DRAFT REPORT


Committee on the Environment, Public Health and Food Safety

Rapporteur: Alexandr Vondra

Rapporteurs for the opinion (*):
Massimiliano SALINI, Committee on Industry, Research and Energy

(*) Associated committees – Rule 57 of the Rules of Procedure
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

on the proposal for a regulation of the European Parliament and of the Council on type-
approval of motor vehicles and engines and of systems, components and separate
technical units intended for such vehicles, with respect to their emissions and battery
durability (Euro 7) and repealing Regulations (EC) No 715/2007 and (EC) No 595/2009
(COM(2022)0586 – C9-0375/2022 – 2022/0365(COD))

(Ordinary legislative procedure: first reading)

The European Parliament,

– having regard to the Commission proposal to Parliament and the Council
  (COM(2022)0586),
– 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 (C9-0375/2022),
– 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
xxx[1],
– having regard to the opinion of the Committee of the Regions of xxx[2],
– having regard to Rules 59 of its Rules of Procedure,
– having regard to the opinion of the Committee on Industry, Research and Energy, 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 (A9-0000/2023)

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 4

Text proposed by the Commission

(4) The technical requirements for the type-approval of motor vehicles, engines and replacement parts with regard to emissions (‘emission type-approval’) are currently set out in two Regulations that apply to emission type-approval for light-duty and heavy-duty vehicles respectively, i.e. Regulation (EC) No 715/2007 of the European Parliament and of the Council (‘Euro 6’) and Regulation (EC) No 595/2009 of the European Parliament and of the Council (‘Euro VI’). The reason for having two Regulations was that the emissions of heavy-duty vehicles were checked based on engine testing, while for light-duty vehicles the basis was whole vehicle testing. Since then, methodologies have been developed that allow testing of both light- and heavy-duty vehicles on the road. It is therefore no longer necessary to base type-approval on engine testing.

Amendment

(4) The technical requirements for the type-approval of motor vehicles, engines and replacement parts with regard to emissions (‘emission type-approval’) are currently set out in two Regulations that apply to emission type-approval for light-duty and heavy-duty vehicles respectively, i.e. Regulation (EC) No 715/2007 of the European Parliament and of the Council (‘Euro 6’) and Regulation (EC) No 595/2009 of the European Parliament and of the Council (‘Euro VI’). The reason for having two Regulations was that the emissions of heavy-duty vehicles were checked based on engine and vehicle testing, while for light-duty vehicles the basis was whole vehicle testing.

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Commercial vehicle manufacturers rely heavily on the engine-based approach as it is essential to their business model. That is because a diverse range of vehicles shares the same engines, but with varying cabs, frames, gearboxes, and bodies, each tailored to meet the specific needs of a customer. Moving from engine testing on rigs to testing on the road significantly alters the regulatory framework for heavy vehicles. All heavy-duty vehicle manufacturers follow the same fundamental principle: developing building blocks that can be combined in endless ways to provide the customer with a bespoke work tool. Therefore, clear and well-defined testing methods are essential for the industry to create, verify, and validate products.

Amendment 2

Proposal for a regulation

Recital 4 a (new)

Text proposed by the Commission

(4a) The EU General Safety Regulation ((EU) 2019/2144) establishes the necessary type approval requirements for newly manufactured C1, C2, and C3 tyres. It outlines the technical requirements that serve as the basis for new tyre type approval, including additional requirements for tyre abrasion. Currently, the UN World Forum for Harmonization of Vehicle Regulations (WP29) is developing a test method to measure tyre abrasion, along with the corresponding definitions and limits. To adopt this test method, along with manufacturers' obligations and a relevant timeline for implementation, as well as a transitional period for tyres produced after a certain date, this Regulation needs to be supplemented by delegated acts.

Or. en
Justification

It is important to establish a connection between the type approval requirements for newly manufactured C1, C2, and C3 tyres set by the General Safety Regulation ((EU) 2019/2144) and the provisions regarding tyre abrasion in this Regulation.

Amendment 3
Proposal for a regulation
Recital 5

Text proposed by the Commission

(5) Incorporating the requirements laid down in Regulation (EC) No 715/2007 and Regulation (EC) No 595/2009 into a single Regulation should ensure internal coherence of the system of emission type-approvals for both light and heavy-duty vehicles, while allowing for different emission limits for such vehicles.

Amendment

(5) Incorporating the requirements laid down in Regulation (EC) No 715/2007 and Regulation (EC) No 595/2009 into a single Regulation should ensure internal coherence of the system of emission type-approvals for both light and heavy-duty vehicles, while allowing for different emission limits and testing parameters for such vehicles.

Or. en

Amendment 4
Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) It is also necessary to reduce complexity, administrative and implementation costs for manufacturers and authorities and to ensure effective and efficient implementation of the Euro emission standards. Simplification is achieved by eliminating different application dates for the limits and tests which existed under Euro 6 and Euro VI, by eliminating multiple and complex emission tests where such tests are not needed, by referring to standards under existing UN Regulations where applicable, and by ensuring a streamlined and standardized set of procedures and tests for

Amendment

(7) It is also necessary to reduce complexity, administrative and implementation costs for manufacturers and authorities and to ensure effective and efficient implementation of the Euro emission standards. The process of simplification involves removing various application dates for limits and tests found in Euro 6 and Euro VI, eliminating excessive and convoluted emission tests, referencing relevant standards from existing UN Regulations where applicable, and establishing a streamlined and standardized set of procedures and tests for
consistent set of procedures and tests for all phases of emission type-approval. To this end, it is imperative that this regulatory act upholds the mobility rights of EU citizens, while ensuring freedom of choice in purchasing their preferred vehicle or engine. It is also essential to keep the prices of private and commercial vehicles affordable for citizens and businesses, to maintain industrial competitiveness and innovation, and to support job creation and skill development in the sector. To achieve these goals, the EU should offer dedicated financial resources and programs as the industry transitions towards carbon neutrality.

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

Text proposed by the Commission

(7a) While Euro 7 standards are focused on setting stricter emission standards for vehicles running on a conventional internal combustion engine, it is also necessary to underline the importance of prioritising industrial investment in the development and adoption of CO2 neutral and zero-emission vehicles. By focusing resources on these technologies, the EU can accelerate the transition towards a more sustainable transportation sector and improve air quality, particularly in urban areas, where traffic congestion and pollution can have adverse effects on public health. This approach involves directing financial support, research and development efforts, and regulatory incentives towards fostering advancements in CO2 neutral and zero-emission vehicle technology.
Amendment 6
Proposal for a regulation
Recital 7 b (new)

Text proposed by the Commission

(7b) The rising cost of living is the most pressing worry for 93% of European citizens according to the results of the European Parliament’s Autumn 2022 Eurobarometer. It is therefore vitally important to ensure affordable new vehicle prices for consumers and businesses as they provide essential mobility, and often represent the primary mode of transportation due to limited public transportation options, particularly in suburban and rural areas. In this context, the Commission's estimates of additional direct costs for vehicle categories appear incomplete, as they neglect to account for the indirect costs to consumers and the increased manufacturing expenditure associated with battery-electric vehicles, particularly battery durability. According to industry analysis, the actual average incremental direct costs of Euro 7, primarily driven by equipment and investment expenditures, significantly exceed the figures presented in the impact assessment. These higher estimates range from €2,000 per passenger car/light-duty vehicle to €12,000 per heavy-duty vehicle, representing a four to tenfold increase compared to the Commission’s projections.

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1a https://europa.eu/eurobarometer/surveys/detail/2932

1b Frontier Economics, Regulatory costs of
Amendment 7

Proposal for a regulation
Recital 7 c (new)

Text proposed by the Commission

(7c) The Commission's impact assessment also overlooks the high indirect costs to consumers resulting from increased fuel consumption, especially for heavy-duty vehicles. These unaccounted outgoings could exceed the total costs reported in the Commission evaluation. Experts in the industry note that meeting the proposed Euro 7 requirements may lead to higher fuel consumption, including additional fuel required to warm up the catalytic converter during cold starts. This results in substantial additional indirect costs for consumers and logistics companies. For example, a heavy-duty vehicle with a mileage of around 1 million kilometres and a fuel consumption rate of 25 litres per 100 kilometres, with diesel priced at €2 per litre, would incur an extra cost of €17,500 over its lifetime due to a 3.5%-point fuel increase. Similarly, the fuel cost increase for passenger cars and light commercial vehicles under Euro 7 would amount to approximately €700 per vehicle. Moreover, the impact assessment fails to account for other factors that could escalate costs for consumers, such as new requirements related to reducing tyre abrasion emissions, higher charges associated with battery-electric vehicles, and potential limitations in entry-level vehicle choices for consumers.
Amendment 8
Proposal for a regulation
Recital 8

**Text proposed by the Commission**
(8) In order to ensure that the emissions for both light and heavy duty vehicles are limited in real life, testing vehicles in real conditions of use with a minimum set of restrictions, boundaries and other driving requirements and not only in the laboratory is required.

**Amendment**
(8) In order to ensure that the exhaust emissions for both light and heavy-duty vehicles are limited in real life, testing vehicles across a statistically representative, non-biased set of restrictions, boundaries and other driving requirements is required.

**Justification**
Merely imposing a basic set of limitations would not guarantee uniformity, as considerable deviations may still arise, resulting in increased production costs and engineering complexity. It is crucial to establish conditions that are statistically significant and impartial in conducting on-road evaluations, so as to avoid any biases aimed at intentionally disqualifying vehicles.

Amendment 9
Proposal for a regulation
Recital 9

**Text proposed by the Commission**
(9) The accuracy of the portable emission measurement equipment used for measuring the emissions of vehicles used on the road has improved significantly since their introduction. It is therefore appropriate to base the emission

**Amendment**
deleted

limits on such on-road measurements and therefore on-road testing no longer requires the use of conformity factors.

Justification

The impact assessment for this Regulation lacks evidence to support the elimination of conformity factors for heavy-duty vehicles. Instead, it relies on approximations and assumptions about potential progress. It is important to note that conformity factors in Euro VI have a context. During in-service conformity (ISC) testing with PEMS, the actual test cycle is not run, and the PEMS equipment used is simplified compared to what is used in a test cell. This is why a conformity factor was introduced, determined to be 1.5, that accounts for the difference between the semi-transient test cycle and the WNTE (World-Wide Not To Exceed) requirement.

Amendment 10

Proposal for a regulation

Recital 11

Text proposed by the Commission

(11) There are now technologies available and used widely worldwide that limit evaporative emissions of volatile organic compounds during the use, parking and refuelling of a vehicle with petrol fuel. It is therefore appropriate to set the emission limits for such volatile organic compounds at a lower level and introduce emission limits for the refuelling phase.

Amendment

(11) There are now technologies available and used widely worldwide that limit evaporative emissions of volatile organic compounds during the use, parking and refuelling of a vehicle with petrol fuel. It is therefore appropriate to set the emission limits for such volatile organic compounds at a lower level for new vehicles and Member States may adopt other measures at the national level to ensure that Stage II refuelling controls at petrol stations, in accordance with Commission Directive 2014/99/EU, maintain their efficacy in controlling refuelling of all petrol-run vehicles.

Justification

While it may be feasible to establish more stringent evaporative emission limits for new gasoline-powered vehicles, it is crucial to carefully assess whether the associated costs outweigh the benefits of reducing volatile organic compound (VOC) emissions. This
consideration becomes particularly relevant given the anticipated phasing out of vehicles with internal combustion engines in the near future. Moreover, certain Member States already enforce Stage II vapor recovery system requirements at petrol stations, which involve efficiency monitoring to achieve comparable efficiency levels as Onboard Refueling Vapor Recovery (ORVR), across the entire vehicle fleet in the EU.

Amendment 11
Proposal for a regulation
Recital 12

Text proposed by the Commission

(12) Non-exhaust emissions consist of particles emitted by tyres and brakes of vehicles. Emissions from tyres is estimated to be the largest source of microplastics to the environment. As shown in the Impact Assessment, it is expected that by 2050, non-exhaust emissions will constitute up to 90% of all particles emitted by road transport, because exhaust particles will diminish due to vehicle electrification. Those non-exhaust emissions should therefore be measured and limited. The Commission should prepare a report on tyre abrasion by the end of 2024 to review the measurement methods and state-of-the-art in order to propose tyre abrasion limits.

Amendment

(12) Non-exhaust emissions consist of particles emitted by tyres and brakes of vehicles. Emissions from tyres is estimated to be the largest source of microplastics to the environment. As shown in the Impact Assessment, it is expected that by 2050, non-exhaust emissions will constitute up to 90% of all particles emitted by road transport, because exhaust particles will diminish due to vehicle electrification. Those non-exhaust emissions should therefore be measured and limited. The Commission should prepare a report on tyre abrasion by the end of 2024 to review the measurement methods and state-of-the-art developed in the UN WP29 common GRBP/GRPE Task Force on Tyre Abrasion with the view of ensuring consistency in the definition of tyre abrasion limits. Additionally, the report should comprehensively evaluate the impact of the tyre abrasion rate limits and requirements, which will address deficiencies identified in the impact assessment of this Regulation.

Or. en

Justification

The Commission acknowledges in the impact assessment that there are still technological limitations in setting regulatory limits and testing modalities for tyre abrasion. For that reason, it is recommended to conduct a further customized assessment, which should include an evaluation of the EU’s capacity to test tyre abrasion.
Amendment 12
Proposal for a regulation
Recital 14

Text proposed by the Commission

(14) Vehicles with traction batteries, including plugin hybrids and battery electric vehicles, contribute to the decarbonisation of the road transport sector. In order to gain and increase consumer trust in such vehicles, they should be performant and durable. It is therefore important to require that traction batteries retain a good part of their initial capacity after many years of use. That is of particular importance to buyers of second hand electric vehicles to ensure that the vehicle will continue to perform as expected. Monitors of the battery state-of-health should therefore be required for all vehicles that use traction batteries. In addition minimum performance requirements for battery durability of passenger cars should be introduced, taking into account the UN Global Technical Regulation 2247.

Amendment

(14) Vehicles with traction batteries, including plugin hybrids and battery electric vehicles, contribute to the decarbonisation of the road transport sector. In order to gain and increase consumer trust in such vehicles, they should be performant and durable. It is therefore important to require that traction batteries retain a good part of their initial capacity after many years of use. That is of particular importance to buyers of second hand electric vehicles to ensure that the vehicle will continue to perform as expected. Monitors of the battery state of range (SOCR) or state of energy (SOCE) should therefore be required for all vehicles that use traction batteries. In addition minimum performance requirements for battery durability of passenger cars should be introduced, taking into account the UN Global Technical Regulation 2247.

47 United Nations Global Technical Regulation on In-vehicle Battery Durability for Electrified Vehicles, UN GTR 22

Justification

An update is necessary for technical accuracy as the term "state-of-health" is not included in UN Global Technical Regulation No.22.
Amendment 13
Proposal for a regulation
Recital 15

Text proposed by the Commission

(15) Tampering of vehicles to remove or deactivate parts of the pollution control systems is a well-known problem. Such practice leads to uncontrolled emissions and should be prevented. Tampering of the odometer, leads to false mileage and hampers the proper in-service control of a vehicle. It is therefore of the utmost importance to guarantee the highest possible security protection of those systems, complete with security certificates and appropriate anti-tampering protection to ensure that neither pollution control systems nor the vehicle odometer can be tampered with.

Amendment

(15) Tampering of vehicles to remove or deactivate parts of the pollution control systems is a well-known problem. Such practice leads to uncontrolled emissions and should be prevented through action to deter the advertising, sale and installation of tampering devices. Tampering of the odometer, leads to false mileage and hampers the proper in-service control of a vehicle, therefore all Member States should introduce vehicle mileage recording when a vehicle is serviced or during a periodic technical inspection. Accordingly, it is important that new vehicles are designed with appropriate security protection of those systems.

Or. en

Justification

Enforcing a high level of security protection throughout a vehicle's lifespan from production would prove to be a significant challenge due to the continued availability of tampering services across the EU. To address this issue, it is necessary to prohibit the advertising, sale, and installation of tampering devices or services at both the EU and Member State levels. In fact, some Member States have already implemented effective measures such as official vehicle mileage recording during service intervals or the Periodical Technical Inspection (PTI) process to prevent vehicle tampering and improve security. These measures have proven to be successful in reducing the incidence of vehicle tampering.

Amendment 14
Proposal for a regulation
Recital 16

Text proposed by the Commission

(16) Sensors installed on vehicles are already used today to detect anomalies on emissions and trigger related repairs

Amendment

(16) Sensors and other sophisticated strategies installed on vehicles are already used today to enhance their functionality
The on-board diagnostic (OBD) system currently in use does not detect accurately or timely the malfunctions and neither does it sufficiently and timely force repairs. As a result, it is possible that vehicles emit much more than they are allowed to do. The sensors used up to now for OBD can also be used to monitor and control the emission behaviour of the vehicles on a continuous basis via an on-board monitoring (OBM) system. The OBM will also warn the user to perform repairs of the engine or the pollution control systems when these are needed. It is therefore appropriate to require that such a system is installed and to regulate its technical requirements.

Amendment 15
Proposal for a regulation
Recital 17

The Commission proposal portrays the on-board diagnostic (OBD) system in an unfavourable light, implying that it has inherent drawbacks. However, this characterization is unwarranted, as some sensors, while not controlling emissions behaviour, can still monitor emissions behaviour to a certain extent.

Justification

Manufacturers may opt to produce vehicles which comply with lower emission limits or with better battery durability than what is required in this Regulation, or which include advanced options including geofencing and adaptive controls. Consumers and national authorities should be able to identify such vehicles through appropriate documentation. An environmental vehicle passport (EVP) should therefore be made available.
Although manufacturers have the freedom to exceed regulatory requirements, it is important that this legislation does not inadvertently introduce measures that exceed the requirements of this Regulation, resulting in a higher level of overall ambition.

Amendment 16
Proposal for a regulation
Recital 18

Text proposed by the Commission

(18) In case the Commission makes a proposal for registering after 2035 new light-duty vehicles running exclusively on CO2 neutral fuels outside the scope of the CO2 fleet standards, and in conformity with Union law and the Union’s climate neutrality objective, this Regulation will need to be amended to include the possibility to type approve such vehicles.

Amendment

(18) In order to align with the provisions of Regulation (EU) 2023/851, it is recommended that the Commission propose a measure for registering new vehicles that exclusively run on CO2 neutral fuels after 2035, outside the scope of CO2 fleet standards and in compliance with Union law and the Union's climate neutrality objective. Consequently, this Regulation will need to be amended to include the possibility to type approve such vehicles.

Amendment 17
Proposal for a regulation
Recital 19

Text proposed by the Commission

(19) Emissions from vehicles sold by small volume manufacturers constitute an insignificant part of emissions in the Union. Some flexibility may therefore be allowed in some of the requirements for such manufacturers. Small volume manufacturers should therefore be able to substitute certain tests during type-approval with declarations of compliance,

Amendment

(19) Emissions from vehicles sold by small volume manufacturers have a negligible impact on overall emissions in the Union. For that reason, it is appropriate to provide flexibility for such manufacturers, given the compliance requirements also mandated under Regulation (EU) 2023/851, by deferring the application of Euro 7 standards until
while ultra-small volume manufacturers should be allowed to use laboratory tests based on random real-driving cycles.

2035.

Justification

To ensure coherence with Regulation (EU) 2023/851 as regards strengthening the CO2 emission performance standards for new passenger cars and new light commercial vehicles in line with the Union’s increased climate ambition.

Amendment 18

Proposal for a regulation

Recital 21

Text proposed by the Commission

(21) In order to ensure uniform conditions for the implementation of this Regulation, implementing powers should be conferred on the Commission in relation to obligations of manufacturers as part of type-approval and procedures, test and methodologies to be applied for declaration of conformity, conformity of production check, in-service conformity-check and environmental vehicle passport (EVP); options and designations of vehicles; requirements, tests, methods and corrective measures related to durability of vehicles, systems, components and separate technical units, as well as registration and communication capabilities of OBM systems, including for the purpose of periodic technical inspections and roadworthiness checks; requirements and information to be provided by manufacturers of multistage vehicles as well as procedures to determine the CO2 value for these multistage vehicles; technical elements, administrative and documentation requirements for emission type-approval, checks and inspections and market surveillance checks, as well as reporting obligations, in-service conformity and conformity of production.
conformity and conformity of production checks; methods and tests to (i) measure exhaust emissions in the lab and on the road, including random and worst-case RDE test cycles, the use of portable emissions measurement systems for verifying real driving emissions, and idle emissions, (ii) determine the CO₂ emissions, fuel and energy consumption, the electric range and engine power of a motor vehicle, (iii) provide specifications for gear shift indicator (GSI) (iv) determine the impact of O₃, O₄ trailers on the CO₂, fuel and energy consumption, electric range and engine power of a motor vehicle, (iv) measure crankcase emissions, evaporative emissions and brake emissions in conformity with the UN WP29, (v) evaluate compliance with minimum performance requirements of battery durability in conformity with the UN WP29, (vi) assess the in-service conformity of engines and vehicles; compliance thresholds and performance requirements, as well as (vii) test and methods to ensure the monitoring performance of sensors (OBD and OBM); (viii) methods to ensure and assess security measures; specification and characteristics of driver warning systems and inducement methods and to assess their correct operation; (ix) methods to assess the correct operation, effectiveness, regeneration and durability of original and replacement pollution control systems; (x) methods to ensure and assess security measures including vulnerability analysis and tampering protection; (xi) methods to assess the correct functioning of types approved under specific EURO7 designations; (xii) criteria for emission type-approvals for small and ultra-small volume manufacturers; (xiii) checks and test procedures for multistage vehicles; (xiv) performance requirements for test equipment; (xv) specification of reference fuels; and (xvi) methods for assessing the absence of defeat devices and defeat strategies; (xvii) to measure tyre abrasion, as well as (xviii) EVP format, data and method of communication of the EVP checks; methods and tests to (i) measure exhaust emissions in the lab and on the road, the use of portable emissions measurement systems for verifying real driving emissions, (ii) determine the CO₂ emissions, fuel and energy consumption, the electric range and engine power of a motor vehicle, (iii) provide specifications for gear shift indicator (GSI) (iv) determine the impact of O₃, O₄ trailers on the CO₂, fuel and energy consumption, electric range and engine power of a motor vehicle, (iv) measure crankcase emissions, evaporative emissions and brake emissions in conformity with the UN WP29, (v) evaluate compliance with minimum performance requirements of battery durability in conformity with the UN WP29, (vi) assess the in-service conformity of engines and vehicles; compliance thresholds and performance requirements, as well as (vii) test and methods to ensure the monitoring performance of sensors (OBD and OBM); (viii) methods to ensure and assess security measures; specification and characteristics of driver warning systems and inducement methods and to assess their correct operation; (ix) methods to assess the correct operation, effectiveness, regeneration and durability of original and replacement pollution control systems; (x) methods to ensure and assess security measures including vulnerability analysis and tampering protection; (xi) methods to assess the correct functioning of types approved under specific EURO7 designations; (xii) criteria for emission type-approvals for small and ultra-small volume manufacturers; (xiii) checks and test procedures for multistage vehicles; (xiv) performance requirements for test equipment; (xv) specification of reference fuels; and (xvi) methods for assessing the absence of defeat devices and defeat strategies; (xvii) to measure tyre abrasion in conformity with UN WP29, as well as (xviii) measures to clarify the application of tests which manufacturers, Member
data. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council.\(^\text{50}\)


Justification

There is no need to refer to the Environmental Vehicle Passport (EVP) since the requisite vehicle information is already provided. It is also important to note that idle emissions for heavy-duty vehicles do not accurately reflect the actual driving conditions and vehicle usage, and therefore, their relevance in the context of type-approval and testing procedures is inadequate for the purposes of this Regulation.

Amendment 19

Proposal for a regulation
Recital 22

Text proposed by the Commission

(22) In order to amend or supplement, as appropriate, non-essential elements of this Regulation, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of test conditions based on data collected when testing Euro 7 vehicles, brakes or tyres; test requirements, in particular taking into account technical progress and data collected when testing

Amendment

(22) In order to amend or supplement, as appropriate, non-essential elements of this Regulation, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of test conditions based on data collected when testing Euro 7 brakes or tyres; the application of test requirements, taking into account technical progress and data collected when testing Euro 7
Euro 7 vehicles; **introducing vehicle options and designations based on innovative technologies for manufacturers but also** setting out brake particle emission limits and abrasion limits for tyre types as well as minimum performance requirements of batteries and **durability multipliers based on data collected when testing Euro 7 vehicles and setting out definitions and special rules for small volume manufacturers for vehicles of categories M₂, M₃, N₂, N₃.** 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 of 13 April 2016 on Better Law-Making⁵¹. In particular, in order 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.


**Justification**

*This Regulation must give due consideration to the test method established by the UN World Forum for Harmonization of Vehicle Regulations (WP29).*

**Amendment 20**

**Proposal for a regulation**

**Recital 25**
(25) It is important to grant Member States, national type-approval authorities and economic operators enough time to prepare for the application of the new rules introduced by this Regulation. The date of application should therefore be deferred. While for light duty vehicles the date of application should be **as soon as technically possible, for heavy duty vehicles and trailers the date of application may be further delayed by two years**, since the transition to **zero-emission** vehicles will be **longer for heavy duty** vehicles.

**Amendment**

(25) It is important to grant Member States, national type-approval authorities and economic operators enough time to prepare for the application of the new rules introduced by this Regulation. The date of application should therefore be deferred. While for light duty vehicles the date of application for new types should be 36 months from the adoption of all corresponding implementing and delegated acts enacted in accordance with this Regulation, for heavy-duty vehicles and trailers the date of application for new types should be 48 months from the adoption of all corresponding implementing and delegated acts enacted in accordance with this Regulation, since the transition to **zero and low-emission vehicles** will be **a major technological challenge requiring additional lead time for heavy-duty vehicles**.

**Or. en**

**Justification**

Legality is essential for manufacturers as it allows them to plan and make investments for the future, such as developing new technologies or expanding production facilities, with confidence that their actions will comply with the law. For that reason, this Regulation should include a lead time in the basic act following the completion of all corresponding secondary legislation.

**Amendment 21**

**Proposal for a regulation**

**Article 1 – paragraph 1**

**Text proposed by the Commission**

1. This Regulation establishes common technical requirements and administrative provisions for the emission type-approval and market surveillance of motor vehicles, systems, components and

**Amendment**

1. This Regulation establishes common technical requirements and administrative provisions for the emission type-approval and market surveillance of motor vehicles, systems, components and
separate technical units, with regard to their CO₂ and pollutant emissions, fuel and energy consumption and battery durability.

separate technical units, with regard to their CO₂ and pollutant emissions, fuel and electric energy consumption and battery durability.

Amendment 22
Proposal for a regulation
Article 1 – paragraph 1 a (new)

Text proposed by the Commission
Amendment

1a. For the purposes of emission type-approval and market surveillance of newly manufactured tyres, the technical requirements and administrative provisions laid down in this Regulation must be taken into account in conjunction with the tyre technical requirements and administrative provisions of the General Safety Regulation (EU) 2019/2144.

Justification

Given that the General Safety Regulation ((EU) 2019/2144) sets type approval requirements for newly manufactured tyres C1, C2, and C3, it is necessary to add a reference and connect it with the tyre abrasion provisions in this Regulation.

Amendment 23
Proposal for a regulation
Article 1 – paragraph 2

Text proposed by the Commission
Amendment

2. This Regulation lays down rules for the initial emission type approval, conformity of production, in-service conformity, market surveillance, the durability of pollution control systems and traction batteries, on-board monitoring

2. This Regulation, in addition, lays down rules for the initial emission type approval, conformity of production, in-service conformity, market surveillance, the durability of pollution control systems and traction batteries, on-board monitoring
Amendment 24
Proposal for a regulation
Article 3 – paragraph 2 – point 1

(1) ‘emission type-approval’ means an EU type-approval complying with the administrative provisions and technical requirements of this Regulation in regards to their CO₂ and pollutant emissions, fuel and energy consumption and battery durability;

Amendment
(1) ‘emission type-approval’ means an EU type-approval complying with the administrative provisions and technical requirements of this Regulation in regards to their CO₂ and pollutant emissions, fuel and electric energy consumption and battery durability;

Amendment 25
Proposal for a regulation
Article 3 – paragraph 2 – point 2

(2) ‘initial emission type approval’ or ‘IETA’ means the first phase of an emission type approval procedure before the emission type approval certificate is granted by the authorities and vehicles are put into production;

Amendment
(2) ‘initial emission type approval’ or ‘IETA’ means the first phase of an emission type approval procedure before the emission type approval certificate is granted by the authorities and vehicles, separate technical units or components are put into production;
Amendment 26

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

Text proposed by the Commission

(4) ‘in-service conformity’ or ‘ISC’ means the activities carried out on vehicles in circulation with the purpose of verifying the durability requirements set out in this Regulation;

Amendment

(4) ‘in-service conformity’ or ‘ISC’ means the activities carried out on vehicles separate technical units or components in circulation with the purpose of verifying the durability requirements set out in this Regulation;

Or. en

Amendment 27

Proposal for a regulation
Article 3 – paragraph 2 – point 5

Text proposed by the Commission

(5) ‘engine’ means the propulsion source of a vehicle;

Amendment

(5) ‘engine’ means the propulsion source of an internal combustion engine vehicle (ICEV);

Or. en

Amendment 28

Proposal for a regulation
Article 3 – paragraph 2 – point 7

Text proposed by the Commission

(7) ‘exhaust emissions’ means the emission from the tailpipe of the motor vehicle or engine of all of the following: CO₂, gaseous, solid, liquid compounds and crankcase emissions;

Amendment

(7) ‘exhaust emissions’ means the emission from the tailpipe of the motor vehicle or engine of all of the following: CO₂, gaseous, solid, compounds and crankcase emissions;

Or. en
**Justification**

Exhaust emissions ordinarily refer to the gases and particulate matter released into the atmosphere from the tailpipe of a vehicle. These emissions can include carbon monoxide, nitrogen oxides, particulate matter, and other pollutants, but they are not liquids.

**Amendment 29**

Proposal for a regulation
Article 3 – paragraph 2 – point 9

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>(9) ‘CO₂ emissions’ or ‘CO₂’ means the emission of carbon dioxide from the tailpipe of the motor vehicle or engine;</td>
<td>(9) ‘CO₂ emissions’ or ‘CO₂’ means the emission of carbon dioxide from the tailpipe;</td>
</tr>
</tbody>
</table>

**Amendment 30**

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

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>(10) ‘nitrogen oxides’ or ‘NOx’ means the sum of the oxides of nitrogen emitted from the tailpipe;</td>
<td>(10) ‘nitrogen oxides’ or ‘NOx’ means the sum of NO and NO₂ emitted from the tailpipe;</td>
</tr>
</tbody>
</table>

**Justification**

Technical correction.

**Amendment 31**

Proposal for a regulation
Article 3 – paragraph 2 – point 11

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>(11) ‘particulate matter’ or ‘PM’ means</td>
<td>(11) ‘particulate matter’ or ‘PM’ means</td>
</tr>
</tbody>
</table>
any material emitted from the tailpipe or the brakes and collected on a filter media;

any material emitted from the tailpipe or the brakes and collected on a filter media in accordance with the procedure prescribed in this Regulation;

Justification

To ensure legal consistency, it is essential to make a reference to the testing methodology described in this Regulation.

Amendment 32

Proposal for a regulation
Article 3 – paragraph 2 – point 14

Text proposed by the Commission

(14) ‘particle number above 10 nm’ or ‘PN\textsubscript{10}’ means the total number of solid particles emitted from the tailpipe or the brakes that have a diameter larger or equal than 10 nm;

Amendment

(14) ‘10 nm particle’ or ‘PN\textsubscript{10}’ means the total number of solid particles emitted from the tailpipe or the brakes, measured according to the provisions of this Regulation, with a nominal cut-off size at 10 nm;

Justification

This amendment align with international regulations and standards, as the existing definition is inadequate and does not consider the "cut-off" concept specified in UN Global Technical Regulation (GTR) No. 22.

Amendment 33

Proposal for a regulation
Article 3 – paragraph 2 – point 18

Text proposed by the Commission

(18) ‘non-methane hydrocarbons’ or ‘NH\textsubscript{MC}’ means the total hydrocarbons emitted from the tailpipe excluding methane;

Amendment

(18) ‘non-methane hydrocarbons’ or ‘NM\textsubscript{HC}’ means the total hydrocarbons emitted from the tailpipe excluding methane;
This amendment rectifies an incorrect acronym used in the Commission's proposal.

Amendment 34
Proposal for a regulation
Article 3 – paragraph 2 – point 24

Text proposed by the Commission
(24) ‘vehicle energy consumption calculation tool’ or ‘VECTO’ means a simulation tool used for determining CO₂ emissions, fuel consumption, electric energy consumption and the electric range from heavy duty vehicles; ‘energy consumption’ means the consumption of electric energy from each and all propulsion sources within a vehicle;

Amendment
(24) ‘vehicle energy consumption calculation tool’ or ‘VECTO’ means a simulation tool used for determining CO₂ emissions, fuel consumption, electric energy consumption and the electric range from heavy-duty vehicles;

Justification
This amendment addresses a formatting error that was identified in the Commission proposal.

Amendment 35
Proposal for a regulation
Article 3 – paragraph 2 – point 24 a (new)

Text proposed by the Commission
(24a) ‘energy consumption’ means the consumption of electric energy from each and all propulsion sources within a vehicle;

Amendment
(24a) ‘energy consumption’ means the consumption of electric energy from each and all propulsion sources within a vehicle;

Justification
This amendment addresses a formatting error that was identified in the Commission proposal.
Amendment 36

Proposal for a regulation
Article 3 – paragraph 2 – point 29

Text proposed by the Commission

(29) ‘tyre abrasion’ means the mass of material lost from the tyre due to the abrasion process and emitted to the environment;

Amendment

Deleted

Or. en

Justification

All the provisions for tyre abrasion will be outlined in secondary legislation, in line with the international definitions established by the common task force on Tyre Abrasion under the UN World Forum for Harmonization of Vehicle Regulations (WP29).

Amendment 37

Proposal for a regulation
Article 3 – paragraph 2 – point 34

Text proposed by the Commission

(34) ‘original pollution control systems’ means a pollution control system or an assembly of such systems covered by the type-approval granted for the vehicle concerned;

Amendment

‘original pollution control systems’ means a pollution control system or an assembly of such systems covered by the type-approval granted for the vehicle concerned and installed on the vehicle at the time of its initial registration;

Or. en

Justification

This clarification is necessary as it is possible to replace the original system with a different device, and third-party systems may also be used to ensure compliance.
Amendment 38

Proposal for a regulation
Article 3 – paragraph 2 – point 36

Text proposed by the Commission

(36) ‘adaptive control function’ means a system that adjusts engine, pollution control systems or other vehicle parameters with the purpose to improve fuel or energy consumption and the effectiveness of the pollution control system based on the expected usage of the vehicle;

Amendment

deleted

Or. en

Justification

This definition is unnecessary as modern emission control systems are already covered under existing type-approval requirements.

Amendment 39

Proposal for a regulation
Article 3 – paragraph 2 – point 37

Text proposed by the Commission

(37) ‘on-board diagnostic system’ or ‘OBD’ means a system that can generate vehicle on-board diagnostic (OBD) information, as defined in Article 3, point 49, of Regulation (EU) 2018/858 and is capable of communicating that information via the OBD port and over the air;

Amendment

(37) ‘on-board diagnostic system’ or ‘OBD’ means in the context of this Regulation, a system on-board the vehicle that can detect malfunctions in the monitored emission control systems, identify the probable cause of the malfunction using fault codes stored in the computer memory, and illuminate the Malfunction Indicator (MI) to alert the vehicle operator;

Or. en

Justification

Using the definition of OBD and OBD information provided in UN Regulation 154 (UN R154) will prevent high costs. Requiring OTA transfer of OBD, OBFCM, or OBM data would...
entail considerable expenses for software development, hardware modification, and data processing and transmission capabilities in the vehicle. The costs of vehicle/back-end changes and cellular OTA data transfer would be disproportionate and difficult to justify, as the frequency and size of the data remain unknown. Instead, data can be obtained via the wired OBD interface established at a minimal additional cost during roadworthiness tests or by authorized dealers/repairers. This approach is consistent with what is already in place for OBFCM under Commission Implementing Regulation (EU) 2021/392.

Amendment 40

Proposal for a regulation
Article 3 – paragraph 2 – point 37 a (new)

Text proposed by the Commission

Amendment

(37a) ‘vehicle on-board diagnostic (OBD) information’ means the information generated by a system that is on-board a vehicle or that is connected to an engine, and that is capable of detecting a malfunction, and, where applicable, is capable of signalling its occurrence by means of an alert system, it can also identify the probable cause of the malfunction by means of information stored in a computer memory, and is capable of communicating that information optionally off-board;

Or. en

Justification

The purpose of this amendment is to ensure that OBD, OBFCM or OBM data can be collected and reported in a technology neutral and cost-effective way, allowing the manufacturer to rely on the state-of-the-art protocols and take into account specific regional needs (such as lack of network coverage or national connectivity requirement in third countries that follow the EU Type approval framework) in line with the pending horizontal EU Data Act.

Amendment 41

Proposal for a regulation
Article 3 – paragraph 2 – point 38
Text proposed by the Commission

(38) ‘on-board monitoring system’ or ‘OBM’ means a system on board a vehicle that is capable of detecting either emission exceedances or when a vehicle is in zero emission mode if applicable, and capable of indicating the occurrence of such exceedances by means of information stored in the vehicle, and of communicating that information via the OBD port and over the air;

Amendment

(38) ‘on-board monitoring system’ or ‘OBM’ means a system on board a vehicle that is capable of monitoring emissions while taking into account the tolerance of OBM measurements and delivering information via the OBD port and, optionally, over the air;

Or. en

Justification

The purpose of this amendment is to ensure that OBD, OBFCM or OBM data can be collected and reported in a technology neutral and cost-effective way, allowing the manufacturer to rely on the state-of-the-art protocols and take into account specific regional needs (such as lack of network coverage or national connectivity requirement in third countries that follow the EU Type approval framework) in line with the pending horizontal EU Data Act.

Amendment 42

Proposal for a regulation
Article 3 – paragraph 2 – point 39

Text proposed by the Commission

(39) ‘on-board fuel and energy consumption monitoring device’ or ‘OBFCM device’ means any software or hardware that senses and uses vehicle, engine, fuel or electric energy and payload/mass parameters to determine, store in the vehicle the fuel and energy consumption data and other parameters relevant for determining the fuel or energy consumption and energy efficiency of the vehicle;

Amendment

(39) ‘on-board fuel and electric energy consumption monitoring device’ or ‘OBFCM device’ means any software or hardware that senses and uses vehicle, engine, fuel or electric energy and payload/mass parameters to determine, store in the vehicle the fuel and energy consumption data and other parameters relevant for determining the fuel or energy consumption and energy efficiency of the vehicle;

Or. en
Amendment 43

Proposal for a regulation
Article 3 – paragraph 2 – point 40

Text proposed by the Commission

(40) ‘defeat device’ means any software or hardware that senses temperature, vehicle speed, engine speed, transmission gear, manifold vacuum or any other parameter to activate, modulate, delay or deactivate the operation of any part of the pollution control system, with the purpose of reducing the effectiveness of the pollution control system when the vehicle is driven;

Amendment

(40) ‘defeat device’ means a design component that allows a vehicle to appear compliant during testing but not during normal driving conditions, or manipulates data related to sensors, fuel/energy consumption, electric range, or battery durability, resulting in the vehicle not meeting regulatory requirements when driven outside of testing conditions;

Amendment 44

Proposal for a regulation
Article 3 – paragraph 2 – point 42

Text proposed by the Commission

(42) ‘real driving emissions’ or ‘RDE’ means the emissions of a vehicle under normal driving conditions and extended conditions as specified in Tables 1 and 2 of Annex III;

Amendment

(42) ‘real driving emissions’ or ‘RDE’ means the emissions of a vehicle under normal driving conditions and maximum one of the extended conditions at the same time as specified in Tables 1 and 2 of Annex III and Article 4 of Regulation (EC) 595/2009 and Annex II of Regulation (EU) 582/2011;

Justification

In order to avoid any confusion regarding the proposed Regulation, it is essential to make it clear that it is not feasible to have a mix of several extended conditions at the same time. In addition, it is also necessary to include references to the specific test conditions applicable to light duty and heavy-duty vehicles.
Amendment 45

Proposal for a regulation
Article 3 – paragraph 2 – point 44

Text proposed by the Commission

(44) ‘tampering’ means the inactivation, or modification by the economic operators or independent operators, of the engine, vehicle pollution control device and system, propulsion system, traction battery, odometer, OBFCM or OBD/OBM, including any software or other logical control elements of those systems and their data;

Amendment

(44) ‘tampering’ means the inactivation, or modification of the engine or electric motor, vehicle pollution control device and system, propulsion system, traction battery, odometer, OBFCM or OBD/OBM, including any software or other logical control elements of those systems and their data for personal benefit and having an effect on the emissions of the vehicle. This excludes those actions addressed by UN Regulation No. 155 (UN R155) or other relevant UN regulatory frameworks;

Or. en

Justification

Modifications that do not impact vehicle emissions and are unlikely to be intentionally made for personal gain should not be subject to monitoring requirements as per this definition.

Amendment 46

Proposal for a regulation
Article 3 – paragraph 2 – point 57 a (new)

Text proposed by the Commission

(57a) ‘CO2 neutral fuel’ means a renewable and/or synthetic fuels as defined in Directive (EU) 2018/2001, which include biofuels, biogas, biomass fuel, Renewable liquid and gaseous transport Fuel of Non Biological Origin (RFNBO), or Recycled Carbon Fuel (RCF). Such fuels have net-zero CO2 emissions during use (e(u)), indicating that the CO2 equivalent of the carbon contained in the fuel’s chemical composition is biogenic in origin or has been prevented from being released into
the atmosphere. Any other renewable and/or synthetic fuels that satisfy the above conditions and the sustainability criteria of Directive (EU) 2018/2001 and associated delegated acts may also fulfil this definition.

Or. en

**Justification**

CO2-neutral fuels are defined as fuels, including biofuel, biogas, biomass fuel, Renewable liquid and gaseous transport Fuel of Non Biological Origin (RFNBO) or a Recycled Carbon Fuel (RCF), that emit only biogenic CO2 or recycled CO2 when burned, resulting in circular CO2 emissions and a net-zero impact on the climate. This definition is already in line with the REDII, indicating that all fuels listed in the directive should be considered as CO2-neutral fuels.

**Amendment 47**

Proposal for a regulation

Article 3 – paragraph 2 – point 57 b (new)

*Text proposed by the Commission*

(57b) ‘Carbon Correction Factor (CCF)’ means a factor which applies a correction to the CO2 tailpipe emissions of vehicles for compliance assessment, to reflect the GHG emission intensity and the share of CO2 neutral fuels;

*Amendment*

Or. en

**Justification**

It is not accurate to classify all liquid and gaseous fuels as 100% fossil fuels, as an increasing proportion of sustainable fuels is being added due to regulations such as the Renewable Energy Directive. In order to better evaluate the impact of CO2 neutral fuels on greenhouse gas emissions, a Carbon Correction Factor should be introduced. This would provide a more realistic measurement of CO2 emissions from fuel and help support a more comprehensive climate policy for the European mobility sector.
Amendment 48

Proposal for a regulation
Article 3 – paragraph 2 – point 62

Text proposed by the Commission

(62) ‘power-to-mass-ratio’ means the ratio of rated power to the mass in running order;

Amendment

(62) ‘power-to-mass-ratio’ means the ratio of rated power to the technically permissible maximum laden mass as defined in Annex XII of Commission Implementing Regulation (EU) 2021/535;

Or. en

Justification

Under Real Driving Emissions (RDE) testing, the relevant mass is the vehicle’s maximum mass rather than its mass in running order.

Amendment 49

Proposal for a regulation
Article 3 – paragraph 2 – point 63

Text proposed by the Commission

(63) ‘rated power’ or ‘P\textsubscript{rated}’ means the maximum net power of the engine or motor in kW;

Amendment

(63) ‘rated power’ or ‘P\textsubscript{rated}’ means the maximum net power of the engine or electric motor in kW;

Or. en

Amendment 50

Proposal for a regulation
Article 3 – paragraph 2 – point 67

Text proposed by the Commission

(67) ‘zero-emission range’ means the maximum distance a zero-emission vehicle can travel until the traction battery or fuel tank is depleted, which for PEVs corresponds to the electric range;

Amendment

(67) ‘zero-emission range’ means the maximum distance a vehicle can travel in zero-emission mode when driving the appropriate cycle in this Regulation until the traction battery or fuel tank is depleted, which for PEVs corresponds to the electric range;
range;

Justification

Given that the definition refers to Plug-in Electric Vehicles (PEVs) separately it clearly intends to also cover Off-Vehicle Charging Hybrid Electric Vehicles (PHEVs). These are not zero emission vehicles, but rather vehicles with a zero-emission mode.

Amendment 51
Proposal for a regulation
Article 3 – paragraph 2 – point 69

Text proposed by the Commission

(69) ‘battery durability’ means the durability of a traction battery measured in terms of its State of Health;

Amendment

(69) ‘(in-vehicle)-battery durability’ means the durability of a traction battery measured in terms of its State of Certified Energy and its State of Certified Range;

Justification

Amendment to align and ensure consistency with UN Global Technical Regulation No.22.

Amendment 52
Proposal for a regulation
Article 3 – paragraph 2 – point 70

Text proposed by the Commission

(70) ‘state of health’ or ‘SOH’ means the measured or estimated state of a specific performance metric of a vehicle or traction battery at a specific point in its lifetime, expressed as a percentage of the performance that was determined when certified or new;

Amendment

(70) ‘state of Certified Energy’ or ‘SOCE’ and state of Certified Range’ or ‘SOCR’ means the measured or estimated state of a specific performance metric of a vehicle (range) or traction battery (energy) at a specific point in its lifetime, expressed as a percentage of the performance that was determined when certified or new;
Amendment to align and ensure consistency with UN Global Technical Regulation No.22.

**Amendment 53**

Proposal for a regulation

**Article 3 – paragraph 2 – point 70 a (new)**

Text proposed by the Commission

(70a) ‘state of health’ or ‘SOH’ means the measured or estimated state of a tailpipe emissions control system at a specific point in its lifetime, expressed as a percentage of the performance that was determined when certified or new;

Amendment

Or. en

**Justification**

Amendment to align and ensure consistency with UN Global Technical Regulation No.22.

**Amendment 54**

Proposal for a regulation

**Article 3 – paragraph 2 – point 71**

Text proposed by the Commission

(71) ‘environmental vehicle passport’ or ‘EVP’ means a record on paper and digital form containing information on the environmental performance of a vehicle at the moment of registration, including the level of pollutant emission limits, CO₂ emissions, fuel consumption, energy consumption, electric range and engine power, and battery durability and other related values;

Amendment

deleted

Or. en
Justification

Details regarding a vehicle's environmental performance are already required in other EU legislation and can be found in documents such as the Certification of Conformity (CoC).

Amendment 55
Proposal for a regulation
Article 3 – paragraph 2 – point 72

Text proposed by the Commission
(72) ‘excess emissions driver warning system’ means a system designed, constructed and installed in a vehicle to provide information to the user about excess emissions and enforce repairs;

Amendment
(72) ‘excess exhaust emissions driver warning system’ means a system designed, constructed and installed in a vehicle to provide information to the user about excess exhaust emissions and enforce repairs;

Or. en

Amendment 56
Proposal for a regulation
Article 3 – paragraph 2 – point 77

Text proposed by the Commission
(77) "snow tyre" means a tyre whose tread pattern, tread compound or structure is primarily designed to achieve in snow conditions a performance better than that of a normal tyre with regard to its ability to initiate or maintain vehicle motion;

Amendment
deleted

Or. en

Justification
Definitions pertaining to tyre abrasion requirements will be included in the secondary legislation used to align this Regulation with those established by the common GRBP/GRPE Task Force on Tyre Abrasion conducted under the auspices of the UN WP29.
Amendment 57

Proposal for a regulation
Article 3 – paragraph 2 – point 78

Text proposed by the Commission

(78) "special use tyre" means a tyre intended for mixed use both on- and off-road or for other special duty. These tyres are primarily designed to initiate and maintain the vehicle in motion in off-road conditions.

Amendment

Definitions pertaining to tyre abrasion requirements will be included in the secondary legislation used to align this Regulation with those established by the common GRBP/GRPE Task Force on Tyre Abrasion conducted under the auspices of the UN WP29.

Amendment 58

Proposal for a regulation
Article 4 – paragraph 1

Text proposed by the Commission

1. Manufacturers shall ensure that the new vehicles they manufacture, which are sold, registered or put into service in the Union, are type approved in accordance with this Regulation. Manufacturers shall ensure that the new components or separate technical units, including engines, traction batteries, brake systems and replacement pollution control systems requiring type-approval which they manufacture and which are sold or put into service in the Union are type approved in accordance with this Regulation.

Amendment

1. Manufacturers shall ensure that the new vehicles they manufacture, which are sold, registered or put into service in the Union, are type approved in accordance with this Regulation. From the specific application dates described in this Regulation, manufacturers shall ensure that the new components or separate technical units, including engines, traction batteries, brake emission systems and replacement pollution control systems requiring type-approval which they manufacture and which are sold or put into service in the Union are type approved in accordance with this Regulation.

Or. en
Justification

This Regulation is aimed at limiting emissions from brakes, it does not however apply to brakes as a system component. Therefore, this Article should refer to brake emission systems, namely the devices installed in vehicles to minimize the amount of pollution generated by braking.

Amendment 59

Proposal for a regulation
Article 4 – paragraph 2

Text proposed by the Commission

2. Manufacturers shall design, construct and assemble vehicles to comply with this Regulation, including complying with the emission limits set out in Annex I and respecting the values declared in the certificate of conformity and in the type-approval documentation for the lifetime of the vehicle as set out in table 1 of Annex IV. These vehicles shall be designated as “Euro 7” vehicles.

Amendment

2. Manufacturers shall design, construct and assemble vehicles to comply with this Regulation, including complying with the emission limits set out in Annex I while operating under the conditions set out in Annex III, Article 4 of Regulation (EU) 595/2009 and Annex II of Regulation 582/2011 and respecting for the lifetime of the vehicle as set out in table 1 of Annex IV. These vehicles shall be designated as “Euro 7” vehicles.

Enforcement of emission limits must be tied to the conditions and lifetime requirements outlined in the Annexes, which are applicable to light duty or heavy-duty vehicles.

Amendment 60

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

Text proposed by the Commission

When verifying compliance with the exhaust emission limits, where the testing is performed in extended driving conditions, the emissions shall be divided by the extended driving divider set out in

Amendment

When verifying compliance with the exhaust emission limits, where the testing is performed in maximum one of the extended driving conditions at the same time, the emissions shall be divided by the extended driving divider set out in Annex

Justification

It is not possible to have a simultaneous application of various expanded conditions, and it is necessary to specify the particular requirements for both light duty and heavy-duty vehicles.

Amendment 61

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

Text proposed by the Commission
The emissions during regeneration of pollution control systems *will* be included as a weighted average based on the frequency and duration of the regeneration events.

Amendment
The emissions during regeneration of pollution control systems *shall* be included as a weighted average based on the frequency and duration of the regeneration events. *The compliance verification tests shall not include, or take into consideration, biased driving.*

Or. en

Amendment 62

Proposal for a regulation
Article 4 – paragraph 4

Text proposed by the Commission
4. Manufacturers shall design and construct components or separate technical units, including engines, traction batteries, brake systems and replacement pollution control systems to comply with this Regulation, including complying with the emission limits set out in Annex I.

Amendment
4. Manufacturers shall design and construct *systems*, components or separate technical units, including, *presently, only* engines, *electric motors*, traction batteries, brake systems and replacement pollution control systems to comply with this Regulation, including complying with the emission limits set out in Annex I *and the conditions specified in Annex III, Article 4 of Regulation (EC) 595/2009 and Annex*
After the establishment of appropriate test procedures and limits for tyre abrasion rates via secondary legislation, the range of components and technical units covered by this article can be expanded to encompass tyres. Moreover, the obligations of manufacturers regarding limits and conditions should be explicitly stated in conjunction with one another, and specifically for light duty and heavy-duty vehicles.

**Amendment 63**

**Proposal for a regulation**
**Article 4 – paragraph 6 – point a**

*Text proposed by the Commission*

(a) OBD systems *capable of detecting* malfunctioning systems which lead to emission exceedances in order to facilitate repairs;

*Amendment*

(a) OBD systems *that can detect* malfunctioning systems which *are known to* lead to exhaust emission exceedances in order to facilitate repairs;

*Justification*

Even though a malfunction has the potential to cause an "emission exceedance", it does not necessarily mean that it will always result in one. In addition, it is important to note that OBD systems are only adapted to measure exhaust emissions.

**Amendment 64**

**Proposal for a regulation**
**Article 4 – paragraph 6 – point b**

*Text proposed by the Commission*

(b) OBM systems capable of *detecting* emissions *above the emission limits due to malfunctions, increased degradation or other situations that increase emissions*;

*Amendment*

(b) OBM systems capable of *monitoring exhaust emissions within the tolerance range of OBM measurements*;

*Justification*
Justification

Emission exceedances cannot be accurately measured, and there is currently no established procedure for assessing them therefore, OBM systems should only be utilized for monitoring functions. In addition, it is important to note that OBM systems are adapted to only measure exhaust emissions.

Amendment 65

Proposal for a regulation
Article 4 – paragraph 6 – point c

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>(c) OBFCM device to monitor their real-world fuel and energy consumption and other relevant parameters such as payload/mass which are needed to determine their real-world fuel and energy efficiency;</td>
<td>(c) OBFCM device to monitor their real-world fuel and electric energy consumption and, for N2 and N3 category vehicles, other relevant parameters such as payload/mass which are needed to determine their real-world fuel and energy efficiency;</td>
</tr>
</tbody>
</table>

Or. en

Justification

This amendment adds an explicit reference to vehicles of categories N2 and N3, as monitoring the payload or mass of light-duty vehicles would be disproportionate and unnecessary for the aims of this Regulation.

Amendment 66

Proposal for a regulation
Article 4 – paragraph 6 – point d

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>(d) SOH monitors of the traction battery and emission systems;</td>
<td>(d) SOCE and SOCR monitors of the traction battery and SOH monitors of tailpipe emission control systems;</td>
</tr>
</tbody>
</table>

Or. en

Justification

Analysis based on UN Global Technical Regulation (GTR) No. 22 has concluded that State of
Health (SOH) monitors may not be the most efficient parameter for assessing the condition of electric vehicle batteries. As a result, it is proposed to use State of Certified Energy (SOCE) and State of Certified Range (SOCR) instead, as they align with UN GTR No. 22.

Amendment 67

Proposal for a regulation
Article 4 – paragraph 6 – point e

Text proposed by the Commission
(e) excess emissions driver warning systems;

Amendment
(e) excess exhaust emissions driver warning systems;

Or. en

Amendment 68

Proposal for a regulation
Article 4 – paragraph 6 – point g

Text proposed by the Commission
(g) devices communicating vehicle generated data used for compliance with this regulation and OBFCM data, for the purpose of periodic roadworthiness tests and technical roadside inspection over the air, and for the purposes of communicating with recharging infrastructure and stationary power systems capable of supporting smart and bidirectional charging functionalities.

Amendment
(g) devices communicating vehicle generated data together with the approval number and type approval variant used for compliance with this regulation and OBFCM data, for the purpose of periodic roadworthiness tests and technical roadside inspection over the air, optionally, and for the purposes of communicating with recharging infrastructure and stationary power systems capable of supporting smart and bidirectional charging functionalities and also for the provision of third-party services to the vehicle user in order to improve vehicle usage, reduce energy consumption and emissions, or extend the lifespan of its battery during use.

Or. en

Justification

The mandatory requirement for over-the-air (OTA) transmission of data should be re-
evaluated, as there are viable alternatives available for managing fleet data, as outlined in Commission Implementing Regulation (EU) 2021/392.

Amendment 69

Proposal for a regulation
Article 4 – paragraph 7 – point e a (new)

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>(ea) electric motor and related control units,</td>
<td>Or. en</td>
</tr>
</tbody>
</table>

Amendment 70

Proposal for a regulation
Article 4 – paragraph 8

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>8. The manufacturer shall prevent the possibility of exploiting vulnerabilities referred to in paragraph 7, When such a vulnerability is found, the manufacturer shall remove the vulnerability, by software update or any other appropriate means.</td>
<td>8. The manufacturer shall take measures to prevent the possibility of exploiting vulnerabilities referred to in paragraph 7 to the fullest extent possible based on the best available knowledge at the time of type approval.</td>
</tr>
</tbody>
</table>

Justification

The second sentence in this paragraph acknowledges that it is challenging to completely prevent the possibility of tampering, which makes it impractical to expect manufacturers to design vehicles based on potential tampering methods or future data transmission standards that are currently unknown. Hence, it is not reasonable to hold manufacturers accountable for events that may occur during the vehicle's lifespan and are beyond their control.

Amendment 71

Proposal for a regulation
Article 4 – paragraph 10
10. The Commission shall adopt, by means of implementing acts, detailed rules on the procedures, tests and methodologies to verify compliance with the requirements laid down in paragraphs 1 to 9. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).

Justification

To improve legal clarity, Articles 14-17 should incorporate all provisions related to secondary legislation.

Amendment 72

Proposal for a regulation
Article 5 – paragraph 1

1. Manufacturers may designate the vehicles they manufacture as “Euro 7+ vehicle” where those vehicles comply with the following:

(a) for ICEV and NOVC-HEV by declaring compliance with at least 20% lower emission limits than those set out in Annex I for gaseous pollutants and one order of magnitude lower emission limits for particle number emissions;

(b) for OVC-HEV by declaring compliance with at least 20% lower emission limits than those set out in Annex I for gaseous pollutants, one order of magnitude lower emission limits for particle number emissions and battery durability that is at least 10 percentage points higher than the requirements set out in Annex II;
(c) for PEV by declaring battery durability that is at least 10 percentage points higher than the requirements set out in Annex II.

Justification

The term "may" in relation to manufacturers' compliance with Euro 7+ standards suggests that compliance is optional. However, compliance with these standards may be essential to access certain territories due to city access requirements, effectively making Euro 7+ the de-facto standard. To ensure consistency, the requirement for HDV vehicles to comply with Euro 7+ should be mandatory. Furthermore, assigning 10 percentage points for PEV in the first step at 5 years may not be appropriate for accounting for the physical aging of a vehicle, and achieving a 90% reduction for particulate matter number may be unfeasible under the required Real Driving Emissions (RDE) conditions.

Amendment 73

Proposal for a regulation
Article 5 – paragraph 2

Text proposed by the Commission

2. Compliance of these vehicles with the requirements under paragraph 1 shall be checked against the declared values.

Amendment

deleted

Justification

In line with the deletion of paragraph 1. The specified requirements could potentially be used by local authorities to restrict entry into certain low emission zones, allowing only a limited number of vehicles to enter. Moreover, the proposed classifications are not feasible for heavy-duty vehicles and would not serve any useful purpose in categorizing them. A different approach should be considered for classifying such vehicles.

Amendment 74

Proposal for a regulation
Article 5 – paragraph 3
3. Manufacturers may designate vehicles as “Euro 7A vehicle” where those vehicles are equipped with adaptive control functions. The use of adaptive control functions shall be demonstrated to the type-approval authorities during type-approval and verified during the lifetime of the vehicle as set out in table 1, Annex IV.

Amendment 75
Proposal for a regulation
Article 5 – paragraph 4

4. Manufacturers may designate vehicles as “Euro 7G vehicle” where those vehicles are equipped with internal combustion engines with geofencing technologies. The manufacturer shall install a driver warning system on those vehicles to inform the user when the traction batteries are nearly empty and to stop the vehicle if not charged within 5 km from the first warning while on zero-emission mode. The application of such geofencing technologies may be verified during the lifetime of the vehicle.

Justification
Geo-fencing can ensure access to restricted areas for hybrid vehicles (e.g. low emission zones), but only if it is implemented consistently across EU cities—a patchwork approach
cannot be applied under the internal market. Therefore, a clear definition of geo-fencing technology is necessary if it is to be included as an option, and existing OEM technologies should not be excluded from this option. Moreover, given that Euro 7G requirements apply only to hybrid cars with location determination, these requirements are not relevant for heavy-duty vehicles.

Amendment 76
Proposal for a regulation
Article 5 – paragraph 4 a (new)

Text proposed by the Commission

4a. Manufacturers shall have the option to designate vehicles as "Euro 7 NF vehicles" if they are powered by CO2-neutral fuels, as defined in Article 3. This applies to vehicles that run solely on CO2-neutral fuels or a blend of conventional and CO2-neutral fuels, throughout their lifetime. If a vehicle exclusively uses CO2-neutral fuels, the CO2 emissions will be deemed as zero for the purposes of Regulation (EU) 2023/851 and the pending Regulation on CO2 emission standards for heavy duty vehicles.

Or. en
Justification

Provides consistency with Regulation (EU) 2023/851.

Amendment 77
Proposal for a regulation
Article 5 – paragraph 5

Text proposed by the Commission

5. Manufacturers may construct vehicles combining two or more of the characteristics referred to in paragraphs 1, 2 or 3 and designate them using a combination of symbols and letters such as “Euro 7+A”, “Euro 7+G”, “Euro
7+AG" or “Euro 7AG“ vehicles.

Justification

Geo-fencing can ensure access to restricted areas for hybrid vehicles (e.g. low-emission zones), but only if it is implemented consistently across EU cities—a patchwork approach cannot be applied under the internal market. Therefore, a clear definition of geo-fencing technology is necessary if it is to be included as an option, and existing OEM technologies should not be excluded from this option. In addition, these requirements are not applicable for heavy-duty vehicles.

Amendment 78

Proposal for a regulation
Article 5 – paragraph 6

Text proposed by the Commission
6. At the manufacturer’s request, for N2 vehicles between 3.5 and 4.0 tonnes maximum mass originating from an N1 vehicle type, the type-approval authority may grant an emission type-approval for N1 vehicle type. Such vehicles shall be designated as “Euro 7ext vehicle”.

Amendment
6. At the manufacturer’s request, for vehicles of category N2 and M2 with a maximum mass of 5.0 tonnes or less, the type-approval authority may grant an emission type-approval for N1 vehicle type. Such vehicles shall be designated as “Euro 7ext vehicle”.

Justification

To simplify manufacturing processes and reduce high compliance costs, it is recommended that the exemption for N2 and M2 vehicles be extended to a maximum weight of 5.0 tonnes. The rationale behind this proposal is that these vehicle types often share the same platform as M1 and N1 vehicles. This weight limit aligns with VECTO, the second amendment to Regulation (EU) 2017/2400, which establishes certification standards for measuring CO2 emissions in medium lorries, heavy lorries, and heavy buses.

Amendment 79

Proposal for a regulation
Article 5 – paragraph 7
Text proposed by the Commission

7. The Commission shall adopt, by means of implementing acts, detailed rules on the procedures, tests and methodologies to verify compliance with the requirements laid down in paragraphs 1 to 6. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).

Amendment

deleted

Or. en

Justification

To improve legal clarity, Articles 14-17 should incorporate all provisions related to secondary legislation.

Amendment 80

Proposal for a regulation
Article 6 – paragraph 2

Text proposed by the Commission

2. Manufacturers shall ensure that these vehicles comply with the values regarding CO₂ emissions, fuel and energy consumption and energy efficiency declared under the provisions of this Regulation for the lifetime of the vehicle as set out in Annex IV, Table 1.

Amendment

deleted

Or. en

Justification

This requirement is contrary to the concept of CO2 in-service verification, currently being developed by the Commission under the requirements of Regulation (EU) 2023/851 and should therefore be removed.
Amendment 81
Proposal for a regulation
Article 6 – paragraph 3

Text proposed by the Commission

3. Manufacturers shall ensure that OBFCM, OBD and OBM devices and anti-tampering measures installed in these vehicles comply with the provisions of this Regulation as long as the vehicle is in use.

Amendment

3. Manufacturers shall ensure the design and functionality of OBFCM, OBD and OBM devices and anti-tampering measures installed in these vehicles remain unaltered as long as the vehicle is in use.

Justification

Ensuring compliance with regulations throughout the entire lifespan of a vehicle is challenging and not practically feasible for manufacturers, as they would effectively need to account for, among other things, varied conditions and usage, the effects of time/usage as well as ownership and responsibility.

Amendment 82
Proposal for a regulation
Article 6 – paragraph 4

Text proposed by the Commission

4. The requirements referred to in points 1 to 3 shall apply to vehicles for all types of fuels or energy sources by which they are powered. The same requirements shall also apply to all separate technical units and components intended for such vehicles.

Amendment

4. The requirements referred to in paragraphs 1 to 3 shall apply to vehicles for all types of fuels or energy sources by which they are powered. The same requirements shall also apply to all separate technical units and components intended for such vehicles.

Amendment 83
Proposal for a regulation
Article 6 – paragraph 6 – introductory part
Text proposed by the Commission

6. The OBM systems installed by the manufacturer in these vehicles shall be capable of all of the following:

Amendment

6. The OBM systems installed by the manufacturer in these vehicles shall be capable of:

Or. en

Justification

The level of detail provided in this paragraph creates a conflict, as there are currently no requirements outlined for OBM in the basic act. These requirements will only be fully defined at a later stage by means of a delegated act, which cannot currently be evaluated by the co-legislators.

Amendment 84

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

Text proposed by the Commission

(a) registering the magnitude and duration of all emission exceedances;

Amendment

deleted

Or. en

Justification

Limits that are expressed in mg/km do not have a time duration associated with them and moreover, the OBM cannot initiate a repair. Therefore, the mandatory requirement for over-the-air (OTA) transmission of data should be re-assessed, as there are already viable alternatives available for managing fleet data, as outlined in Commission Implementing Regulation (EU) 2021/392.

Amendment 85

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

Text proposed by the Commission

(b) communicating the data of the emission behaviour of the vehicle, including pollutant sensor and exhaust

Amendment

(b) communicating the data of the exhaust emission behaviour of the vehicle, via the OBD port and, optionally, over the
flow data, via the OBD port and over the air, including for the purpose of roadworthiness tests and technical roadside inspections\textsuperscript{55,56};


Or. en

Justification

Limits that are expressed in mg/km do not have a time duration associated with them and moreover, the OBM cannot initiate a repair. Therefore, the mandatory requirement for over-the-air (OTA) transmission of data should be re-assessed, as there are already viable alternatives available for managing fleet data, as outlined in Commission Implementing Regulation (EU) 2021/392.

Amendment 86

Proposal for a regulation

Article 6 – paragraph 6 – point c

\textit{Text proposed by the Commission} \quad \textit{Amendment}

(c) triggering repair of the vehicle \quad \textit{deleted}

when the driver warning system notifies significantly excess emissions.

Or. en
Justification

Limits that are expressed in mg/km do not have a time duration associated with them, and the OBM cannot initiate a repair. Given this, the mandatory requirement for Over-The-Air (OTA) transmission of data should be reconsidered. This is because there are alternative methods available for effectively managing fleet data, which are outlined in Commission Implementing Regulation (EU) 2021/392.

Amendment 87

Proposal for a regulation
Article 6 – paragraph 7

Text proposed by the Commission

7. The OBFCM devices installed by the manufacturer in these vehicles shall be capable of communicating the vehicle data they record via the OBD port and over the air.

Amendment

7. The OBFCM devices installed by the manufacturer in these vehicles shall be capable of communicating all legally required relevant vehicle data they record, optionally, via the OBD port and over the air.

Or. en

Justification

It is important to mention that certain types of data, including personal location data, cannot be transmitted due to the EU General Data Protection Regulation (EU) 2016/679 (GDPR). Additionally, the transmission of large volumes of vehicle data at a frequency that is currently unknown poses potential security concerns and remains an unresolved issue.

Amendment 88

Proposal for a regulation
Article 6 – paragraph 8

Text proposed by the Commission

8. For vehicles, systems, components and separate technical units presenting a serious risk or non-compliance with the requirements laid down in this regulation, manufacturers shall immediately take the necessary corrective measures, including repairs or modifications of those vehicles, systems, components and separate

Amendment

8. For vehicles, systems, components and separate technical units presenting a serious risk or non-compliance with the requirements laid down in this regulation, manufacturers shall, in accordance with the specified procedures in the corresponding implementing and delegated acts, take the necessary
technical units as appropriate, to ensure compliance with this regulation. Manufacturers or any other economic operator shall withdraw it from the market or recall it, as appropriate. The manufacturer shall immediately inform the type approval authority that granted the type-approval of the non-conformity with appropriate details.

corrective measures, including repairs or modifications of those vehicles, systems, components and separate technical units as appropriate, to ensure compliance with this regulation. Manufacturers or any other economic operator shall withdraw it from the market or recall it, as appropriate. The manufacturer shall immediately inform the type approval authority that granted the type-approval of the non-conformity with appropriate details.

Amendment 89

Proposal for a regulation
Article 6 – paragraph 9

Text proposed by the Commission

9. The Commission shall adopt, by means of implementing acts, detailed rules on requirements, tests, methods and corrective measures related to the obligations referred to in paragraphs 1 to 8. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).

Amendment

deleted

Justification

To improve legal clarity, Articles 14—17 should incorporate all provisions related to secondary legislation.

Amendment 90

Proposal for a regulation
Article 7 – paragraph 2
2. The manufacturer shall provide the type-approval authority with a signed declaration of conformity as regards the RDE, CO₂ ambient temperature correction, OBD, OBM, emission and battery durability, continuous or periodic regeneration, anti-tampering and crankcase requirements as specified in Annex V. **The manufacturer shall provide to the type-approval authority a signed declaration of conformity on the use of adaptive controls and geofencing options when the manufacturer selects these options.**

Or. en

**Justification**

The obligation to issue a declaration of conformity for adaptive controls and geofencing cannot be enforced until the corresponding requirements are adopted in the relevant secondary legislation.

**Amendment 91**

Proposal for a regulation

**Article 7 – paragraph 4**

Text proposed by the Commission

4. **Manufacturers shall issue the environmental vehicle passport (EVP) for each vehicle and deliver that passport to the purchaser of the vehicle together with the vehicle, extracting the relevant data from sources such as the certificate of conformity and the type-approval documentation. The manufacturer shall ensure that EVP data are available for display in the vehicle electronic systems and can be transmitted from on- to off-board.**

Amendment

4. **deleted**

Or. en
Justification

European legislation already mandates the inclusion of vehicle environmental performance information and is included, for instance, in the Certification of Conformity (CoC). All necessary information is catalogued in the EU transparency list, according to Commission Regulation (EU) 2018/1832, so that for market surveillance testing that information is readily accessible.

Amendment 92

Proposal for a regulation
Article 7 – paragraph 5

Text proposed by the Commission

5. The Commission shall adopt implementing acts laying down the testing and compliance verifications as well as procedures, related to emission type-approval, conformity of production, in-service conformity, declaration of conformity and EVP under paragraphs 1 to 4. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).

Amendment

deleted

Or. en

Justification

To improve legal clarity, Articles 14-17 should incorporate all provisions related to secondary legislation.

Amendment 93

Proposal for a regulation
Article 7a (new)

Text proposed by the Commission

Article 7a
Specific provisions relating to vehicle tyre abrasion
The classification and definitions of tyres
for the purpose of type approval based on abrasion emissions shall align with the uniform provisions established in UN WP29 for the approval of tyres regarding tyre abrasion emissions type approval. These provisions should be incorporated into this Regulation via a delegated act in accordance with Article 16. Any derogation to these requirements should be established by the definitions pertaining to tyre abrasion requirements and be included in the delegated act that aligns this Regulation with the definitions established in UN WP29 and incorporated into this Regulation by means of delegated acts in accordance with Article 16.

Or. en

Amendment 94
Proposal for a regulation
Article 8 – paragraph 1

Text proposed by the Commission
1. As regards pollutant emissions, small volume manufacturers may substitute tests set out in tables 1, 3, 5, 7 and 9 of Annex V with declarations of conformity. The compliance of vehicles constructed and put into the market by small volume manufacturers may be tested for in service conformity and market surveillance in accordance with tables 2, 4, 6, 8 and 10 of Annex V. Conformity of production tests set out in Annex V shall not be required. Article 4(4) point (b) shall not apply to small volume manufacturers.

Amendment
1. As regards pollutant emissions, small and ultra-small volume manufacturers may substitute tests set out in tables 1, 3, 5, 7 and 9 of Annex V with declarations of conformity. The compliance of vehicles constructed and put into the market by small volume manufacturers may be tested for in service conformity and market surveillance in accordance with tables 2, 4, 6, 8 and 10 of Annex V. Conformity of production tests set out in Annex V shall not be required. Article 4(6) point (b) shall not apply to small and ultra-small volume manufacturers.

Or. en
Justification

There is a drafting error in the reference to "Article 4(4) point (b)," which should refer instead to "Article 4(6) point (b)." In addition, it is recommended that ultra-small volume manufacturers, in addition to small volume manufacturers, also be exempted from OBM requirements.

Amendment 95
Proposal for a regulation
Article 8 – paragraph 2

Text proposed by the Commission

2. Ultra-small volume manufacturers shall comply with the emission limits set out in Annex I in laboratory tests based on random real-driving cycles for in-service conformity and market surveillance purposes.

Amendment

2. Ultra-small volume manufacturers shall comply with the emission limits set out in Annex I in laboratory tests based on real-driving cycles for in-service conformity and market surveillance purposes.

Or. en

Amendment 96
Proposal for a regulation
Article 9 – paragraph 1

Text proposed by the Commission

1. In multistage type-approvals, manufacturers of the second or subsequent stages shall be responsible for the emission type-approval where they modify any part of the vehicle that, according to the data provided by the manufacturers of the previous stage, might affect emissions or battery durability.

Amendment

deleted

Or. en

Justification

Multi-stage manufacturers have no control over pollutant emissions since it is the responsibility of the initial manufacturer who obtains the engine type approval to ensure that
the engine system, including the exhaust after-treatment system, is properly installed and maintained. Moreover, the Euro VI method already conducts effective on-road testing for heavy-duty vehicles.

**Amendment 97**

Proposal for a regulation  
Article 9 – paragraph 2

Text proposed by the Commission

2. The Commission shall adopt implementing acts laying down the administrative requirements and data to be provided by manufacturers of the previous stage in accordance with paragraph 1 and procedures for the determination of CO₂ emissions of such vehicles. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).

Amendment

deleted

Justification

To improve legal clarity, Articles 14-17 should incorporate all provisions related to secondary legislation.

**Amendment 98**

Proposal for a regulation  
Article 10 – paragraph 1

Text proposed by the Commission

1. National approval authorities shall put in place measures to grant emission type-approvals to vehicle types, components and separate technical units and to perform tests, checks and inspections for verifying whether the manufacturers comply with the requirements for conformity of production and in-service conformity in accordance

Amendment

National approval authorities shall put in place measures to grant emission type-approvals to vehicle types, systems, components and separate technical units and to perform tests, checks and inspections for verifying whether the manufacturers comply with the requirements for conformity of production and in-service conformity in accordance
Amendment 99

Proposal for a regulation
Article 10 – paragraph 3

_Text proposed by the Commission_

3. With effect from … [OP please insert the date = the date of entry into force of this Regulation], where a manufacturer so requests, the national approval authorities shall not refuse to grant EU emission type-approval or national emission type-approval for a new type of vehicle or engine, or prohibit the registration, sale or entry into service of a new vehicle complying with this regulation.

_Amendment_

3. With effect from the date of entry into force of all implementing and delegated acts adopted in accordance with this Regulation applicable to the relevant vehicle category, where a manufacturer so requests, the national approval authorities shall not refuse to grant EU emission type-approval or national emission type-approval for a new type of vehicle or engine, or prohibit the registration, sale or entry into service of a new vehicle complying with this regulation.

_Justification_

Amendment aligns with the changes introduced under Article 10.

Amendment 100

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

_Text proposed by the Commission_

3a. With effect from 36 months after the entry into force of all implementing or delegated acts relevant to the vehicle category in question, and according to the specific provisions for systems, components, and separate technical units, national approval authorities shall, on grounds relating to CO2 and pollutant...
emissions, fuel and electric energy consumption or battery durability, in the case of new types of M₁, N₁ vehicles, refuse to grant EU emission type-approval or national emission type-approval which do not comply with this Regulation.

Or. en

Justification

The proposed timeline by the Commission cannot be implemented by both original equipment manufacturers (OEMs) and national authorities due to insufficient lead time for development and certification processes. Manufacturers can only commence mass production development and certification once all implementing and delegated acts are known and in effect. Additionally, to alleviate the burden on the industry and type approval authorities, it is essential to differentiate between new vehicle types and all vehicle registrations.

Amendment 101

Proposal for a regulation
Article 10 – paragraph 4

Text proposed by the Commission

4. With effect from 1 July 2025, national authorities shall, in the case of new M₁, N₁ vehicles which do not comply with this Regulation consider certificates of conformity to be no longer valid for the purposes of registration and shall, on grounds relating to CO₂ and pollutant emissions, fuel and energy consumption or battery durability, prohibit the registration, sale or entry into service of such vehicles.

Amendment

4. With effect from 48 months after the entry into force of all implementing or delegated acts relevant to the vehicle category in question, and according to the specific provisions for systems, components, and separate technical units, national authorities shall, in the case of new M₁, N₁ vehicles which do not comply with this Regulation consider certificates of conformity to be no longer valid for the purposes of registration and shall, on grounds relating to CO₂ and pollutant emissions, fuel and electric energy consumption or battery durability, prohibit the registration, sale or entry into service of such vehicles.

Or. en

Justification

The proposed timeline by the Commission cannot be implemented by both original equipment
manufacturers (OEMs) and national authorities due to insufficient lead time for development and certification processes. Manufacturers can only commence mass production development and certification once all implementing and delegated acts are known and in effect. Additionally, to alleviate the burden on the industry and type approval authorities, it is essential to differentiate between new vehicle types and all vehicle registrations.

Amendment 102

Proposal for a regulation
Article 10 – paragraph 4 a (new)

Text proposed by the Commission

4a. With effect from 48 months after the entry into force of all implementing or delegated acts relevant to the vehicle category in question, and according to the specific provisions for systems, components, and separate technical units, national approval authorities shall, on grounds relating to CO₂ and pollutant emissions, fuel and electric energy consumption or battery durability, in the case of new types of M₂, M₃, N₂, N₃ vehicles and new O₂, O₄ trailers, refuse to grant EU emission type-approval or national emission type-approval which do not comply with this Regulation.

Or. en

Justification

The proposed timeline by the Commission cannot be implemented by both original equipment manufacturers (OEMs) and national authorities due to insufficient lead time for development and certification processes. Manufacturers can only commence mass production development and certification once all implementing and delegated acts are known and in effect. Additionally, to alleviate the burden on the industry and type approval authorities, it is essential to differentiate between new vehicle types and all vehicle registrations.

Amendment 103

Proposal for a regulation
Article 10 – paragraph 5
5. With effect from 1 July 2027, national authorities shall, in the case of new M_2, M_3, N_2, N_3 vehicles and new O_3, O_4 trailers, which do not comply with this Regulation consider certificates of conformity to be no longer valid for the purposes of registration and shall, on grounds relating to CO_2 and pollutant emissions, fuel and energy consumption, energy efficiency or battery durability, prohibit the registration, sale or entry into service of such vehicles.

5. With effect from 60 months after the entry into force of all implementing or delegated acts relevant to the engine, vehicle or trailer category in question, and according to the specific provisions for systems, components, and separate technical units, national authorities shall, in the case of new M_2, M_3, N_2, N_3 vehicles and new O_3, O_4 trailers, consider certificates of conformity to be no longer valid for the purposes of registration and shall, on grounds relating to CO_2 and pollutant emissions, fuel and electric energy consumption or battery durability, refuse to grant EU emission type-approval or national type-approval, with respect to new engine or vehicle or trailer types, which do not comply with this Regulation.

Justification

The proposed timeline by the Commission cannot be implemented by both original equipment manufacturers (OEMs) and national authorities due to insufficient lead time for development and certification processes. Manufacturers can only commence mass production development and certification once all implementing and delegated acts are known and in effect. Additionally, to alleviate the burden on the industry and type approval authorities, it is essential to differentiate between new vehicle types and all vehicle registrations.

Amendment 104

Proposal for a regulation
Article 10 – paragraph 6

6. With effect from 1 July 2030, national authorities shall, in the case of new M_1, N_1 vehicles constructed by small volume manufacturers which do not comply with this Regulation consider certificates of conformity to be no longer valid for the purposes of registration and

6. With effect from 1 July 2035, national authorities shall, in the case of new M_1, N_1 vehicles constructed by small volume manufacturers and vehicles categorized following Regulation (EU) 2018/858, Part A, 5.2 as SB which do not comply with this Regulation consider
shall, on grounds relating to CO\textsubscript{2} and pollutant emissions, fuel and energy consumption, energy efficiency or battery durability, prohibit the registration, sale or entry into service of such vehicles.

certificates of conformity to be no longer valid for the purposes of registration and shall, on grounds relating to CO\textsubscript{2} and pollutant emissions, fuel and electric energy consumption, energy efficiency or battery durability, prohibit the registration, sale or entry into service of such vehicles.

Or. en

Justification

The first amendment here provides consistency by aligning with the exemption given to small volume manufacturers in Regulation (EU) 2023/851. Furthermore, this proposal needs to account for armored vehicles, which are heavier due to their anti-bullet armor plating—these vehicles are important for protecting people and goods, and are already categorized as special purpose vehicles (Code SB) under Regulation (EU) 2018/858. As only a small number of these vehicles are registered each year, they should, along with small volume producers, be excluded from the scope of Euro 7 for a period of time to ensure compliance with the already demanding EU6/VI regulations. When the specified timeframe is over, these vehicles are fully expected to be ready for electrification.

Amendment 105

Proposal for a regulation
Article 10 – paragraph 7

Text proposed by the Commission

7. With effect from 1 July 2031, national authorities shall, in the case of new M\textsubscript{2}, M\textsubscript{3}, N\textsubscript{2}, N\textsubscript{3} vehicles constructed by small volume manufacturers, which do not comply with this Regulation consider certificates of conformity to be no longer valid for the purposes of registration and shall, on grounds relating to CO\textsubscript{2} and pollutant emissions, fuel and energy consumption, energy efficiency or battery durability, prohibit the registration, sale or entry into service of such vehicles.

Amendment

7. With effect from 1 July 2035, national authorities shall, in the case of new M\textsubscript{2}, M\textsubscript{3}, N\textsubscript{2}, N\textsubscript{3} vehicles constructed by small volume manufacturers, which do not comply with this Regulation consider certificates of conformity to be no longer valid for the purposes of registration and shall, on grounds relating to CO\textsubscript{2} and pollutant emissions, fuel and electric energy consumption, energy efficiency or battery durability, prohibit the registration, sale or entry into service of such vehicles.

Or. en
Amendment 106
Proposal for a regulation
Article 10 – paragraph 8

Text proposed by the Commission

Amendment

8. The Commission shall adopt implementing acts laying down the administrative and technical elements required for performing tests, checks and inspections for the purposes of verifying compliance with paragraph 1, as well as the technical elements required for market surveillance checks under paragraph 2. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).

Or. en

Justification

To improve legal clarity, Articles 14-17 should incorporate all provisions related to secondary legislation.

Amendment 107
Proposal for a regulation
Article 11 – paragraph 1

Text proposed by the Commission

Amendment

1. With effect from 1 July 2025, the sale or installation of a system, component or separate technical unit intended to be fitted on an $M_1$, $N_1$ vehicle approved under this Regulation, shall be prohibited if the system, component and separate technical unit is not of type approved in compliance with this Regulation.

1. With effect from 36 months after the entry into force of all implementing or delegated acts relevant to the vehicle category in question, and according to the specific provisions for systems, components, and separate technical units, the sale or installation of a system, component or separate technical unit intended to be fitted on an $M_1$, $N_1$ vehicle approved under this Regulation, shall be prohibited if the system, component and separate technical unit is not of type approved in compliance with this Regulation.
Regulation.

Amendment 108

Proposal for a regulation
Article 11 – paragraph 2

*Text proposed by the Commission*

2. With effect from **1 July 2027**, the sale or installation of a system, component or separate technical unit intended to be fitted on an M₂, M₃, N₂, N₃ vehicle approved under this Regulation, shall be prohibited if the system, component and separate technical unit is not type approved in compliance with this Regulation.

*Amendment*

2. With effect from **48 months after the entry into force of all implementing or delegated acts relevant to the engine, vehicle or trailer category in question, and according to the specific provisions for systems, components, and separate technical units**, the sale or installation of a system, component or separate technical unit intended to be fitted on an M₂, M₃, N₂, N₃ vehicle and O₃, O₄ trailers approved under this Regulation, shall be prohibited if the system, component and separate technical unit is not type approved in compliance with this Regulation.

Or. en

Amendment 109

Proposal for a regulation
Article 11 – paragraph 3 a (new)

*Text proposed by the Commission*

3a. With effect from **24 months after adoption of the delegated act on the approval of C1 tyres as regards abrasion emissions aligning with the limits established in UN WP29, national authorities shall refuse, to grant component/separate technical unit type approval in respect of new types of tyre that do not comply with this Regulation and its implementing and delegated acts.**
With effect from 36 months after adoption of the delegated act on the approval of C1 tyres as regards abrasion emissions aligning with those established in UN WP29, national authorities shall refuse to grant type approval or national EC type approval in respect of new C1 tyres which do not comply with this Regulation and its implementing and delegated acts. C1 tyres that were manufactured prior to the dates set out in this paragraph and which do not comply with the requirements of this Regulation may be sold for a period not exceeding 24 months from those dates. The UN will subsequently develop an appropriate test method and limits for tyre abrasion performance to be applied to C2 and C3 tyres, which shall be incorporated into this Regulation by means of delegated acts in accordance with Article 16.

Amendment 110

Proposal for a regulation
Article 12 – paragraph 2

Text proposed by the Commission

2. National authorities shall, during in-service conformity or market surveillance checks, verify whether manufacturers of vehicles have correctly installed excess emissions driver warning systems, low-reagent driver warning systems and whether vehicles can be tampered.

Amendment

2. National authorities shall, during in-service conformity or market surveillance checks, verify whether manufacturers of vehicles have correctly installed excess exhaust emissions driver warning systems, verify the quality of the reagent, low-reagent driver warning systems and whether vehicles can be tampered.

Justification

This legislation should make clear that excess emissions driver warning systems apply only to exhaust emissions. Moreover, ensuring the compliance of vehicles with the durability
requirements for their systems and components is crucial, and the verification of the quality of the reagent plays a significant role in achieving this. Quality requirements for reagents are already established and can be found in standards such as ISO 22241.

Amendment 111
Proposal for a regulation
Article 14 – paragraph 2

Text proposed by the Commission
2. Tests to prove compliance with the requirements of Article 4 shall be applied by manufacturers and national authorities as specified in Annex V. Tests to prove compliance with the requirements of Article 4 may be applied by the Commission and third parties also as specified in Annex V.

Amendment
2. Tests to prove compliance with the requirements of this Regulation shall be applied by manufacturers and national authorities as specified in Annex V. Tests to prove compliance with the requirements of this Regulation may be applied by the Commission and third parties also as specified in Annex V.

Or. en

Amendment 112
Proposal for a regulation
Article 14 – paragraph 3 – introductory part

Text proposed by the Commission
3. The Commission shall adopt implementing acts for all the phases of emission type-approval, including conformity of production, in-service conformity and market surveillance, addressing procedures and tests for emission type-approval, testing methodologies, administrative provisions, amending and extending emission type-approvals, data access, documentation requirements and templates for all of the following:

Amendment
3. For a period of 18 months following the publication of this Regulation in the Official Journal of the European Union and after a comprehensive consultation process, the Commission shall adopt implementing acts for all the phases of emission type-approval, including conformity of production, in-service conformity and market surveillance, addressing procedures and tests for emission type-approval, testing methodologies, administrative provisions, amending and extending emission type-approvals, data access, documentation requirements and templates for all of the following:
Amendment 113

Proposal for a regulation
Article 14 – paragraph 3 – point d

Text proposed by the Commission
(d) OBM/OBD systems;

Amendment
(d) OBM/OBD monitoring systems;

Or. en

Justification
The OBD/OBM is designed solely for monitoring purposes and is not intended to perform any other function, including controlling or manipulating vehicle systems.

Amendment 114

Proposal for a regulation
Article 14 – paragraph 3 – point g

Text proposed by the Commission
(g) brake system types and their replacement parts;

Amendment
(g) brake system types and their replacement parts in respect to particle emissions for all vehicle categories, while taking into account other on-vehicle systems that contribute to the braking of both vehicles and trailers;

Or. en

Justification
The brake testing procedures and methods should also take into consideration non-wheel braking systems that have been installed on vehicles.

Amendment 115

Proposal for a regulation
Article 14 – paragraph 3 – point h
(h) tyre types in respect to tyre abrasion; (h) tyre types in respect to tyre abrasion as specified by the common GRBP/GRPE Task Force on Tyre Abrasion conducted under the auspices of the UN WP29;

Amendment 116
Proposal for a regulation
Article 14 – paragraph 3 – point j

(j) CO₂, fuel and energy consumption, electric range and engine power determination for M₁, N₁ vehicles, provisions for OBFCM;

(j) CO₂, fuel and electric energy consumption, electric range and engine power determination for M₁, N₁ vehicles, provisions for OBFCM;

Amendment 117
Proposal for a regulation
Article 14 – paragraph 3 – point k

(k) CO₂, fuel and energy consumption, zero-emission range, electric range and engine power determination for M₂, M₃, N₂, N₃ vehicles, energy efficiency of O₃, O₄ trailers, provisions for OBFCM.

(k) CO₂, fuel and electric energy consumption, zero-emission range, electric range and power determination for M₂, M₃, N₂, N₃ vehicles, energy efficiency of O₃, O₄ trailers, provisions for OBFCM.
Amendment 118
Proposal for a regulation
Article 14 – paragraph 4 – subparagraph 1 – introductory part

Text proposed by the Commission

The Commission shall be empowered to adopt implementing acts for all phases of the emission type-approval, including in-service conformity, conformity of production and market surveillance, to lay down the following:

Amendment

For a period of 18 months following the publication of this Regulation in the Official Journal of the European Union and after a comprehensive consultation process, the Commission shall be empowered to adopt implementing acts for all phases of the emission type-approval, including in-service conformity, conformity of production and market surveillance, to lay down the following:

Or. en

Justification

To ensure that the objectives of this Regulation are achieved, it is crucial to establish a deadline by which the Commission must propose all necessary implementing and delegated acts to ensure legal and investor certainty. This deadline should then be linked to the lead time required for implementation. The rules, procedures, and modalities outlined in secondary legislation play a critical role in achieving the goals of this Regulation, making it essential to establish a firm timeline for their proposal and adoption.

Amendment 119
Proposal for a regulation
Article 14 – paragraph 4 – subparagraph 1 – point a

Text proposed by the Commission

(a) the methods to measure exhaust emissions in the lab and on the road, including random and worst-case RDE test cycles, the use of portable emissions measurement systems for verifying real driving emissions, and idle emissions;

Amendment

(a) with regard to vehicles under the scope of Regulation (EC) 715/2007, the methods to measure exhaust emissions in the lab and during Real Driving Emissions (RDE) on the road, including safeguards to detect and prevent biased driving or misuse during RDE testing, the use of portable emissions measurement systems for verifying real driving emissions and, for M1, N1 vehicle types, idle emissions;
Justification

It is important to clarify that this particular point applies only to light-duty vehicles. Additionally, the use of random or worst-case driving scenarios is not proportional, and Real Driving Emissions (RDE) testing should be limited to statistically significant driving events. This is essential for protecting against any instances of biased driving or misuse.

Amendment 120

Proposal for a regulation
Article 14 – paragraph 4 – subparagraph 1 – point b a (new)

Text proposed by the Commission

or (ba) the methods to type-approve applicable hybrid technologies of category M₂, M₃, N₂ and N₃ vehicles;

Amendment

Justification

The Euro 7 proposal does not include the necessary test methods for manufacturers to approve new hybrid heavy-duty vehicle engines and vehicles.

Amendment 121

Proposal for a regulation
Article 14 – paragraph 4 – subparagraph 1 – point g

Text proposed by the Commission

or (g) the methods to measure brake particle emissions, including methods for HDV, real driving brake particle emissions and regenerative braking;

Amendment

(g) the methods to measure brake particle emissions on the basis of the completed UNECE GTR for M₁ and N₁ vehicles and to conduct an expansive inter-laboratory test program to determine a reference point for M₁ and N₁ vehicle brake wear emissions from which proportional brake wear limits can be evaluated, a similar approach for heavy-duty vehicles when an appropriate test method has first been developed at UNECE level, and regenerative braking;
Justification

It is essential to establish a baseline for brake wear emissions by completing the brake wear test method and evaluating its accuracy among different laboratories before setting a limit on brake wear emissions. This will ensure that the limit is based on reliable and accurate data.

Amendment 122
Proposal for a regulation
Article 14 – paragraph 4 – subparagraph 1 – point h

Text proposed by the Commission
(h) the methods to measure tyre abrasion in order to monitor tyre abrasion rates;

Amendment
(h) the methods to measure tyre abrasion in order to monitor tyre abrasion rates as specified by the common GRBP/GRPE Task Force on Tyre Abrasion conducted under the auspices of the UN WP29;

Or. en

Amendment 123
Proposal for a regulation
Article 14 – paragraph 4 – subparagraph 1 – point j

Text proposed by the Commission
(j) OBFCM device, OBD and OBM systems, including compliance thresholds, performance requirements and tests, methods to ensure performance of sensors and over the air communication of data recorded by these devices and systems;

Amendment
(j) OBFCM device, OBD and OBM systems, including, optionally, over the air communication of data recorded by these devices and systems;

Or. en
Verification of reagent quality plays a significant role in ensuring compliance of vehicles with the durability requirements of their systems and components. Quality requirements for reagents are already established in standards such as ISO 22241, and their adherence is essential to achieve accurate and reliable measurement of exhaust emissions.

**Amendment 125**

Proposal for a regulation
Article 14 – paragraph 4 – subparagraph 1 – point p

Text proposed by the Commission

(provisional)

Amendment

(deleted)

Justification

Alignment with deletion amendments introduced in Article 9.

**Amendment 126**

Proposal for a regulation
Article 14 – paragraph 4 – subparagraph 1 – point r

Text proposed by the Commission

(r) specifications of reference fuels for testing;

Amendment

(r) specifications of reference fuels for testing that include in the Fuel Quality Directive 98/70/EC an improved environmental specification for market
fuels to enable exhaust pollutant reduction;

Or. en

Justification

This Article should facilitate an improvement in market fuels via updates to the Fuel Quality Directive 98/70/EC.

Amendment 127

Proposal for a regulation
Article 14 – paragraph 4 – subparagraph 1 – point s

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>(s) methods for establishing the absence of defeat devices and defeat strategies;</td>
<td>(s) methods for establishing the absence of defeat devices and defeat strategies and to carry-over into this Regulation requirements laid out in Article 5(2) of Regulation (EC) 715/2007 and Article 5(11) of Regulation (EU) 2017/1151 applicable to category M₁ and N₁ vehicles, and in UNECE Regulation No. 49, Revision 6, Annex 10, paragraph 5.1.2 applicable to category M₂, M₃, N₂ and N₃ vehicles;</td>
</tr>
</tbody>
</table>

Or. en

Justification

The current defeat device guidance published in OJ C68, 24.02.2023, p.1 must also be adopted in the Euro 7 secondary legislation, as it is crucial to ensure that the shortcomings found in the light duty emission Regulations of Euro 5/6 are not repeated in this Regulation.

Amendment 128

Proposal for a regulation
Article 14 – paragraph 4 – subparagraph 1 – point t

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>(t) methods to measure tyre abrasion;</td>
<td>deleted</td>
</tr>
</tbody>
</table>

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Corrects a drafting error in the Commission proposal as this duplicates point h.

Amendment 129

Proposal for a regulation
Article 14 – paragraph 4 – subparagraph 1 – point v a (new)

Text proposed by the Commission

Amendment

(va) clarification of the test obligations to manufacturers, type-approval authorities, third parties/Commission for initial type approval, conformity of production, in-service compliance and market surveillance;

Or. en

Justification

Given that Annex V is deleted in this draft report, the basic act needs to make clear that test requirements must be elaborated via secondary legislation.

Amendment 130

Proposal for a regulation
Article 14 – paragraph 4 – subparagraph 1 – point w a (new)

Text proposed by the Commission

Amendment

(wa) for category M2, M3, N2 and N3 vehicles, to carry-over into this Regulation all laboratory and in-service conformity (ISC-PEMS) test procedures according to the footnotes and references included in Annex I Table 2 and Annex III Table 2;

Or. en
Justification

In alignment with previous amendments aimed at returning to the Euro VI test regime, the Commission must adopt an implementing act to that effect in accordance with Article 14.

Amendment 131

Proposal for a regulation
Article 15 – paragraph 1 – introductory part

Text proposed by the Commission

1. The Commission shall be empowered to adopt delegated acts in accordance with Article 16 in order to take into account technical progress to amend the following:

Amendment

1. For a period of 36 months following the adoption of the applicable test conditions, test requirements and declaration, and after a comprehensive scrutiny process, the Commission shall be empowered to adopt delegated acts in accordance with Article 16 in order to take into account technical progress to amend the following:

Or. en

Amendment 132

Proposal for a regulation
Article 15 – paragraph 2 – introductory part

Text proposed by the Commission

2. The Commission shall be empowered to adopt delegated acts to supplement this Regulation in accordance with Article 16 in order to take into account technical progress by:

Amendment

2. Following completion of the work on tyre abrasion in the common GRBP/GRPE Task Force on Tyre Abrasion conducted under the authority of the UN WP29, the Commission shall be empowered to adopt delegated acts, no later than 18 months following the date of receipt of the UN WP29 limits, including a comprehensive scrutiny process, to supplement this Regulation in accordance with Article 16 in order to take into account technical progress by:

Or. en
### Justification

To ensure that the objectives of this Regulation are achieved, it is crucial to establish a deadline by which the Commission must propose all necessary implementing and delegated acts to ensure regulatory certainty. This deadline should then, in turn, be linked to the lead time required for implementation. The rules, procedures, and modalities outlined in secondary legislation play a fundamental role in achieving the goals of this Regulation, making it essential to establish a firm timeline for their proposal and final adoption.

### Amendment 133

**Proposal for a regulation**  
**Article 15 – paragraph 2 – point a**

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) setting out brake particle emission limits in Annex I referring to the work performed in the UN World Forum for Harmonisation of Vehicle Regulations (WP29);</td>
<td>(a) setting out brake particle emission limits in Annex I following completion of the work in the Task Force on Brake Emissions conducted under the authority of the UN WP29;</td>
</tr>
</tbody>
</table>

Or. en

### Amendment 134

**Proposal for a regulation**  
**Article 15 – paragraph 2 – point b**

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>(b) setting out abrasion limits for tyre types in Annex I referring to the work performed in the UN World Forum for Harmonisation of Vehicle Regulations (WP29);</td>
<td>(b) setting out abrasion limits for tyre types in Annex I following completion of the work on tyre abrasion in the common GRBP/GRPE Task Force on Tyre Abrasion conducted under the authority of the UN WP29;</td>
</tr>
</tbody>
</table>

Or. en

### Amendment 135

**Proposal for a regulation**  
**Article 15 – paragraph 2 – point c**

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82/114  
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Text proposed by the Commission

(c) setting out the minimum performance requirements of batteries laid down in Annex II, referring to the work performed in the UN World Forum for Harmonisation of Vehicle Regulations (WP29);

Amendment

(c) setting out the minimum performance requirements of batteries laid down in Annex II, by reference to the work performed and the decisions taken in the UN WP29;

Or. en

Justification

As per Article 15(1), the Parliament and Council should not give delegated power to the Commission to change essential elements that the co-legislators must agree in the basic act. As for battery durability, the provisions agreed upon in UNECE should be incorporated into this Regulation without any changes.

Amendment 136

Proposal for a regulation

Article 15 – paragraph 2 – point d

Text proposed by the Commission

(d) setting out durability multipliers in Annex IV based on data collected when testing Euro 7 M2, M3, N2, N3 vehicles and a report on the durability of heavy duty vehicles submitted to the European Parliament and Council;

Amendment

(d) setting out durability multipliers in Annex IV based on data collected when testing Euro 7 M2, M3, N2, N3 vehicles and the conclusions of a report on the durability of heavy-duty vehicles submitted to the European Parliament and Council;

Or. en

Amendment 137

Proposal for a regulation

Article 18 – paragraph 2

Text proposed by the Commission

2. By 1 September 2031, on the basis of the information supplied in accordance with paragraph 1, the Commission shall submit to the European Parliament and to

Amendment

2. No later than 60 months after the entry into force of all implementing and delegated acts adopted in accordance with this Regulation, on the basis of the
the Council an evaluation report on the application of this Regulation.

information supplied in accordance with paragraph 1, the Commission shall submit to the European Parliament and to the Council an evaluation report on the application of this Regulation.

Or. en

Amendment 138

Proposal for a regulation
Article 18 – paragraph 2 a (new)

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>2a. No later than 36 months after the entry into force of all implementing and delegated acts adopted in accordance with this Regulation, the Commission shall submit to the European Parliament and to the Council a report assessing the durability of heavy-duty vehicles.</td>
<td></td>
</tr>
</tbody>
</table>

Or. en

Amendment 139

Proposal for a regulation
Article 19 – paragraph 1

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulation (EC) 715/2007 is repealed with effect from 1 July 2025.</td>
<td></td>
</tr>
<tr>
<td>Regulation (EC) 715/2007 is repealed with effect from 1 July 2035.</td>
<td></td>
</tr>
</tbody>
</table>

Or. en

Justification

This Regulation should be consistent with the small volume manufacturer derogation present in Regulation (EU) 2023/851 by postponing the entry into force date to 1 July 2035, particularly given that Recital 19 of the Commission proposal acknowledges that the vehicle emissions from small volume manufacturers have a negligible impact on the environment within the EU.
Amendment 140
Proposal for a regulation
Article 19 – paragraph 2

Text proposed by the Commission
Regulation (EC) 595/2009 is repealed with effect from 1 July 2027.

Amendment
Regulation (EC) 595/2009 is repealed with effect from 1 July 2035.

Or. en

Justification
The repeal date for heavy-duty vehicles should not be discriminatory and align with the small volume manufacturer derogation for passenger cars and light duty vehicles present in Regulation (EU) 2023/851.

Amendment 141
Proposal for a regulation
Article 20 – paragraph 2

Text proposed by the Commission
It shall apply from 1 July 2025 for M1, N1 vehicles and components and separate technical units for those vehicles and from 1 July 2027 for M2, M3, N2, N3 vehicles and components and separate technical units for those vehicles and O3, O4 trailers.

Amendment
It shall apply from 36 months after the adoption of all corresponding implementing or delegated acts enacted in accordance with this Regulation for new type M1, N1 vehicles and components and separate technical units for those vehicles and 48 months after the adoption of all corresponding implementing and delegated acts enacted in accordance with this Regulation to new M1, N1 vehicles and components and separate technical units for those vehicles. It shall apply 48 months after the adoption of all corresponding implementing and delegated acts enacted in accordance with this Regulation for new type M2, M3, N2, N3 vehicles and components and separate technical units for those vehicles and O3, O4 trailers and 60 months after the adoption of all corresponding implementing and delegated acts enacted
in accordance with this Regulation to new
M₂, M₃, N₂, N₃ vehicles and components
and separate technical units for those
vehicles and O₃, O₄ trailers.

Justification
To provide coherence with the timeframes indicated in Article 10.

Amendment 142
Proposal for a regulation
Article 20 – paragraph 3

Text proposed by the Commission
Amendment

It shall apply from 1 July 2030 for M₁, N₁
vehicles constructed by small volume
manufacturers.

It shall apply as from 1 July 2035 for M₁,
N₁ vehicles and components and separate
technical units, constructed by small
volume manufacturers and vehicles
categorized following Regulation (EU)
2018/858, Part A, 5.2 as SB.

Justification
For consistency with Regulation (EU) 2023/851. In addition, this proposal should account for
armored vehicles, which are heavier due to their anti-bullet armor plating—these vehicles are
important for protecting people and goods, and are already categorized as special purpose
vehicles (Code SB) under Regulation (EU) 2018/858. Although only a small number of these
vehicles are registered each year, they should, as with small volume manufacturers, be
excluded from the scope of this Regulation.

Amendment 143
Proposal for a regulation
Annex I – Table 1 – Row 1

Text proposed by the Commission

<table>
<thead>
<tr>
<th>Pollutant emissions</th>
<th>M₁, N₁ vehicles</th>
<th>Only for N₁ vehicles with power to mass ratio ≤ 35 kW/t</th>
<th>Emission budget for all trips less than 10 km for M₁, N₁ vehicles</th>
<th>Emission budget for all trips less than 10 km only for N₁ vehicles with power to mass</th>
</tr>
</thead>
</table>

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Pollutant emissions | M₁, N₁ vehicles | Only for N₁ vehicles with power to mass ratio¹ less than 44 kW/t | Emission budget for all trips less than 10 km for M₁, N₁ vehicles | Emission budget for all trips less than 10 km only for N₁ vehicles with power to mass ratio less than 44 kW/t
--- | --- | --- | ---

¹. Measured in accordance with paragraph 5.3.2. of **UNECE** Regulation No 85 in the case of ICEVs and PEVs, or, in all other cases, measured in accordance with one of the test procedures laid down in paragraph 6 of UN Global Technical Regulation 21

### Justification

*Heavier vans, classified as N₁ vehicles with a power-to-mass ratio less than 44 kW/t, are often subject to unfair treatment because they are mistakenly perceived as being equivalent to small passenger cars. Moreover, these N₁ category vehicles are often used for utility rather than mobility purposes, as recognized in the Euro 6 standards and therefore, the emission limits should be adjusted accordingly, with the reintroduction of specific limits for N₁ class III.*

### Amendment 144

**Proposal for a regulation**

**Annex I – Table 1 – Row 3**

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOₓ in mg</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOₓ in mg</td>
</tr>
</tbody>
</table>

Or. en
Justification

Heavier vans, classified as N1 vehicles with a power-to-mass ratio less than 44 kW/t, are often subject to unfair treatment because they are mistakenly perceived as being equivalent to small passenger cars. Moreover, these N1 category vehicles are often used for utility rather than mobility purposes, as recognized in the Euro 6 standards and therefore, the emission limits should be adjusted accordingly, with the reintroduction of specific limits for N1 class III.

Amendment 145
Proposal for a regulation
Annex I – Table 1 – Row 4

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
</tr>
</thead>
<tbody>
<tr>
<td>PM in mg</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>PM in mg</td>
</tr>
</tbody>
</table>

Or. en

Justification

Heavier vans, classified as N1 vehicles with a power-to-mass ratio less than 44 kW/t, are often subject to unfair treatment because they are mistakenly perceived as being equivalent to small passenger cars. Moreover, these N1 category vehicles are often used for utility rather than mobility purposes, as recognized in the Euro 6 standards and therefore, the emission limits should be adjusted accordingly, with the reintroduction of specific limits for N1 class III.

Amendment 146
Proposal for a regulation
Annex I – Table 1 – Row 6

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
</tr>
</thead>
<tbody>
<tr>
<td>CO in mg</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>CO in mg</td>
</tr>
</tbody>
</table>

Or. en
Justification

Heavier vans, classified as N1 vehicles with a power-to-mass ratio less than 44 kW/t, are often subject to unfair treatment because they are mistakenly perceived as being equivalent to small passenger cars. Moreover, these N1 category vehicles are often used for utility rather than mobility purposes, as recognized in the Euro 6 standards and therefore, the emission limits should be adjusted accordingly, with the reintroduction of specific limits for N1 class III.

Amendment 147
Proposal for a regulation
Annex I – Table 1 – Row 7

| Text proposed by the Commission |
| THC in mg | 100 | 130 | 1000 | 1300 |

Amendment

| THC in mg | 100 | 160 | 1000 | 1600 |

Or. en

Justification

Heavier vans, classified as N1 vehicles with a power-to-mass ratio less than 44 kW/t, are often subject to unfair treatment because they are mistakenly perceived as being equivalent to small passenger cars. Moreover, these N1 category vehicles are often used for utility rather than mobility purposes, as recognized in the Euro 6 standards and therefore, the emission limits should be adjusted accordingly, with the reintroduction of specific limits for N1 class III.

Amendment 148
Proposal for a regulation
Annex I – Table 1 – Row 8

| Text proposed by the Commission |
| NMHC in mg | 68 | 90 | 680 | 900 |

Amendment

| NMHC in mg | 68 | 108 | 680 | 1080 |
Heavier vans, classified as N1 vehicles with a power-to-mass ratio less than 44 kW/t, are often subject to unfair treatment because they are mistakenly perceived as being equivalent to small passenger cars. Moreover, these N1 category vehicles are often used for utility rather than mobility purposes, as recognized in the Euro 6 standards and therefore, the emission limits should be adjusted accordingly, with the reintroduction of specific limits for N1 class III.

Amendment 149
Proposal for a regulation
Annex I – Table 2

<table>
<thead>
<tr>
<th>Pollutant emissions</th>
<th>Cold emissions$^2$</th>
<th>Hot emissions$^3$</th>
<th>Emission budget for all trips less than 3*xWHTC long</th>
<th>Optional idle emission limits$^4$</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>per kWh</td>
<td>per kWh</td>
<td>per kWh</td>
<td>per hour</td>
</tr>
<tr>
<td>NO$_x$ in mg</td>
<td>350</td>
<td>90</td>
<td>150</td>
<td>5000</td>
</tr>
<tr>
<td>PM in mg</td>
<td>12</td>
<td>8</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>PN$_{10}$ in #</td>
<td>5x10$^{11}$</td>
<td>2x10$^{11}$</td>
<td>3x10$^{11}$</td>
<td></td>
</tr>
<tr>
<td>CO in mg</td>
<td>3500</td>
<td>200</td>
<td>2700</td>
<td></td>
</tr>
<tr>
<td>NMOG in mg</td>
<td>200</td>
<td>50</td>
<td>75</td>
<td></td>
</tr>
<tr>
<td>NH$_3$ in mg</td>
<td>65</td>
<td>65</td>
<td>70</td>
<td></td>
</tr>
<tr>
<td>CH$_4$ in mg</td>
<td>500</td>
<td>350</td>
<td>500</td>
<td></td>
</tr>
<tr>
<td>N$_2$O in mg</td>
<td>160</td>
<td>100</td>
<td>140</td>
<td></td>
</tr>
<tr>
<td>HCHO in mg</td>
<td>30</td>
<td>30</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2 Cold emissions refers to the 100th percentile of moving windows (MW) of 1 WHTC for vehicles, or WHTC$_{cold}$ for engines
With a focus on reducing emissions from heavy-duty vehicles, the ACEA Euro 7 proposal, published in 2021, provides a good basis for establishing limit values for M2, M3, N2 and N3 vehicles. Its primary aim is to decrease the levels of main pollutants by 50%. It aims to decrease the main pollutants by 50% and recognizes the new PN10 test procedure, which increases the severity by 30-40%. A key feature of the proposal is the retention of stricter test bed limits but with the inclusion of a conformity factor (of 1.5) for transposing the engine test limits to an on-road in-service conformity procedure for the entire vehicle.

Amendment 150
Proposal for a regulation
Annex I – Table 3 – Row 1

<table>
<thead>
<tr>
<th>Pollutant emissions</th>
<th>WHSC (CI and WHTC(^1)) (CI and PI)</th>
<th>Real Driving Emissions (RDE)(^2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>NO(_x) in mg/kWh</td>
<td>230</td>
<td>345</td>
</tr>
<tr>
<td>PM in mg/kWh</td>
<td>8</td>
<td>-</td>
</tr>
<tr>
<td>PN10 in #/kWh</td>
<td>(6 \times 10^{11})</td>
<td>(9 \times 10^{11})</td>
</tr>
<tr>
<td>CO in mg/kWh</td>
<td>1500</td>
<td>2250</td>
</tr>
<tr>
<td>NMHC in mg/kWh</td>
<td>80</td>
<td>120</td>
</tr>
<tr>
<td>NH(_3) in mg/kWh</td>
<td>80</td>
<td>120</td>
</tr>
<tr>
<td>CH(_4) in mg/kWh</td>
<td>500</td>
<td>750</td>
</tr>
</tbody>
</table>

\(^1\) Calculation of specific emissions according to paragraph 8.6.3 of Annex 4 to UNECE Regulation No. 49-07.

\(^2\) Emissions evaluation shall be based on accumulated mass/number of emissions over a trip divided by the engine work.
Vehicle weight does not affect evaporative emissions, regardless of vehicle category. Evaporative emissions are mostly linked to vehicle size when padding is present, but light commercial vehicles with steel load spaces do not emit such pollutants. Therefore, to ensure technological neutrality and regulatory simplicity, the same rules should apply to both M1 and N1 vehicles.

**Amendment 151**
Proposal for a regulation
Annex I – Table 3 – Row 3

<table>
<thead>
<tr>
<th>Refuelling emissions</th>
<th>0.05 g/L of fuel</th>
<th>0.05 g/L of fuel</th>
</tr>
</thead>
</table>

**Amendment**
delete delete delete

**Justification**
Implementing new controls for refuelling emissions (ORVR) for a technology that is being phased out seems illogical, considering that Stage II at petrol stations fulfills the same purpose and addresses refuelling emissions for all petrol vehicles, not just newly manufactured ones.
### Text proposed by the Commission

<table>
<thead>
<tr>
<th>Battery energy based MPR</th>
<th>Start of life to 5 years or 100 000 km whichever comes first</th>
<th>Vehicles more than 5 years or 100 000 km, and up to whichever comes first of 8 years or 160 000 km</th>
<th>Vehicles up to additional lifetime*</th>
</tr>
</thead>
<tbody>
<tr>
<td>OVC-HEV</td>
<td>80%</td>
<td>70%</td>
<td></td>
</tr>
<tr>
<td>PEV</td>
<td>80%</td>
<td>70%</td>
<td></td>
</tr>
</tbody>
</table>

### Amendment

<table>
<thead>
<tr>
<th>Battery energy based MPR</th>
<th>Start of life to 8 years or 160 000 km whichever comes first</th>
<th>Vehicles up to additional lifetime*</th>
</tr>
</thead>
<tbody>
<tr>
<td>OVC-HEV</td>
<td>70%</td>
<td></td>
</tr>
<tr>
<td>PEV</td>
<td>70%</td>
<td></td>
</tr>
</tbody>
</table>

### Or. en

### Justification

One set point after 8 years and 160 000 km is sufficient as defined also at UNECE level.

### Amendment 153
Proposal for a regulation
Annex II – Table 2 – Row 1

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
</tr>
</thead>
<tbody>
<tr>
<td>Battery energy based MPR</td>
</tr>
<tr>
<td>---------------------------------</td>
</tr>
<tr>
<td>OVC-HEV</td>
</tr>
<tr>
<td>PEV</td>
</tr>
</tbody>
</table>

### Amendment

<table>
<thead>
<tr>
<th>Battery energy based MPR</th>
<th>Start of life to 8 years or 160 000 km whichever comes first</th>
<th>Vehicles up to additional lifetime*</th>
</tr>
</thead>
<tbody>
<tr>
<td>OVC-HEV</td>
<td>65%</td>
<td></td>
</tr>
</tbody>
</table>
One set point after 8 years and 160 000 km is sufficient as defined also at UNECE level.

Amendment 154
Proposal for a regulation
Annex III – Table 1 – Row 2

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extended driving divider</td>
</tr>
</tbody>
</table>

Amendment

| Extended driving divider | - | 1.6 (applies to measured emissions only during the time when one of the conditions set out in this column applies); and in the case two or more conditions are met, that part of the trip shall be excluded and set invalid. When test energy (rk) exceeds 1.3x the Worldwide harmonized Light vehicles Test Procedure (WLTP) test energy, normalisation shall occur in line with RDE UN GTR Appendix 11. |

Justification

Further clarification is needed regarding the conditions under which the 1.6 factor is applied. It is also crucial to explicitly mandate the use of RDE UN GTR Appendix 11 normalization, especially for infrequent driving scenarios.
Amendment 155
Proposal for a regulation
Annex III – Table 1 – Row 8

<table>
<thead>
<tr>
<th>Maximum average wheel power during first 2 km after cold start</th>
<th>Lower than 20% of maximum wheel power</th>
<th>Higher than 20% of maximum wheel power</th>
</tr>
</thead>
</table>

Amendment

| Deleted | Deleted | Deleted |

Or. en

Justification

Further clarification is needed regarding the conditions under which the 1.6 factor is applied.

Amendment 156
Proposal for a regulation
Annex III – Table 1 – Row 8a (new)

<table>
<thead>
<tr>
<th>Trip dynamics</th>
<th>According to Appendix 7a to Annex IIIA of Regulation (EU) 2017/1151</th>
<th>Procedures laid down in Appendix 7a of Annex IIIA to Regulation (EU) 2017/1151, according to Article 14, paragraph 4, subparagraph (a)</th>
</tr>
</thead>
</table>

Or. en
Justification

Further clarification is needed regarding the conditions under which the 1.6 factor is applied. It is also crucial to explicitly mandate the use of RDE UN GTR Appendix 11 normalization, especially for infrequent driving scenarios. The term "any" should be re-evaluated to exclude atypical and infrequent driving situations that do not accurately represent real-world driving conditions and render compliance with emission limits unattainable. Moreover, manufacturers should not be allowed to exploit low mileage testing to obtain a 1.6 factor during the type approval process. The criteria for type approval should be obligatory, while still allowing for testing with low mileage to shorten vehicle run-in time.

Amendment 157
Proposal for a regulation
Annex III – Table 1 – Row 9

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trip composition</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trip composition</td>
</tr>
</tbody>
</table>

** Rare driving conditions, i.e. [2% of customer trips] and biased driving is not permitted; driving dynamics limits are laid down in the corresponding implementing act.

Justification

The term "any" should be re-evaluated to exclude atypical and infrequent driving situations that do not accurately represent real-world driving conditions and render compliance with emission limits unattainable.

Amendment 158
Proposal for a regulation
### Annex III – Table 1 – Row 10

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum mileage</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum mileage</td>
</tr>
</tbody>
</table>

*** At type approval testing the manufacturer shall not apply the extended driving factor in the case the vehicle is below 10 000 km mileage.

**Or. en**

**Justification**

Manufacturers should not be allowed to exploit low mileage testing to obtain a 1.6 factor during the type approval process. The criteria for type approval should be obligatory, while still allowing for testing with low mileage to shorten vehicle run-in time.

### Amendment 159

Proposal for a regulation

Annex III – Table 2 – Row 1

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parameter</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parameter</td>
</tr>
</tbody>
</table>

**Or. en**

**Justification**

The limits cannot be separated from the test procedures, and the proposed shift in the Euro 7 heavy duty vehicle approval system is a significant change for the European sector.
Currently, the engine-based approval system is in place, which verifies compliance by evaluating the engine installed in vehicles. This system is well established in the UNECE, and more than 60 contracting parties adhere to it, including North America, which, despite not applying UNECE Regulations, follows the engine approach for heavy duty vehicles due to its suitability for engines and work-performing vehicles.

**Amendment 160**
Proposal for a regulation
Annex III – Table 2 – Row 2

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Extended Driving Divider</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>deleted</td>
</tr>
</tbody>
</table>

**Justification**

The limits cannot be separated from the test procedures, and the proposed shift in the Euro 7 heavy duty vehicle approval system is a significant change for the European sector. Currently, the engine-based approval system is in place, which verifies compliance by evaluating the engine installed in vehicles. This system is well established in the UNECE, and more than 60 contracting parties adhere to it, including North America, which, despite not applying UNECE Regulations, follows the engine approach for heavy duty vehicles due to its suitability for engines and work-performing vehicles.

**Amendment 161**
Proposal for a regulation
Annex III – Table 2 – Row 3

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ambient temperature</td>
</tr>
</tbody>
</table>
Amendment

<table>
<thead>
<tr>
<th>Ambient temperature</th>
<th>According to paragraph 4.2 of Annex 8 to UNECE Regulation No.49-07</th>
<th>Covering -7°C to 38°C</th>
</tr>
</thead>
</table>

Justification

The limits cannot be separated from the test procedures, and the proposed shift in the Euro 7 heavy duty vehicle approval system is a significant change for the European sector. Currently, the engine-based approval system is in place, which verifies compliance by evaluating the engine installed in vehicles. This system is well established in the UNECE, and more than 60 contracting parties adhere to it, including North America, which, despite not applying UNECE Regulations, follows the engine approach for heavy duty vehicles due to its suitability for engines and work-performing vehicles.

Amendment 162
Proposal for a regulation
Annex III – Table 2 – Row 4

Text proposed by the Commission

<table>
<thead>
<tr>
<th>Maximum altitude</th>
<th>1 600 m</th>
<th>From 1 600 to 1 800 m</th>
</tr>
</thead>
</table>

Amendment

<table>
<thead>
<tr>
<th>Maximum altitude</th>
<th>According to paragraph 4.2 of Annex 8 to UNECE Regulation No.49-07</th>
<th>1 700 m</th>
</tr>
</thead>
</table>

Justification

The limits cannot be separated from the test procedures, and the proposed shift in the Euro 7 heavy duty vehicle approval system is a significant change for the European sector. Currently, the engine-based approval system is in place, which verifies compliance by evaluating the engine installed in vehicles. This system is well established in the UNECE, and more than 60 contracting parties adhere to it, including North America, which, despite not applying UNECE Regulations, follows the engine approach for heavy duty vehicles due to its suitability for engines and work-performing vehicles.
**Amendment 163**  
Proposal for a regulation  
Annex III – Table 2 – Row 5

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Towing/aerodynamic modifications</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>deleted</td>
</tr>
</tbody>
</table>

**Or. en**

**Justification**

*The limits cannot be separated from the test procedures, and the proposed shift in the Euro 7 heavy duty vehicle approval system is a significant change for the European sector. Currently, the engine-based approval system is in place, which verifies compliance by evaluating the engine installed in vehicles. This system is well established in the UNECE, and more than 60 contracting parties adhere to it, including North America, which, despite not applying UNECE Regulations, follows the engine approach for heavy duty vehicles due to its suitability for engines and work-performing vehicles.*

**Amendment 164**  
Proposal for a regulation  
Annex III – Table 2 – Row 6

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vehicle Payload</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vehicle payload</strong></td>
</tr>
</tbody>
</table>
The limits cannot be separated from the test procedures, and the proposed shift in the Euro 7 heavy duty vehicle approval system is a significant change for the European sector. Currently, the engine-based approval system is in place, which verifies compliance by evaluating the engine installed in vehicles. This system is well established in the UNECE, and more than 60 contracting parties adhere to it, including North America, which, despite not applying UNECE Regulations, follows the engine approach for heavy duty vehicles due to its suitability for engines and work-performing vehicles.

Amendment 165
Proposal for a regulation
Annex III – Table 2 – Row 7

| Text proposed by the Commission |
| Auxiliaries | Possible as per normal use | - |

Amendment

deleted | deleted | deleted

Amendment 166
Proposal for a regulation
Annex III – Table 2 – Row 8

| Text proposed by the Commission |
| Internal Combustion Engine Loading at cold start | Any | - |
The limits cannot be separated from the test procedures, and the proposed shift in the Euro 7 heavy duty vehicle approval system is a significant change for the European sector. Currently, the engine-based approval system is in place, which verifies compliance by evaluating the engine installed in vehicles. This system is well established in the UNECE, and more than 60 contracting parties adhere to it, including North America, which, despite not applying UNECE Regulations, follows the engine approach for heavy duty vehicles due to its suitability for engines and work-performing vehicles.

Amendment 167
Proposal for a regulation
Annex III – Table 2 – Row 9

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trip composition</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trip composition</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Justification</th>
</tr>
</thead>
<tbody>
<tr>
<td>The limits cannot be separated from the test procedures, and the proposed shift in the Euro 7 heavy duty vehicle approval system is a significant change for the European sector. Currently, the engine-based approval system is in place, which verifies compliance by evaluating the engine installed in vehicles. This system is well established in the UNECE, and more than 60 contracting parties adhere to it, including North America, which, despite not applying UNECE Regulations, follows the engine approach for heavy duty vehicles due to its suitability for engines and work-performing vehicles.</td>
</tr>
</tbody>
</table>
Amendment 168
Proposal for a regulation
Annex III – Table 2 – Row 10

<table>
<thead>
<tr>
<th>Minimum mileage</th>
<th>Text proposed by the Commission</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 000 km for &lt; 16t TPMLM</td>
<td>5 000 km for &lt; 16t TPMLM</td>
</tr>
<tr>
<td>10 000 km for &gt; 16t TPMLM</td>
<td>10 000 km for &gt; 16t TPMLM</td>
</tr>
</tbody>
</table>

Amendment

<table>
<thead>
<tr>
<th>Minimum mileage</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>According to paragraph 3.2 of Annex 8 to UNECE Regulation No.49-07</td>
<td>25 000 km</td>
</tr>
</tbody>
</table>

Or. en

Justification

The limits cannot be separated from the test procedures, and the proposed shift in the Euro 7 heavy duty vehicle approval system is a significant change for the European sector. Currently, the engine-based approval system is in place, which verifies compliance by evaluating the engine installed in vehicles. This system is well established in the UNECE, and more than 60 contracting parties adhere to it, including North America, which, despite not applying UNECE Regulations, follows the engine approach for heavy duty vehicles due to its suitability for engines and work-performing vehicles.

Amendment 169
Proposal for a regulation
Annex III – Table 3 – Title

Text proposed by the Commission
Conditions for testing compliance with evaporative emission limits with any market fuel and lubricant within the specifications issued by the manufacturer of the vehicle

Amendment

Conditions for testing compliance with evaporative emission limits

Or. en
Justification

Conducting evaporative emissions testing on a vehicle at 38°C using a fuel intended for winter use in Arctic regions would be highly misleading and not reflective of real-world conditions.

Amendment 170
Proposal for a regulation
Annex IV – Table 1 – Row 1

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lifetime of vehicles, engines and replacement pollution control systems</td>
</tr>
</tbody>
</table>

Amendment

| Lifetime of vehicles, engines and replacement pollution control systems | M1, N1 and M2 | \( N_2, N_3 \leq 16t, M_3 \leq 7.5t \) | \( N_3 > 16t, M_3 > 7.5t \) |

Justification

While the majority of vehicles are likely to reach mileage thresholds within eight years, certain vehicle applications with low annual mileage may take over thirty years to reach maximum extended lifetime mileage values. Therefore, requiring manufacturers to ensure compliance for such an extended period would be disproportionate. Introducing a time limit for the additional lifetime, as done for the main lifetime, offers a reasonable solution.

Amendment 171
Proposal for a regulation
Annex IV – Table 1 – Row 3

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
</tr>
</thead>
<tbody>
<tr>
<td>Additional lifetime</td>
</tr>
</tbody>
</table>
Amendment

| Additional lifetime | After main lifetime and up to 200 000 km or 10 years, whichever comes first | After main lifetime and up to 375 000 km or 10 years, whichever comes first | After main lifetime and up to 875 000 km or 20 years, whichever comes first |

Justification

*While the majority of vehicles are likely to reach mileage thresholds within eight years, certain vehicle applications with low annual mileage may take over thirty years to reach maximum extended lifetime mileage values. Therefore, requiring manufacturers to ensure compliance for such an extended period would be disproportionate. Introducing a time limit for the additional lifetime, as done for the main lifetime, offers a reasonable solution.*

Amendment 172
Proposal for a regulation
Annex V – Table 3 – Row 2

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Gaseous pollutants, PM and PN in road testing (RDE) for each fuel and for the applicable vehicle categories (M₂, M₃, N₂ and N₃) and low load test (if applicable)</strong></td>
</tr>
</tbody>
</table>

Amendment

<p>| Gaseous pollutants, PM and PN in road testing (RDE) for each fuel and for the applicable vehicle categories (M₂, M₃, N₂ and N₃) and low load test (if applicable) | Required demonstration tests for all fuels for which the type approval is granted per vehicle type and a declaration of compliance for all fuels, all payloads and all applicable vehicle types | Required test on a vehicle with any fuel and on any vehicle category and any payload for all engine types every two years | Conformity of production performed at engine level only | Required test on a vehicle with any fuel and on any vehicle category and any payload for all engine types every two years |</p>
<table>
<thead>
<tr>
<th>load test (if applicable)</th>
<th>types*</th>
</tr>
</thead>
<tbody>
<tr>
<td>* may also be carried out by engine manufacturers on condition that installation information has been provided and verified in accordance with this Regulation</td>
<td></td>
</tr>
</tbody>
</table>

Or. en

**Justification**

This approach would reduce the testing and administrative burden on both vehicle manufacturer and approval authority. The amendment complements the proposed modification for Table 5 within this annex.

**Amendment 173**
Proposal for a regulation
Annex V – Table 5 – Row 8

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-board monitoring (OBM family level)</td>
</tr>
</tbody>
</table>

**Amendment**

| On-board monitoring (OBM family level) | Performed only with a representative complete vehicle as in Tables 3 and 4 | Not required | Performed only with the complete vehicle as in Tables 3 and 4 |

Or. en

**Justification**

The amendment eliminates the need for redundant testing of an engine system that has already been certified as a Standard Technical Unit (STU) in different vehicle types, thereby reducing duplication.

**Amendment 174**
Proposal for a regulation
Annex V – Table 5 – Row 8 a (New)

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE746.876v02-00</td>
</tr>
</tbody>
</table>
Amendment

| Installation information to ensure correct functioning of engine and emissions control system in vehicle | Provided for the parent engine, declaration for all family members | Not required | Performed only with the complete vehicle as in Tables 3 and 4 |

Or. en

Justification

The amendment eliminates the need for redundant testing of an engine system that has already been certified as a Standard Technical Unit (STU) in different vehicle types, thereby reducing duplication.

Amendment 175
Proposal for a regulation
Annex V – Table 6 – Row 9

Text proposed by the Commission

| On-board monitoring (OBM family level) | Performed only with the complete vehicle as in Tables 3 and 4 | Performed only with the complete vehicle as in Tables 3 and 4 | Performed only with the complete vehicle as in Tables 3 and 4 |

Amendment

| On-board monitoring (OBM family level) | Performed only with a complete vehicle as in Tables 3 and 4 | Performed only with the complete vehicle as in Tables 3 and 4 | Performed only with the complete vehicle as in Tables 3 and 4 |

Or. en

Justification

Amendment to align with amendment proposed to Annex V – table 5.
EXPLANATORY STATEMENT

From 1992 onwards, the EU has introduced progressively stringent exhaust emission limits for each new vehicle sold on the European market ('Euro' standards). In November 2022, the Commission came forward with a sixth update of these standards in its proposal for Euro 7 standards, bringing together previously separate emission requirements for cars and vans (Euro 6) and trucks and buses (Euro VI) under a single set of rules. The Euro 7 standards include new limits on exhaust pollutants, revised testing parameters, as well as addressing non-exhaust particle emissions from brakes and tyres. Since EU law already requires all new cars to produce zero CO2 emissions from 2035, the standards will serve as a transitional measure to regulate emissions until the full phase-out of new vehicles that are neither CO2-neutral nor zero-emission compliant.

The Commission's work in preparing this proposal has been fraught with challenges, incurring a publication delay of almost eighteen months. This hold-up was a consequence, in part, of the Commission’s own Regulatory Scrutiny Board (RSB) issuing an initial negative opinion of the impact assessment amid concerns over the coherency of technical details on the problems facing different vehicle types and the choice of the preferred policy option. In this context, Parliament’s Rapporteur, Alexandr Vondra, has identified several of his own reservations about the feasibility and effectiveness of the Commission proposal. The Rapporteur emphasises that the co-legislators face a significant task ahead if they are to ensure that the adopted Euro 7 rules are proportionate and ultimately fit for purpose.

These reservations can be summarised as follows:

- **Cost implications**: Introducing stringent emission standards requires significant investment by manufacturers to develop and produce new technologies that meet the requirements. Such costs could force higher prices on manufacturers and consumers, as the proposal targets a diminishing technology that is in competition with vehicle solutions from the CO2 regulation, potentially leading to a 'Havana effect' whereby people postpone new purchases or only buy second-hand cars. The Commission estimates additional direct costs for vehicles to be approximately €180-€450 for cars/vans and €2,800 for buses/lorries. However, the findings of a recent assessment of the regulatory costs of Euro 7\(^1\) report average incremental direct costs of Euro 7 (compared to Euro 6 or Euro VI) of €2,000 per internal combustion engine car/van and €12,000 per diesel bus/lorry. These estimates are between four to ten times higher than the figures reported in the Commission impact assessment. Furthermore, these amounts could escalate even further because of indirect costs (e.g., an increase in fuel consumption to achieve some of the proposal’s testing requirements), an upward pressure on prices not considered by the Commission. Given the substantial discrepancy between the two estimates, it is clear that further assessment will be necessary to validate the exact costs of introducing these new standards.

---

\(^1\) Frontier Economics, Regulatory costs of Euro 7 – findings from an industrial survey, 23 May 2023.
Technological feasibility: Questions remain about the technological feasibility of meeting the new standards, which depend on unreliable PEMS measuring devices as well as emerging and unproven testing, surveillance and emission control equipment. In particular, the Commission’s decision to overhaul heavy-duty vehicle testing exacerbates these worries, replacing in-service conformity assessments using portable emission measuring equipment. Instead, it seeks to extend the Real Driving Emissions (RDE) regime in place for cars and vans to heavy-duty vehicles, disregarding their broader range of emissions and pushing the engineering target—in combination with the proposal’s limit values—close to zero. Indeed, as currently drafted, these requirements will require a different development pathway for manufacturers and original equipment manufacturers (OEMs) to those used in North America, China and South America undermining the EU’s role in setting automotive standards that many global markets follow.

Diverting resources from decarbonisation: To meet existing EU CO2 targets, the transition towards low-carbon transport is already well underway, with manufacturers of commercial vehicles progressively expanding their range of battery-electric and hydrogen-powered vehicles. Investments aimed at decarbonizing road transport must therefore be supported by a comprehensive regulatory framework that strikes a fair balance between enhancing air quality and facilitating the adoption of CO2-neutral and zero-emission vehicles. However, the Commission proposal raises fears over its potential negative impact on manufacturers' investment strategies. While acknowledging concerns specific to heavy-duty vehicles, the Euro 7 proposal must not direct attention away from the broader objective of achieving carbon neutrality. This legislation has to be realistic in setting achievable targets as well as being consistent and proportional with the investments required for compliance with existing and future CO2 standards.

In this context, the Rapporteur looks to address the following fundamental and interconnected issues in his draft committee report:

Insufficient lead times for the automotive sector: The proposal's entry into force dates (2025 for cars and vans; 2027 for trucks and buses) do not provide the necessary time for industrial development and adaptation of production, and fail to reflect the fact that the legal framework will only be complete following the adoption of the relevant implementing and delegated acts. The Rapporteur, therefore, recommends linking the dates of entry into force to the dates of adoption of the applicable secondary legislation. With the exception of requirements for brakes and tyres, which are contingent on agreements within the UNECE, the Commission will have deadlines to adopt the required delegated and implementing acts before triggering a lead in time of 36 months for new type cars and vans, and 48 months for new type trucks and buses. Moreover, the Rapporteur adds an extra 12 months between the new type and all registration dates to limit the administrative burden on type approval authorities and account for the lengthier product cycle of vans over cars.

Undue reliance on secondary legislation: The cumulative changes to Euro 7’s modalities via secondary legislation are wide-ranging and vaguely defined in the
Commission proposal. This lack of clarity is a significant concern, as the methodologies for measuring emissions during specified test conditions and verifying the application of test requirements/declarations are still to be finalised and risk amounting to "an empty box" in the basic act. Hence, understanding the implications and legal responsibilities arising from the many implementing and delegated acts on manufacturers and Member States is currently a futile task. The Rapporteur proposes to address this by setting conditional time limits for the Commission to prepare and finalise the secondary legislation, giving stakeholders and Member States much-needed legal certainty.

- **Statistically-relevant RDE test conditions:** The existing Euro 6 standard already delivers on-road testing with low exhaust emissions covering the vast majority (95 percent) of statistically possible driving events and situations. The Commission proposal aims to cover the last five percent, adding substantial complexities for compliance and additional hardware requirements with only nominal environmental benefits. Moreover, biased driving/worst-case conditions will oblige further supplementary technology in all Euro 7 vehicles. As a result, smaller low-budget cars that are indispensable for working people and rural communities could see a noticeable cost increase, resulting in the market withdrawal of certain models. The Rapporteur believes these driving scenarios go far beyond the parameters necessary to achieve the objectives of this legislation and reinstates the existing testing requirements in this proposal.

- **On-Board Monitoring (OBM) requirements:** The Commission requires OBM of emissions at all times throughout a vehicle’s lifetime. This will require new exhaust sensors, which are either unavailable or have limited capability and lifespan, and their precise cost is still unknown. With the automotive sector already obliged to achieve new CO2 standards, adding onerous new technological expenses seems unreasonable and will deter investments in CO2-neutral and zero-emission vehicles. Responding to this, the Rapporteur introduces amendments emphasising the importance of greater legal clarity on the scope and detail of the OBM requirements, the development time for these technologies, and evaluating the overall need for OBM in achieving the new standards.

- **Regulatory discrimination against heavier vans:** The new standards require that heavier vans meet the same exhaust pollutant limits as cars despite their higher weights and rolling resistance. Although the Commission proposal attempts to offset the more stringent requirements with less rigorous pollutant rules for vans with a power-to-weight ratio less than 35kW/t, there are currently no vans on the EU market that can reportedly qualify for these reduced limit values. For that reason, almost all vans must meet the same exhaust pollutant limits as cars. The Rapporteur recognises that these vans are an indispensable working tool for individuals and small businesses and addresses this imbalance by defining such vehicles at 44kW/t (based on the Euro 6 N1 Class III limits).

- **Viability of emission limits/testing for Heavy-Duty Vehicles:** The Commission's proposal for Euro 7 emission limits for heavy-duty vehicles would place an unrealistic burden on industry and deviate from global standards. As a result, EU manufacturers would face additional costs to develop vehicles specifically for EU requirements while
still having to comply with other regulations around the world, and this would disrupt technical harmonization for heavy-duty vehicle regulations. Therefore, the Rapporteur recommends bringing the Euro VI formulation for heavy-duty emission limits and testing into Euro 7 with some necessary adjustments to reduce the levels of main pollutants by 50 percent and account for the new PN10 test procedure.

- **Addition of brake wear emissions:** The Euro 7 proposal sets out additional limits for particulate emissions generated by brakes. These rules will apply to all vehicle types, including electric. Although the Rapporteur supports the inclusion of brakes within the scope, he considers the entry into force dates (2025 for cars and vans; 2027 for trucks and buses) technically unfeasible, as work on the test procedure still needs to be finalised in the UNECE. Once agreed, the procedure will then require a monitoring phase to evaluate the methodology and allow for the setting of technically achievable limits. With this in mind, the Rapporteur recommends introducing a 36-month lead in time following the adoption of relevant secondary legislation for brakes.

- **Abrasion limits for tyres:** Reiterating concerns about the volume of, and reliance on, secondary legislation in this proposal, both Member States and manufacturers can only plan and assess this requirement with the relevant implementing and delegated acts. Indeed, the Commission acknowledges that the UNECE World Forum for Harmonization of Vehicle Regulations (WP29) must first adopt the test method, market assessment, and limits, expected in late 2024/early 2025, before incorporating these requirements in Euro 7 via comitology. As with brake emissions, the Rapporteur welcomes the inclusion of tyres, and notes with caution that tyres shedding fewer micro-plastics must not compromise vehicle safety. The Rapporteur introduces several amendments making it clear that the scope for tyres should be expanded to progressively include newly manufactured tyres of Classes C1, C2 and C3 fitted to all vehicles, and not only those tyres fitted on Euro 7 type approved vehicles.
ANNEX: LIST OF ENTITIES OR PERSONS FROM WHOM THE RAPPORTEUR HAS RECEIVED INPUT

The rapporteur received input from the following entities or persons in the preparation of the draft report:

<table>
<thead>
<tr>
<th>Entity/Person</th>
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<tr>
<td>Association for Emissions Control by Catalyst (AECC)</td>
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<td>Association of Road Enterprises &amp; Passenger Transport (ČESMAD)</td>
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<td>AutoSAP Ltd.</td>
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<td>Bureau Européen des Unions de Consommateurs (BEUC)</td>
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<td>BMW AG</td>
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<td>Daimler Truck AG</td>
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<td>DENSO Corporation</td>
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<td>European Biodiesel Board</td>
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<td>Ferrari S.p.A.</td>
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<td>Verband der Automobilindustrie e. V. (VDA)</td>
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<td>Volkswagen Group</td>
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<td>Volvo Trucks</td>
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