REPORT


Committee on the Environment, Public Health and Food Safety

Rapporteur: Esther de Lange

Rapporteur for the opinion (*): Anna Cavazzini, Committee on the Internal Market and Consumer Protection

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 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.
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DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION


(Ordinary legislative procedure: first reading)

The European Parliament,

– having regard to the Commission proposal to Parliament and the Council (COM(2019)0208),
– having regard to Article 294(2) and Article 114 of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C9-0009/2019),
– 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 25 September 2019¹,
– having regard to Rule 59 of its Rules of Procedure,
– having regard to the opinions of the Committee on the Internal Market and Consumer Protection and the Committee on Transport and Tourism,
– having regard to the report of the Committee on the Environment, Public Health and Food Safety (A9-0139/2020),

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.

¹ OJ C 14, 15.1.2020, p. 78.
Amendment 1

Proposal for a regulation
Recital 2

Text proposed by the Commission

(2) Regulation (EC) No 715/2007 requires new light-duty vehicles to comply with certain emission limits (Euro 5 and Euro 6 standards) and lays down additional requirements on access to vehicle repair and maintenance information. The specific technical provisions necessary to implement that Regulation were set out in Commission Regulation (EC) No 692/2008 and subsequently, in Commission Regulation (EU) 2017/1151.

Amendment

(2) Regulation (EC) No 715/2007 requires new light-duty vehicles to comply with certain emission limits (Euro 5 and Euro 6 standards) and lays down additional requirements on access to vehicle repair and maintenance information, as amended and further consolidated by Regulation (EU) 2018/858 which applies from 1 September 2020. The specific technical provisions necessary to implement Regulation (EC) No 715/2007 were set out in Commission Regulation (EU) 2017/1151.


Amendment 2
Proposal for a regulation Recital 3

Text proposed by the Commission

(3) The type-approval requirements relating to emissions from motor vehicles have been gradually and significantly tightened through the introduction and subsequent revision of Euro standards. While vehicles in general have delivered substantial emission reductions across the range of regulated pollutants, this was not the case for NOx emissions from diesel engines or particles for gasoline direct injection engines, installed in particular in light-duty vehicles. Actions for correcting this situation are therefore needed.

Amendment

(3) The type-approval requirements relating to emissions from motor vehicles have been gradually and significantly tightened through the introduction and subsequent revision of Euro standards. While vehicles in general have delivered substantial emission reductions across the range of regulated pollutants, this was not the case for NOx emissions from diesel engines or particles for gasoline direct injection engines, installed in particular in light-duty vehicles. Actions to correct this situation are therefore needed.

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

Text proposed by the Commission

(3a) The 2019 Air Quality Report published by the European Environment Agency (EEA) estimated that in 2016 long-term exposure to air pollution has been responsible to more than 506 000 premature deaths in the EU-28. The report also confirmed that road transport...
continued to be the primary source of $\text{NO}_x$ emissions in the EU-28 in 2017, representing around 40% of total EU $\text{NO}_x$ emissions, and that around 80% of the total $\text{NO}_x$ emission from road transport is generated by diesel powered vehicles;

\[1^a\text{ EEA Air Quality in Europe 2019 report.}\]

Amendment 4

Proposal for a regulation
Recital 3 b (new)

Text proposed by the Commission

(3b) Access to vehicle repair and maintenance information for independent operators is crucial in order to re-establish consumer trust.

Amendment 5

Proposal for a regulation
Recital 3 c (new)

Text proposed by the Commission

(3c) Recent violations of the existing legal framework by manufacturers, including violations of their legal obligations under Regulation (EC) No 715/2007, demonstrated the weaknesses of control and enforcement mechanisms. Consumers were left without satisfactory compensation, since even where compensation was granted, it often did not bring the vehicles into conformity with Euro 5 and 6 standards. Since the increasing number of diesel bans across European cities affect citizens’ daily life, adequate compensation measures would be to equip non-compliant vehicles with the adapted exhaust treatment technology (hardware change) or, in the event that
the consumer wished to exchange a purchased vehicle for a cleaner model, the offer of conversion premiums.

Amendment 6
Proposal for a regulation
Recital 5

Text proposed by the Commission

(5) As a result, the Commission developed a new methodology for testing vehicle emissions in real-driving conditions, the real-driving emissions (RDE) test procedure. The RDE test procedure was introduced by Commission Regulations (EU) 2016/427\(^{18}\) and (EU) 2016/646\(^{19}\), subsequently taken over into Regulation (EU) 2017/1151 and further improved by Commission Regulation (EU) 2017/1154\(^{20}\).


Amendment 7
Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) Regulation (EU) 2016/646 introduced the dates of application of the RDE test procedure, as well as the compliance criteria for RDE. For that purpose, pollutant-specific conformity factors were used to take account of statistical and technical uncertainties of the measurements conducted by means of Portable Emission Measurement Systems (PEMS).

Amendment

(6) Regulation (EU) 2016/646 introduced the dates of application of the RDE test procedure, as well as the compliance criteria for RDE. The introduction of the dates of application for passenger vehicles and light-duty vehicles was chosen in a yearly sequence to ensure timely planning for the manufacturers of each vehicle group. For that purpose, pollutant-specific conformity factors were introduced, to take account of statistical and technical uncertainties of the measurements conducted by means of Portable Emission Measurement Systems
Amendment 8
Proposal for a regulation
Recital 6 a (new)

Text proposed by the Commission

Amendment

(6a) According to the EEA report from 2016, the gap between real-world and laboratory emissions was mainly due to three factors: an outdated test procedure, flexibilities in the current procedure and in-use factors which are driver dependent. A study is required in order to establish the margin that is due to the driving style and to the outside temperature. A clear distinction should be made between the CF, the device-related margin and the margin of the in-use factor which is driver- and temperature-dependent.

Amendment 9
Proposal for a regulation
Recital 7

Text proposed by the Commission

Amendment

(7) On 13 December 2018, the General Court delivered judgment in Joined Cases T-339/16, T-352/16 and T-391/16 concerning an action for annulment of Regulation (EU) 2016/646. The General Court annulled the part of Regulation (EU) 2016/646 which established the conformity factors used to assess compliance of RDE test results with the emission limits laid down in Regulation (EC) No 715/2007. The Court found that only the legislator could introduce those conformity factors as they touched upon an essential element of Regulation (EC) No 715/2007.

(7) On 13 December 2018, the General Court delivered judgment in Joined Cases T-339/16, T-352/16 and T-391/16 concerning an action for annulment of Regulation (EU) 2016/646. The General Court annulled the part of Regulation (EU) 2016/646 which had established the conformity factors used to assess compliance of RDE test results with the emission limits laid down in Regulation (EC) No 715/2007. The Court found that only the legislator could introduce those conformity factors as they touched upon an essential element of Regulation (EC) No 715/2007 and “result in the de facto amendment of the limits on the emissions of oxides of nitrogen laid down for the
Euro 6 standards, even though those limits are to apply to those tests”.

Amendment 10
Proposal for a regulation
Recital 8

Text proposed by the Commission

(8) The General Court did not question the technical justification of the conformity factors. Therefore, and given that at the current stage of technological development there is still a discrepancy between emissions measured in real driving and those measured in a laboratory, it is appropriate to introduce the conformity factors into Regulation (EC) No 715/2007.

Amendment

(8) The General Court raised doubts as to “whether the Commission’s reliance on possible statistical errors is well founded”, in particular as regards the temporary conformity factor of 2,1 and stated that “statistical uncertainties are corrected by representativeness of the sample or of the testing or by the volume of testing”. Moreover, as regards the introduced margin of technical uncertainty, the Court affirmed that “it is impossible to determine, following an RDE test, whether a vehicle being tested complies with the legal limits or is even close to them”. Any measurement equipment has a margin of technical uncertainty and PEMS equipment, given their use in more variable conditions, has been found to have a somewhat larger margin compared to non-mobile laboratory equipment even though this can in fact mean both over- and under-estimating emissions. Given that at the current stage of technological development there is still a discrepancy between emissions measured in real driving and those measured in a laboratory, it is appropriate to temporarily introduce conformity factors into Regulation (EC) No 715/2007.

Amendment 11
Proposal for a regulation
Recital 8 a (new)
Text proposed by the Commission

(8a) The European Parliament's resolution of 28 March 2019 on recent developments in the 'Dieselgate' scandal welcomed the ruling of the General Court, and explicitly asked the Commission not to introduce any new conformity factor in order to ensure Euro 6 standards are not further diluted and are instead met under normal conditions of use, as originally provided for in Regulation (EC) 715/2007.

Amendment 12

Proposal for a regulation
Recital 9

Text proposed by the Commission

(9) In order to allow manufacturers to comply with the Euro 6 emission limits in the context of RDE test procedure, the compliance criteria for RDE should be introduced in two steps. During the first step, upon the request of the manufacturer, a temporary conformity factor should apply, while as a second step only the final conformity factor should be used. The Commission should keep under review the final conformity factors in light of technical progress.

Amendment

(9) In order to allow manufacturers to comply with the Euro 6 emission limits in the context of the RDE test procedure, the compliance criteria for RDE should be introduced in two steps. During the first step, upon the request of the manufacturer, a temporary conformity factor should apply, while as a second step only the final conformity factor should be used. The final conformity factor should apply during a transition period and include a margin expressing the additional measurement uncertainty linked with the introduction of the PEMS. The Commission should continuously assess that conformity factor in light of technical progress and annually adjust it downwards on the basis of scientific evidence, the improved accuracy of the measuring procedure and technical progress of the PEMS. The conformity factor should be gradually lowered and cease to apply by 30 September 2022.
Amendment 13
Proposal for a regulation
Recital 9 a (new)

(9a) The Commission should establish by June 2021 at the latest more stringent requirements for PEMS measuring equipment that could be used for RDE tests. The standards established should, where possible, take into account any relevant elements of standardisation developed by CEN based on the best available PEMS equipment.

Amendment 14
Proposal for a regulation
Recital 9 b (new)

Text proposed by the Commission

(9b) It is important to emphasise that while this proposal deals with the conformity factor, the issue of the emission limit standards is to be dealt with in the context of the forthcoming post-Euro 6 proposal. In order to ensure swift progress towards the adoption of the future (post- Euro 6) emission limit values and improved air quality for Union citizens, it is essential that the Commission present, where appropriate, a legislative proposal to that effect as soon as possible and at the latest by June 2021, as announced in its communication of 11 December 2019 on "The European Green Deal", which highlights the need to shift to sustainable and smart mobility and ensure a pathway towards zero-emission mobility. No conformity factors should be used in the implementation of the post-Euro 6 standards.

Amendment 15
Proposal for a regulation
Recital 9 c (new)
Amendment 16
Proposal for a regulation
Recital 10

Text proposed by the Commission

(9c) In order to encourage the producers to have a proactive, pro-environmental attitude, the new technological innovations meant to absorb NO\textsubscript{x} should be tested, quantified and considered in the subsequent revision of Euro standards.

Amendment

(10) The Treaty of Lisbon introduced the possibility for the legislator to delegate power to the Commission to adopt non-legislative acts of general application to supplement or amend certain non-essential elements of a legislative act. The measures which can be covered by delegations of powers, as referred to in Article 290(1) TFEU, correspond in principle to those covered by the regulatory procedure with scrutiny established by Article 5a of Council Decision 1999/468/EC\textsuperscript{23}. It is therefore necessary to adapt to Article 290 TFEU the provisions of Regulation (EC) No 715/2007 which provide for the use of the regulatory procedure with scrutiny.

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Amendment 17
Proposal for a regulation

RR\textbackslash 1210520EN.docx 15/46

EN
Recital 11

Text proposed by the Commission

(11) In order to contribute to the achievement of the Union’s air quality objectives and to reduce vehicle emissions, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union (TFUE) should be delegated to the Commission in respect of the detailed rules on the specific procedures, tests and requirements for type approval. That delegation should include supplementing Regulation (EC) No 715/2007 by such revised rules as well as the test cycles used to measure emissions; the requirements for the implementation of the prohibition on the use of defeat devices that reduce the effectiveness of emission control systems; the measures necessary for the implementation of the obligation of a manufacturer to provide unrestricted and standardised access to vehicle repair and maintenance information; and the adoption of a revised measurement procedure for particulates. Notwithstanding the short gap between the entry into force of this Regulation and the repeal of the provisions on repair and maintenance information (RMI) by Regulation (EU) 2018/858, for the purposes of legal certainty and to ensure that all options are available to the legislator, the delegation should also include the measures necessary for the implementation of the obligation of a manufacturer to provide unrestricted and standardised access to vehicle repair and maintenance information. The delegation should further include amending Regulation (EC) No 715/2007 for the purposes of revising the conformity factors downwards to reflect technical progress in PEMS and recalibrating the particulate mass based limit values and introducing particle number-based limit values. It is of particular importance that the Commission carry out appropriate consultations during the preparatory work, including at expert level, and that those consultations are 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 systematically should have access.

Amendment

(11) In order to contribute to the achievement of the Union’s air quality objectives and to reduce vehicle emissions, the power to adopt acts in accordance with Article 290 TFUE should be delegated to the Commission in respect of the detailed rules on the specific procedures, tests and requirements for type approval. That delegation should include supplementing Regulation (EC) No 715/2007 by such revised rules as well as the test cycles used to measure emissions; the requirements for the implementation of the prohibition on the use of defeat devices that reduce the effectiveness of emission control systems; the measures necessary for the implementation of the obligation of a manufacturer to provide unrestricted and standardised access to vehicle repair and maintenance information; and the adoption of a revised measurement procedure for particulates. Notwithstanding the short gap between the entry into force of this Regulation and the repeal of the provisions on repair and maintenance information (RMI) by Regulation (EU) 2018/858, for the purposes of legal certainty and to ensure that all options are available to the legislator, the delegation should also include the measures necessary for the implementation of the obligation of a manufacturer to provide unrestricted and standardised access to vehicle repair and maintenance information. The delegation should further include amending Regulation (EC) No 715/2007 for the purposes of revising the conformity factors downwards to reflect technical progress in PEMS and recalibrating the particulate mass based limit values and introducing particle number-based limit values. It is of particular importance that the Commission carry out appropriate consultations during
to meetings of Commission expert groups dealing with the preparation of delegated acts.

its preparatory work, including at expert level, and that those consultations are conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016\(^1a\). In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

\(^1a\) OJ L 123, 12.5.2016, p. 1.

Justification

The margin of error is subject to annual review and can be revised as a result of the improved quality of the PEMS procedure or technical progress

Amendment 18

Proposal for a regulation

Article 1 – paragraph 1 – point 3 – point a
Article 4 – paragraph 1 – subparagraph 2

Text proposed by the Commission

Those obligations include meeting the emission limits set out in Annex I. For the purposes of determining compliance with the Euro 6 emission limits set out in Table 2 of Annex I, the emission values determined during any valid Real Driving Emissions (RDE) test shall be divided by the applicable conformity factor set out in Table 2a of Annex I. The result shall remain below the Euro 6 emission limits set out in Table 2 of that Annex.

Amendment

Those obligations include complying with the emission limits set out in Annex I. For the purposes of determining compliance with the Euro 6 emission limits set out in Table 2 of Annex I, the emission values determined during any valid Real Driving Emissions (RDE) test shall be divided by the applicable conformity factor as set out in Table 2a of Annex I. The result shall remain below the Euro 6 emission limits set out in Table 2 of that Annex. The conformity factor shall be gradually lowered through annual downward revisions, based on assessments by the JRC. The conformity factor shall cease to
Amendment 19

Proposal for a regulation
Article 1 – paragraph 1 – point 4 – point a
Article 5 – paragraph 1

Text proposed by the Commission

1. The manufacturer shall equip vehicles so that the components likely to affect emissions are designed, constructed and assembled so as to enable the vehicle, in normal use, to comply with this Regulation.

Amendment

1. The manufacturer shall equip vehicles so that the components likely to affect emissions are designed, constructed and assembled so as to enable the vehicle, in normal use, to comply with this Regulation. The manufacturer shall also guarantee the reliability of the pollution control devices and shall aim to reduce the risk of theft of these devices or tampering therewith.

Amendment 20

Proposal for a regulation
Article 1 – paragraph 1 – point 6
Article 8 – paragraph 1

Text proposed by the Commission

The Commission is empowered to adopt delegated acts in accordance with Article 14a in order to supplement Articles 6 and 7. This shall include the definition and updating of technical specifications relating to the way in which OBD and vehicle repair and maintenance information shall be provided, with special attention being paid to the specific needs of SMEs.

Amendment

The Commission is empowered to adopt delegated acts in accordance with Article 14a in order to supplement Articles 6 and 7. This shall include the definition and updating of technical specifications relating to the way in which OBD and vehicle repair and maintenance information shall be provided, with special attention being paid to the specific needs of SMEs, micro-enterprises and self-employed operators.

Justification

Necessary in order to improve the scope.

apply by 30 September 2022.
Amendment 21

Proposal for a regulation
Article 1 – paragraph 1 – point 7 – point b
Article 10 – paragraph 4 – subparagraph 2

Text proposed by the Commission
The compliance with the Euro 6 limit values shall, during any valid RDE test, be determined by taking into account the pollutant-specific conformity factor set out in Table 2a of Annex I in accordance with the second subparagraph of Article 4(1).

Amendment
The compliance with the Euro 6 limit values shall, during any valid RDE test, be determined by taking into account the pollutant-specific conformity factor set out in Table 2a of Annex I, in accordance with the second subparagraph of Article 4(1). The conformity factor shall be gradually lowered through annual downward revisions based on assessments by the JRC. The conformity factor shall cease to apply by 30 September 2022.

Amendment 22

Proposal for a regulation
Article 1 – paragraph 1 – point 7 – point b
Article 10 – paragraph 5 – subparagraph 2

Text proposed by the Commission
The compliance with the Euro 6 limit values shall, during any valid RDE test, be determined by taking into account the pollutant-specific conformity factor set out in Table 2a of Annex I in accordance with the second subparagraph of Article 4(1).

Amendment
The compliance with the Euro 6 limit values shall, during any valid RDE test, be determined by taking into account the pollutant-specific conformity factor set out in Table 2a of Annex I, in accordance with the second subparagraph of Article 4(1). The conformity factor shall be gradually lowered through annual downward revisions based on assessments by the JRC. The conformity factor shall cease to apply by 30 September 2022.
Amendment 23

Proposal for a regulation
Article 1 – paragraph 1 – point 10
Article 14 – paragraph 3 and paragraph 3 a (new)

*Text proposed by the Commission*

3. The Commission *is empowered to* adopt delegated acts in accordance with Article 14a:

(a) supplementing this Regulation in order to adapt the procedures, tests and requirements as well as the test cycles used to measure emissions in order to adequately reflect real driving emissions;

(b) amending this Regulation in order to adapt to technical progress the pollutant-specific final conformity factors set out in Table 2a to Annex I.

*Amendment*

3. The Commission *shall* adopt no later than 1 June 2021 delegated acts in accordance with Article 14a supplementing this Regulation in order to adapt the procedures, tests and requirements as well as the test cycles used to measure emissions in order to adequately reflect real driving emissions under normal conditions of use, including inter alia temperature and boundary conditions, lowering the zero response drift and addressing hazardous spikes in particles resulting from filter cleaning, taking into account any relevant elements of standardisation developed by CEN and based on best available equipment.

3a. The Commission *is empowered to* adopt delegated acts in accordance with Article 14a amending this Regulation in order to adapt to technical progress and review downwards the pollutant-specific conformity factors set out in Table 2a to Annex I.

Amendment 24

Proposal for a regulation
Annex – paragraph 1
Annex I – table 2a – row 2

Text proposed by the Commission

<table>
<thead>
<tr>
<th>CF pollutant-final (2)</th>
<th>1.43</th>
<th>1.5</th>
</tr>
</thead>
</table>

(2) CF pollutant-final is the conformity factor used to determine compliance with the Euro 6 emission limits by taking into account the technical uncertainties linked with the use of the Portable Emission Measurement Systems (PEMS).

Amendment

<table>
<thead>
<tr>
<th>CF pollutant-final (2)</th>
<th>1 + margin (margin = 0.32*)</th>
<th>1 + margin (margin = 0.5*)</th>
</tr>
</thead>
</table>

* to be revised downwards at least annually on the basis of regular assessments of the Joint Research Centre

(2) CF pollutant-final is the conformity factor used to determine compliance with the Euro 6 emission limits under a transitional period by taking into account the additional technical measurement uncertainties linked with the introduction of the Portable Emission Measurement Systems (PEMS). It is expressed as 1 + a margin of measurement uncertainty. By 30 September 2022 the margin shall be zero, and the conformity factor shall cease to apply.
EXPLANATORY STATEMENT

On 13 December 2018, the General Court of the European Union partly annulled Commission Regulation (EU) 2016/646. The judgment states\(^1\) that the European Commission had no power to introduce conformity factors used to assess compliance of the vehicle with the emission limits while performing a Real Driving Emissions (RDE) test simply by using its implementing powers to amend Regulation (EC) No 715/2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6). As the Court ruled that conformity factors should be adopted through the ordinary legislative procedure, the European Commission adopted on 14 June 2019 a legislative proposal to amend Regulation (EC) No 715/2007, re-instating the conformity factors previously adopted in Commission Regulation (EU) 2016/646.

The Rapporteur finds it appropriate to re-install conformity factors consisting of the requirements for the vehicle to meet the emission limit standards Euro 5 and 6, which may not be exceeded, set out in Regulation (EC) No 715/2007 and the margin of error resulting from statistical and technical uncertainties of the Portable Emission Measurement Systems (PEMS). The Rapporteur introduces amendments to make clear that the conformity factor consists of the emission limits and the device-related error margin. Furthermore, the Rapporteur empowers the Commission to annually review downwards the conformity factors as a result of the improved quality of the measuring procedure or technical progress of the PEMS. Moreover, the Rapporteur calls on the Commission to present its post-Euro 6 proposal by mid-2021 taking into account the upcoming results of the European Committee for Standardization (CEN TC301) on a draft international standard to assess PEMS equipment.

\(^1\) Direct Actions T339/16 (Ville de Paris/Commission), T-352/16 (Ville de Bruxelles/Commission) and T-391/16 (Ayuntamiento de Madrid/Commission)
19.2.2020

OPINION OF THE COMMITTEE ON THE INTERNAL MARKET AND CONSUMER PROTECTION

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

on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EC) No 715/2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information

Rapporteur for opinion (*): Anna Cavazzini


SHORT JUSTIFICATION

The core element of this legislative proposal concerns the introduction of conformity factors used to assess the compliance of vehicles with the Euro 6 emission limits set out in EU legislation while performing Real Driving Emissions (RDE) tests. The argument put forward by the Commission to justify such an introduction is that such factors are needed to reduce discrepancies between emission measurements in laboratory and in real use conditions. This proposal came after the General Court of the European Court of Justice issued a ruling on the amendment of the Euro 6 norms through delegated act by stating that it would amend an essential element of the legislation, i.e. artificially increase the limits for NOx emissions by introducing a conformity factor. The Court of Justice confirmed thus that this would require a regular legislative procedure.

The Rapporteur is of the opinion that the introduction of conformity factors for RDE measurements is a wrong signal at a time where urgent action is required to enable Member States to comply with the Air Quality Directive (2008/50/EC) and to ensure that Euro 6 emission limits are met under normal conditions. Car manufacturers should start designing vehicles complying with the emission limits set in legislation and not receive some leeway to escape their obligations. Furthermore, it triggers some uncertainty when it comes to approval and market surveillance activities by introducing a margin of error that makes it effectively difficult to determine whether vehicles comply or not with the agreed standards. However, her draft opinion does not touch upon environment-related aspects in the legal text, i.e. conformity factors; those being of ENVI competence, in line with the agreement found between our two Committees’ Chairs, while expressing the doubts mentioned above. IMCO exclusive competence relates to Repair and Maintenance Information under Chapter III of Regulation 715/2007/EU, a Chapter that is amended and consolidated in Regulation 858/2018.
Amendments concerning those parts are therefore of technical nature.

As regards provisions specifying the conditions for delegated powers to the Commission (Article 1(11) [Article 14a]), the proposal of the Rapporteur is to shorten the period from five years to two years to assess by end 2022 whether further measures are needed. The European Commission committed publicly to bring the conformity factor down to 1 as soon as possible and at the latest by 2023. Delegation powers conferred should therefore respect the same timeframe.

**AMENDMENTS**

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

**Amendment 1**

Proposal for a regulation
Recital 2

*Text proposed by the Commission*

(2) Regulation (EC) No 715/2007 requires new light-duty vehicles to comply with certain emission limits (Euro 5 and Euro 6 standards) and lays down additional requirements on access to vehicle repair and maintenance information. The specific technical provisions necessary to implement that Regulation were set out in Commission Regulation (EC) No 692/2008\(^{16}\) and subsequently, in Commission Regulation (EU) 2017/1151\(^{17}\).

*Amendment*

(2) Regulation (EC) No 715/2007 requires new light-duty vehicles to comply with certain emission limits (Euro 5 and Euro 6 standards) and lays down additional requirements on access to vehicle repair and maintenance information, which were amended and further consolidated by Regulation (EU) 2018/858\(^{15a}\), which applies from 1 September 2020. The specific technical provisions necessary to implement Regulation (EC) No 715/2007 were set out in Commission Regulation (EC) No 692/2008\(^{16}\) and subsequently, in Commission Regulation (EU) 2017/1151\(^{17}\).

\(^{15a}\) Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for


Amendment 2
Proposal for a regulation
Recital 3 a (new)

_text proposed by the Commission_

Amendment

(3a) Access to vehicle repair and maintenance information for independent operators is crucial in order to re-establish consumer trust.

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

Text proposed by the Commission

(3b) Recent violations of the existing legal framework by manufacturers, including violations of their legal obligations under Regulation (EC) No 715/2007, demonstrated the weaknesses of control and enforcement mechanisms. Consumers were left without satisfactory compensation, since even where compensation was granted, it often did not bring the vehicles into conformity with Euro 5 and 6 standards. Since the increasing number of diesel bans across European cities affect citizens’ daily life, adequate compensation measures would be the equipment of non-compliant vehicles with the adapted exhaust treatment technology (hardware change) or, in the event that the consumer wished to exchange a purchased vehicle for a cleaner model, the offer of conversion premiums.

Amendment 4

Proposal for a regulation
Recital 11

Text proposed by the Commission

(11) In order to contribute to the achievement of the Union’s air quality objectives and to reduce vehicle emissions, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union (TFUE) should be delegated to the Commission in respect of the detailed rules on the specific procedures, tests and requirements for type approval. That delegation should include supplementing Regulation (EC) No 715/2007 by such revised rules as well as the test cycles used to measure emissions; the requirements for the implementation of the prohibition on
the use of defeat devices that reduce the effectiveness of emission control systems; the measures necessary for the implementation of the obligation of a manufacturer to provide unrestricted and standardised access to vehicle repair and maintenance information; the adoption of a revised measurement procedure for particulates. The delegation should further include amending Regulation (EC) No 715/2007 for the purposes of revising the final conformity factors downwards to reflect technical progress in PEMS and recalibrating the particulate mass based limit values and introducing particle number based limit values. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations are 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 systematically should have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

Amendment 5

Proposal for a regulation
Article 1 – paragraph 1 – point 6
Article 8 – paragraph 1
The Commission is empowered to adopt delegated acts in accordance with Article 14a in order to supplement Articles 6 and 7. This shall include the definition and updating of technical specifications relating to the way in which OBD and vehicle repair and maintenance information shall be provided, with special attention being paid to the specific needs of SMEs, micro-enterprises and self-employed operators.

Justification

Necessary in order to improve the scope.
PROCEDURE – COMMITTEE ASKED FOR OPINION

<table>
<thead>
<tr>
<th>Title</th>
<th>Type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information</th>
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<td>Rapporteur</td>
<td>Anna Cavazzini 18.7.2019</td>
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<td>4.12.2019 23.1.2020</td>
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| Result of final vote | +: 35  
| | -: 1  
| | 0: 3 |
| Members present for the final vote | Alex Agius Saliba, Andrus Ansip, Alessandra Basso, Brando Benifei, Hynek Blaško, Vlad-Marius Botoș, Markus Buchheit, Dita Charanzová, Petra De Sutter, Carlo Fidanza, Evelyne Gebhardt, Alexandra Geese, Sandro Gozi, Maria Grapini, Virginie Joron, Eugen Jurzyca, Arba Kokalari, Marcel Kolaja, Kateřina Konečná, Andrey Kovatchev, Jean-Lin Lacapelle, Maria Manuel Leitão Marques, Adriana Maldonado López, Antonius Manders, Leszek Miller, Dan-Ștefan Motreanu, Kris Peeters, Anne-Sophie Pelletier, Miroslav Radačovský, Christel Schaldemose, Andreas Schwab, Tomislav Sokol, Róża Thun und Hohenstein, Kim Van Sparrentak, Marion Walsmann |
| Substitutes present for the final vote | Anna Cavazzini, Krzysztof Hetman, Evžen Tošenovský, Edina Tóth |
### FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

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

19.2.2020

**OPINION OF THE COMMITTEE ON TRANSPORT AND TOURISM**

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

on the proposal for a Regulation of the European Parliament and of the Council amending Regulation (EC) No 715/2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle
repair and maintenance information

Rapporteur for opinion: Sven Schulze

SHORT JUSTIFICATION

The opinion of the Committee on Transport for the Committee on the Environment, as the committee responsible, was rendered necessary by a court ruling on EU jurisdiction.

In a judgment of 13 December 2018, it was found that conformity factors for type approval under Regulation (EC) No 715/2007 of the European Parliament and of the Council\(^1\) should not have been introduced through the comitology procedure. The ordinary legislative procedure should have been used instead. An appeal procedure against this judgment is pending. However, the Commission has decided to submit, concurrently, a legislative proposal for the introduction of conformity factors.

The rapporteur welcomes the Commission’s intention to ensure legal certainty and reliability for manufacturers and consumers through this legislative proposal. This also includes, in the opinion of the rapporteur, the fact that manufacturers and consumers can continue to rely on the conformity factors which are familiar from the comitology procedure.

He would like to suggest that the conformity factors be clearly separated from error margins in future and is proposing amendments to this effect.


AMENDMENTS

The Committee on Transport and Tourism calls on the Committee for the Environment, Public Health and Food Safety, as the committee responsible, to take into account the following amendments:

Amendment 1

Proposal for a regulation
Recital 3
(3) The type-approval requirements relating to emissions from motor vehicles have been gradually and significantly tightened through the introduction and subsequent revision of Euro standards. While vehicles in general have delivered substantial emission reductions across the range of regulated pollutants, this was not the case for NOx emissions from diesel engines or particles for gasoline direct injection engines, installed in particular in light-duty vehicles. Actions for correcting this situation are therefore needed.

Amendment

(3) The type-approval requirements relating to emissions from motor vehicles have been gradually and significantly tightened through the introduction and subsequent revision of Euro standards. While vehicles in general have delivered substantial emission reductions across the range of regulated pollutants covered by this regime, this was not the case for NOx emissions from diesel engines or particles for gasoline direct injection engines, installed in particular in light-duty vehicles. To achieve a further reduction of NOx emission in real driving conditions the development of new technologies via certification and standardisation of PEMS devices is needed. The error margin should be revised by the Commission downwards on an annual basis until a high level of accuracy is reached, reflecting the improved quality of the measuring procedure and the technical progress of PEMS equipment, unless the Commission justifies the reason for not being able to do so.

Amendment 2

Proposal for a regulation
Recital 4

Text proposed by the Commission

(4) The Commission performed a detailed analysis of the procedures, tests and requirements for type approval that are set out in Regulation (EC) No 692/2008 on the basis of own research and external information and found that the emissions generated by real driving on the road of Euro 5 or Euro 6 vehicles substantially exceed the emissions measured on the regulatory New European Driving Cycle (NEDC), in particular with respect to NOx.

Amendment

(4) The Commission performed a detailed analysis of the procedures, tests and requirements for type approval that are set out in Regulation (EC) No 692/2008 on the basis of own research and external information and found that the emissions generated by real driving on the road of Euro 5 or Euro 6 vehicles in almost all cases substantially exceed the emissions measured on the regulatory New European Driving Cycle (NEDC), in particular with respect to NOx emissions of diesel.
emissions of diesel vehicles.

Amendment 3

Proposal for a regulation
Recital 5

Text proposed by the Commission

(5) As a result, the Commission developed a new methodology for testing vehicle emissions in real-driving conditions, the real-driving emissions (RDE) test procedure. The RDE test procedure was introduced by Commission Regulations (EU) 2016/427\textsuperscript{18} and (EU) 2016/646\textsuperscript{19}, subsequently taken over into Regulation (EU) 2017/1151 and further improved by Commission Regulation (EU) 2017/1154\textsuperscript{20}.

Amendment

(5) As a result, the Commission developed a new methodology for testing vehicle emissions in real-driving conditions, the real-driving emissions (RDE) test procedure. The RDE test procedure was introduced by Commission Regulations (EU) 2016/427\textsuperscript{18} and (EU) 2016/646\textsuperscript{19}, subsequently taken over into Regulation (EU) 2017/1151 and further improved by Commission Regulations (EU) 2017/1154\textsuperscript{20} and 2018/1832\textsuperscript{20a}.


Amendment 4

Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) Regulation (EU) 2016/646 introduced the dates of application of the RDE test procedure, as well as the compliance criteria for RDE. For that purpose, pollutant-specific conformity factors were used to take account of statistical and technical uncertainties of the measurements conducted by means of Portable Emission Measurement Systems (PEMS).

Amendment

(6) Regulation (EU) 2016/646 introduced the dates of application of the RDE test procedure, as well as the compliance criteria for RDE. For that purpose, pollutant-specific conformity factors were introduced, and separate error margins were used to take account of statistical and technical uncertainties of the measurements Portable Emission Measurement Systems (PEMS). The conformity factor (CF=1) should be clearly separated from any device-related margin of error.

21 Commission Regulation (EU) 2016/646 of 20 April 2016 amending Regulation...

Amendment 5
Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) On 13 December 2018, the General Court delivered judgment in Joined Cases T-339/16, T-352/16 and T-391/16 concerning an action for annulment of Regulation (EU) 2016/646. The General Court annulled the part of Regulation (EU) 2016/646 which established the conformity factors used to assess compliance of RDE test results with the emission limits laid down in Regulation (EC) No 715/2007. The Court found that only the legislator could introduce those conformity factors as they touched upon an essential element of Regulation (EC) No 715/2007.

Amendment

(7) On 13 December 2018, the General Court delivered judgment in Joined Cases T-339/16, T-352/16 and T-391/16 concerning an action for annulment of Regulation (EU) 2016/646. The General Court annulled the part of Regulation (EU) 2016/646 which established the conformity factors and error margins used to assess compliance of RDE test results with the emission limits laid down in Regulation (EC) No 715/2007. The Court found that only the legislator could introduce those conformity factors and error margins as they touched upon an essential element of Regulation (EC) No 715/2007. An appeal against this judgment is pending.


Amendment 6
Proposal for a regulation
Recital 8

Text proposed by the Commission

(8) The General Court did not question the technical justification of the conformity factors. Therefore, and given that at the current stage of technological development there is still a discrepancy between

Amendment

(8) The General Court did not question the technical justification of the conformity factors and error margins. Therefore, and given that at the current stage of technological development there is still a
emissions measured in real driving and those measured in a laboratory, it is appropriate to introduce the conformity factors into Regulation (EC) No 715/2007.

discrepancy between emissions measured in real driving and those measured in a laboratory, it is appropriate to introduce the exact same conformity factors and the error margin when using PEMS into Regulation (EC) No 715/2007.

Amendment 7

Proposal for a regulation
Recital 9

Text proposed by the Commission

(9) In order to allow manufacturers to comply with the Euro 6 emission limits in the context of RDE test procedure, the compliance criteria for RDE should be introduced in two steps. During the first step, upon the request of the manufacturer, a temporary conformity factor should apply, while as a second step only the final conformity factor should be used. The Commission should keep under review the final conformity factors in light of technical progress.

Amendment

(9) In order to allow manufacturers to comply with the Euro 6 emission limits in the context of RDE test procedure, the compliance criteria for RDE should be introduced in two steps. During the first step, upon the request of the manufacturer, a temporary conformity factor should apply, while as a second step only the final conformity factor should be used. The Commission should keep the error margin under annual review, taking into account the technical progress of motor vehicles and of Portable Emission Measurement Instruments (PEMS), and use them for future legislative acts.

Amendment 8

Proposal for a regulation
Recital 9 a (new)

Text proposed by the Commission

(9 a) To avoid legal uncertainty on type approvals already granted since 1 September 2017 as well as on future type approvals, it is of great importance to re-instate all the previously adopted conformity factors and error margins without change to the global figure, especially considering that manufacturers have already designed their vehicles...
taking into account the RDE procedure previously adopted. In order to revise the error margin downwards, the Commission is called upon to take into consideration any standards adopted by the European Committee for Standardisation (CEN) for a standard procedure to assess RDE measurement uncertainty with regard to gaseous and particle emissions. The Commission will therefore mandate CEN to work out a PEMS-Performance Standard for determination of individual error margins of PEM-Systems. Before applying a PEMS-Performance Standard the Commission is committed to keeping the error margin under annual review and to update it only once improvements in the measuring technology are made.

Amendment 9

Proposal for a regulation
Recital 11

Text proposed by the Commission

(11) In order to contribute to the achievement of the Union’s air quality objectives and to reduce vehicle emissions, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union (TFUE) should be delegated to the Commission in respect of the detailed rules on the specific procedures, tests and requirements for type approval. That delegation should include supplementing Regulation (EC) No 715/2007 by such revised rules as well as the test cycles used to measure emissions; the requirements for the implementation of the prohibition on the use of defeat devices that reduce the effectiveness of emission control systems; the measures necessary for the implementation of the obligation of a manufacturer to provide unrestricted and standardised access to vehicle repair and maintenance information; the adoption of

Amendment

(11) In order to contribute to the achievement of the Union’s air quality objectives and to reduce vehicle emissions, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union (TFUE) should be delegated to the Commission in respect of the detailed rules on the specific procedures, tests and requirements for type approval. That delegation should include supplementing Regulation (EC) No 715/2007 by such revised rules as well as the test cycles used to measure emissions; the requirements for the implementation of the prohibition on the use of defeat devices that reduce the effectiveness of emission control systems. The delegation should further include amending Regulation (EC) No 715/2007 for the purposes of revising the error margins to reflect technical progress in PEMS. It is of particular importance that
a revised measurement procedure for particulates. The delegation should further include amending Regulation (EC) No 715/2007 for the purposes of revising the final conformity factors downwards to reflect technical progress in PEMS and recalibrating the particulate mass based limit values and introducing particle number based limit values. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations are 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 systematically should have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

Amendment 10

Proposal for a regulation
Article 1 – paragraph 1 – point 3 – point a
Article 4 – paragraph 1 – subparagraph 2

Text proposed by the Commission

Those obligations include meeting the emission limits set out in Annex I. For the purposes of determining compliance with the Euro 6 emission limits set out in Table 2 of Annex I, the emission values determined during any valid Real Driving Emissions (RDE) test shall be divided by the applicable conformity factor set out in Table 2a of Annex I. The result shall remain below the Euro 6 emission limits set out in Table 2 of that Annex.;

Amendment

Those obligations include compliance with the emission limits set out in Annex I. For the purposes of determining compliance with the Euro 6 emission limits set out in Table 2 of Annex I, the emission values determined during any valid Real Driving Emissions (RDE) test shall be divided by the applicable conformity factor or, where specified, by the sum of the applicable conformity factor and error margin set out in Table 2a of Annex I. The result shall comply with the Euro 6 emission limits set...
Amendment 11

Proposal for a regulation
Article 1 – paragraph 1 – point 4 – point a
Article 5 – paragraph 1

_text proposed by the Commission_

1. The manufacturer shall equip vehicles so that the components likely to affect emissions are designed, constructed and assembled so as to enable the vehicle, in normal use, to comply with this Regulation.

_amendment_

1. The manufacturer shall equip vehicles so that the components likely to affect emissions are designed, constructed and assembled so as to enable the vehicle, in normal use, to comply with this Regulation. The manufacturer shall also guarantee the reliability of the pollution control devices and shall aim to reduce the risk of theft of these devices or tampering therewith.

Amendment 12

Proposal for a regulation
Article 1 – paragraph 1 – point 10
Article 14 – paragraph 2

_text proposed by the Commission_

2. The Commission is empowered to adopt delegated acts in accordance with Article 14a in order to adopt the following measures based on the results of the UNECE Particulate Measurement Programme, conducted under the auspices of the World Forum for Harmonisation of Vehicle Regulations, without lowering the level of environmental protection within the Union:

(a) _amend_ this Regulation for the purposes of reviewing the particulate mass and particle number limit values set out in Annex I;

2. The Commission is empowered to adopt delegated acts in accordance with Article 14a:

(a) _amending_ this Regulation in order to revise the pollutant-specific error margins set out in Table 2a to Annex I in light of technical progress by taking into
(b) supplement this Regulation by the adoption of a revised measurement procedure for particle numbers.

Amendment 13

Proposal for a regulation
Article 1 – paragraph 1 – point 10
Article 14 – paragraph 3 – point b

Text proposed by the Commission

(b) amending this Regulation in order to adapt to technical progress the pollutant-specific final conformity factors set out in Table 2a to Annex I.;

Amendment

(b) amending this Regulation in order to revise the pollutant-specific error margins set out in Table 2a to Annex I in light of technical progress by taking into account the technical uncertainties linked with the use of Portable Emission Measurement Systems (PEMS).;

Amendment 14

Proposal for a regulation
Article 1 – paragraph 1 – point 10 a (new)
Article 14 – paragraph 5 a (new)

Text proposed by the Commission

(10a) In Article 14, the following paragraph is added:

5a. The Commission shall take into account any standards adopted by the European Committee for Standardization (CEN) which provide a technically sound approach to assess RDE measurement uncertainty with regard to gaseous and particle emissions, with the aim of requiring the use of such a standard under this Regulation in order for an
appropriate authority to verify a specific margin of uncertainty for PEMS applications and to consider if that is sufficient to replace the specific margins of error indicated in Table 2a in Annex I to this Regulation or to complement it.

Amendment 15

Proposal for a regulation
Annex – paragraph 1
Annex I – table 2a

Text proposed by the Commission

Table 2a: Real Driving Emissions Conformity Factors

<table>
<thead>
<tr>
<th>Oxides of nitrogen (NOₓ)</th>
<th>Number of particles (PN)</th>
<th>Carbon monoxide (CO)(1)</th>
<th>Total hydrocarbons (THC)</th>
<th>Combined hydrocarbons and oxides of nitrogen (THC + NOₓ)</th>
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<td>CF pollutant&quot;temp&quot;(3)</td>
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<td>1.5</td>
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(1) CO emissions shall be measured and recorded for all RDE tests.

(2) CF pollutant"final" is the conformity factor used to determine compliance with the Euro 6 emission limits by taking into account the technical uncertainties linked with the use of the Portable Emission Measurement Systems (PEMS).

(3) CF pollutant"temp" is the temporary conformity factor that may be used upon request of the manufacturer as an alternative to CF pollutant"final" during a period of 5 years and 4 months following the dates specified in Article 10(4) and (5).”

Amendment

Table 2a: Real Driving Emissions Conformity Factors(8a)

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<thead>
<tr>
<th>Oxides of nitrogen (NOₓ)</th>
<th>Number of particles (PN)</th>
<th>Carbon monoxide (CO)(1)</th>
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41/46

PE644.883v02-00
In order to verify an individual error margin of PEM-Systems to complement or replace the margins in table 2a in the Annex to this Regulation, the Commission shall take into account any CEN standards which provide a technically sound approach to assess RDE measurement error margin with respect to measuring gaseous and particle emissions (NOx and PN) with a view to determine a PEMS standard.

(1) CO emissions shall be measured and recorded for all RDE tests.

(2) $CF_{\text{pollutant-temp}}$ is the conformity factor used to determine compliance with the Euro 6 emission limits expressed as the sum of the target value for vehicle emissions performance and the technical uncertainties linked with the use of the Portable Emission Measurement Systems (PEMS), i.e. margin (of error).

(3) $CF_{\text{pollutant-temp}}$ is the temporary conformity factor that may be used upon request of the manufacturer as an alternative to $CF_{\text{pollutant-final}}$ during a period of 5 years and 4 months following the dates specified in Article 10(4) and (5).”
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<td><strong>Rapporteur</strong></td>
<td>Sven Schulze 29.7.2019</td>
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<td>19.2.2020</td>
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  0: 0 |
| **Members present for the final vote** | Andris Ameriks, José Ramón Bauzá Díaz, Marco Campomenosi, Jakop G. Dalunde, Rosa D’Amato, Johan Danielsson, Andor Deli, Karima Delli, Anna Deparnay-Grunenberg, Ismail Ertug, Giuseppe Ferrandino, Jens Gieseke, Elsi Katainen, Kateřina Konečná, Elena Kountoura, Julie Lechanteux, Boguslaw Liberdzki, Peter Lundgren, Benoît Lutgen, Elżbieta Katarzyna Łukacijewska, Marian-Jean Marinescu, Tilly Metz, Giuseppe Milazzo, Cláudia Monteiro de Aguiar, Jan-Christoph Oetjen, Rovana Plumb, Tomasz Piotr Poręba, Dominique Riquet, Massimiliano Salini, Sven Schulze, Vera Tax, Petar Vitanov, Elissavet Vozemberg-Vrionidi |
| **Substitutes present for the final vote** | Clotilde Armand, Tom Berendsen, Paolo Borchia, Josianne Cutajar, Clare Daly, Angel Dzhambazki, Valter Flego, Roman Haider, Pär Holmgren, Ondřej Kovařík, Robert Roos, Henna Virkkunen |
### FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

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