



2022/0365(COD)

20.7.2023

OPINION

of the Committee on the Internal Market and Consumer Protection

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

on the proposal for a regulation of the European Parliament and of the Council 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))

Rapporteur for opinion: Antonius Manders

PA_Legam

AMENDMENTS

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

Amendment 1

Proposal for a regulation Recital 2 a (new)

Text proposed by the Commission

Amendment

(2 a) The technical requirements set out in this Regulation should support the competitiveness of the internal market and strengthen the Union's strategic autonomy. In order to ensure technological progress, innovation and independence of Union industry, the full life-cycle emissions of vehicles should be assessed as part of the non-exhaust emissions.

Amendment 2

Proposal for a regulation Recital 6

Text proposed by the Commission

Amendment

(6) Furthermore, the current emission limits were adopted in 2007 for light-duty vehicles and for heavy-duty vehicles in 2009. Both emission limits were adopted on the basis of the then available technology. Since then, technology has advanced and the level of emissions achieved with a combination of current technologies is much lower than that achieved more than 15 years ago. That technological progress should be reflected in emission limits based on state-of-the-art existing technology and knowledge of pollution controls and for all relevant pollutants.

(6) Furthermore, the current emission limits were adopted in 2007 for light-duty vehicles and for heavy-duty vehicles in 2009. Both emission limits were adopted on the basis of the then available technology. Since then, technology has advanced and the level of emissions achieved with a combination of current technologies is much lower than that achieved more than 15 years ago. That technological progress should be reflected in emission limits based on state-of-the-art existing technology and knowledge of pollution controls and for all relevant pollutants. ***That technological progress***

should also be reflected in Union legislation, by setting realistic and reasonable emissions targets for 2035 onwards, by repealing Regulation (EU) 2023/851.

Amendment 3

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 emissions for both light and heavy duty vehicles are limited in real life, testing vehicles in real conditions of use ***over a statistically representative*** set of ***unbiased*** restrictions, boundaries and other driving requirements and not only in the laboratory is required.

Amendment 4

Proposal for a regulation Recital 8 a (new)

Text proposed by the Commission

Amendment

(8 a) RDE performance testing should be done on public roads where vehicles are driven on real routes and in their usual use. The RDE test should only include normal driving patterns, conditions and payloads. It should be ensured that emissions performance during periods of unrepresentative and biased driving do not enter the RDE calculation for vehicle compliance verification.

Amendment 5

Proposal for a regulation Recital 9

Text proposed by the Commission

Amendment

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

deleted

Amendment 6

Proposal for a regulation

Recital 12

Text proposed by the Commission

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 in order to propose tyre abrasion limits.

(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, ***in line with the UN World Forum for Harmonisation of Vehicle Regulations (WP29).***

Amendment 7

Proposal for a regulation

Recital 14

(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.

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

(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, ***affordable, have a common charger and smart charging functions such as vehicle-to-grid, vehicle-to-load, vehicle-to-vehicle and vehicle-to-powerbank and vehicle-to-building charging, including underbody charging.*** 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. ***The infrastructure for vehicles with traction batteries should be equipped to support those vehicles, such as battery charging stations, rapid charging stations and battery exchange stations. The Commission should assess the impact of developing such infrastructure for vehicles with traction batteries on the CO2 emissions in the Union.***

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

Amendment 8

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 through the on-board diagnostic (OBD) system. ***The OBD system currently in use, however, 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

(16) Sensors ***and other complex devices*** installed on vehicles are already used today to detect anomalies on emissions , ***store information*** and trigger ***need for*** related repairs through the on-board diagnostic (OBD) system ***and the dashboard malfunction indicator (MI). Some*** sensors used up to now for OBD can also be used to monitor the emission behaviour of the vehicles ***and may help improve the functionality of OBD.***

Amendment 9

Proposal for a regulation
Recital 17

Text proposed by the Commission

(17) ***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.***

Amendment

deleted

Amendment 10

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) The Commission ***should*** make a proposal for registering after 2035 new light-duty vehicles running ***primarily*** on CO2 neutral fuels outside the scope of the CO2 fleet standards, and in conformity with Union law, this Regulation will need to be amended to include the possibility to type approve such vehicles.

Amendment 11

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, while ultra-small volume manufacturers should be allowed to use laboratory tests based on random real-driving cycles.***

Amendment

(19) Emissions from vehicles sold by small volume manufacturers constitute an insignificant part of emissions in the Union. Flexibility ***should*** therefore be allowed for such manufacturers ***in relation to what is also demanded through the CO2 regulations by delaying the application of Euro 7 until 2035.***

Amendment 12

Proposal for a regulation Recital 21

Text proposed by the Commission

(21) In order to ensure uniform conditions for the implementation of this

Amendment

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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 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, brake emissions, (v) evaluate compliance with minimum performance requirements of battery durability, (vi) assess the in-service conformity of engines and vehicles; compliance thresholds and performance requirements, as well as (vii) test and

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methods to ensure 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 data. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council⁵⁰.

performance requirements, as well as (vii) test and methods to ensure 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) EVP format, data and method of communication of the EVP data. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council⁵⁰.

⁵⁰ Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

⁵⁰ Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

Amendment 13

Proposal for a regulation Recital 22

(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 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.

⁵¹ OJ L 123, 12.5.2016, p. 1.

(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 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, ***in conformity with UN WP29***, as well as minimum performance requirements of batteries. 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.

⁵¹ OJ L 123, 12.5.2016, p. 1.

Amendment 14

Proposal for a regulation
Recital 25

Text proposed by the Commission

(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 ***until the implementing and delegated acts have been subsequently delivered and adopted by the Commission and by granting four years lead time from then.***

Amendment 15

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

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, ***electric*** fuel and energy consumption and battery durability.

Amendment 16

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

Text proposed by the Commission

Amendment

1 a. 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.

Amendment 17

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***);

Amendment 18

Proposal for a regulation

Article 3 – paragraph 2 – point 10

Text proposed by the Commission

(10) ‘nitrogen oxides’ or ‘NO_x’ means the sum of ***the oxides of nitrogen*** emitted from the tailpipe;

Amendment

(10) ‘nitrogen oxides’ or ‘NO_x’ means the sum of ***NO and NO₂*** emitted from the tailpipe;

Amendment 19

Proposal for a regulation

Article 3 – paragraph 2 – point 11

Text proposed by the Commission

(11) ‘particulate matter’ or ‘PM’ means any material emitted from the tailpipe or the brakes and collected on a filter media;

Amendment

(11) ‘particulate matter’ or ‘PM’ means any material emitted from the tailpipe or the brakes and collected on a filter media ***in accordance with the procedure prescribed in this Regulation***;

Amendment 20

Proposal for a regulation

Article 3 – paragraph 2 – point 14

Text proposed by the Commission

(14) ‘particle number ***above 10 nm***’ or ‘PN₁₀’ 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 number’ or ‘PN₁₀’ means the total number of solid particles emitted from the tailpipe or the brakes ***measured according to the procedure described in this Regulation with a nominal cut-off at*** 10 nm;

Amendment 21

Proposal for a regulation

Article 3 – paragraph 2 – point 30

Text proposed by the Commission

(30) ‘non-exhaust emissions’ means evaporative, tyre abrasion, ***and*** brake emissions;

Amendment

(30) ‘non-exhaust emissions’ means evaporative, tyre abrasion, brake emissions ***and full life-cycle emissions***;

Amendment 22

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

(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 ***and installed on the vehicle at the time of its initial registration***;

Amendment 23

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 within the technically possible measurement*** and of communicating that information via the OBD port and ***optionally*** over the air;

Amendment 24

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 a time*** as specified in Tables 1 and 2 of Annex III;

Amendment 25

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 zero-emission 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;

Amendment 26

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. ***As from the specific application dates referred to in Article 20,*** 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.

Amendment 27

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 ***subject to the conditions in Annex III*** and respecting ***type approval*** 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 28

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 *Annex III*.

Amendment

When verifying compliance with the exhaust emission limits, where the testing is performed in ***maximum one of the*** extended driving conditions, the emissions shall be divided by the extended driving divider set out in ***the relevant annexes in Regulation (EU) 2017/1151 and Regulation (EU) 582/2011***.

Amendment 29

**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 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 ***subject to the conditions set out in Annex III***.

Amendment 30

**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*** emissions ***within the technically possible measurement tolerances***;

Amendment 31

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

Text proposed by the Commission

(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;

Amendment

(c) OBFCM device to monitor their real-world fuel and energy consumption ***intended for vehicle propulsion and for vehicles of categories N2 and N3*** which are needed to determine their real-world fuel and energy efficiency;

Amendment 32

Proposal for a regulation

Article 4 – paragraph 6 – point d

Text proposed by the Commission

(d) ***SOH*** monitors of the traction battery and emission systems;

Amendment

(d) ***SOCE and SOCR*** monitors of the traction battery and ***SOH monitors of tailpipe*** emission ***control*** systems;

Amendment 33

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, variant and version*** used for compliance with this regulation and OBFCM data, for the purpose of periodic roadworthiness tests and technical roadside ***optionally*** 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 ***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.***

Amendment 34

Proposal for a regulation Article 4 – paragraph 8

Text proposed by the Commission

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.

Amendment

8. The manufacturer shall ***take measures to*** prevent the possibility of exploiting vulnerabilities referred to in paragraph 7 ***to the extent possible based on knowledge at the time of type approval.*** When such a vulnerability is found, the manufacturer shall ***take measures to*** remove the vulnerability, by software update or any other appropriate means.

Amendment 35

Proposal for a regulation Article 5 – paragraph 1

Text proposed by the Commission

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

Amendment

deleted

Amendment 36

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

Text proposed by the Commission

(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;***

Amendment

deleted

Amendment 37

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

Text proposed by the Commission

Amendment

(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; **deleted**

Amendment 38

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

Text proposed by the Commission

Amendment

(c) for PEV by declaring battery durability that is at least 10 percentage points higher than the requirements set out in Annex II. **deleted**

Amendment 39

Proposal for a regulation
Article 5 – paragraph 2

Text proposed by the Commission

Amendment

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

Amendment 40

Proposal for a regulation
Article 5 – paragraph 3

Text proposed by the Commission

Amendment

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.**

deleted

Amendment 41

Proposal for a regulation Article 5 – paragraph 4

Text proposed by the Commission

Amendment

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.**

4. Manufacturers may designate vehicles **of category M1 and N1** as “Euro 7G vehicle” where those vehicles are equipped with internal combustion engines with geofencing technologies.

Amendment 42

Proposal for a regulation Article 5 – paragraph 6

Text proposed by the Commission

Amendment

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

6. At the manufacturer’s request, for N₂ **and M₂** vehicles **up to including 5.0 tonnes maximum mass**, the type-approval authority may grant an emission type-approval for N₁ vehicle type. Such vehicles

N₁ vehicle type. Such vehicles shall be designated as “Euro 7ext vehicle”.

shall be designated as “Euro 7ext vehicle”.

Amendment 43

Proposal for a regulation Article 6 – paragraph 2

Text proposed by the Commission

Amendment

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.**

deleted

Amendment 44

Proposal for a regulation Article 6 – paragraph 3

Text proposed by the Commission

Amendment

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.

3. Manufacturers shall ensure that **the functionality of** OBFCM, OBD and OBM devices and anti-tampering measures installed in these vehicles **shall not be deactivated** as long as the vehicle is in use.

Amendment 45

Proposal for a regulation Article 6 – paragraph 6 – introductory part

Text proposed by the Commission

Amendment

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

6. The OBM systems installed by the manufacturer in these vehicles shall be capable of **triggering repair** of the **vehicle when the driver warning system notifies significantly excess emissions**.

Amendment 46

Proposal for a regulation

Article 6 – paragraph 6 – point a

Text proposed by the Commission

Amendment

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

Amendment 47

Proposal for a regulation

Article 6 – paragraph 6 – point b

Text proposed by the Commission

Amendment

(b) communicating the data of the emission behaviour of the vehicle, including pollutant sensor and exhaust flow data, via the OBD port and over the air, including for the purpose of roadworthiness tests and technical roadside inspections⁵⁵,⁵⁶ ; **deleted**

⁵⁵ *Directive 2014/47/EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (OJ L 127, 29.4.2014, p. 134).*

⁵⁶ *Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 129)*

Amendment 48

Proposal for a regulation

Article 6 – paragraph 6 – point c

Text proposed by the Commission

Amendment

(c) triggering repair of the vehicle when the driver warning system notifies significantly excess emissions.

deleted

Amendment 49

Proposal for a regulation Article 6 – paragraph 7

Text proposed by the Commission

Amendment

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.

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

Amendment 50

Proposal for a regulation Article 6 – paragraph 8

Text proposed by the Commission

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 immediately take the necessary 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.

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 technical units as appropriate, to ensure compliance with this regulation. Manufacturers or any other economic operator shall **immediately** 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 51

Proposal for a regulation Article 6 – paragraph 9

Text proposed by the Commission

Amendment

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).

deleted

Amendment 52

Proposal for a regulation Article 7 – paragraph 2

Text proposed by the Commission

Amendment

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.*

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.

Amendment 53

Proposal for a regulation Article 7 – paragraph 4

Text proposed by the Commission

Amendment

4. Manufacturers shall issue the

deleted

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 54

Proposal for a regulation Article 9 – paragraph 2

Text proposed by the Commission

Amendment

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).

deleted

Amendment 55

Proposal for a regulation Article 10 – paragraph 3

Text proposed by the Commission

Amendment

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

3. With effect from *the date of entry into force of all implementing or delegated acts 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

registration, sale or entry into service of a new vehicle complying with this regulation.

engine, or prohibit the registration, sale or entry into service of a new vehicle complying with this regulation.

Amendment 56

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. ***As from 3 - 4 years after the entry into force of all implementing or delegated acts mandated by this regulation for obtaining vehicle type approval*** 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 57

Proposal for a regulation Article 10 – paragraph 5

Text proposed by the Commission

5. ***With effect from 1 July 2027,*** national authorities shall, in the case of new M₂, M₃, N₂, N₃ vehicles and new O₃, O₄ 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 CO₂ and pollutant emissions, fuel and energy consumption, ***energy efficiency or*** battery durability, ***prohibit the registration, sale or entry into service of such vehicles.***

Amendment

5. ***As from 36 months after the date of entry into force of all implementing or delegated Regulations relevant to the engine, vehicle or trailer category in question,*** national authorities shall, in the case of new M₂, M₃, N₂, N₃ vehicles and new O₃, O₄ trailers, ***refuse*** on grounds relating to CO₂ and pollutant emissions, fuel and energy consumption, battery durability, ***to grant EC type approval or national type approval, in respect to new engine or vehicle or trailer types which do not comply with this Regulation.***

Amendment 58

Proposal for a regulation Article 10 – paragraph 6

Text proposed by the Commission

6. With effect from 1 July **2030**, national authorities shall, in the case of new M₁, N₁ 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 CO₂ and pollutant emissions, fuel and energy consumption, energy efficiency or battery durability, prohibit the registration, sale or entry into service of such vehicles.

Amendment

6. With effect from 1 July **2035**, national authorities shall, in the case of new M₁, N₁ 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 CO₂ and pollutant emissions, fuel and energy consumption, energy efficiency or battery durability, prohibit the registration, sale or entry into service of such vehicles.

Amendment 59

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 M₂, M₃, N₂, N₃ 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 CO₂ 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 M₂, M₃, N₂, N₃ 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 CO₂ and pollutant emissions, fuel and energy consumption, energy efficiency or battery durability, prohibit the registration, sale or entry into service of such vehicles.

Amendment 60

Proposal for a regulation Article 11 – paragraph 1

Text proposed by the Commission

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 M₁, N₁ 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.

Amendment

1. 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**, the sale or installation of a system, component or separate technical unit intended to be fitted on an M₁, N₁ 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.

Amendment 61

**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 **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**, 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.

Amendment 62

**Proposal for a regulation
Article 12 – paragraph 2 a (new)**

Text proposed by the Commission

Amendment

2 a. Tampering which results in non-conformity of vehicles with the emission limits set out in Annex I of this Regulation shall lead to the adoption of appropriate corrective measures, including recalls, to bring to an end non-compliance.

Amendment 63

Proposal for a regulation

Article 14 – paragraph 3 – point e

Text proposed by the Commission

Amendment

(e) anti-tampering, security **and cybersecurity systems**;

(e) anti-tampering, security;

Amendment 64

Proposal for a regulation

Article 14 – paragraph 3 – point g

Text proposed by the Commission

Amendment

(g) brake system types and their replacement parts;

(g) brake system types and their replacement parts **specifically for the different vehicle categories that also take into account other on-vehicle systems that contribute to vehicle braking and braking of trailers**;

Amendment 65

Proposal for a regulation

Article 14 – paragraph 3 – point h

Text proposed by the Commission

Amendment

(h) tyre types in respect to tyre abrasion;

(h) tyre types in respect to tyre abrasion **as defined by the relevant Regulation of the UN WP29**;

Amendment 66

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) ***for vehicles under the scope of Regulation (EC) 715/2007***, the methods to measure exhaust emissions in the lab and on the road, including ***measures against biased driving and misuse during RDE testing***, the use of portable emissions measurement systems for verifying real driving emissions, and idle emissions;

Amendment 67

Proposal for a regulation

Article 14 – paragraph 4 – subparagraph 1 – point b

Text proposed by the Commission

(b) the methods to determine the CO₂ emissions, ***fuel and energy consumption, zero-emission range, electric range and engine power of a motor vehicle***;

Amendment

(b) the methods to determine the CO₂ emissions, ***for vehicles under the scope of Regulation (EC) 595/2009, to carry-over all laboratory and in-service conformity (ISC-PEMS) test procedures laid down in that Regulation and its subsequent amendments***;

Amendment 68

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(b a) the methods to determine the full life-cycle emissions of a vehicle;

Amendment 69

Proposal for a regulation

Article 14 – paragraph 4 – subparagraph 2

Text proposed by the Commission

Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).

Amendment

Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).

Those implementing acts shall also lay down a testing framework determining the technical criteria for how the driving is to be performed for the purposes of tests. Only tests in these conditions will be valid.

Amendment 70

Proposal for a regulation

Article 15 – paragraph 1

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

deleted

Amendment 71

Proposal for a regulation

Article 15 – paragraph 1 – point a

Text proposed by the Commission

(a) Annex III, as regards the test conditions for M_2 , M_3 , N_2 , N_3 vehicles, based on data collected when testing Euro 7 vehicles;

Amendment

deleted

Amendment 72

Proposal for a regulation

Article 15 – paragraph 1 – point b

Text proposed by the Commission

Amendment

(b) Annex III, as regards the test conditions, based on data collected when testing Euro 7 brakes or tyres; *deleted*

Amendment 73

Proposal for a regulation

Article 15 – paragraph 1 – point c

Text proposed by the Commission

Amendment

(c) Annex V, as regards the application of test requirements and declarations, based on technical progress; *deleted*

Amendment 74

Proposal for a regulation

Article 15 – paragraph 1 – point d

Text proposed by the Commission

Amendment

(d) Article 5 by introducing options and designations based on innovative technologies for manufacturers. *deleted*

Amendment 75

Proposal for a regulation

Article 15 – paragraph 2

Text proposed by the Commission

Amendment

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: *deleted*

Amendment 76

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

Text proposed by the Commission

Amendment

(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); **deleted**

Amendment 77

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

Text proposed by the Commission

Amendment

(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); **deleted**

Amendment 78

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

Text proposed by the Commission

Amendment

(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); **deleted**

Amendment 79

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

Text proposed by the Commission

Amendment

(d) setting out durability multipliers in Annex IV based on data collected when testing Euro 7 M_2 , M_3 , N_2 , N_3 vehicles and a report on the durability of heavy duty vehicles submitted to the European Parliament and Council;

deleted

Amendment 80

Proposal for a regulation

Article 15 – paragraph 2 – point e

Text proposed by the Commission

Amendment

(e) setting out definitions and special rules for small volume manufacturers for vehicle categories M_2 , M_3 , N_2 , N_3 under Article 3 and Article 8 of this Regulation.

deleted

Amendment 81

Proposal for a regulation

Article 19 – paragraph 1

Text proposed by the Commission

Amendment

Regulation (EC) 715/2007 is repealed **with effect from 1 July 2025.**

Regulation (EC) 715/2007 is repealed **36 months after entry into force of all relevant secondary legislation.**

Amendment 82

Proposal for a regulation

Article 19 – paragraph 2

Text proposed by the Commission

Amendment

Regulation (EC) 595/2009 is repealed **with effect from 1 July 2027.**

Regulation (EC) 595/2009 is repealed **48 months after entry into force of all relevant secondary legislation.**

Amendment 83

Proposal for a regulation Article 19 a (new)

Text proposed by the Commission

Amendment

Article 19 a

Review

By [OP: Please insert the date = 3 years after the date of application of this Regulation] and every three years thereafter, the Commission shall present a report to the European Parliament and the Council on the technical progress and the full life-cycle emissions of vehicles. This report shall include an evaluation of the durability and desirability of Regulation (EU) 2023/851 and the CO₂ emissions in the Union caused by the necessary development of the infrastructure for vehicles with traction batteries. The Commission shall present by [OP: Please insert the date = 6 years after the date of application of this Regulation] a legislative proposal for registering after 2035 new vehicles running primarily on CO₂ neutral fuels.

Amendment 84

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 **36 months after entry into force of all relevant secondary legislation for N₁** vehicles and components and separate technical units for those vehicles, **60 months after entry into force of this Regulation for N₂ and N₃** vehicles and components and separate technical units for those vehicles and O₃, O₄ trailers **and 48 months after entry into force of all relevant secondary legislation for M₁, M₂ and M₃** vehicles and components and

separate technical units for those vehicles.

Amendment 85

Proposal for a regulation Article 20 – paragraph 3

Text proposed by the Commission

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

Amendment

It shall apply from 1 July **2035** for M₁, N₁ vehicles constructed by small volume manufacturers.

PROCEDURE – COMMITTEE ASKED FOR OPINION

Title	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
References	COM(2022)0586 – C9-0375/2022 – 2022/0365(COD)
Committee responsible Date announced in plenary	ENVI 15.12.2022
Opinion by Date announced in plenary	IMCO 15.12.2022
Rapporteur for the opinion Date appointed	Antonius Manders 20.2.2023
Discussed in committee	22.5.2023 29.6.2023
Date adopted	18.7.2023
Result of final vote	+: 22 –: 17 0: 1
Members present for the final vote	Andrus Ansip, Pablo Arias Echeverría, Alessandra Basso, Brando Benifei, Adam Bielan, Biljana Borzan, Markus Buchheit, Anna Cavazzini, Deirdre Clune, David Cormand, Alexandra Geese, Sandro Gozi, Krzysztof Hetman, Virginie Joron, Maria-Manuel Leitão-Marques, Antonius Manders, René Repasi, Christel Schaldemose, Andreas Schwab, Tomislav Sokol, Ivan Štefanec, Róza Thun und Hohenstein, Tom Vandenkendelaere, Kim Van Sparrentak, Marion Walsmann
Substitutes present for the final vote	Marco Campomenosi, Claude Gruffat, Ivars Ijabs, Karen Melchior, Tsvetelina Penkova, Kosma Złotowski
Substitutes under Rule 209(7) present for the final vote	Vlad-Marius Botoș, Svenja Hahn, Eugen Jurzyca, Kateřina Konečná, Leszek Miller, Eric Minardi, Anne-Sophie Pelletier, Paulo Rangel, Grzegorz Tobiszowski

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

22	+
ECR	Adam Bielan, Grzegorz Tobiszowski, Kosma Złotowski
ID	Alessandra Basso, Marco Campomenosi
PPE	Pablo Arias Echeverría, Deirdre Clune, Krzysztof Hetman, Antonius Manders, Paulo Rangel, Andreas Schwab, Tomislav Sokol, Ivan Štefanec, Tom Vandenkendelaere, Marion Walsmann
Renew	Andrus Ansip, Vlad-Marius Botoș, Sandro Gozi, Ivars Ijabs, Karen Melchior, Róza Thun und Hohenstein
The Left	Kateřina Konečná

17	-
ECR	Eugen Jurzyca
ID	Markus Buchheit, Virginie Joron, Eric Minardi
S&D	Brando Benifei, Biljana Borzan, Maria-Manuel Leitão-Marques, Leszek Miller, Tsvetelina Penkova, René Repasi, Christel Schaldemose
The Left	Anne-Sophie Pelletier
Verts/ALE	Anna Cavazzini, David Cormand, Alexandra Geese, Claude Gruffat, Kim Van Sparrentak

1	0
Renew	Svenja Hahn

Key to symbols:

+ : in favour

- : against

0 : abstention