***I
REPORT


Committee on Industry, Research and Energy

Rapporteur: Michał Boni
Symbols for procedures

* Consultation procedure
*** Consent procedure
***I Ordinary legislative procedure (first reading)
***II Ordinary legislative procedure (second reading)
***III Ordinary legislative procedure (third reading)

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

Amendments to a draft act

Amendments by Parliament set out in two columns

Deletions are indicated in **bold italics** in the left-hand column. Replacements are indicated in **bold italics** in both columns. New text is indicated in **bold italics** in the right-hand column.

The first and second lines of the header of each amendment identify the relevant part of the draft act under consideration. If an amendment pertains to an existing act that the draft act is seeking to amend, the amendment heading includes a third line identifying the existing act and a fourth line identifying the provision in that act that Parliament wishes to amend.

Amendments by Parliament in the form of a consolidated text

New text is highlighted in **bold italics**. Deletions are indicated using either the [strikeout](https://www.w3.org/2003/01/richtext/w3c-markup/strip.svg) symbol or strikeout. Replacements are indicated by highlighting the new text in **bold italics** and by deleting or striking out the text that has been replaced.

By way of exception, purely technical changes made by the drafting departments in preparing the final text are not highlighted.
## CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION</td>
<td>5</td>
</tr>
<tr>
<td>EXPLANATORY STATEMENT</td>
<td>29</td>
</tr>
<tr>
<td>OPINION OF THE COMMITTEE ON THE ENVIRONMENT, PUBLIC HEALTH AND FOOD SAFETY</td>
<td>30</td>
</tr>
<tr>
<td>PROCEDURE – COMMITTEE RESPONSIBLE</td>
<td>37</td>
</tr>
<tr>
<td>FINAL VOTE BY ROLL CALL IN COMMITTEE RESPONSIBLE</td>
<td>38</td>
</tr>
</tbody>
</table>
on the proposal for a regulation of the European Parliament and of the Council on the
labelling of tyres with respect to fuel efficiency and other essential parameters and
repealing Regulation (EC) No 1222/2009

(Ordinary legislative procedure: first reading)

The European Parliament,

– having regard to the Commission proposal to Parliament and the Council
  (COM(2018)0296),
– having regard to Article 294(2) and Articles 114 and 194(2) of the Treaty on the
  Functioning of the European Union, pursuant to which the Commission submitted the
  proposal to Parliament (C8-0190/2018),
– having regard to Article 294(3) of the Treaty on the Functioning of the European Union,
– having regard to the opinion of the European Economic and Social Committee of 17
  October 2019¹,
– having regard to Rule 59 of its Rules of Procedure,
– having regard to the report of the Committee on Industry, Research and Energy and the
  opinion of the Committee on the Environment, Public Health and Food Safety (A8-
  0086/2019),

1. Adopts its position at first reading hereinafter set out;

2. Calls on the Commission to refer the matter to Parliament again if it replaces,
   substantially amends or intends to substantially amend its proposal;

3. Instructs its President to forward its position to the Council, the Commission and the
   national parliaments.

Amendment 1

Proposal for a regulation
Recital 3

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>(3) It is appropriate to replace Regulation (EC) No 1222/2009 by a new Regulation which incorporates amendments made in 2011 and modifies</td>
<td>(3) It is appropriate to replace Regulation (EC) No 1222/2009 by a new Regulation, which incorporates amendments made in 2011, modifies and</td>
</tr>
</tbody>
</table>

and enhances some of its provisions to clarify and update their content, taking into account the technological progress for tyres over recent years.

Amendment 2
Proposal for a regulation
Recital 4

Text proposed by the Commission

(4) The transport sector accounts for a third of Union energy consumption. Road transport was responsible for about 22% of the Union’s total greenhouse gas emissions in 2015. Tyres, mainly because of their rolling resistance, account for 5% to 10% of vehicles’ fuel consumption. A reduction of the rolling resistance of tyres would therefore contribute significantly to the fuel efficiency of road transport and thus to the reduction of emissions.

Amendment

(4) The transport sector accounts for a third of Union energy consumption. Road transport was responsible for about 22% of the Union’s total greenhouse gas emissions in 2015. Tyres, mainly because of their rolling resistance, account for 5% to 10% of vehicles’ fuel consumption. A reduction of the rolling resistance of tyres would therefore contribute significantly to the fuel efficiency of road transport and thus to the reduction of emissions and to the decarbonisation of the transport sector.

Amendment 3
Proposal for a regulation
Recital 4 a (new)

Text proposed by the Commission

(4 a) In order to meet the challenge of reducing the CO₂ emissions of road transport, it is appropriate for Member States, in cooperation with the Commission, to provide for incentives to innovate a new technological process for fuel-efficient and safe C1, C2 and C3
Amendment 4  
Proposal for a regulation  
Recital 5

*Text proposed by the Commission*

(5) Tyres are characterised by a number of *interrelated* parameters that are interrelated. Improving one parameter such as rolling resistance may have an adverse impact on others such as wet grip, while improving wet grip may have an adverse impact on external rolling noise. Tyre manufacturers should be encouraged to optimise all parameters beyond the standards already achieved.

*Amendment*

(5) Tyres are characterised by a number of parameters that are interrelated. Improving one parameter such as rolling resistance may have an adverse impact on others such as wet grip, while improving wet grip may have an adverse impact on external rolling noise. Tyre manufacturers should be encouraged to optimise all parameters beyond the standards already achieved.

Amendment 5  
Proposal for a regulation  
Recital 7 a (new)

*Text proposed by the Commission*

(7 a) Improving the labelling of tyres will enable consumers to obtain more relevant and comparable information on fuel efficiency, safety and noise and to take cost-effective and environment-friendly purchasing decisions when purchasing new tyres.

*Amendment*

(7 a) Improving the labelling of tyres will enable consumers to obtain more relevant and comparable information on fuel efficiency, safety and noise and to take cost-effective and environment-friendly purchasing decisions when purchasing new tyres.

Amendment 6  
Proposal for a regulation  
Recital 12

*Text proposed by the Commission*

(12) In order to provide end-users with information on the performance of tyres specifically designed for snow and ice conditions, it is appropriate to require the

*Amendment*

(12) In order to improve road safety in colder climates in the Union and to provide end-users with information on the performance of tyres specifically designed
inclusion on the label of information requirements on snow and ice tyres.

for snow and ice conditions, it is appropriate to require the inclusion on the label of information requirements on snow and ice tyres. **Snow and ice tyres have specific parameters that are not fully comparable to other types of tyres. In order to ensure that end-users are able to make considered and informed decisions, information on snow grip and ice grip and the QR code should be included in the label. The Commission should develop both a snow grip and ice grip scale of performances. Those scales should be based on the UNECE Regulation No 117 and on the ISO 19447 for snow and ice respectively. In any case, the three-peak-mountain with snowflake (‘3PMSF’) logo should be embossed on a tyre that satisfies the minimum snow index values set out in UNECE Regulation No 117. Similarly, a tyre that satisfies the minimum ice index value set out in ISO 19447 should show the ice tyre logo agreed under this standard.**

**Amendment 7**

**Proposal for a regulation**

**Recital 13**

Text proposed by the Commission

(13) The abrasion of tyres during use is a significant source of microplastics, which are harmful to the environment, and the Commission's Communication "A European Strategy for Plastics in a Circular Economy" therefore mentions the need to address unintentional release of microplastics from tyres, inter alia through information measures such as labelling and minimum requirements for tyres. **However, a suitable testing method to measure tyre abrasion is not currently available.** Therefore, the Commission should mandate the development of such a method, taking into full consideration all state-of-the-art internationally developed or

Amendment

(13) The abrasion of tyres during use is a significant source of microplastics, which are harmful to the environment. The Commission's Communication "A European Strategy for Plastics in a Circular Economy" therefore mentions the need to address unintentional release of microplastics from tyres, inter alia through information measures such as labelling and minimum requirements for tyres. **Hence, applying labelling requirements with regard to the abrasion rate of tyres would bring substantial benefits to human health and the environment.** Therefore, the Commission should mandate the development of such a method, taking into
proposed standards or regulations, with a view to establishing a suitable testing method as soon as possible.

full consideration all state-of-the-art internationally developed or proposed standards or regulations as well as the result of industrial research, with a view to establishing a suitable testing method as soon as possible.

Amendment 8

Proposal for a regulation
Recital 15

Text proposed by the Commission

(15) The energy label pursuant to Regulation (EU) 2017/1369 of the European Parliament and of the Council\(^\text{17}\), which ranks the energy consumption of products on a scale from 'A' to 'G', is recognised by over 85% of Union consumers and has proven to be effective in promoting more efficient products. The tyre label should continue to use the same design to the extent possible, while recognising the specificities of the tyre parameters.

Amendment

(15) The energy label pursuant to Regulation (EU) 2017/1369 of the European Parliament and of the Council\(^\text{17}\), which ranks the energy consumption of products on a scale from 'A' to 'G', is recognised by over 85% of Union consumers as a clear and transparent information tool and has proven to be effective in promoting more efficient products. The tyre label should continue to use the same design to the extent possible, while recognising the specificities of the tyre parameters.


Amendment 9

Proposal for a regulation
Recital 16

Text proposed by the Commission

(16) The provision of comparable

Amendment

(16) The provision of comparable
information on tyre parameters in the form of a standard label is likely to influence purchasing decisions by end-users in favour of safer, quieter and more fuel-efficient tyres. This, in turn, is likely to encourage tyre manufacturers to optimise those parameters, which would pave the way for more sustainable consumption and production.

Amendment 10
Proposal for a regulation
Recital 22

Text proposed by the Commission

(22) Potential end-users should be provided with information explaining each component of the label and its relevance. This information should be provided in technical promotional material, for instance on suppliers’ websites.

Amendment

(22) Potential end-users should be provided with information explaining each component of the label and its relevance. This information should be provided in technical promotional material, for instance on suppliers’ websites. Technical promotional material should not be understood to include advertisements via billboards, newspapers, magazines or radio or television broadcasts.

Amendment 11
Proposal for a regulation
Recital 24

Text proposed by the Commission

(24) Compliance with the provisions on tyre labelling by suppliers and distributors is essential in order to ensure a level playing field in the Union. Member States should therefore monitor such compliance through market surveillance and regular ex-post controls, in line with Regulation (EC) No 765/2008 of the European Parliament and of the Council20.

Amendment

(24) Compliance with the provisions on tyre labelling by suppliers and distributors is essential in order to ensure a level playing field in the Union. Member States should therefore monitor such compliance through market surveillance and regular ex-post controls, in line with Regulation (EC) No 765/2008 of the European Parliament and of the Council20, and also provide for penalties in the case of false labelling.

Amendment 12

Proposal for a regulation
Recital 30

*Text proposed by the Commission*

(30) In order to amend the content and format of the label, to introduce requirements with respect to re-treaded tyres, abrasion and mileage, and to adapt the Annexes to technical progress, 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. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council should receive all documents at the same time as Member States' experts, and their experts should systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

*Amendment*

(30) In order to amend the content and format of the label, to introduce requirements with respect to re-treaded, *snow or ice* tyres, abrasion and mileage, and to adapt the Annexes to technical progress, 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. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council should receive all documents at the same time as Member States' experts, and their experts should systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

Amendment 13

Proposal for a regulation
Recital 30 a (new)

**Text proposed by the Commission**

(30 a) Data on mileage and abrasion of tyres, once a suitable testing method is available, will be a beneficial tool informing consumers about the durability, lifetime and the unintended release of microplastics of their purchased tyre. Mileage information would also enable consumers to make an informed choice with regard to tyres with a longer lifetime, which would help protect the environment, and at the same time allow them to estimate the operating costs of the tyres over a longer period. Therefore, mileage and abrasion performance data should be added to the label when a relevant, meaningful and reproducible testing method becomes available for the application of this Regulation. Research and development of new technologies in that field should continue. An indication of mileage and tyre abrasion would be a fundamental change to the label and should therefore be made in the next revision of this Regulation.

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Amendment 14

Proposal for a regulation
Recital 32

**Text proposed by the Commission**

(32) In order to reinforce confidence in the label and to ensure its accuracy, the declaration that suppliers make on the label regarding the values for rolling resistance, wet grip and noise should be subject to the type approval process under Regulation (EC) No 661/2009.

**Amendment**

(32) In order to reinforce confidence in the label and to ensure its accuracy, the declaration that suppliers make on the label regarding the values for rolling resistance, wet grip, **snow grip** and noise should be subject to the type approval process under Regulation (EC) No 661/2009.
Amendment 15
Proposal for a regulation
Recital 32 a (new)

Text proposed by the Commission

Amendment

(32 a) The size of the label should remain the same as that set out in Regulation (EC) No 1222/2009. Details on Snow Grip and Ice Grip and the QR code should be included in the label.

Amendment 16
Proposal for a regulation
Article 1 – paragraph 1

Text proposed by the Commission

Amendment

1. The aim of this Regulation is to promote fuel-efficient, safe and sustainable tyres with low noise levels that could help to minimise the impact on the environment and health while improving safety and the economic efficiency of road transport.

Amendment 17
Proposal for a regulation
Article 2 – paragraph 1

Text proposed by the Commission

Amendment

1. This Regulation applies to C1, C2 and C3 tyres that are placed on the market.

Amendment 18
Proposal for a regulation
Article 3 – paragraph 1 – point 19

Text proposed by the Commission

Amendment

1. The aim of this Regulation is to promote fuel-efficient, safe and sustainable tyres with low noise levels.
Text proposed by the Commission

1. Suppliers shall ensure that C1, C2 and C3 tyres that are placed on the market are accompanied:

<table>
<thead>
<tr>
<th>Amendment</th>
<th>Proposal for a regulation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amendment 19</td>
<td>Article 4 – paragraph 1 – introductory part</td>
</tr>
</tbody>
</table>

Text proposed by the Commission

1. Suppliers shall ensure that C1, C2 and C3 tyres that are placed on the market are accompanied free of charge:

Amendment

Proposal for a regulation

Article 4 – paragraph 1 – point a

Text proposed by the Commission

(a) for each individual tyre, with a label complying with Annex II in the form of a sticker, indicating the information and class for each of the parameters set out in Annex I, and with a product information sheet as set out in Annex IV;

<table>
<thead>
<tr>
<th>Amendment</th>
<th>Proposal for a regulation</th>
</tr>
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<tr>
<td>Amendment 20</td>
<td>Article 4 – paragraph 1 – point a</td>
</tr>
</tbody>
</table>

Text proposed by the Commission

(a) for each individual tyre, with a label complying with Annex II in the form of a sticker, indicating the information and class for each of the parameters set out in Annex I, and with a product information sheet as set out in Annex IV; or

Amendment

Proposal for a regulation

Article 4 – paragraph 2

Text proposed by the Commission

2. In relation to tyres sold on the internet, suppliers shall ensure that the label is displayed in proximity to the price and that the product information sheet can

<table>
<thead>
<tr>
<th>Amendment</th>
<th>Proposal for a regulation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amendment 21</td>
<td>Article 4 – paragraph 2</td>
</tr>
</tbody>
</table>

Text proposed by the Commission

2. In relation to tyres advertised or sold on the internet, suppliers shall make the label available and ensure in purchasing situation that the label is
be accessed. The label may be displayed using a nested image, after a mouse click, mouse roll-over, tactile screen expansion or using similar techniques.

Amendment 22
Proposal for a regulation
Article 4 – paragraph 3

Text proposed by the Commission

3. Suppliers shall ensure that any visual advertisement for a specific type of tyre, including on the internet, shows the label.

Amendment

deleted

Amendment 23
Proposal for a regulation
Article 4 – paragraph 4

Text proposed by the Commission

4. Suppliers shall ensure that any technical promotional material concerning a specific type of tyre, including on the internet, meets the requirements of Annex V.

Amendment

4. Suppliers shall ensure that any technical promotional material concerning a specific type of tyre, including on the internet, displays the label and meets the requirements of Annex V.

Amendment 24
Proposal for a regulation
Article 4 – paragraph 5

Text proposed by the Commission

5. Suppliers shall ensure that the values, the related classes and any additional performance information they declare on the label for the essential parameters set out in Annex I have been subject to the type approval process under

Amendment

5. Suppliers shall ensure that the values, the related classes, the model identifier and any additional performance information they declare on the label for the essential parameters set out in Annex I, as well as the technical documentation
parameters set out in Annex III have been provided subject to the Type Approval authorities before placing a tyre on the market. The Type Approval Authority shall acknowledge the receipt of and verify the documentation from the supplier.

Amendment 25

Proposal for a regulation
Article 4 – paragraph 7

Text proposed by the Commission

7. Suppliers shall make technical documentation in accordance with Annex III available to the authorities of Member States on request.

Amendment

7. Suppliers shall make technical documentation in accordance with Annex III available to the authorities of Member States or to any accredited third party on request.

Amendment 26

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

Text proposed by the Commission

(a) tyres, at the point of sale, bear the label in accordance with Annex II in the form of a sticker provided by suppliers in accordance with point (a) of Article 4(1) in a clearly visible position;

Amendment

(a) tyres, at the point of sale, bear the label in accordance with Annex II in the form of a sticker provided by suppliers in accordance with point (a) of Article 4(1) in a clearly visible position; or

Amendment 27

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

Text proposed by the Commission

(b) before the sale of a tyre, belonging to a batch of one or more identical tyres,

Amendment

(b) before the sale of a tyre, belonging to a batch of one or more identical tyres,
the label referred to in point (b) of Article 4(1) is shown to the end-user and is clearly displayed in the immediate proximity of the tyre at the point of sale.

Amendment 28

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

Text proposed by the Commission

Amendment

(b a) the label is affixed directly to the tyre and is legible in its entirety with nothing obstructing its visibility.

Amendment 29

Proposal for a regulation
Article 6 – paragraph 2

Text proposed by the Commission

Amendment

2. Distributors shall ensure that any visual advertisement for a specific type of tyre, including on the internet, shows the label.

deleted

Amendment 30

Proposal for a regulation
Article 6 – paragraph 3

Text proposed by the Commission

Amendment

3. Distributors shall ensure that any technical promotional material concerning a specific type of tyre, including on the internet, displays the label and meets the requirements of Annex V.

Amendment 31

Proposal for a regulation
Article 6 – paragraph 7
7. In relation to tyres sold directly on the internet, distributors shall ensure that the label is displayed in proximity to the price and that the product information sheet can be accessed. The label may be displayed using a nested image, after a mouse click, mouse roll-over, tactile screen expansion or using similar techniques.

Amendment 32
Proposal for a regulation
Article 8 – paragraph 1

Text proposed by the Commission
The information to be provided under Articles 4, 6 and 7 on the parameters indicated on the label shall be obtained by applying the testing and measurement methods referred to in Annex I, and the laboratory alignment procedure referred to in Annex VI.

Amendment
The information to be provided under Articles 4, 6 and 7 on the parameters indicated on the label shall be obtained in accordance with the testing methods referred to in Annex I, and the laboratory alignment procedure referred to in Annex VI.

Amendment 33
Proposal for a regulation
Article 10 – paragraph 2 a (new)

Text proposed by the Commission
2 a. Member States shall ensure that the national market surveillance authorities establish a system of routine and ad-hoc inspections of points of sale for the purposes of ensuring compliance with this Regulation.

Amendment
2 a. In relation to tyres advertised or sold directly on the internet, distributors shall make the label available and ensure in purchasing situation that the label is displayed in proximity to the price and that the product information sheet can be accessed.
Amendment 34
Proposal for a regulation
Article 11 – paragraph 3

Text proposed by the Commission

3. Member States' general market surveillance programmes established pursuant to [Article 13 of Regulation (EC) No 765/2008/Regulation on compliance and enforcement proposed under COM(2017)795] shall include actions to ensure the effective enforcement of this Regulation.

Amendment
3. Member States' general market surveillance programmes established pursuant to [Article 13 of Regulation (EC) No 765/2008/Regulation on compliance and enforcement proposed under COM(2017)795] shall include actions to ensure the effective enforcement of this Regulation and shall be strengthened.

Amendment 35
Proposal for a regulation
Article 11 a (new)

Text proposed by the Commission

Article 11a
Re-treaded tyres
By ... [two years after the entry into force of this Regulation], the Commission shall adopt delegated acts in accordance with Article 13 in order to supplement this Regulation by introducing new information requirements to the Annexes for re-treaded tyres, provided that a suitable and feasible method is available.

Amendment

Article 11b
Snow and ice grip
By 1 June 2020, the Commission shall adopt, delegated acts in accordance with Article 13 in order to supplement this
Regulation by introducing parameters and information requirements for snow and ice-grip tyres, with the aim of reflecting the comparative performance of the tyres under snowy and icy circumstances and of displaying the updated labels both in shops and online six months after the date of entry into force of those delegated acts.

Amendment 37
Proposal for a regulation
Article 12 – paragraph 1 – point a a (new)

Text proposed by the Commission

(\textit{aa}) introduce parameters and information requirements for snow and ice-grip tyres;

Amendment 38
Proposal for a regulation
Article 12 – paragraph 1 – point a b (new)

Text proposed by the Commission

(\textit{ab}) introduce a suitable testing method to measure tyre snow and ice-grip tyre performances;

Amendment 39
Proposal for a regulation
Article 12 – paragraph 1 – point b

Text proposed by the Commission

(\textit{b}) introduce parameters or information requirements to the Annexes in particular for mileage and abrasion, provided suitable testing methods are available;

deleted
Amendment 40
Proposal for a regulation
Article 12 – paragraph 2

Text proposed by the Commission
Where appropriate, when preparing delegated acts, the Commission shall test the design and content of the labels for specific product groups with representative groups of Union customers to ensure their clear understanding of the labels.

Amendment
When preparing delegated acts, the Commission shall test the design and content of the labels for tyres with representative groups of Union customers to ensure their clear understanding of the labels.

Amendment 41
Proposal for a regulation
Article 14 – paragraph 1

Text proposed by the Commission
By 1 June 2026, the Commission shall carry out an evaluation of this Regulation and present a report to the European Parliament, the Council and the European Economic and Social Committee.

Amendment
By 1 June 2022, the Commission shall carry out an evaluation of this Regulation complemented by an impact assessment and a consumer survey, and submit a report to the European Parliament, the Council and the European Economic and Social Committee. The report shall assess the requirements to introduce new tyre classes, a new label format or new tyre parameters, in particular for mileage and abrasion, provided suitable testing methods are available, and shall be accompanied, if appropriate, by a legislative proposal to amend this Regulation.

Amendment 42
Proposal for a regulation
Article 14 – paragraph 2
That report shall assess how effectively this Regulation and the delegated acts adopted pursuant thereto have allowed end-users to choose higher performing tyres, taking into account its impacts on business, fuel consumption, safety, greenhouse gas emissions and market surveillance activities. It shall also assess the costs and benefits of independent and mandatory third party verification of the information provided in the label, taking also into account the experience with the broader framework provided by Regulation (EC) No 661/2009.

Amendment 43
Proposal for a regulation
Article 17 – paragraph 2

Text proposed by the Commission

It shall apply from 1 June 2020.

Amendment

It shall apply from ... [12 months after the date of entry into force of this Regulation].

Amendment 44
Proposal for a regulation
Annex I – part A – paragraph 1

Text proposed by the Commission

The fuel efficiency class shall be determined and illustrated on the label on the basis of the rolling resistance coefficient (RRC) according to the ‘A’ to ‘G’ scale specified below and measured in accordance with Annex 6 to UNECE Regulation No 117 and its subsequent amendments and aligned according to the procedure laid down in Annex VI.

Amendment

The fuel efficiency class shall be determined and illustrated on the label on the basis of the rolling resistance coefficient (RRC) according to the ‘A’ to ‘G’ scale specified below and in accordance with Annex 6 to UNECE Regulation No 117 and its subsequent amendments and aligned according to the procedure laid down in Annex VI.
Amendment 45

Proposal for a regulation
Annex I – part A – paragraph 2 a (new)

Text proposed by the Commission

Amendment

F class for C1, C2, C3 tyres shall no longer be placed on the market after the full implementation of the provision of type-approval requirements of Regulation (EC) No 661/2009 and shall be shown on the label in grey.

Amendment 46

Proposal for a regulation
Annex I – Part A – table

Text proposed by the Commission

<table>
<thead>
<tr>
<th>C1 tyres</th>
<th>C2 tyres</th>
<th>C3 tyres</th>
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</thead>
<tbody>
<tr>
<td>RRC in kg/t</td>
<td>Energy efficiency class</td>
<td>RRC in kg/t</td>
</tr>
<tr>
<td>RRC ≤ 5,4</td>
<td>A</td>
<td>RRC ≤ 4,4</td>
</tr>
<tr>
<td>5,5 ≤ RRC ≤ 6,5</td>
<td>B</td>
<td>4,5 ≤ RRC ≤ 5,5</td>
</tr>
<tr>
<td>6,6 ≤ RRC ≤ 7,7</td>
<td>C</td>
<td>5,6 ≤ RRC ≤ 6,7</td>
</tr>
<tr>
<td>7,8 ≤ RRC ≤ 9,0</td>
<td>D</td>
<td>6,8 ≤ RRC ≤ 8,0</td>
</tr>
<tr>
<td>9,1 ≤ RRC ≤ 10,5</td>
<td>E</td>
<td>8,1 ≤ RRC ≤ 9,2</td>
</tr>
<tr>
<td>RRC ≥ 10,6</td>
<td>F</td>
<td>RRC ≥ 9,3</td>
</tr>
</tbody>
</table>

Amendment

<table>
<thead>
<tr>
<th>C1 tyres</th>
<th>C2 tyres</th>
<th>C3 tyres</th>
</tr>
</thead>
<tbody>
<tr>
<td>RRC in kg/t</td>
<td>Energy efficiency class</td>
<td>RRC in kg/t</td>
</tr>
<tr>
<td>RRC ≤ 6,5</td>
<td>A</td>
<td>RRC ≤ 5,5</td>
</tr>
<tr>
<td>6,6 ≤ RRC ≤ 7,7</td>
<td>B</td>
<td>5,6 ≤ RRC ≤ 6,7</td>
</tr>
<tr>
<td>7,8 ≤ RRC</td>
<td>C</td>
<td>6,8 ≤ RRC</td>
</tr>
</tbody>
</table>
≤ 9,0

Empty  D  Empty  D  ≤ 6,0

9,1 ≤ RRC ≤ 10,5

E  8,1 ≤ RRC ≤ 9,2  E  7,1 ≤ RRC ≤ 8,0

10,6 ≤ RRC ≤ 12,0

F  9,3 ≤ RRC ≤ 10,5  F  RRC ≥ 8,1  F

Amendment 47

Proposal for a regulation
Annex I – part B – point 1

Text proposed by the Commission

1. The wet grip class shall be determined and illustrated on the label on the basis of the wet grip index (G) according to the ‘A’ to ‘G’ scale specified in the table below, calculated in accordance with point 2 and measured in accordance with Annex 5 to UNECE Regulation 117.

Amendment

1. The wet grip class shall be determined and illustrated on the label on the basis of the wet grip index (G) according to the ‘A’ to ‘G’ scale specified in the table below, calculated in accordance with point 2 and in accordance with Annex 5 to UNECE Regulation 117.

Amendment 48

Proposal for a regulation
Annex I – part B – point 1 a (new)

Text proposed by the Commission

1a. F class for C1, C2, C3 tyres shall no longer be placed on the market after the full implementation of the provision of type-approval requirements of Regulation (EC) No 661/2009 and shall be shown on the label in grey.

Amendment

1a. F class for C1, C2, C3 tyres shall no longer be placed on the market after the full implementation of the provision of type-approval requirements of Regulation (EC) No 661/2009 and shall be shown on the label in grey.

Amendment 49

Proposal for a regulation
Annex I – Part B – point 2 – table

Text proposed by the Commission
<table>
<thead>
<tr>
<th>C1 tyres</th>
<th>C2 tyres</th>
<th>C3 tyres</th>
</tr>
</thead>
<tbody>
<tr>
<td>G</td>
<td>Wet</td>
<td>G</td>
</tr>
<tr>
<td>grip</td>
<td>grip</td>
<td>class</td>
</tr>
<tr>
<td>$1,68 \leq G$</td>
<td>A</td>
<td>$1,53 \leq G$</td>
</tr>
<tr>
<td>$1,55 \leq G \leq 1,67$</td>
<td>B</td>
<td>$1,40 \leq G \leq 1,52$</td>
</tr>
<tr>
<td>$1,40 \leq G \leq 1,54$</td>
<td>C</td>
<td>$1,25 \leq G \leq 1,39$</td>
</tr>
<tr>
<td>$1,25 \leq G \leq 1,39$</td>
<td>D</td>
<td>$1,10 \leq G \leq 1,24$</td>
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<tr>
<td>$1,10 \leq G \leq 1,24$</td>
<td>E</td>
<td>$0,95 \leq G \leq 1,09$</td>
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<tr>
<td>$G \leq 1,09$</td>
<td>F</td>
<td>$G \leq 0,94$</td>
</tr>
<tr>
<td>Empty</td>
<td>G</td>
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**Amendment**

<table>
<thead>
<tr>
<th>C1 tyres</th>
<th>C2 tyres</th>
<th>C3 tyres</th>
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</thead>
<tbody>
<tr>
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<td>G</td>
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<tr>
<td>$G \leq 1,09$</td>
<td>F</td>
<td>$G \leq 0,94$</td>
</tr>
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</table>

**Amendment 50**

Proposal for a regulation
Annex I – part C – title

_As text proposed by the Commission_  
_C External rolling noise classes and measured value_  

**Amendment**

_C External rolling noise classes and value_

**Amendment 51**

Proposal for a regulation
Annex I – part C – paragraph 1

_As text proposed by the Commission_  
_C External rolling noise classes and measured value_  

**Amendment**

_C External rolling noise classes and value_
The external rolling noise measured value (N) shall be declared in decibels and calculated in accordance with Annex 3 to UNECE Regulation No 117.

Amendment 52
Proposal for a regulation
Annex I – part C – paragraph 2

Text proposed by the Commission

The external rolling noise class shall be determined and illustrated on the label on the basis of the limit values (LV) set out in Part C of Annex II of Regulation (EC) No 661/2009 as follows.

Amendment

The external rolling noise class shall be determined and illustrated on the label in accordance with the limit values (LV) Stage 2 set out in UNECE Regulation No 117.

Amendment 53
Proposal for a regulation
Annex I – Part C – paragraph 3

Text proposed by the Commission

N in dB
External rolling noise class

Amendment

N in dB
External rolling noise class

\[ N \leq LV - 6 \]

\[ LV - 6 < N \leq LV - 3 \]

\[ N > LV - 3 \]
Amendment 54

Proposal for a regulation
Annex I – part D – paragraph 1

Text proposed by the Commission
The snow performance shall be tested in accordance with Annex 7 to UNECE Regulation No 117.

Amendment
The snow performance shall be labelled in accordance with Annex 7 to UNECE Regulation No 117.

Amendment 55

Proposal for a regulation
Annex I – part D – paragraph 2

Text proposed by the Commission
A tyre which satisfies the minimum snow index values set out in UNECE Regulation No 117 shall be classified as a snow tyre and the following icon shall be included on the label.

Amendment
A tyre which satisfies the minimum snow index values set out in UNECE Regulation No 117 shall be classified as a snow tyre and the following icon may be included on the label.

Amendment 56

Proposal for a regulation
Annex I – part E – paragraph 1

Text proposed by the Commission
The ice performance shall be tested in accordance with ISO 19447.

Amendment
The ice performance shall be labelled in accordance with ISO 19447.

Amendment 57

Proposal for a regulation
Annex I – part E – paragraph 2

Text proposed by the Commission
A tyre which satisfies the minimum ice index value set out in ISO 19447 shall be classified as an ice tyre and the following icon shall be included on the label.

Amendment
A tyre which satisfies the minimum ice index value set out in ISO 19447 and type approved according to the snow performance in UNECE Regulation No 117 shall be classified as an ice tyre and
the following icon *may* be included on the label.
EXPLANATORY STATEMENT

The Union is committed to building an Energy Union with a forward-looking climate policy. Energy efficiency is a crucial element of the Union's 2030 Climate and Energy Policy Framework and is key to moderating energy demand.

Energy labelling enables customers to make informed choices based on the energy consumption of energy-related products. Information on efficient and sustainable energy-related products makes a significant contribution to energy savings and to reducing energy bills, while at the same time promoting innovation and investments into the production of more energy efficient products. Improving the efficiency of energy-related products through informed customer choice and harmonising related requirements at Union level benefits also manufacturers, industry and the Union economy overall.

Legislation was first introduced in November 2012 requiring all tyres to carry labels with information about their fuel efficiency, wet grip and the amount of rolling noise generated.

Tyres are much more than an energy product as they are an active safety element, as they are the only point of contact between the vehicle and the road. Furthermore, there is a trade-off between environmental performances and safety.

An ambitious regulation should also consistently impose the appropriate legal instrument as it gives clear and detailed rules, which preclude divergent transposition by Member States, and thus ensures a higher degree of harmonisation across the Union. A harmonised regulatory framework at Union rather than at Member State level reduces costs for manufacturers, ensures a level playing field and the free movement of goods across the internal market.

The rapporteur supports in particular those elements of the proposal aiming at strengthening market surveillance through sanctions and penalties, increasing the visibility of the label – especially concerning distant selling – and introducing stronger obligations for Member States.

In this context, the rapporteur believes that a more ambitious approach could deliver better results. He wants to strengthen labelling regulations, by making it mandatory for tyre labels to be shown to motorists in all situations and including information on snow and ice performance. Before rescaling, the Commission should carry out an appropriate preparatory study.

The Rapporteur believes that the implementation of this Regulation should allow enough time for manufacturers to comply with the predictable scheme, whereby the parameters can be adjusted to technical progress.
OPINION OF THE COMMITTEE ON THE ENVIRONMENT, PUBLIC HEALTH AND FOOD SAFETY

for the Committee on Industry, Research and Energy


Rapporteur for opinion: Adina-Ioana Vălean

AMENDMENTS

The Committee on the Environment, Public Health and Food Safety calls on the Committee on Industry, Research and Energy, as the committee responsible, to take into account the following amendments:

Amendment 1

Proposal for a regulation
Recital 5

Text proposed by the Commission

(5) Tyres are characterised by a number of interrelated parameters that are interrelated. Improving one parameter such as rolling resistance may have an adverse impact on others such as wet grip, while improving wet grip may have an adverse impact on external rolling noise. Tyre manufacturers should be encouraged to optimise all parameters beyond the standards already achieved.

Amendment

(5) Tyres are characterised by a number of parameters that are interrelated. Improving one parameter such as rolling resistance may have an adverse impact on others such as wet grip, while improving wet grip may have an adverse impact on external rolling noise. Tyre manufacturers should be encouraged to optimise all parameters beyond the standards already achieved.
Amendment 2
Proposal for a regulation
Recital 13

Text proposed by the Commission

(13) The abrasion of tyres during use is a significant source of microplastics, which are harmful to the environment, and the Commission’s Communication “A European Strategy for Plastics in a Circular Economy”\textsuperscript{16} therefore mentions the need to address unintentional release of microplastics from tyres, inter alia through information measures such as labelling and minimum requirements for tyres. \textit{However,} a suitable testing method to measure tyre abrasion is not currently available. \textbf{Therefore, the Commission should mandate the development of such a method}, taking into full consideration all state-of-the-art internationally developed or proposed standards or regulations, with a view to establishing a suitable testing method as soon as possible.

\textsuperscript{16} COM(2018) 28 final

Amendment

(13) The abrasion of tyres during use is a significant source of microplastics, which are harmful to the environment, and the Commission’s Communication “A European Strategy for Plastics in a Circular Economy”\textsuperscript{16} therefore mentions the need to address unintentional release of microplastics from tyres, inter alia through information measures such as labelling and minimum requirements for tyres. Applying labelling requirements with regards to the abrasion rate of tyres would bring substantial benefits to human health and the environment. \textbf{Therefore, the Commission should introduce} a suitable testing method to measure tyre abrasion as soon as possible, taking into full consideration all state-of-the-art internationally developed or proposed standards or regulations, with a view to introduce parameters and information requirements for the abrasion of tyres before the date of application of this Regulation.

\textsuperscript{16} COM(2018) 28 final

Amendment 3
Proposal for a regulation
Article 1 – paragraph 1

Text proposed by the Commission

1. The aim of this Regulation is to increase the safety, health protection, and the economic and environmental efficiency of road transport by promoting fuel-efficient and safe tyres with low noise levels.

Amendment

1. The aim of this Regulation is to increase the safety, health protection, and the economic and environmental efficiency of road transport by promoting fuel-efficient and safe tyres with low noise levels \textit{and a minimum impact on the}
Amendment 4

Proposal for a regulation
Article 4 – paragraph 5

Text proposed by the Commission

5. Suppliers shall ensure that the values, the related classes and any additional performance information they declare on the label for the essential parameters set out in Annex I have been subject to the type approval process under Regulation (EC) No 661/2009.

Amendment

5. Suppliers shall ensure that the values, the related classes, the model identifier and any additional performance information they declare on the label for the essential parameters set out in Annex I and that the technical documentation parameters set out in Annex III have been provided to the Type Approval Authority before placing a tyre on the market. The Type Approval Authority shall acknowledge the receipt of the documentation from the supplier.

Justification

In principle, the type approval process and the labelling process are independent procedures. However, reporting to type approval authorities can have an added value with regard to controls and correct implementation. Receiving all necessary information, before the tyres are put on the market, would allow them to conduct tests on the accuracy of label measurements, should they wish to do so.

Amendment 5

Proposal for a regulation
Article 11 a (new)

Text proposed by the Commission

Article 11a

Mileage and abrasion

1. The Commission shall adopt, no later than 1 January 2020, delegated acts in accordance with Article 13 in order to supplement this Regulation by introducing parameters and information requirements for the mileage and abrasion of tyres.
2. For that purpose, the Commission is empowered to adopt delegated acts in accordance with Article 13 in order to introduce a suitable testing method to measure tyre abrasion.

Amendment 6

Proposal for a regulation
Article 12 – paragraph 1 – point a

Text proposed by the Commission

Amendment

(a) introduce changes to the content and format of the label;

deleted

Justification

The content and the format of the label are fundamental elements of the regulation and should be subject to co-decision.

Amendment 7

Proposal for a regulation
Article 12 – paragraph 1 – point b

Text proposed by the Commission

Amendment

(b) introduce parameters or information requirements to the Annexes in particular for mileage and abrasion, provided suitable testing methods are available;

deleted

Justification

Parameters or information on mileage and abrasion are fundamental elements of the regulation and should be subject to co-decision.

Amendment 8

Proposal for a regulation
Article 12 – paragraph 1 – point b a (new)
(ba) introduce grading parameters to reflect the performance of retreaded tyres provided that a suitable harmonised testing method is available and a feasibility assessment has been carried out;

Amendment 9

Proposal for a regulation
Article 14 – paragraph 1

Text proposed by the Commission

By 1 June 2026, the Commission shall carry out an evaluation of this Regulation and present a report to the European Parliament, the Council and the European Economic and Social Committee.

Amendment

By 1 June 2022, the Commission shall carry out an evaluation of this Regulation and present a report to the European Parliament, the Council and the European Economic and Social Committee.

Amendment 10

Proposal for a regulation
Article 15 a (new)

Text proposed by the Commission

Article 15a

Amendment to Regulation (EC) No 661/2009

In Article 5 of Regulation (EC) No 661/2009, the following point (na) is added:

“(na) abrasion rate of tyres”.

Amendment
## PROCEDURE – COMMITTEE ASKED FOR OPINION

| Title | Labelling of tyres with respect to fuel efficiency and other essential parameters |
| Committee responsible | ITRE 11.6.2018 |
| Opinion by | ENVI 11.6.2018 |
| Rapporteur | Adina-Ioana Vălean 21.6.2018 |
| Date adopted | 20.11.2018 |
| Result of final vote | +: 45  
-: 1  
0: 0 |
| Members present for the final vote | Marco Affronte, Pilar Ayuso, Zoltán Balczó, Catherine Bearder, Ivo Belet, Biljana Borzan, Paul Brannen, Nessa Childers, Birgit Collin-Langen, Seb Dance, Mark Demesmaeker, Bas Eickhout, Francesc Gambús, Gerben-Jan Gerbrandy, Jens Gieseke, Julie Girling, Sylvie Goddyn, Françoise Grossetête, Benedek Jávor, Karin Kadenbach, Urszula Krupa, Giovanni La Via, Jo Leinen, Peter Liese, Valentinas Mazuronis, Susanne Melior, Miroslav Mikolášik, Massimo Paolucci, Gilles Pargneaux, Bolesław G. Piecha, Julia Reid, Frédérique Ries, Annie Schreijer-Pierik, Adina-Ioana Vălean, Jadwiga Wiśniewska |
| Substitutes present for the final vote | Cristian-Silviu Buşoi, Nicola Caputo, Martin Häusling, Gesine Meissner, Tilly Metz, Ulrike Müller, Carlos Zorrinho |
| Substitutes under Rule 200(2) present for the final vote | Mercedes Bresso, Innocenzo Leontini, Olle Ludvigsson, Ana Miranda |
# FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

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Key to symbols:
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- : against
0 : abstention
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<td>Michal Boni 4.7.2018</td>
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## FINAL VOTE BY ROLL CALL IN COMMITTEE RESPONSIBLE

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Key to symbols:
- + : in favour
- - : against
- 0 : abstention

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