing expanding gases that are used directly to provide mechanical power, for which EU type-approval may be granted; it includes*** the emission control system and the communication interface (hardware and messages) between the engine system electronic control unit(s) (*ECU*) and any other powertrain or vehicle control unit necessary to comply with Chapters II and III;

Amendment

(6) “engine” means an energy converter, other than a gas turbine, ***designed to transform chemical energy (input) into mechanical energy (output) with an internal combustion process; including, where installed,*** the emission control system and the communication interface (hardware and messages) between the engine system electronic control unit(s) and any other powertrain or vehicle control unit necessary to comply with Chapters II and III;

Justification

It is necessary to clarify the definition in order to cover all engine technologies, in particular with a view to whether or not they use ECU's or after-treatment systems.

Amendment 21

Proposal for a regulation

Article 3 – paragraph 1 – point 9 a (new)

Text proposed by the Commission

Amendment

(9a) "replacement engine" means an engine which:

(a) is placed on the market exclusively to replace an engine already placed on the market and installed in a non-road mobile machine; and

(b) complies with an emission stage which is lower than the one applicable on the date on which the engine is replaced;

Amendment 22

Proposal for a regulation

Article 3 – paragraph 1 – point 29

Text proposed by the Commission

(29) “transition period” means the first **eighteen** months following the date of mandatory implementation of Stage V, as referred to in Article 17(2);

Amendment

(29) “transition period” means the first **twenty-four** months following the date of mandatory implementation of Stage V, as referred to in Article 17(2);

Justification

Non-road mobile machinery needs to be redesigned in order to be able to accommodate the larger stage V engines. Therefore, a longer transition period is necessary.

Amendment 23

Proposal for a regulation

Article 3 – paragraph 1 – point 43 a (new)

Text proposed by the Commission

Amendment

(43a) “advanced emission technology (AET)” and “enhanced environment-friendly engine” (EEE) mean an engine installed in non-road mobile machinery, as defined in point 1 of this Article, and which complies with the emission limit values set out in Annex IIa.

Amendment 24

Proposal for a regulation

Article 3 – paragraph 1 – point 43 b (new)

Text proposed by the Commission

Amendment

(43b) "mobile crane" means a self-powered jib crane capable of travelling,

loaded or unloaded, without the need for fixed runways and relying on gravity for stability, unless excluded from the scope of this Regulation pursuant to point (a) of Article 2(2). It operates on tyres, crawlers or with other mobile arrangements. In fixed positions it may be supported by outriggers or other accessories increasing its stability. The superstructure of a mobile crane may be of the type of full-circle slewing, of limited slewing or non-slewing. It is normally equipped with one or more hoists and/or hydraulic cylinders for lifting and lowering the jib and the load. Mobile cranes are equipped either with telescopic jibs, with articulated jibs, with lattice jibs, or a combination of these, of a design such that they may readily be lowered. The loads suspended from the jib may be handled by hook block assemblies or other load-lifting attachments for special services;

Justification

(Technical adjustment) This definition of "mobile crane" stems from Annex I, item 38, of Directive 2000/14/EC (Noise Directive).

Amendment 25

Proposal for a regulation

Article 3 – paragraph 1 – point 72

Text proposed by the Commission

Amendment

(72) “self-testing” means the performance of tests in his or her own facilities, the registration of the test results and the submission of a report, including conclusions, to the approval authority by a manufacturer who has been designated as technical service in order to assess the compliance with certain requirements;

deleted

Justification

Self-testing is not feasible with regard to the testing of engines. It is only feasible with regard to the testing of machinery or vehicles.

Amendment 26

Proposal for a regulation

Article 4 – paragraph 1 – point 1 – point b

Text proposed by the Commission

(b) engines with a reference power of less than 560 kW used in place of engines of categories IWP, RLL or RLR;

Amendment

(b) engines with a reference power of less than 560 kW used in place of engines of categories **IWA**, IWP, RLL or RLR;

Justification

The amendment to table I-6 in annex II applies the same emission limit values as inland waterways propulsion engines to inland waterways auxiliary engines for all powers. This amendment will allow a land-based units of

560kW only to include all powers. This amendment aligns the text to allow an inland waterways propulsion engine that has been certified to the correct cycle to be used as an auxiliary engine in line with that principle.

Amendment 29

Proposal for a regulation

Article 4 – paragraph 1 – point 6 – introductory part

Text proposed by the Commission

(6) 'Category IWA', comprising engines exclusively for use in inland waterway vessels, for auxiliary purposes or intended for auxiliary purposes, **having a net power that is greater than 560 kW**.

Amendment

(6) 'Category IWA', comprising engines exclusively for use in inland waterway vessels, for auxiliary purposes or intended for auxiliary purposes.

Justification

Our amendment to table I-6 in annex II expands the application of the same emission limit values as inland waterways propulsion engines to inland waterways auxiliary engines from >560kW only to include all powers. This amendment aligns the text with this same principle.

Amendment 30

Proposal for a regulation

Article 4 – paragraph 1 – point 8

Text proposed by the Commission

(8) 'Category RLR', comprising **engines exclusively for use in railcars, for their**

Amendment

(8) 'Category RLR', comprising:

propulsion or intended for their propulsion;

(a) engines exclusively for use in railcars, for their propulsion or intended for their propulsion;

(b) engines used in place of engines of category RLL;

Justification

Engines of the type used in railcars may also be used in locomotives and should not be subject to unnecessary double approval.

Amendment 31

**Proposal for a regulation
Article 5 – paragraph 1**

Text proposed by the Commission

1. Member States shall establish or appoint the approval authorities competent in matters concerning approval and the market surveillance authorities competent in matters concerning market surveillance in accordance with this Regulation. Member States shall notify the Commission of the establishment and appointment of such authorities.

Amendment

1. Member States shall establish or appoint the approval authorities competent in matters concerning approval and the market surveillance authorities competent in matters concerning market surveillance, ***including in-service testing referred to in Article 18***, in accordance with this Regulation. Member States shall notify the Commission of the establishment and appointment of such authorities.

Amendment 32

**Proposal for a regulation
Article 5 – paragraph 1 a (new)**

Text proposed by the Commission

Amendment

1a. In urban areas not complying with the limit values as laid down in Directive 2008/50/EC, Member States shall, as part of the development of air quality plans under Article 23 of that Directive, assess the need to take measures, not entailing disproportionate costs, to ensure retrofitting with the latest emission abatement technology of existing engines installed in non-road mobile machinery. Such retrofitting shall be done with a view

to achieving Stage V requirements.

Amendment 33

Proposal for a regulation

Article 5 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

4a. This Regulation shall be without prejudice to Member States' entitlement to lay down, in due observance of the Treaties, such requirements as they may deem necessary to ensure that workers are protected when using the machinery referred to in this Regulation, provided that such requirements do not affect the placing on the market of the engines in question.

Amendment 34

Proposal for a regulation

Article 6 – paragraph 3

Text proposed by the Commission

Amendment

3. Approval authorities shall make public by means of the Union central administrative platform referred to in Article 41, a register of all engine types and engine families, for which they have granted EU type-approval, containing at least the following information: trademark, designation of manufacturer, engine category, number of type-approval, and date of type-approval.

3. Approval authorities shall make public by means of the Union central administrative platform referred to in Article 41, a register of all engine types and engine families, for which they have granted EU type-approval, containing at least the following information: trademark, designation of manufacturer, engine category, number of type-approval, and date of type-approval, ***as well as technical parameters.***

Amendment 35

Proposal for a regulation

Article 7 – paragraph 1

Text proposed by the Commission

Amendment

For EU type-approved engines, market surveillance authorities shall perform, on an adequate scale and on the basis of

For EU type-approved engines, market surveillance authorities shall perform, on an adequate scale and on the basis of ***a***

adequate samples, documentary checks and, where appropriate, physical and laboratory checks of engines. When doing so, they shall take account of established principles of risk assessment, of any complaints and of other relevant information.

significant percentage of samples, documentary checks and, where appropriate, physical and laboratory checks of engines. When doing so, they shall take account of established principles of risk assessment, of any complaints and of other relevant information.

Amendment 36

Proposal for a regulation Article 8 – paragraph 6

Text proposed by the Commission

6. In addition to the marking affixed to their engines in accordance with Article 31, manufacturers shall indicate on their engines made available on the market their name, registered trade name or registered trade mark and the address in the Union at which they can be contacted or, where that is not possible, on its packaging or in a document accompanying the engine.

Amendment

6. In addition to the marking affixed to their engines in accordance with Article 31, manufacturers shall indicate on their engines made available on the market their name, registered trade name or registered trade mark, ***technical parameters*** and the address in the Union at which they can be contacted or, where that is not possible, on its packaging or in a document accompanying the engine.

Amendment 37

Proposal for a regulation Article 11 – paragraph 5

Text proposed by the Commission

5. Importers shall make available instructions ***and*** information, as required in accordance with Article 41.

Amendment

5. Importers shall make available instructions, information ***and any supporting documentation***, as required in accordance with Article 41.

Amendment 38

Proposal for a regulation Article 18 – paragraph 1

Text proposed by the Commission

1. The gaseous pollutant and particulate emissions of engine types or engine families in service shall be monitored by testing engines installed in non-road

Amendment

1. ***For engine types or engine families, type-approved in accordance with this Regulation***, the gaseous pollutant and particulate emissions of those engine types

mobile machinery operated over their normal operating duty cycles. Such testing shall be conducted on engines that have been correctly maintained and shall comply with the provisions on the selection of engines, testing procedures and reporting of results for the different engine categories.

The Commission shall conduct *pilot* programmes with a view to developing appropriate testing procedures for those engine categories and sub-categories for which such testing procedures are not in place.

or engine families in service shall be monitored by testing *in-service* engines installed in non-road mobile machinery operated over their normal operating duty cycles. Such testing shall be conducted ***under the responsibility of the manufacturer or the entity entrusted with such testing and under the supervision of the national type approval authority***, on engines that have been correctly maintained and shall comply with the provisions on the selection of engines, testing procedures and reporting of results for the different engine categories.

The Commission shall conduct *monitoring* programmes with a view to developing appropriate testing procedures for those engine categories and sub-categories for which such testing procedures are not in place.

The Commission shall conduct monitoring programmes to determine to what extent, the emissions resulting from the test cycle and on which the type - approval is based, correspond to the emissions measured in actual operation. Those monitoring programmes and their results shall be the subject of a presentation to the Member States and subsequently of a communication to the public annually.

Amendment 39

Proposal for a regulation

Article 20 – paragraph 2 – introductory part

Text proposed by the Commission

2. The contents of information folder ***shall be defined in an implementing act and*** shall include the following:

Amendment

2. The contents of ***the*** information folder shall include the following:

Justification

The contents of the information folder are already defined directly in Article 20(2), and Article 20(4) provides for implementing acts to lay down templates for the information folder. There is hence no need for further implementing acts to define the contents of the information

folder.

Amendment 40

Proposal for a regulation

Article 20 – paragraph 2 – point b a (new)

Text proposed by the Commission

Amendment

(ba) the initial plan for in-service testing in accordance with Article 18(1);

Justification

Provisions from the Euro VI Regulation oblige the manufacturer to present a plan for in-service testing to the type-approval authority. A similar provision is suggested for the NRMM Regulation. Following this suggestion, the plans will already be validated at the moment of type-approval.

Amendment 41

Proposal for a regulation

Article 23 – paragraph 8

Text proposed by the Commission

Amendment

8. In case of an engine of category IWP ***having a reference power greater than 560 kW that*** is intended for use in place of an engine of category IWA in accordance with the second subparagraph of Article 4, the requirements of paragraph 5 shall be met separately for each applicable steady-state test cycle set out in both Tables IV-5 and IV-6 of Annex IV, and the type-approval information document shall indicate each steady-state test cycle for which this requirement was fulfilled.

8. In case of an engine of category IWP ***that*** is intended for use in place of an engine of category IWA in accordance with the second subparagraph of Article 4, the requirements of paragraph 5 shall be met separately for each applicable steady-state test cycle set out in both Tables IV-5 and IV-6 of Annex IV, and the type-approval information document shall indicate each steady-state test cycle for which this requirement was fulfilled.

Justification

Our proposed amendment 9 to table I-6 in annex II expands the application of the same emission limit values as inland waterways propulsion engines to inland waterways auxiliary engines from >560kW only to include all powers. This amendment aligns the text with this principle.

Amendment 42

Proposal for a regulation

Article 24 – paragraph 4 – introductory part

Text proposed by the Commission

4. The Commission shall be empowered to adopt delegated acts in accordance with Article 55 of this Regulation setting out:

Amendment

4. **No later than 31 December 2017**, the Commission shall be empowered to adopt delegated acts in accordance with Article 55 of this Regulation setting out:

Amendment 43

Proposal for a regulation

Article 30 – paragraph 6 a (new)

Text proposed by the Commission

Amendment

6a. Instead of delivering a certificate of conformity, the manufacturer may apply a conformity marking to the engine. That conformity marking shall include an electronic code which is readable with widely available information technology (IT) tools and allows the retrieval of information on the engine from the manufacturer's website. The retrievable information shall be equivalent to the information contained in a certificate of conformity.

Justification

The requirement to hold a certificate of conformity in paper form for each engine represents an unnecessary administrative burden and seems outdated in today's digital world. The possibility to replace the certificate of conformity with a conformity marking giving access to electronically stored information alleviates this burden, while equally allowing for the reliable tracking of engines.

Amendment 44

Proposal for a regulation

Article 30 – paragraph 7

Text proposed by the Commission

7. The Commission shall be empowered to adopt **by means of** implementing acts the template for the certificate of conformity, including the technical features designed to prevent forgery. **To that end, the implementing acts shall provide the security printing features protecting the**

Amendment

7. The Commission shall be empowered to adopt implementing acts **concerning** the template for the certificate of conformity, including the technical features designed to prevent forgery **and the security printing features protecting the paper used in the certificate, and a template for the**

paper used in the certificate. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 54(2) by [31 December 2016].

conformity marking and the retrievable information, including the acceptable types of electronic codes used to access the information on the engine, referred to in paragraph 6a of this Article. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 54(2) by [31 December 2016].

Justification

The Commission should be empowered to adopt a template for the conformity marking and the retrievable information and to establish the acceptable types of electronic codes used to access the information on the engine.

Amendment 45

Proposal for a regulation Article 31 – paragraph 2

Text proposed by the Commission

2. Before leaving the production line *the* engines must bear the marking required by this Regulation.

Amendment

2. Before leaving the production line engines *manufactured in the Union, as well as those manufactured outside the Union,* must bear the marking required by this Regulation. *This requirement shall in no way affect other markings required under Member State or Union legislation.*

Amendment 46

Proposal for a regulation Article 31 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. Where applicable, the statutory marking shall, for engines placed on the market in accordance with Article 32(4a), include the following phrase: "For use in lifeboat launch vehicles only".

Amendment 47

Proposal for a regulation Article 31 – paragraph 4

Text proposed by the Commission

4. The Commission shall be empowered to adopt by means of implementing acts the template for the marking referred to in paragraph 1, including its mandatory essential information. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 54(2) by [31 December 2016].

Amendment

4. The Commission shall be empowered to adopt by means of implementing acts the template for the marking referred to in paragraph 1, including its mandatory essential information ***and, where applicable, the additional information referred to in paragraph 3a of this Article.*** Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 54(2) by [31 December 2016].

Amendment 48

Proposal for a regulation

Article 32 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

4a. Notwithstanding Article 5(2) and (3) and Article 17(2), Member States may authorise placing on the market of engines that are intended for installation in machinery that is exclusively used for the launch and recovery of lifeboats operated by a national rescue service ('lifeboat launch vehicle').

Justification

The technical requirements for Lifeboat Launch Vehicles (LLVs) are very challenging and it is therefore not possible to install engines which meet the emission limits proposed in this regulation. The space around the engine has to be kept to a minimum to avoid buoyancy effects which cannot simply be overcome by adding weight. As a consequence of these challenges it is not possible to fit the exhaust after-treatment or emission control systems to meet any of the emission limits proposed in the regulation. Thus the derogation from the emissions requirements for LLVs, which they receive in the current Directive, needs to be continued.

Amendment 49

Proposal for a regulation

Article 32 – paragraph 4 b (new)

Text proposed by the Commission

Amendment

4b. Notwithstanding Article 5(3) and Article 17(2), Member States shall authorise the placing on the market of replacement engines, for a period not longer than 15 years, starting from the applicable dates for placing on the market of Stage V engines set out in Annex III, provided that the engines:

(a) belong to category NRE or category NRS, do not have a reference power greater than 560 kW and comply with an emission stage that expired not more than 20 years before the placing on the market of those engines and which is at least as stringent as the emission limits that the engines had to meet when originally placed on the market;

(b) belong to a category equivalent to NRE or NRS, where the replacement engine and the original engine belong to an engine category and power range that was not subject to type approval at Union level on ...;*

(c) belong to category RLL or RLR and comply with the emission limits that the engines had to meet when originally placed on the market, or belong to category NRE or NRG and have a reference power greater than 560 kW.

** Date of repeal of Directive 97/68/EC.*

Amendment 50

Proposal for a regulation

Article 32 – paragraph 5 – subparagraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(ca) the placing on the market of engines that are to be installed in lifeboat launch vehicles, as referred to in paragraph 4a;

Amendment 51

Proposal for a regulation

Article 32 – paragraph 5 – subparagraph 1 – point c b (new)

Text proposed by the Commission

Amendment

(cb) the placing on the market of engines that are to be installed in lifeboat launch vehicles, as referred to in paragraph 4b;

Amendment 52

Proposal for a regulation

Article 32 – paragraph 5 – subparagraph 1 – point c c (new)

Text proposed by the Commission

Amendment

(cc) the placing on the market of replacement engines, as referred to in paragraph 4a.

Justification

The Commission should be empowered to adopt delegated acts concerning the technical specifications and conditions for the placing on the market of replacement engines.

Amendment 53

Proposal for a regulation

Article 32 – 5 a (new)

Text proposed by the Commission

Amendment

5b. Notwithstanding the requirements of Article 32(4b) for engines of categories RLL and RLR, Member States may authorise, upon request by the OEM, the placing on the market of engines that belong to those categories which, on ...* are part of a project that is at an advanced stage of development within the meaning of point (t) of Article 2 of Directive 2008/57/EC of the European Parliament and of the Council^{1a}, and comply with the requirements of any EU emissions stage that preceded the one in force at the time of their placing on the market, where the use of replacement engines that meet the requirements of the new stage would give rise to disproportionate costs. Each Member State shall forward a list of the projects that are at an advanced stage of development concerned to the

*Commission by ...**.*

^{1a} Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community, OJ L 191, 18.7.2008, p. 1.

** OJ please insert: The date of entry into force of this Regulation.*

*** OJ please insert: One year from the date of publication of this Regulation.*

Amendment 54

Proposal for a regulation Article 36 – paragraph 4

Text proposed by the Commission

4. If, at the request of the approval authority, the manufacturer is not able to verify the engine marking requirements specified in Article 31, the approval granted in respect of the corresponding engine type or family pursuant to this Regulation may be withdrawn. The information procedure shall be carried out as set out in Article **36**(4).

Amendment

4. If, at the request of the approval authority, the manufacturer is not able to verify the engine marking requirements specified in Article 31, the approval granted in respect of the corresponding engine type or family pursuant to this Regulation may be withdrawn. The information procedure shall be carried out as set out in Article **37**(4).

Justification

This amendment merely corrects an editing error in the Commission proposal. The information procedure to be followed is set out in Article 37(4).

Amendment 55

Proposal for a regulation Article 38 – paragraph 1

Text proposed by the Commission

1. Where a manufacturer which has been granted an EU type-approval is obliged, in accordance with Article 20(1) of Regulation (EC) No 765/2008, to recall engines placed on the market, whether installed or not in machinery, due to the fact that the engines represent *a serious*

Amendment

1. Where a manufacturer which has been granted an EU type-approval is obliged, in accordance with Article 20(1) of Regulation (EC) No 765/2008, to recall engines placed on the market, whether installed or not in machinery, due to the fact that the engines represent *an*

infringement of this Regulation with regard to the protection of the environment, that manufacturer shall immediately inform the approval authority that granted the EU engine type-approval.

Amendment 56

Proposal for a regulation Article 41 – paragraph 3

Text proposed by the Commission

3. Manufacturers shall make available to OEMs all relevant information and necessary instructions intended for the end-user, notably describing any special conditions or restrictions linked to the use of an engine.

Amendment 57

Proposal for a regulation Article 41 – paragraph 4

Text proposed by the Commission

4. Notwithstanding the requirements in paragraph 3, manufacturers shall make available *to OEMs* the value of the carbon dioxide (CO₂) emissions determined during the EU type-approval process and instruct the OEMs to communicate this information to the end-user of the machinery where the engine is intended to be installed.

Amendment 58

Proposal for a regulation Article 42 – title

Text proposed by the Commission

*Union central administrative platform
and database*

infringement of this Regulation with regard to the protection of the environment **and public health**, that manufacturer shall immediately inform the approval authority that granted the EU engine type-approval.

Amendment

3. Manufacturers shall make available to OEMs, **and to any other third party upon request**, all relevant information and necessary instructions intended for the end-user, notably describing any special conditions or restrictions linked to the use of an engine.

Amendment

4. Notwithstanding the requirements in paragraph 3, manufacturers shall make **publically** available the value of the carbon dioxide (CO₂) emissions determined during the EU type-approval process and instruct the OEMs to communicate this information to the end-user of the machinery where the engine is intended to be installed.

Amendment

***Exchange of data and information via the
Internal Market Information System***

Justification

Using the well-established Internal Market Information System saves costs and unnecessary administrative efforts as compared to the set-up of a new digital platform.

Amendment 59

Proposal for a regulation Article 42 – paragraph 1

Text proposed by the Commission

1. *The Commission shall set up a Union central administrative digital platform for the exchange of data and information related to EU type-approvals in electronic format. The platform shall be used for the exchange of data and information between the approval authorities, or between the approval authorities and the Commission, which takes place in the framework of this Regulation.*

Amendment

1. *The exchange of data and information between the approval authorities, or between the approval authorities and the Commission, in the framework of this Regulation shall take place via the Internal Market Information System ('IMI') established pursuant to Regulation (EU) No 1024/2012 of the European Parliament and of the Council^{1a}.*

^{1a} *Regulation (EU) No 1024/2012 of the European Parliament and of the Council of 25 October 2012 on administrative cooperation through the Internal Market Information System and repealing Commission Decision 2008/49/EC ('the IMI Regulation') (OJ L 316, 14.11.2012, p.1).*

(This amendment applies throughout the text. Adopting it will necessitate changing any reference to the "Union central administrative platform" or "platform" into "Internal Market Information System" or "IMI" throughout the text.)

Justification

Using the well-established Internal Market Information System saves costs and unnecessary administrative efforts as compared to the set-up of a new digital platform.

Amendment 60

Proposal for a regulation Article 42 – paragraph 2

Text proposed by the Commission

Amendment

2. The Union central administrative digital platform shall also comprise a database where any information of relevance in respect of EU type-approvals granted in accordance with this Regulation shall be centrally gathered and made accessible to the approval authorities and to the Commission. **The database shall connect national databases to the Union central database**, where agreed with the Member States concerned.

2. **Any** information of relevance in respect of EU type-approvals granted in accordance with this Regulation shall be centrally gathered and made accessible to the approval authorities and to the Commission **via IMI**. National databases **shall be connected to IMI**, where agreed with the Member States concerned.

Justification

Using the well-established Internal Market Information System saves costs and unnecessary administrative efforts as compared to the set-up of a new digital platform.

Amendment 61

Proposal for a regulation

Article 42 – paragraph 3 – introductory part

Text proposed by the Commission

Amendment

3. **Subsequent to the implementation of paragraphs 1 and 2, the Commission shall extend the Union central administrative digital platform with modules which shall allow** for:

3. **The Commission shall make sure that IMI allows** for:

Justification

Using the well-established Internal Market Information System saves costs and unnecessary administrative efforts as compared to the set-up of a new digital platform.

Amendment 62

Proposal for a regulation

Article 42 – paragraph 4

Text proposed by the Commission

Amendment

4. The Commission shall be empowered to adopt by means of implementing acts the detailed technical requirements and procedures necessary for setting up the Union central administrative platform

deleted

*and database referred to in this Article.
Those implementing acts shall be adopted
in accordance with the examination
procedure referred to in Article 54(2) by
[31 December 2016].*

Justification

*IMI is already well-established and there is no need for further specifications by
implementing acts.*

Amendment 63

**Proposal for a regulation
Article 46**

Text proposed by the Commission

Amendment

[...]

deleted

Justification

*Self-testing is not feasible with regard to the testing of engines. It is only feasible with regard
to the testing of machinery or vehicles.*

Amendment 64

**Proposal for a regulation
Article 55 a (new)**

Text proposed by the Commission

Amendment

Article 55a

Financial support for retrofitting

*1. Subject to the entry into force of the
implementing measures for this
Regulation, Member States may make
provision for financial incentives that
apply to the retrofitting of in-use engines
which do comply with this Regulation in
order to meet the emission limit values set
out in the Annex applicable to the type of
engine to be retrofitted.*

*2. For each type of engine, the financial
incentives referred to in paragraph 1 shall
not exceed the additional cost of the
technical devices used to ensure
compliance with the emission limits
specified in the respective Annex,*

including the cost of installation on the engine.

Justification

Member States should be able to allow operators of non-road mobile machinery to choose between upgrading existing systems and buying new equipment. Some of the equipment addressed in this Regulation exhibits extremely long life expectancies, which means that the expected effect of this Regulation on the emissions of those sectors would be very limited in the short to medium term. Having cost-effectiveness under consideration and aiming for more immediate results for this kind of machinery, provisions should be included encouraging Member States to implement measures in favour of the retrofitting of existing equipment having a very long life expectancy.

Amendment 65

**Proposal for a regulation
Article 56 a (new)**

Text proposed by the Commission

Amendment

Article 56a

***Amendment to Regulation (EU) No
1024/2012***

The following point is added to the Annex to Regulation (EU) No 1024/2012 of the European Parliament and of the Council^{1a}:

"8a. Regulation (EU) 20xx/xx of the European Parliament and of the Council of xx on requirements relating to emission limits and type-approval for internal combustion engines in non-road mobile machinery^{*+}: Article 42.

**** OJ L XX, xx.xx.xxxx, p. x."***

+ OJ: please insert the reference number and date for the regulation and complete footnote details.

^{1a} Regulation (EU) No 1024/2012 of the European Parliament and of the Council of 25 October 2012 on administrative cooperation through the Internal Market Information System and repealing Commission Decision 2008/49/EC ('the IMI Regulation') (OJ L 316, 14.11.2012,

p. 1).

Amendment 66

Proposal for a regulation Article 57 – paragraph 1

Text proposed by the Commission

1. Without prejudice to the provisions in Chapters II and III, this Regulation shall not invalidate, before the dates for placing on the market of engines referred to in Annex III, any EU type-approval.

Amendment

1. Without prejudice to the provisions in Chapters II and III, this Regulation shall not invalidate, before the dates for placing on the market of engines referred to in Annex III, any EU type-approval **or exemption**.

Justification

Not only the EU type-approvals granted under Directive 97/68/EC, but also the exemptions granted under that Directive should remain valid.

Amendment 67

Proposal for a regulation Article 57 – paragraph 2

Text proposed by the Commission

2. Approval authorities may continue to grant type-approvals in accordance with the relevant legislation applicable on the date of entry into force of this Regulation until the mandatory dates for the EU type-approval of engines referred to in Annex III.

Amendment

2. Approval authorities may continue to grant type-approvals **and exemptions** in accordance with the relevant legislation applicable on the date of entry into force of this Regulation until the mandatory dates for the EU type-approval of engines referred to in Annex III.

Justification

During the period between the repeal of Directive 97/68/EC and the mandatory dates for stage V, it should not only still be possible to grant EU type-approvals under Directive 97/68/EC, but also the applicable exemptions.

Amendment 68

Proposal for a regulation Article 57 – paragraph 5 – subparagraph 1

Text proposed by the Commission

5. Without prejudice to Articles 5(3) and

Amendment

5. Without prejudice to Articles 5(3) and

17(2), transition engines and, where applicable, the machinery in which those transition engines are installed may continue to be placed on the market during the transition period on condition that the machine in which the transition engine is installed has a production date prior to **1 year** after the start of the transition period.

17(2), transition engines and, where applicable, the machinery in which those transition engines are installed may continue to be placed on the market during the transition period on condition that the machine in which the transition engine is installed has a production date prior to **18 months** after the start of the transition period **without prejudice to Directive 2008/57/EC of the European Parliament and of the Council^{1a} and to Commission Regulation (EU) No 1302/2014^{1b}.**

^{1a} *Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community (Recast) (OJ L 191, 18.7.2008, p. 1).*

^{1b} *Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the ‘rolling stock — locomotives and passenger rolling stock’ subsystem of the rail system in the European Union (OJ L 356, 12.12.2014, p. 228).*

Amendment 69

Proposal for a regulation

Article 57 – paragraph 5 – subparagraph 2

Text proposed by the Commission

For engines of the category NRE, Member States shall authorise an extension of the transition period and the **12-months** period referred to in the first sub-paragraph by an additional 12 months for OEM's with a total yearly production of fewer than **50** units of non-road mobile machinery equipped with combustion engines. For the purposes of the calculation of the **total yearly production** referred to in this paragraph, all OEM's under the control of the same natural or legal person shall be considered to be a single OEM.

Amendment

For engines of the category NRE, Member States shall authorise an extension of the transition period and the **18-months** period referred to in the first sub-paragraph by an additional 12 months for OEMs with a total yearly production of fewer than **80** units of non-road mobile machinery equipped with internal combustion engines. For the purposes of the calculation of the **ceilings** referred to in this paragraph, all OEMs under the control of the same natural or legal person shall be considered to be a single OEM.

Amendment 70

Proposal for a regulation

Article 57 – paragraph 5 – subparagraph 2 a (new)

Text proposed by the Commission

Amendment

For engines of category NRE used in mobile cranes, Member States shall authorise an extension of the transition period by an additional 12 months.

Justification

Mobile cranes are subject to tight dimensional limitations when transported on the road and are produced in relatively small quantities of different models, each of them sold in tiny quantities.

Amendment 71

Proposal for a regulation

Article 57 – paragraph 8 a (new)

Text proposed by the Commission

Amendment

8a. The Commission shall be empowered to adopt delegated acts in accordance with Article 55 concerning the methods for assessing the yearly production of OEMs claiming the extension provided for by the second subparagraph of paragraph 5 of this Article. Those delegated acts shall be adopted by [31 December 2016].

Justification

Abuse of the extension provided for by the second subparagraph of Article 57(5) needs to be avoided. Type approval authorities should therefore have adequate and uniform methods to assess the yearly production of OEM's.

Amendment 72

Proposal for a regulation

Article 57 – paragraph 9 a (new)

Text proposed by the Commission

Amendment

9a. Notwithstanding Articles 5(3), 17(2) and 21 and for a period not exceeding 10 years from the applicable date for the

placing on the market of Stage V engines set out in Annex III, Member States may authorise the placing on the market of engines of category RLL with a maximum net power greater than 2000 kW that do not comply with the emission limits set out in Annex II, and which are to be installed in locomotives which only run on a technically isolated 1520 mm railway network. During that period the engines placed on the market shall comply at least with the emission limits that engines had to meet for being placed on the market on 31 December 2011. The approval authorities of the Member states shall grant EU type-approval and authorise the placing on the market of such engines.

Amendment 73

Proposal for a regulation Article 59 – paragraph 1

Text proposed by the Commission

1. By 31 December 2020, the Commission shall submit a report to the European Parliament and to the Council regarding:

(a) the assessment of further pollutant emission reduction potential, on the basis of available technologies and cost/benefit analysis;

Amendment

1. By 31 December 2020, the Commission shall submit a report to the European Parliament and to the Council regarding:

(a) the assessment of further pollutant emission reduction potential, on the basis of available technologies and cost/benefit analysis and an assessment of Member States' progress towards their emission reduction commitments as established in Directive 2001/81/EC; The report shall in particular contain the assessment of the technological and economic feasibility of adding PN limit values to those NRMM categories that do not have one set in Annex II of this Regulation as well as setting lower PN limits for all categories in line with those set for EURO VI HDV's in Directive 2005/55/EC . The report should also consider revising the emission limits for HC including.

- the A factor for fully and partially gaseous-fuelled engines in the framework of a climate-neutral operation compared

(b) the identification of potentially relevant pollutant types that do not **currently** fall within the scope of this Regulation.

Amendment 74

Proposal for a regulation Article 59 – paragraph 2

Text proposed by the Commission

2. By 31 December 2025, the Commission shall submit a report to the European Parliament and to the Council regarding:

- (a) the use of the exemption clauses provided for in Article 32(3) and (4);
- (b) the monitoring of results of the emission tests set out in Article 18 and the conclusions thereof.

Amendment 75

Proposal for a regulation Article 59 – paragraph 3

Text proposed by the Commission

3. The reports referred to in paragraphs 1 and 2 shall be based on a consultation of the relevant stakeholders and shall take into account existing related **European** and international standards. It shall be accompanied, where appropriate, by legislative proposals.

to diesel fuelled engines;

(b) the identification of potentially relevant pollutant types that do not fall within the scope of this Regulation.

Amendment

2. By 31 December **2025**, the Commission shall submit a report to the European Parliament and to the Council regarding:

- (a) the use of the exemption clauses provided for in Article 32(3) and (4);
- (b) the monitoring of results of the emission tests set out in Article 18 and the conclusions thereof, **as well as an evaluation of the feasibility of introducing PEMS tests;**

(b a) the monitoring of tests for EU type-approval set out in Article 23 and 24, with a particular focus on evaluating whether those tests correspond to the conditions of normal use of engines.

Amendment

3. The reports referred to in paragraphs 1 and 2 shall:

- (a)*** be based on a consultation of the relevant stakeholders;
- (b)*** and shall take into account existing related **Union** and international standards;

and

(c) it shall be accompanied, where appropriate, by legislative proposals.

Amendment 76

Proposal for a regulation Article 59 a (new)

Text proposed by the Commission

Amendment

Article 59a

Amendment to Regulation (EU) 167/2013

In Article 19 (3), the following subparagraph is added:

“For the purposes of placing on the market, registration or entry into service of tractors of categories T2, T4.1 and C2, the engines meeting the Stage IIIB requirements shall be considered to be transition engines as defined in Regulation (EU) XX/2015^{1a}, Article 3, paragraph 30.

^{1a} Regulation (EU) XX/2015, Article 3, paragraph 30.”

Amendment 77

Proposal for a regulation Annex I – table I-5

Text proposed by the Commission

Table I-5: Sub-categories of engine category IWP defined in Article 4 point (5)

Category	Ignition type	Speed <i>mode</i>	Power range (kW)	Sub-category	Reference power
IWP	all	variable	$37 \leq P < 75$	IWP-v-1	Maximum net power
			$75 \leq P < 130$	IWP-v-2	
			$130 \leq P < 300$	IWP-v-3	
			$300 \leq P < 1000$	IWP-v-4	
			$P \geq 1000$	IWP-v-5	

		constant	$37 \leq P < 75$	IWP-c-1	Rated net power
			$75 \leq P < 130$	IWP-c-2	
			$130 \leq P < 300$	IWP-c-3	
			$300 \leq P < 1000$	IWP-c-4	
			$P \geq 1000$	IWP-c-5	

Amendment

Category	Ignition type	Speed operation	Displacement	Power range (kW)	Sub-category	Reference power
IWP	all	variable	< 0.9	$19 \leq P < 75$	IWP-v-1	Maximum net power
				$75 \leq P < 300$	IWP-v-2	
				$300 \leq P < 600$	IWP-v-3	
			$0.9 \leq disp. < 1.2$	< 300	IWP-v-3	
				$300 \leq P < 600$	IWP-v-5	
			$1.2 \leq disp. < 3.5$	< 300	IWP-v-6	
				$300 \leq P < 600$	IWP-v-7	
			$3.5 \leq disp. < 7.0$	< 300	IWP-v-8	
				$300 \leq P < 600$	IWP-v-9	
			<i>all</i>	$P \geq 600$	IWP-v-10	
		constant	< 0.9	$19 \leq P < 75$	IWP-c-1	Rated net power
				$75 \leq P < 300$	IWP-c-2	
				$300 \leq P < 600$	IWP-c-3	
			$0.9 \leq disp. < 1.2$	< 300	IWP-c-3	
				$300 \leq P < 600$	IWP-c-5	
			$1.2 \leq disp. < 3.5$	< 300	IWP-c-6	
				$300 \leq P < 600$	IWP-c-7	
			$3.5 \leq disp. < 7.0$	< 300	IWP-c-8	
				$300 \leq P < 600$	IWP-c-9	
			<i>all</i>	$P \geq 600$	IWP-c-10	

Amendment 78

Proposal for a regulation

Annex I – table I-6

Text proposed by Commission

Category	Ignition type	Speed mode	Power range (kW)	Sub-category	Reference power
IWA	all	variable	$560 \leq P < 1000$	IWA-v-1	Maximum net power
			$P \geq 1000$	IWA-v-2	
		constant	$560 \leq P < 1000$	IWA-c-1	Rated net power

Amendment

Category	Ignition type	Speed operation	Displacement	Power range (kW)	Sub-category	Reference power
IWA	all	variable	< 0.9	$19 \leq P < 75$	IWA-v-1	Maximum net power
				$75 \leq P < 300$	IWA-v-2	
				$300 \leq P < 600$	IWA-v-3	
			$0.9 \leq disp. < 1.2$	< 300	IWA-v-4	
			$1.2 \leq disp. < 3.5$	$300 \leq P < 600$	IWA-v-5	
				< 300	IWA-v-6	
				$300 \leq P < 600$	IWA-v-7	
			$3.5 \leq disp. < 7.0$	< 300	IWA-v-8	
				$300 \leq P < 600$	IWA-v-9	
			<i>all</i>	$P \geq 600$	IWA-v-10	
		constant	< 0.9	$19 \leq P < 75$	IWA-c-1	Rated net power
				$75 \leq P < 300$	IWA-c-2	
				$300 \leq P < 600$	IWA-c-3	
			$0.9 \leq disp. < 1.2$	< 300	IWA-c-4	
				$300 \leq P < 600$	IWA-c-5	
			$1.2 \leq disp. < 3.5$	< 300	IWA-c-6	
				$300 \leq P < 600$	IWA-c-7	
			$3.5 \leq disp. < 7.0$	< 300	IWA-c-8	
				$300 \leq P < 600$	IWA-c-9	

			<i>all</i>	<i>P ≥ 600</i>	IWA-c-10	
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Amendment 79

Proposal for a regulation

Annex II – heading 1 – table II-1

Text proposed by the Commission

Table II-1: Stage V emission limits for engine category NRE defined in Article 4 point (1)

Emission stage	Engine sub-category	Power range	Engine ignition type	CO	HC	NO _x	PM mass	PN	A
		kW		g/kWh	g/kWh	g/kWh	g/kWh	#/kWh	
Stage V	NRE-v-1 NRE-c-1	0<P<8	CI	8,00	(HC+NO _x ≤7,50)		0,40 ¹⁾	-	1,10
Stage V	NRE-v-2 NRE-c-2	8≤P<19	CI	6,60	(HC+NO _x ≤7,50)		0,40	-	1,10
Stage V	NRE-v-3 NRE-c-3	19≤P<37	CI	5,00	(HC+NO _x ≤4,70)		0,015	1x10 ¹²	1,10
Stage V	NRE-v-4 NRE-c-4	37≤P<56	CI	5,00	(HC+NO _x ≤4,70)		0,015	1x10 ¹²	1,10
Stage V	NRE-v-5 NRE-c-5	56≤P<130	all	5,00	0,19	0,40	0,015	1x10¹²	1,10
Stage V	NRE-v-6 NRE-c-6	130≤P≤560	all	3,50	0,19	0,40	0,015	1x10¹²	1,10
Stage V	NRE-v-7 NRE-c-7	P>560	all	3,50	0,19	3,50	0,045	-	6,00

1) 0,6 for hand-startable, air-cooled direct injection engines

Amendment

Table II-1: Stage V emission limits for engine category NRE defined in Article 4 point (1)

Emission stage	Engine sub-category	Power range	Engine ignition type	CO	HC	NO _x	PM mass	PN	A
		kW		g/kWh	g/kWh	g/kWh	g/kWh	#/kWh	
Stage V	NRE-v-1 NRE-c-1	0<P<8	CI	8,00	(HC+NO _x ≤7,50)		0,40 ¹⁾	-	1,10
Stage V	NRE-v-2 NRE-c-2	8≤P<19	CI	6,60	(HC+NO _x ≤7,50)		0,40	-	1,10
Stage V	NRE-v-3 NRE-c-3	19≤P<37	CI	5,00	(HC+NO _x ≤4,70)		0,015	1x10 ¹²	1,10
Stage V	NRE-v-4 NRE-c-4	37≤P<56	CI	5,00	(HC+NO _x ≤4,70)		0,015	1x10 ¹²	1,10

Stage V	NRE-v-5 NRE-c-5	$56 \leq P < 130$	all	5,00	0,19	0,40	0,01	9×10^{11}	1,10
Stage V	NRE-v-6 NRE-c-6	$130 \leq P \leq 560$	all	3,50	0,19	0,40	0,01	9×10^{11}	1,10
Stage V	NRE-v-7 NRE-c-7	$P > 560$	all	3,50	0,19	3,50	0,045	-	6,00
<i>¹⁾ 0,6 for hand-startable, air-cooled direct injection engines</i>									