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Committee on Transport and Tourism

2018/0145(COD)

15.1.2019

OPINION

of the Committee on Transport and Tourism

for the Committee on the Internal Market and Consumer Protection

on the proposal for a regulation of the European Parliament and of the Council on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, amending Regulation (EU) 2018/… and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009 (COM(2018)0286 – C8-0194/2018 – 2018/0145(COD))

Rapporteur for opinion: Matthijs van Miltenburg

PA_Legam

SHORT JUSTIFICATION

Background

Article 17 of the General Safety Regulation ((EC) No 661/2009) and Article 12 the Pedestrian Safety Regulation ((EC) No 78/2009) require that the Commission monitor technical developments in safety technologies and eventually mandate new safety features by updating EU legislation. In line with these provisions, the Commission proposal contains specific adjustments to technical progress with regard to vehicle safety features to be included in the type-approval Framework Regulation ((EU) 2018/858). The proposal also repeals for simplification purposes the secondary legislation as regards road and pedestrian safety ((EC) No 78/2009 and (EC) No 79/2009).

The Rapporteur's position

Although road safety has improved significantly over the past decades, there has been a stagnation in the reduction of road fatalities during the last five years, with 25.300 road fatalities in 2017 according to the statistical EU accident data. Road fatalities are mainly due to human errors and can be prevented. The Rapporteur is firmly convinced that the EU should take concrete action in order to further reduce the number of road fatalities. The new vehicle safety features introduced by this proposal have a high potential to revert this trend of stagnation, as these features seek to better prevent human errors. Better vehicle construction and, for example, lower speeds have the capacity to reduce the impact of accidents.

Altogether, technological advances within the field of automated driving are constantly developing. According to the Commission, this market will experience an exponential growth with expected economic benefits exceeding EUR 620 billion by 2025 for the EU automotive industry and EUR 180 billion for the EU electronic sector. Therefore, the Rapporteur is of the opinion that the EU automotive industry should become future-proof by taking the most of the new business opportunities for start-ups, SMEs and the industry that the market brings and will continue to bring. The advanced safety features comprehended in the proposal could certainly pave the way to prepare the EU automotive industry for connected and automated driving. It could also help consumers to get used to the new features gradually, which will be decisive for consumer acceptance and trust in the new technology.

The Rapporteur believes that the proposal sets out a forward-oriented, yet ambitious framework aimed at enhancing the protection of road users and, more specifically, vulnerable road users. The Rapporteur takes into account the open dialogue and exchange of views that the Commission conducted with diverse stakeholders in order to present adequate and realistic measures, taking account of both consumers and the industry.

Based on this, the Rapporteur wishes to ensure in this opinion that:

A. (car) safety is ensured in the light of minimum performance standards, which should apply to all motor vehicles, regardless of vehicle segment;

B. any processing of (personal) data must be carried out in accordance with the General Data Protection Regulation ((EU) 2016/679). In addition, the Rapporteur wishes to ensure more specific and more concrete safeguards;

C. the proposed measures are proven effective and cost-effective, without leading to substantial higher prices for consumers;

D. the maturity of proposed safety features is guaranteed and the implementation is carried out in a responsible manner, specifically with regards to features for which it is not possible to be switched off, e.g. the Intelligent Speed Assistance (ISA), advanced emergency braking system, among others;

E. provisions on the development of technical requirements for tyres should be introduced in the proposal to complement these measures in order to improve vehicle safety in terms of better grip performance, and in order to contribute to less tyre noise and reduced CO2-emission;

F. manufacturers should provide clear and consumer-friendly information in the owner's manual to help drivers understand the driving assistance systems and their functionalities;

G. Safety systems and warnings proposed to assist drivers are to be easily perceived by all drivers, including people with disabilities. Safety systems are to be adapted where necessary to ensure this;

H. Member States shall take corrective measures for enforcement purposes in order to guarantee that all new motor vehicles are produced in accordance with this Regulation.

AMENDMENTS

The Committee on Transport and Tourism calls on the Committee on the Internal Market and Consumer Protection, as the committee responsible, to take into account the following amendments:

Amendment 1

Proposal for a regulation
Recital 3

Text proposed by the Commission	*Amendment*
(3) Over the past decades, developments in vehicle safety have contributed significantly to the overall reduction in the number of road fatalities and severe injuries. However, ***these reductions have recently stalled*** in the ***Union due to various factors, such as structural and behavioural factors, and***	(3) Over the past decades, developments in vehicle safety have contributed significantly to the overall reduction in the number of road fatalities and severe injuries. However, ***25,300 people died*** in the ***year 2017 on EU roads, a figure that has hardly budged in four years. In addition, at least, 135,000 people***

without new initiatives on general road safety, the safety effects of the current approach will no longer be able to off-set the effects of increasing traffic volumes. Therefore, the safety performance of vehicles needs to be further improved as part of an integrated road safety approach and in order to protect vulnerable road users better.	***are seriously injured in collisions every year on EU roads.*** Without new initiatives on general road safety, the safety effects of the current approach will no longer be able to off-set the effects of increasing traffic volumes. Therefore, the safety performance of vehicles needs to be further improved as part of an integrated road safety approach and in order to protect vulnerable ***and all other*** road users better.

Amendment 2

Proposal for a regulation
Recital 4

Text proposed by the Commission	*Amendment*
(4) Technical progress in the area of advanced vehicle safety systems offers new possibilities for reducing casualty numbers. In order to minimise the number of fatalities, some of the relevant new technologies need to be introduced.	(4) Technical progress in the area of advanced vehicle safety systems offers new possibilities for reducing casualty ***and road accident*** numbers. In order to minimise the number of fatalities, some of the relevant new technologies need to be introduced.

Amendment 3

Proposal for a regulation
Recital 5 a (new)

Text proposed by the Commission	*Amendment*
	(5 a) The safety systems in this Regulation should all be proven to be effective and cost-effective, and should not lead to substantially higher prices for consumers.

Amendment 4

Proposal for a regulation
Recital 6

Text proposed by the Commission	*Amendment*
(6) Intelligent speed assistance, lane-keeping systems, driver drowsiness and	(6) ***Advanced emergency braking systems,*** intelligent speed assistance, lane-

attention monitoring and distraction detection and reversing detection systems have a high potential to reduce casualty numbers considerably. In addition, those systems are based on technologies which will be used for the deployment of connected and automated vehicles too. Therefore, harmonised rules and test procedures for the type-approval of vehicles as regards those systems and for the type-approval of those systems as separate technical units should be established at Union level.

keeping systems***, turning assistance***, driver drowsiness and attention monitoring and distraction detection and reversing detection systems have a high potential to reduce casualty numbers considerably***. The driver drowsiness and attention monitoring and distraction recognition systems should work without any facial recognition***. In addition, those systems are based on technologies which will be used for the deployment of connected and automated vehicles too. Therefore, harmonised rules and test procedures for the type-approval of vehicles as regards those systems and for the type-approval of those systems as separate technical units should be established at Union level. ***It should also be ensured that these systems can be inspected, and thus operated safely, throughout the life cycle of the vehicle.***

Amendment 5

Proposal for a regulation
Recital 7

Text proposed by the Commission	*Amendment*
(7) The introduction of event (accident) data recorders storing a range of crucial vehicle data over a short timeframe before, during and after a triggering event (for example, the deployment of an airbag) is a valuable step in obtaining more accurate, in-depth accident data. Motor-vehicles should therefore be required to be equipped with such recorders. ***It*** should ***also be a requirement that*** such recorders ***are*** capable ***for*** recording and storing data in such a way that the data can be used by Member States to conduct road safety analysis and assess the effectiveness of specific measures taken.	(7) The introduction of event (accident) data recorders storing a range of crucial vehicle data over a short timeframe before, during and after a triggering event (for example, the deployment of an airbag) is a valuable step in obtaining more accurate, in-depth accident data. Motor-vehicles should therefore be required to be equipped with such recorders. ***In addition, only anonymised data that can be used for accident research*** should ***be collected and stored. Moreover,*** such recorders ***should be*** capable ***of*** recording and storing data in such a way that the data can be ***solely*** used by Member States to conduct road safety analysis and assess the effectiveness of specific measures taken ***without the possibility of identifying the owner or the holder of the vehicle***.

Amendment 6

Proposal for a regulation
Recital 7 a (new)

Text proposed by the Commission	*Amendment*
	(7 a) The type-approval requirements concerning safety shall be tested and ensured in the light of the specific performance standards with which all vehicles are to comply, regardless of vehicle segment.

Amendment 7

Proposal for a regulation
Recital 8

Text proposed by the Commission	*Amendment*
(8) Any processing of personal data, such as information about the driver processed in event (accident) data recorders or information about the driver on drowsiness and attention monitoring or advanced distraction recognition, should be carried out in accordance with EU legislation on data protection, in particular the General Data Protection Regulation[28] . In addition, the processing of personal data collected through the 112-based eCall in-vehicle system is subject to specific safeguards[29] .	(8) Any processing of personal data, such as information about the driver processed in event (accident) data recorders or information about the driver on drowsiness and attention monitoring or advanced distraction recognition, should be carried out in accordance with EU legislation on data protection, in particular the General Data Protection Regulation[28]. In addition, the processing of personal data collected through the ***event (accident) data recorder and the*** 112-based eCall in-vehicle system is subject to specific safeguards[29].
[28] Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation), OJ L 119, 4.5.2016, p. 1.	[28] Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation), OJ L 119, 4.5.2016, p. 1.
[29] Regulation (EU) 2015/758 of the European Parliament and of the Council of 29 April 2015 concerning type-approval requirements for the deployment of the	[29] Regulation (EU) 2015/758 of the European Parliament and of the Council of 29 April 2015 concerning type-approval requirements for the deployment of the

eCall in-vehicle system based on the 112 service and amending Directive 2007/46/EC, OJ L 123, 19.5.2015, p. 77.	eCall in-vehicle system based on the 112 service and amending Directive 2007/46/EC, OJ L 123, 19.5.2015, p. 77.

Amendment 8

Proposal for a regulation
Recital 9 a (new)

Text proposed by the Commission	*Amendment*
	(9a) The deployment of eCall systems in motorcycles, commercial vehicles and buses is essential to provide professional medical assistance to accident victims as soon as possible.

Amendment 9

Proposal for a regulation
Recital 15

Text proposed by the Commission	*Amendment*
(15) Historically, Union rules have limited the overall length of truck combinations which resulted in the typical cab-over-engine designs as they maximise the cargo space. However, the high position of the driver led to an increased blind spot area and poorer direct visibility around the truck cab. This is a major factor for truck accidents involving vulnerable road users. The number of casualties could be reduced significantly by improving direct vision. Requirements should therefore be introduced to improve the direct vision.	(15) Historically, Union rules have limited the overall length of truck combinations which resulted in the typical cab-over-engine designs as they maximise the cargo space. However, the high position of the driver led to an increased blind spot area and poorer direct visibility around the truck cab. This is a major factor for truck accidents involving vulnerable road users. The number of casualties could be reduced significantly by improving direct vision. Requirements should therefore be introduced to improve the direct vision ***so as to enhance the direct visibility of vulnerable road users from the driving seat***.

Amendment 10

Proposal for a regulation
Recital 16 a (new)

Text proposed by the Commission	*Amendment*
	(16 a) The Commission should propose before the end of 2019 that existing trucks and busses be retro-fitted with technologically most advanced turning assistants.

Amendment 11

Proposal for a regulation
Recital 17

Text proposed by the Commission	*Amendment*
(17) Automated and connected vehicles may be able to make a huge contribution in reducing road fatalities since in the region ***of*** 90 per cent of road accidents are estimated to result from human error. As automated vehicles will gradually be taking over tasks of the driver, harmonised rules and technical requirements for automated vehicle systems should be adopted at Union level.	(17) Automated and connected vehicles may be able to make a huge contribution in reducing road fatalities since in the region ***more than*** 90 per cent of road accidents are estimated to result from human error ***or interaction of human error with vehicle and/or infrastructure***. As automated vehicles will gradually be taking over tasks of the driver, harmonised rules and technical requirements ***that are efficient and suitable*** for automated vehicle systems should be adopted at Union level.

Amendment 12

Proposal for a regulation
Recital 19

Text proposed by the Commission	*Amendment*
(19) The Union should continue to promote the development of technical requirements for tyre noise, rolling resistance and wet grip performance of tyres at the United Nations level. This is because UN Regulation No 117 now contains these detailed provisions. The process of adapting the requirements on tyres to take account of technical progress should ***continue*** at United Nations level, in particular to ensure that tyre performance is also assessed at the end of a tyre's life in its worn state and to promote the idea that	(19) The Union should continue to promote the development of technical requirements for tyre noise, rolling resistance and wet grip performance of tyres at the United Nations level. This is because UN Regulation No 117 now contains these detailed provisions. The process of adapting the requirements on tyres to take account of technical progress should ***be rapidly and ambitiously continued*** at United Nations level, in particular to ensure that tyre performance is also assessed at the end of a tyre's life in

tyres should meet the requirements throughout their life and not be replaced prematurely. Existing requirements in Regulation (EC) No 661/2009 relating to tyre performance should be replaced ***by equivalent UN Regulations***.	its worn state and to promote the idea that tyres should meet the requirements throughout their life and not be replaced prematurely. ***To ensure that rigorous standards are met,*** existing requirements in Regulation (EC) No 661/2009 relating to tyre performance should be ***monitored and evaluated, and should be*** replaced ***when tyre performance can be improved within the European Union***.

Amendment 13

Proposal for a regulation
Recital 25 a (new)

Text proposed by the Commission	*Amendment*
	(25 a) In order to ensure compliance with this Regulation, the provisions on corrective measures and penalties laid down in Regulation (EU) 2018/858 apply to this Regulation.

Amendment 14

Proposal for a regulation
Article 1 – paragraph 1 – point 3

Text proposed by the Commission	*Amendment*
3. for the type-approval of newly-manufactured tyres with regard to their safety and environmental performance.	3. for the type-approval of newly-manufactured tyres with regard to their safety and environmental performance ***in terms of reduction of noise and air pollution***.

Amendment 15

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

Text proposed by the Commission	*Amendment*
(1) 'vulnerable road user' means a road user using a two-wheel powered vehicle or a non-motorised road user, such as a cyclist or a pedestrian;	(1) 'vulnerable road user' means a road user using a two-wheel ***or three-wheel*** powered vehicle***, or an electrically powered personal transportation device,***

	or a non-motorised road user, such as a cyclist or a pedestrian;

Justification

Whereas motorcycles have traditionally been constructed with two wheels, many now have three wheels but they are still vulnerable vis-à-vis cars and lorries. Likewise, increasing numbers of people are using electrically powered personal transportation devices (scooters, solowheels, etcetera) for travel in urban areas. They should not be excluded from the definition of vulnerable road users.

Amendment 16

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

Text proposed by the Commission	*Amendment*
(7) 'emergency stop signal' means rapid flashing stop lamps to indicate to other road users to the rear of the vehicle that a high retardation force is being applied to the vehicle relative to the prevailing road conditions;	(7) 'emergency stop signal' means rapid flashing stop ***lamps or direction-indicator*** lamps to indicate to other road users to the rear of the vehicle that a high retardation force is being applied to the vehicle relative to the prevailing road conditions;

Amendment 17

Proposal for a regulation
Article 3 – paragraph 2 – point 8

Text proposed by the Commission	*Amendment*
(8) 'reversing detection' means a ***camera or monitor, optical or detection*** system to make the driver aware of people and objects at the rear of the vehicle with the primary aim to avoid collisions upon reversing;	(8) 'reversing detection' means a system to make the driver aware of people and objects at the rear of the vehicle with the primary aim to avoid collisions upon reversing;

Amendment 18

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

Text proposed by the Commission	*Amendment*
(10) 'advanced emergency braking	(10) ‘advanced emergency braking

system' means a system which can automatically detect a potential collision and activate the vehicle braking system to decelerate the vehicle with the purpose of avoiding or mitigating a collision;	system’ means a system which can automatically detect a potential collision and ***automatically*** activate the vehicle braking system ***at the last possible moment*** to decelerate the vehicle with the purpose of avoiding or mitigating a collision;

Amendment 19

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

Text proposed by the Commission	*Amendment*
(11) 'lane-keeping system' means a system monitoring the position of the vehicle with respect to the lane boundary and applying a torque to the steering wheel, or pressure to the brakes, at least when a lane departure occurs or is about to occur and a collision may be imminent;	(11) 'lane-keeping system' means a system monitoring the position of the vehicle with respect to the lane boundary and applying a torque to the steering wheel ***and issuing a warning***, or pressure to the brakes, at least when a lane departure occurs or is about to occur and a collision may be imminent;

Amendment 20

Proposal for a regulation
Article 3 – paragraph 2 – point 11 a (new)

Text proposed by the Commission	*Amendment*
	(11 a) 'turning assistance' means a technologically most advanced system which detects vulnerable road users located, particularly in blind spots in close proximity to the nearside of the vehicle and provides a warning so to avoid collision with such vulnerable road users.

Amendment 21

Proposal for a regulation
Article 3 – paragraph 2 – point 13

Text proposed by the Commission	*Amendment*
(13) 'event (accident) data recorder' means a system recording and storing critical crash-related parameters and information ***before, during and after*** a	(13) 'event (accident) data recorder' means a system recording and storing critical crash-related parameters and information ***with respect of the necessary***

collision;	***time period and not more than five seconds when*** a collision ***happens***;

Amendment 22

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

Text proposed by the Commission	*Amendment*
(14) 'frontal protection system' means a separate structure or structures, such as a bull bar, or a supplementary bumper which, in addition to the original-equipment bumper, is intended to protect the external surface of the vehicle from damage in the event of a collision with an object, with the exception of structures having a mass of less than 0,5 kg, intended to protect only the vehicle's lights;	(14) 'frontal protection system' means a separate structure or structures, such as a bull bar, or a supplementary bumper which, in addition to the original-equipment bumper, is intended to protect the external surface of the vehicle from damage ***or injury*** in the event of a collision with an object ***or animal***, with the exception of structures having a mass of less than 0,5 kg, intended to protect only the vehicle's lights;

Amendment 23

Proposal for a regulation
Article 3 – paragraph 2 – point 21

Text proposed by the Commission	*Amendment*
(21) 'automated vehicle' means a motor vehicle designed and constructed to move autonomously for extended periods of time without continuous human supervision;	(21) 'automated vehicle' means a motor vehicle designed and constructed to move autonomously ***in accordance with traffic regulations*** for extended periods of time without continuous human supervision;

Amendment 24

Proposal for a regulation
Article 4 – paragraph 4

Text proposed by the Commission	*Amendment*
4. Manufacturers shall ensure that vehicles are designed, constructed and assembled ***so as to minimise*** the risk of injury to vehicle occupants and vulnerable road users.	4. Manufacturers shall ensure that vehicles are designed, constructed and assembled ***in such a way that, when used as intended,*** the risk of ***fatality or*** injury to vehicle occupants and vulnerable road

	users ***is prevented or, in the event of an accident, minimized***.

Amendment 25

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

Text proposed by the Commission	*Amendment*
(b) pedestrians, cyclists, vision and visibility;	(b) pedestrians, cyclists, ***steppers and skaters*** vision and visibility;

Amendment 26

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

Text proposed by the Commission	*Amendment*
	5 a. The type-approval requirements concerning safety laid down in this Regulation shall be technologically neutral and shall be tested and ensured in the light of the specific performance standards with which all vehicles are to comply, regardless of vehicle segment.

Amendment 27

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

Text proposed by the Commission	*Amendment*
	5 b. Manufacturers shall provide clear and consumer-friendly information in the owner's manual in order to help drivers understand the driving assistance systems and their functionalities.

Amendment 28

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

Text proposed by the Commission	*Amendment*
(b) the type-approval of tyres, including technical requirements concerning their installation.	(b) the type-approval of tyres, including ***their testing in degraded condition and under different weather-affected road conditions, including wet-road grip, and*** technical requirements concerning their installation.

Amendment 29

Proposal for a regulation
Article 5 – paragraph 4 – point b a (new)

Text proposed by the Commission	*Amendment*
	(b a) the introduction at EU level of type-approval of tyres installed on vehicles in categories M1 and N1 in respect of their wet-road grip with wear.

Amendment 30

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

Text proposed by the Commission	*Amendment*
	(fa) eCall system

Amendment 31

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

Text proposed by the Commission	*Amendment*
	(fb) event (accident) data recorder

Amendment 32

Proposal for a regulation
Article 6 – paragraph 3 a (new)

Text proposed by the Commission	*Amendment*
	3 a. Motor vehicles shall be equipped

	with advanced emergency braking systems designed and fitted in two phases and providing for:
	(a) detection of moving vehicles and stationary obstacles ahead of the motor vehicle in the first phase;
	(b) extending the detection capability, especially for blinds spots, to also include vulnerable road users ahead of the motor vehicle in the second phase;
	Advanced emergency braking systems shall meet the following requirements in particular:
	(a) it shall not be possible to switch off systems;
	(b) it shall be possible for automatic active interventions by the systems to be overridden by means of deliberate driver action, such as accelerate;
	(c) the systems shall be in normal operation mode upon each activation of the vehicle master control switch;
	(d) it shall be possible to easily suppress audible warnings, but such action shall not at the same time suppress system functions other than audible warnings.

Amendment 33

Proposal for a regulation
Article 6 – paragraph 3 b (new)

Text proposed by the Commission	*Amendment*
	3b. Safety features and warnings used in assisting driving shall be easily perceived by every driver, including the elderly and people with disabilities.

Amendment 34

Proposal for a regulation
Article 6 – paragraph 3 c (new)

Text proposed by the Commission	*Amendment*
	3c. Event (accident) data recorders shall meet the following requirements in particular:
	(a) the data that they are capable of recording and storing with respect of the necessary time period and not more than five seconds when a collision happens, shall include the vehicle's speed, the state and rate of activation of its safety systems and any other relevant input parameters of the on-board active safety and accident avoidance systems;
	(b) it shall not be possible to deactivate the devices.

Amendment 35

Proposal for a regulation
Article 6 a (new)

Text proposed by the Commission	*Amendment*
	Article 6 a
	Rules on privacy and data protection
	1. This Regulation is without prejudice to Regulation (EU) No 2016/679 of the European Parliament and the Council. Any processing of personal data through the event (accident) data recorder referred to in Article 6(4a) shall comply with the personal data protection rules provided for in that Regulation.
	2. The personal data processed by the event (accident) data recorder shall only be used for the purpose of accident data research. Event (accident) data shall be made available solely to national authorities, in accordance with Union or national legislation in compliance with Regulation (EU) No 2016/679, over a standardised interface. The anonymised data that an event (accident) data recorder shall be capable to record and store shall include vehicle type, version

and variant, and in particular the active safety and accident avoidance systems fitted to the vehicle. However, it shall not include the last four digits of the vehicle indicator section of the vehicle information number or any other information which could allow the individual vehicle itself, the owner or the holder of the vehicle to be identified.

3. The personal data processed pursuant to this Regulation shall not be retained longer than necessary for the purpose of accident data research referred to in the second paragraph of this Article. Those data shall be fully deleted as soon as they are no longer necessary for that purpose.

4. Manufacturers shall ensure that the event (accident) data recorder is not traceable and is not subject to any constant tracking.

5. Manufacturers shall ensure that, in the internal memory of the event (accident) data recorder, data are automatically and continuously removed.

6. Those data shall not be available outside the event (accident) data recorder to any entities before an eventual event (accident) is triggered.

7. Privacy enhancing technologies shall be embedded in the event (accident) data recorder in order to provide drivers with the appropriate level of privacy protection and high level of IT security, as well as the necessary safeguards to prevent surveillance, remote manipulation and misuse, including cyber attacks.

8. Manufacturers shall provide clear and comprehensive information in the owner's manual about the processing of data carried out by the event (accident) data recorder. That information shall consist of:

(a) the reference to the legal basis for the processing of data;

(b) the fact that the event (accident) data

	recorder is activated by default;
	(c) the arrangements for data processing that the event (accident) data recorder performs;
	(d) the specific purpose of the event (accident) data recorder processing, which shall be limited to accident data research referred to in the Article 6a(2);
	(e) the types of data collected and processed and the recipients of that data;
	(f) the time limit for the retention of data in event (accident) data recorder;
	(g) the fact that there is no constant tracking of the vehicle;
	(h) the arrangements for exercising data subjects' rights as well as the contact service responsible for handling access requests.

Amendment 36

Proposal for a regulation
Article 7 – paragraph 2

Text proposed by the Commission	*Amendment*
2. Vehicles of categories M_1 and N_1 shall be equipped with advanced emergency braking systems designed and fitted in two phases and providing for:	***deleted***
(a) detection of moving vehicles and stationary obstacles ahead of the motor vehicle in the first phase;	
(b) extending the detection capability to also include vulnerable road users ahead of the motor vehicle in the second phase.	

Amendment 37

Proposal for a regulation
Article 7 – paragraph 3

Text proposed by the Commission	*Amendment*
3. Vehicles of categories M_1 and N_1 shall be equipped with a lane-keeping system.	3. Vehicles of categories M_1 and N_1 shall be equipped with a lane-keeping system ***and lane departure warning system*** **.**

Amendment 38

Proposal for a regulation
Article 7 – paragraph 4 – introductory part

Text proposed by the Commission	*Amendment*
4. ***Advanced emergency braking*** systems and ***lane-keeping*** systems shall meet the following requirements in particular:	4. ***Lane-keeping*** systems and ***lane departure warning*** systems shall meet the following requirements in particular:

Amendment 39

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

Text proposed by the Commission	*Amendment*
	(a a) it shall be possible for automatic active interventions by the systems to be overridden by means of deliberate driver action, such as steering;

Amendment 40

Proposal for a regulation
Article 7 – paragraph 5

Text proposed by the Commission	*Amendment*
5. Vehicles of categories M_1 and N_1 shall be equipped with an event (accident) data recorder. Event (accident) data recorders shall meet the following requirements in particular:	***deleted***
(a) the data that they are capable of recording and storing with respect of the period before, during and after a collision shall include, as a minimum, the vehicle's speed, the state and rate of activation of	

its safety systems and any other relevant input parameters of the on-board active safety and accident avoidance systems;

(b) it shall not be possible to deactivate the devices;

(c) the way in which they are capable of recording and storing data shall be such that the data is protected against manipulation and can be made available to national authorities, on the basis of Union or national legislation in compliance with Regulation (EU) No 2016/679, over a standardised interface for the purposes of accident data analysis, and such that the precise vehicle type, version and variant, and in particular the active safety and accident avoidance systems fitted to the vehicle, can be identified.

However, the data that an event (accident) data recorder is capable of recording and storing shall not include the last four digits of the vehicle indicator section of the vehicle information number nor any other information which could allow the individual vehicle itself to be identified.

Amendment 41

Proposal for a regulation
Article 9 – paragraph 2

Text proposed by the Commission	*Amendment*
2. Vehicles of categories M_2, M_3, N_2 and N_3 shall be equipped with a lane departure warning system and an advanced emergency braking system, which comply with the requirements set out in the delegated acts adopted under paragraph 7.	2. Vehicles of categories M_2, M_3, N_2 and N_3 shall be equipped with a ***lane keeping and*** lane departure warning system and an advanced emergency braking system, which comply with the requirements set out in the delegated acts adopted under paragraph 7.

Amendment 42

Proposal for a regulation
Article 9 – paragraph 3

Text proposed by the Commission	*Amendment*
3. Vehicles of categories M_2, M_3, N_2 and N_3 shall be equipped with ***advanced systems capable of detecting vulnerable road users located in close proximity to the front or nearside of the vehicle and providing a warning or avoiding collision with such vulnerable road users***.	3. Vehicles of categories M_2, M_3, N_2 and N_3 shall be equipped with ***turning assistance which complies with the requirements set out in the delegated acts adopted under paragraph 7***.

Amendment 43

Proposal for a regulation
Article 9 – paragraph 4 – introductory part

Text proposed by the Commission	*Amendment*
4. With respect of systems referred to in ***paragraphs 2 and 3*** of this Article, they shall meet the following requirements in particular:	4. With respect of systems referred to in ***paragraph 2*** of this Article, they shall meet the following requirements in particular:

Amendment 44

Proposal for a regulation
Article 9 – paragraph 4 – point a a (new)

Text proposed by the Commission	*Amendment*
	(a a) it shall be possible for automatic active interventions by the systems to be overridden by means of deliberate driver action, such as steering;

Amendment 45

Proposal for a regulation
Article 9 – paragraph 4 a (new)

Text proposed by the Commission	*Amendment*
	4 a. The system referred to in paragraph 3 cannot be switched off.

Amendment 46

Proposal for a regulation

Article 9 – paragraph 5

Text proposed by the Commission	*Amendment*
5. Vehicles of categories ***M2, M3, N***2 ***and N***3 shall be designed and constructed so as to enhance the direct visibility of vulnerable road users from the ***driver*** seat.	5. Vehicles of categories ***M2, M3, N2 and N3*** shall be designed and constructed so as to enhance the direct visibility of vulnerable road users from the ***driving*** seat. ***The Commission shall bring forward a Delegated Act on Direct Vision Requirements that eliminates the blind spot to the front and driver's side of trucks and significantly reduces the blind spot to the nearside of the truck. This requirement will be differentiated according to truck type.***

Amendment 47

Proposal for a regulation
Article 9 – paragraph 6

Text proposed by the Commission	*Amendment*
6. Vehicles of categories M_2 and M_3 with a capacity exceeding 22 passengers in addition to the driver and constructed with areas for standing passengers to allow frequent passenger movement shall be designed and constructed so as to be accessible by persons with reduced mobility, including wheelchair users.	6. Vehicles of categories M_2 and M_3 with a capacity exceeding 22 passengers in addition to the driver and constructed with areas for standing passengers to allow frequent passenger movement shall be designed and constructed so as to be accessible by persons with reduced mobility, including wheelchair users ***and persons with disabilities***.

Amendment 48

Proposal for a regulation
Article 11 – paragraph 1 – point a

Text proposed by the Commission	*Amendment*
(a) systems to replace the driver's control of the vehicle, including steering, accelerating and braking***;***	(a) Systems to replace the driver's control of the vehicle, including steering, accelerating and braking***, and to replace the requirement to act with regard to signalling.***

Amendment 49

Proposal for a regulation
Article 16 a (new)

Text proposed by the Commission	*Amendment*
	Article 16 a
	Review
	By 3 years after entry into force of this Regulation and every three years thereafter, the Commission shall present a report to the European Parliament and to the Council including, where appropriate, proposals for amendments to this Regualtion or other relevant legislation regarding the inclusion of further new safety measures.

Amendment 50

Proposal for a regulation
Article 17 – paragraph 2

Text proposed by the Commission	*Amendment*
It shall apply from [PO: Please insert the date ***36*** months following the date of entry into force of this Regulation].	It shall apply from [PO: Please insert the date ***24*** months following the date of entry into force of this Regulation]. ***The delegated acts referred to in Article 12 must be published at least 12 months before their application.***

Amendment 51

Proposal for a regulation
Annex 2 – Table – row 13

Text proposed by the Commission

Subject	UN Regulations	Additional specific technical requirements	M_1	M_2	M_3	N_1	N_2	N_3	O_1	O_2	O_3	O_4	STU	Component
Rear underrun protection	UN Regulation No 58		A	A	A	A	A	A	A	A	A	A	A	A

Amendment

Subject	UN Regulations	Additional specific technical requirements	1.	M_2	M_3	N_1	N_2	N_3	O_1	O_2	O_3	O_4	STU	Component
Rear underrun protection	UN Regulation No 58	***Vehicles of categories N2 and N3 must have protection against underrun by vehicles driving into them at speeds of up to 56 km/h.***	A	A	A	A	A	A	A	A	A	A	A	A

Amendment 52

Proposal for a regulation
Annex 2 – Table – row 36

Text proposed by the Commission

Subject	UN Regulations	Additional specific technical requirements	M_1	M_2	M_3	N_1	N_2	N_3	O_1	O_2	O_3	O_4	STU	Component
Advanced emergency braking for pedestrian and cyclist			C			C								

Amendment

Subject	UN Regulations	Additional specific technical requirements	M_1	M_2	M_3	N_1	N_2	N_3	O_1	O_2	O_3	O_4	STU	Component
Advanced emergency braking for pedestrian and cyclist			C	***C***	***C***	C	***C***	***C***						

Amendment 53

Proposal for a regulation
Annex 2 – Table – row 38

Text proposed by the Commission

Subject	UN Regulations	Additional specific technical requirements	M_1	M_2	M_3	N_1	N_2	N_3	O_1	O_2	O_3	O_4	STU	Component
Blind spot information system				B	B		B	B					B	

Amendment

Subject	UN Regulations	Additional specific technical requirements	M_1	M_2	M_3	N_1	N_2	N_3	O_1	O_2	O_3	O_4	STU	Component
Turning assistant				B	B		B	B					B	

Amendment 54

Proposal for a regulation
Annex 2 – Table – row 49

Text proposed by the Commission

Subject	UN Regulations	Additional specific technical requirements	M_1	M_2	M_3	N_1	N_2	N_3	O_1	O_2	O_3	O_4	STU	Component
Emergency lane keeping			B			B								

Amendment

Subject	UN Regulations	Additional specific technical requirements	M_1	M_2	M_3	N_1	N_2	N_3	O_1	O_2	O_3	O_4	STU	Component
Emergency lane keeping ***and lane departure warning***			B	***B***	***B***	B	***B***	***B***						

Amendment 55

Proposal for a regulation
Annex 2 – Table – row 61

Text proposed by the Commission

Subject	UN Regulations	Additional specific technical requirements	M_1	M_2	M_3	N_1	N_2	N_3	O_1	O_2	O_3	O_4	STU	Component
Tyre pressure monitoring for heavy duty				B	B		B	B			B	B		

Amendment

Subject	UN Regulations	Additional specific technical requirements	M_1	M_2	M_3	N_1	N_2	N_3	O_1	O_2	O_3	O_4	STU	Component
Tyre pressure monitoring for heavy duty				B	B		B	B		***B***	B	B		

Amendment 56

Proposal for a regulation
Annex 2 – Table – row 72

Text proposed by the Commission

Subject	UN Regulations	Additional specific technical requirements	M_1	M_2	M_3	N_1	N_2	N_3	O_1	O_2	O_3	O_4	STU	Component
Intelligent speed assistance			B	B	B	B	B	B					B	

Amendment

Subject	UN Regulations	Additional specific technical requirements	M_1	M_2	M_3	N_1	N_2	N_3	O_1	O_2	O_3	O_4	STU	Component
Intelligent speed assistance			***C***	***C***	***C***	***C***	***C***	***C***					***C***	

Amendment 57

Proposal for a regulation
Annex 2 – Table – row 90

Text proposed by the Commission

Subject	UN Regulations	Additional specific technical requirements	M_1	M_2	M_3	N_1	N_2	N_3	O_1	O_2	O_3	O_4	STU	Component
Event (accident) data recorder			B	B[5]	B[5]	B	B[5]	B[5]					B	

Amendment

Subject	UN Regulations	Additional specific technical requirements	M_1	M_2	M_3	N_1	N_2	N_3	O_1	O_2	O_3	O_4	STU	Component
Event (accident) data recorder			B	***B***	***B***	B	***B***	***B***						B

Amendment 58

Proposal for a regulation
Annex 2 – Notes to the table – point D

Text proposed by the Commission	*Amendment*
D: Date for refusal to grant EU type-approval:	D: Date for refusal to grant EU type-approval:
[PO: Please insert the date ***48*** months after the date of application of this Regulation]	[PO: Please insert the date ***36*** months after the date of application of this Regulation]
Date for the prohibition of the registration of vehicles, as well as the placing on the market and entry into service of components and separate technical units:	Date for the prohibition of the registration of vehicles, as well as the placing on the market and entry into service of components and separate technical units:
[PO: Please insert the date ***84*** months after the date of application of this Regulation]	[PO: Please insert the date ***72*** months after the date of application of this Regulation]

PROCEDURE – COMMITTEE ASKED FOR OPINION

Title	Type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users
References	COM(2018)0286 – C8-0194/2018 – 2018/0145(COD)
Committee responsible Date announced in plenary	IMCO 28.5.2018
Opinion by Date announced in plenary	TRAN 28.5.2018
Rapporteur Date appointed	Matthijs van Miltenburg 9.7.2018
Discussed in committee	21.11.2018
Date adopted	10.1.2019
Result of final vote	+: 44 –: 2 0: 0
Members present for the final vote	Daniela Aiuto, Lucy Anderson, Inés Ayala Sender, Georges Bach, Izaskun Bilbao Barandica, Deirdre Clune, Michael Cramer, Luis de Grandes Pascual, Andor Deli, Isabella De Monte, Ismail Ertug, Jacqueline Foster, Dieter-Lebrecht Koch, Merja Kyllönen, Innocenzo Leontini, Peter Lundgren, Marian-Jean Marinescu, Georg Mayer, Cláudia Monteiro de Aguiar, Renaud Muselier, Markus Pieper, Tomasz Piotr Poręba, Gabriele Preuß, Dominique Riquet, Massimiliano Salini, David-Maria Sassoli, Claudia Ţapardel, Keith Taylor, Pavel Telička, Marita Ulvskog, Wim van de Camp, Marie-Pierre Vieu, Roberts Zīle, Kosma Złotowski
Substitutes present for the final vote	Rosa D'Amato, Michael Gahler, Maria Grapini, Karoline Graswander-Hainz, Peter Kouroumbashev, Evžen Tošenovský, Matthijs van Miltenburg
Substitutes under Rule 200(2) present for the final vote	Pascal Durand, Jude Kirton-Darling, Andrey Novakov, Csaba Sógor, Mylène Troszczynski

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

44	+
ALDE	Izaskun Bilbao Barandica, Matthijs van Miltenburg, Dominique Riquet, Pavel Telička
ECR	Tomasz Piotr Poręba, Evžen Tošenovský, Roberts Zīle, Kosma Złotowski
EFDD	Daniela Aiuto, Rosa D'Amato
ENF	Georg Mayer, Mylène Troszczynski
GUE/NGL	Merja Kyllönen, Marie-Pierre Vieu
PPE	Georges Bach, Wim van de Camp, Deirdre Clune, Andor Deli, Michael Gahler, Luis de Grandes Pascual, Dieter-Lebrecht Koch, Innocenzo Leontini, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar, Renaud Muselier, Andrey Novakov, Markus Pieper, Csaba Sógor, Massimiliano Salini
S&D	Lucy Anderson, Inés Ayala Sender, Isabella De Monte, Ismail Ertug, Maria Grapini, Karoline Graswander-Hainz, Peter Kouroumbashev, Gabriele Preuß, David-Maria Sassoli, Claudia Țapardel, Marita Ulvskog, Jude Kirton-Darling
VERTS/ALE	Michael Cramer, Pascal Durand, Keith Taylor

2	-
	Jacqueline Foster, Peter Lundgren

0	0

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