



2022/0365(COD)

24.7.2023

OPINION

of the Committee on Transport and Tourism

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

on the proposal for a regulation of the European Parliament and of the Council 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: Marian-Jean Marinescu

PA_Legam

SHORT JUSTIFICATION

EURO 7 standard will apply to all motor vehicles setting limits to non-exhaust emissions, including particle emissions from brakes and tires in order to reduce air pollution from new motor vehicles sold in the EU to meet the European Green Deal's zero-pollution ambition. While the proposal will significantly contribute to the improvement of air quality and the environmental objectives of the Union, its implementation will also imply a wave of investments for all categories of vehicle manufacturers (LDV and HDV) as well as for the entire industry of components and separate technical units (tires and brakes), which will be likely pass on the consumers.

In its Impact assessment the European Commission estimates an increase in the price of a passenger car by a maximum of 150 Euro, while the automotive industry estimates a 2,000 Euro price increase. There exists a significant discrepancy between the estimations in the case of HDVs as well. Given the increase in price, it is expected that more than 250 million vehicles (LDV and HDV) currently in use in the EU will be used also after Euro 7 will enter in force. For these vehicles, there is no other alternative to reduce CO₂ emissions than to use alternative fuels. The legislative framework has to stimulate industry to invest in Research and Development for the least polluting alternative fuels and to incentivize the economy of scale production of those fuels to ensure the necessary quantity for the cars in use and its affordability.

However, it should be underlined that the CO₂ reduction and the other emission reduction (the ones set by Euro 7 standard) cannot be treated separately. They are connected, as the ultimate policy goal is to reach the objective set in Fit for 55, the 55% CO₂ emissions reduction target in 2030. The European legislation must adapt to this situation, otherwise, Europe will produce technologically and competitively outdated products.

Baring all these in mind, the objective of the TRAN opinion Rapporteur is to safeguard balance and proportionality between the environmental benefits and socio-economic costs of the proposal to ensure on one hand high standards of air quality for our citizens but also on the other hand the opportunity for the European industry to apply these rules in a reasonable time frame with minimal possible investments and negative consequences on their competitiveness and preventing significant price increases that would limit mobility, the possibility of an average consumer to get a car, as well as increase transport prices and fuel already unprecedentedly high inflation in the Union.

Highlights of the Report

1. Timing

In maximum one year after the date of entering in force of this Regulation the Commission must adopt the implementing/delegated acts.

The Regulation will apply 3 years from the date of entering in force of the corresponding implementing and delegated acts for new types of M₁, N₁ vehicles and components and separate technical units, except tyres and brakes, for those vehicles and 5 years from the date of entering in force of the corresponding implementing and delegated acts for new types of M₂, M₃, N₂, N₃ vehicles and components and separate technical units, except tyres and brakes,

for those vehicles and O₃, O₄ trailers.

2. Testing methods closer to Euro 6/VI standards built on established technology and methodology in order to ensure timely implementation.
3. A technologically neutral approach. Introduction of a new category of vehicle - 'CO₂ neutral fuel vehicle'.
4. Reducing the complexity, administrative and implementation costs for manufacturers and authorities. Flexibility for small and ultrasmall producers.
5. Tyres. Alignment with the work performed in the UN World Forum for Harmonisation of Vehicle Regulations (WP29) Task Force on Tyre Abrasion
6. Brakes. Testing methods aligned with UN WFHVR with reducing the complexity of the procedures
7. Batteries. New definition for 'battery durability' - the durability of a traction battery measured in terms of its SOCE (state of certified energy) and SOCR (state of certified range);
9. Sensors and measurement of emissions. Provision stating that the related inducement measures must not lead to endangering of road safety or limiting mobility.
10. Lifetime requirements to be required only in the range of standard usage of the vehicle.

AMENDMENTS

The Committee on Transport and Tourism 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 1

Text proposed by the Commission

(1) The internal market is an area in which the free movement of goods, persons, services and capital must be ensured. To that end Regulation **(EU) 2018/858 of the European Parliament and of the Council⁴³ introduced a comprehensive type-approval and market surveillance system for motor vehicles, trailers, and for systems, components and**

Amendment

(1) The internal market is an area in which the free movement of goods, persons, services and capital must be ensured. To that end **this** Regulation **should introduce** a comprehensive type-approval and market surveillance system for motor vehicles, trailers, and for systems, components and separate technical units intended for such vehicles

separate technical units intended for such vehicles.

while preserving the mobility rights of the EU citizens, their right of free choice regarding the type of car/engine they use as well as the affordability of the personal cars for citizens, competitiveness and jobs in the industry , while preserving EU citizens the right to clean and healthy air.

⁴³ Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1).

Amendment 2

Proposal for a regulation

Recital 1 a (new)

Text proposed by the Commission

Amendment

(1 a) The test methodology requirements for the type approval procedures for light passenger vehicles and light commercial vehicles and for motor vehicles and engines with respect to emissions from heavy goods vehicles and buses, including the boundary conditions for testing regarding the already regulated substances, should remain those currently laid down in Regulation No 715/2007 of the European Parliament and of the Council on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 6) and on access to vehicle repair and maintenance information and respectably laid down in Regulation (EC) No 595/2009 of the European Parliament and of the Council on type approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (Euro

VI) and on access to vehicle repair and maintenance information.

Amendment 3

Proposal for a regulation
Recital 1 b (new)

Text proposed by the Commission

Amendment

(1 b) The test methodology requirements for the type approval procedures for light passenger vehicles and light commercial vehicles and for motor vehicles and engines with respect to emissions from heavy goods vehicles and buses for new substances shall be regulated by this Regulation, however the testing methodology must be consistent with Regulation No 715/2007 of the European Parliament and of the Council on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 6) and on access to vehicle repair and maintenance information and respectably laid down in Regulation (EC) No 595/2009 of the European Parliament and of the Council on type approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (Euro VI) and on access to vehicle repair and maintenance information. In order to accommodate enough time for the manufactures to develop and implement the new testing methodology, additional 2 years will be provided for regulation of the new substances.

Amendment 4

Proposal for a regulation
Recital 2

Text proposed by the Commission

(2) The technical requirements for the type-approval of motor vehicles, engines and replacement parts with regard to emissions ('emission type-approval') should remain harmonised to ensure the proper functioning of the internal market, as well as a **high** level of environmental and health protection common in all Member States.

Amendment

(2) The technical requirements for the type-approval of motor vehicles, engines and replacement parts with regard to emissions ('emission type-approval') should remain harmonised to ensure the proper functioning of the internal market, as well as a **ambitious** level of environmental and health protection common in all Member States **and contribute to better air quality. Euro 7 as part of EU Action Plan: Towards Zero Pollution for Air, Water and Soil emission should also contribute to the social and green transition to achieve climate-neutrality by 2050 the latest (Green Deal);**

Amendment 5

**Proposal for a regulation
Recital 4**

Text proposed by the Commission

(4) The technical requirements for the type-approval of motor vehicles, engines and replacement parts with regard to emissions ('emission type-approval') are currently set out in two Regulations that apply to emission type-approval for light-duty and heavy-duty vehicles respectively, i.e. Regulation (EC) No 715/2007 of the European Parliament and of the Council ('Euro 6')⁴⁴ and Regulation (EC) No 595/2009 of the European Parliament and of the Council ('Euro VI')⁴⁵. ***The reason for having two Regulations was that the emissions of heavy-duty vehicles were checked based on engine testing, while for light-duty vehicles the basis was whole vehicle testing. Since then, methodologies have been developed that allow testing of both light- and heavy-duty vehicles on the road. It is therefore no longer necessary to base type-approval on engine testing.***

Amendment

(4) The technical requirements for the type-approval of motor vehicles, engines and replacement parts with regard to emissions ('emission type-approval') are currently set out in two Regulations that apply to emission type-approval for light-duty and heavy-duty vehicles respectively, i.e. Regulation (EC) No 715/2007 of the European Parliament and of the Council ('Euro 6')⁴⁴ and Regulation (EC) No 595/2009 of the European Parliament and of the Council ('Euro VI')⁴⁵.

⁴⁴ Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information (OJ L 171, 29.6.2007, p. 1).

⁴⁵ Regulation (EC) No 595/2009 of the European Parliament and of the Council of 18 June 2009 on type-approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (Euro VI) and on access to vehicle repair and maintenance information and amending Regulation (EC) No 715/2007 and Directive 2007/46/EC and repealing Directives 80/1269/EEC, 2005/55/EC and 2005/78/EC (OJ L 188, 18.7.2009, p. 1).

⁴⁴ Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information (OJ L 171, 29.6.2007, p. 1).

⁴⁵ Regulation (EC) No 595/2009 of the European Parliament and of the Council of 18 June 2009 on type-approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (Euro VI) and on access to vehicle repair and maintenance information and amending Regulation (EC) No 715/2007 and Directive 2007/46/EC and repealing Directives 80/1269/EEC, 2005/55/EC and 2005/78/EC (OJ L 188, 18.7.2009, p. 1).

Amendment 6

Proposal for a regulation Recital 4 a (new)

Text proposed by the Commission

Amendment

(4 a) The type approval requirements for newly manufactured tyres C1, C2 and C3 are set in the General Safety Regulation ((EU) 2019/2144). Consequently, this Regulation complements those technical requirements – which should remain the basis for new tyre type approval - with tyre abrasion requirements.

Amendment 7

Proposal for a regulation Recital 5

Text proposed by the Commission

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

Amendment

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

Amendment 8

Proposal for a regulation

Recital 6

Text proposed by the Commission

(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.***

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.

Amendment 9

Proposal for a regulation

Recital 7

Text proposed by the Commission

(7) It is also necessary to reduce complexity, administrative and implementation costs for manufacturers

Amendment

(7) It is also necessary to reduce complexity, administrative and implementation costs for manufacturers

and authorities and to ensure effective and efficient implementation of the Euro emission standards. ***Simplification is achieved by eliminating different application dates for the limits and tests which existed under Euro 6 and Euro VI, by eliminating multiple and complex emission tests where such tests are not needed, by referring to standards under existing UN Regulations where applicable, and by ensuring a streamlined and consistent set of procedures and tests for the various phases of the emission type-approval.***

Amendment 10

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 11

Proposal for a regulation Recital 8 a (new)

Text proposed by the Commission

and authorities and to ensure effective and efficient implementation of the Euro emission standards.

Amendment

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

Amendment

(8 a) RDE performance shall be shown through testing vehicles on the road operated in their normal driving circumstances, conditions and payloads. The RDE test shall be representative for vehicles operated on their real driving routes on public roads and their normal load. For the test result for vehicle compliance verification, emission

performance during non-representative and biased driving, shall not be taken into consideration.

Amendment 12

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 13

Proposal for a regulation Recital 10

Text proposed by the Commission

Amendment

(10) Regulations (EC) No 715/2007 and (EC) No 595/2009 require that vehicles respect the emission limits for a specified period of time, which does not correspond anymore to the average lifetime of vehicles. It is therefore appropriate to lay down durability requirements that reflect the average expected lifetime of vehicles in the Union.

(10) Regulations (EC) No 715/2007 and (EC) No 595/2009 require that vehicles respect the emission limits for a specified period of time, which does not correspond anymore to the average lifetime of vehicles. It is therefore appropriate to lay down durability requirements that reflect the average expected lifetime of vehicles **and their standard usage** in the Union.

Amendment 14

Proposal for a regulation Recital 11

Text proposed by the Commission

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

Amendment

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

Amendment 15

Proposal for a regulation

Recital 12

Text proposed by the Commission

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

Amendment

(12) Non-exhaust emissions consist of particles emitted by tyres and brakes of vehicles. Emissions from tyres is estimated to be the largest source of microplastics to the environment. As shown in the Impact Assessment, it is expected that by 2050, non-exhaust emissions will constitute up to 90% of all particles emitted by road transport, because exhaust particles will diminish due to vehicle electrification. Those non-exhaust emissions should therefore be measured and limited. The Commission should prepare a report on tyre abrasion by the end of 2024 to review the measurement methods and state-of-the-art in order to propose tyre abrasion limits **in accordance with the work performed in the UN World Forum for Harmonisation of Vehicle Regulations (WP29) Task Force on Tyre Abrasion**.

Amendment 16

Proposal for a regulation

Recital 13

Text proposed by the Commission

(13) Regulation (EU) 2019/2144 of the European Parliament and of the Council⁴⁶ regulates gear shift indicators (GSI), whose main purpose is to minimise fuel consumption of a vehicle when a driver follows its indications. However, the pollutant emission requirements in real use, including when following the GSI, should be addressed in this Regulation.

⁴⁶ Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 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) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009 of the European Parliament and of the Council and Commission Regulations (EC) No 631/2009, (EU) No 406/2010, (EU) No 672/2010, (EU) No 1003/2010, (EU) No 1005/2010, (EU) No 1008/2010, (EU) No 1009/2010, (EU) No 19/2011, (EU) No 109/2011, (EU) No 458/2011, (EU) No 65/2012, (EU) No 130/2012, (EU) No 347/2012, (EU) No 351/2012, (EU) No 1230/2012 and (EU) 2015/166 (OJ L 325, 16.12.2019, p. 1).

Amendment

(13) Regulation (EU) 2019/2144 of the European Parliament and of the Council⁴⁶ regulates gear shift indicators (GSI), whose main purpose is to minimise fuel consumption of a vehicle when a driver follows its indications. However, the pollutant emission requirements in real use, including when following the GSI, should be addressed in this Regulation ***so as to not stigmatise drivers as a result of their driving style, the type of engine or gear box in their vehicle, or the age of the vehicle.***

⁴⁶ Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 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) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009 of the European Parliament and of the Council and Commission Regulations (EC) No 631/2009, (EU) No 406/2010, (EU) No 672/2010, (EU) No 1003/2010, (EU) No 1005/2010, (EU) No 1008/2010, (EU) No 1009/2010, (EU) No 19/2011, (EU) No 109/2011, (EU) No 458/2011, (EU) No 65/2012, (EU) No 130/2012, (EU) No 347/2012, (EU) No 351/2012, (EU) No 1230/2012 and (EU) 2015/166 (OJ L 325, 16.12.2019, p. 1).

Amendment 17

Proposal for a regulation
Recital 13 a (new)

(13 a) In order to allow manufacturers to comply with the emission limits in the context of test procedures, the compliance criteria should be introduced by Commission in two steps. During the first step, upon the request of the manufacturer, a temporary conformity factor should apply, while as a second step only the final conformity factor should be used. The final conformity factor should set during a transition period and include a margin expressing the additional measurement uncertainty. The Commission should continuously assess that conformity factor in light of technical progress and annually adjust it downwards on the basis of scientific evidence, the improved accuracy of the measuring procedure and technical progress. The conformity factor should be gradually lowered and cease to apply by 2035.

Amendment 18

Proposal for a regulation

Recital 14

Text proposed by the Commission

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

Amendment

(14) Vehicles with traction batteries, including plugin hybrids and battery electric vehicles, contribute to the decarbonisation of the road transport sector. In order to gain and increase consumer trust in such vehicles, they should be performant and durable. It is therefore important to require that traction batteries retain a good part of their initial capacity after many years of use. That is of particular importance to buyers of second hand electric vehicles to ensure that the vehicle will continue to perform as expected. Monitors of the battery ***state of certified energy (SOCE) and state of***

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.

certified range (SOCR) should therefore be required for all vehicles that use traction batteries. In addition minimum performance requirements for battery durability should be introduced, taking into account the UN Global Technical Regulation 22⁴⁷. *European research and development support for the production of batteries using less pollutant technologies should also be envisaged.*

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

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

Amendment 19

Proposal for a regulation Recital 15

Text proposed by the Commission

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

Amendment

(15) Tampering of vehicles to remove or deactivate parts of the pollution control systems is a well-known problem. Such practice leads to uncontrolled emissions and should be prevented *through action to prevent the advertising, sale and installation of tampering devices.* Tampering of the odometer, leads to false mileage and hampers the proper in-service control of a vehicle, *so Member States should follow the example of other Member States and introduce vehicle mileage recording when a vehicle is serviced or at periodic technical inspection.* It is therefore *important that new vehicles are designed with appropriate security protection of those systems. It is also necessary to provide for an effective system of sanctions for car manufacturers that produce and/or use control, diagnostic and monitoring systems that alter the results in order to comply with this legislation.*

Amendment 20

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 21

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

Amendment

(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 ***and the dashboard malfunction indicator (MI)***. ***It is*** however possible that vehicles emit more than they are allowed to do ***depending on how long drivers or operators take to follow the indication of the OBD MI***. ***Some*** sensors used up to now for OBD can also be used to monitor and control the emission behaviour of the vehicles ***and may help improve the functionality*** of the ***OBD***. ***The inducement of measures implied by those systems must not lead to endangering of road safety or limiting mobility.***

Amendment

(17) Manufacturers may opt to produce vehicles which comply ***CO2 neutral-fuels*** or with ***high WLTP efficiency***. Consumers and national authorities should be able to identify such vehicles through appropriate documentation. An environmental vehicle passport (EVP) should therefore be made available.

passport (EVP) should therefore be made available.

Amendment 22

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) ***This Regulation should provide for the type approval of new light and heavy duty vehicles that operate solely on CO₂ neutral fuels. A specific vehicle category for its type approval should be established. Such vehicles using the internal combustion engine should be eligible for registration, even beyond 2035, in order to allow for strictly technologically neutral approach.***

Amendment 23

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. 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 ***in accordance with the testing procedures of this Regulation. In relation to what is required regarding CO₂ regulations, application of this Regulation for small and ultra small manufactures shall be postponed and valid only 6 years after the relevant secondary legislation.***

Amendment 24

Proposal for a regulation

Recital 21

Text proposed by the Commission

(21) In order to ensure uniform conditions for the implementation of this Regulation, implementing powers should be conferred on the Commission in relation to obligations of manufacturers as part of type-approval and procedures, test and methodologies to be applied for declaration of conformity, conformity of production check, in-service conformity-check and environmental vehicle passport (EVP); options and designations of vehicles; requirements, tests, methods and corrective measures related to durability of vehicles, systems, components and separate technical units, as well as registration and communication capabilities of OBM systems, including for the purpose of periodic technical inspections and roadworthiness checks; requirements and information to be provided by manufacturers of multistage vehicles as well as procedures to determine the CO₂ value for these multistage vehicles; technical elements, administrative and documentation requirements for emission type-approval, checks and inspections and market surveillance checks, as well as reporting obligations, in-service conformity and conformity of production 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

Amendment

(21) In order to ensure uniform conditions for the implementation of this Regulation, implementing powers should be conferred on the Commission in relation to obligations of manufacturers as part of type-approval and procedures, test and methodologies to be applied for declaration of conformity, conformity of production check, in-service conformity-check and environmental vehicle passport (EVP); options and designations of vehicles; requirements, tests, methods and corrective measures related to durability of vehicles, systems, components and separate technical units, as well as registration and communication capabilities of OBM systems, including for the purpose of periodic technical inspections and roadworthiness checks; requirements and information to be provided by manufacturers of multistage vehicles as well as procedures to determine the CO₂ value for these multistage vehicles; technical elements, administrative and documentation requirements for emission type-approval, checks and inspections and market surveillance checks, as well as reporting obligations, in-service conformity and conformity of production checks; methods and tests to measure exhaust emissions in the lab and on the road, including random **but statistically relevant** 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 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.

the impact of **O₃, O₄** trailers on the **CO₂**, fuel and energy consumption, electric range and engine power of a motor vehicle, (iv) measure crankcase emissions, evaporative emissions **and** brake emissions **in accordance with UN WFHVR**, (v) evaluate compliance with minimum performance requirements of battery durability **in accordance with UN WFHVR**, (vi) assess the in-service conformity of engines and vehicles; compliance thresholds and performance **r equirements**, as well as (vii) test and methods to ensure **proper functioning** of sensors **for** 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 accordance with UN WFHVR**, (xviii) EVP format, data and method of communication of the EVP data **as well as/ (xix) measures to clarify the application of tests which manufacturers, Member States, third parties/Commission should exercise for initial type approval, conformity of production, in-service conformity and market surveillance.** Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and

of the Council⁵⁰. ***Commission should adopt the acts provided in this paragraph no later than one year from the date of entry in force of this Regulation or of the UN WFHVR.***

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 25

Proposal for a regulation

Recital 22

Text proposed by the Commission

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

Amendment

(22) In order to amend or supplement, as appropriate, non-essential elements of this Regulation, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of test conditions based on data collected when testing Euro 7 brakes or tyres; ***application of*** test requirements, taking into account technical progress and data collected when testing Euro 7 vehicles, ***but only in order to reduce the complexity of the procedures;*** setting out brake particle emission limits and abrasion limits for tyre types ***in accordance with the test method and limits developed in the 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

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.

2016 on Better Law-Making. 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. ***Commission should adopt the acts provided in this paragraph no later than one year from the date of entry in force of this Regulation or of the UN WFHVR.***

⁵¹ OJ L 123, 12.5.2016, p. 1.

Amendment 26

Proposal for a regulation

Recital 23

Text proposed by the Commission

(23) In the interest of clarity, rationality and simplification, since the rules on emission type-approval of motor vehicles and engines, and of systems, components and separate technical units intended for such vehicles are updated and all contained in this Regulation, the existing Regulations (EC) No 595/2009 and (EC) No 715/2007 should be repealed and replaced by this Regulation.

Amendment

(23) In the interest of clarity, rationality and simplification, since the rules on emission type-approval of motor vehicles and engines, and of systems, components and separate technical units intended for such vehicles are updated and all contained in this Regulation, the existing Regulations (EC) No 595/2009 and (EC) No 715/2007 should be repealed and replaced by this Regulation ***except relevant annexes to the test procedures.***

Amendment 27

Proposal for a regulation

Recital 25

Text proposed by the Commission

(25) It is important to grant Member

Amendment

(25) It is important to grant Member

States, national type-approval authorities and economic operators enough time to prepare for the application of the new rules introduced by this Regulation. The date of application should therefore be deferred. While for light duty vehicles the date of application 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.

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 *three years from the date of entry in force of the secondary legislation*, for heavy duty vehicles and trailers the date of application may be further delayed by two years, since the transition to *zero and low-emission* vehicles will be longer for heavy duty vehicles.

Amendment 28

Proposal for a regulation Recital 25 a (new)

Text proposed by the Commission

Amendment

(25a) In light of the provisions of the current regulation, it is crucial to take into account the effect on the consumers' behaviour and ability to purchase new light- and heavy-duty vehicles manufactured in the EU; It is crucially important to ease the access to affordable mobility and to limit the possible future negative impact on employment in the automotive sector. Regulatory compliance costs and adjustment costs should not be absorbed by the end consumer post factum and should not jeopardise the competitiveness of the European automotive industry.

Amendment 29

Proposal for a regulation Recital 26

Text proposed by the Commission

Amendment

(26) Since the objectives of this

(26) Since the objectives of this

Regulation, namely to lay down harmonised rules on the administrative and technical requirements for the type-approval of vehicles of categories M and N, and of systems, components and separate technical units, and on market surveillance of such vehicles, systems, components and separate technical units, with respect to emissions cannot be sufficiently achieved by the Member States, but can rather, by reason of their scale and effects, be better achieved at Union level, the Union may adopt measures in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives,

Regulation, namely to lay down harmonised rules on the administrative and technical requirements for the type-approval of vehicles of categories M and N, and of systems, components and separate technical units, and on market surveillance of such vehicles, systems, components and separate technical units, with respect to emissions, ***as well as pursuing the high levels of environmental and health protection***, cannot be sufficiently achieved by the Member States, but can rather, by reason of their scale and effects, be better achieved at Union level, the Union may adopt measures in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives,

Amendment 30

Proposal for a regulation

Article 1 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1 a. Technical requirements and administrative provisions established by this regulation for the emission type-approval and market surveillance of newly manufactured tyres, are to be considered together with the tyre technical requirements and administrative provisions of the General Safety Regulation (EU) 2019/2144.

Amendment 31

Proposal for a regulation

Article 1 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. This Regulation shall not apply to the requirements regarding testing conditions and procedures for substances already regulated, for the type approval procedures for light passenger vehicles, light commercial vehicles, motor vehicles and engines as well as for heavy goods vehicles and buses Regulation No 715/2007 of the European Parliament and of the Council on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 6) and on access to vehicle repair and maintenance information and Regulation No 595/2009 of the European Parliament and of the Council on type approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (Euro VI) and on access to vehicle repair and maintenance information shall apply independently.

Amendment 32

Proposal for a regulation Article 1 – paragraph 2 b (new)

Text proposed by the Commission

Amendment

2 b. This Regulation lays down rules for test methodology requirements regarding newly regulated substances for the type approval procedures for light passenger vehicles and light commercial vehicles and for motor vehicles and engines with respect to emissions from heavy goods vehicles and buses. This methodology shall be in accordance and only extend Regulation No 715/2007 of the European Parliament and of the Council on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 6) and on access to vehicle repair and maintenance information and

Regulation No 595/2009 of the European Parliament and of the Council on type approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (Euro VI) and on access to vehicle repair and maintenance information and all related implemented and delegated act.

Amendment 33

Proposal for a regulation

Article 3 – paragraph 2 – point 2

Text proposed by the Commission

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

Amendment

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

Amendment 34

Proposal for a regulation

Article 3 – paragraph 2 – point 4

Text proposed by the Commission

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

Amendment

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

Amendment 35

Proposal for a regulation

Article 3 – paragraph 2 – point 7

Text proposed by the Commission

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

Amendment 36

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 37

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 38

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

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

Amendment

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

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

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

Regulation;

Amendment 39

Proposal for a regulation

Article 3 – paragraph 2 – point 17

Text proposed by the Commission

(17) ‘total hydrocarbons’ or ‘THC’ means the total hydrocarbons emitted from the tailpipe;

Amendment

(17) ‘total hydrocarbons’ or ‘THC’ means the total hydrocarbons emitted from the tailpipe ***as measured according to this Regulation;***

Amendment 40

Proposal for a regulation

Article 3 – paragraph 2 – point 18

Text proposed by the Commission

(18) ‘non-methane hydrocarbons’ or ‘***NHMC***’ means the total hydrocarbons emitted from the tailpipe excluding methane;

Amendment

(18) ‘non-methane hydrocarbons’ or ‘***NMHC***’ means the total hydrocarbons emitted from the tailpipe excluding methane;

Amendment 41

Proposal for a regulation

Article 3 – paragraph 2 – point 24

Text proposed by the Commission

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

Amendment

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

Amendment 42

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

Text proposed by the Commission

Amendment

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

Amendment 43

Proposal for a regulation
Article 3 – paragraph 2 – point 28

Text proposed by the Commission

Amendment

(28) ‘brake particle emissions’ means the particles emitted from the brake system of a vehicle;

(28) ‘brake particle emissions’ are defined in accordance with UN WFHVR;

Amendment 44

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

Text proposed by the Commission

Amendment

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

(29) ‘tyre abrasion’ is defined in accordance with UN WFHVR;

Amendment 45

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

Text proposed by the Commission

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

(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;

concerned *and installed on the vehicle at the date of its first registration*;

Amendment 46

Proposal for a regulation

Article 3 – paragraph 2 – point 36

Text proposed by the Commission

Amendment

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

deleted

Amendment 47

Proposal for a regulation

Article 3 – paragraph 2 – point 37

Text proposed by the Commission

Amendment

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

(37) ‘on-board diagnostic system’ or ‘OBD’ means in the context of this Regulation, a system on-board the vehicle which has the capability of detecting malfunctions of the monitored emission control systems, identifying the likely area of a malfunction by means of fault codes stored in computer memory, and signalling its occurrence by means of an alert system and is capable of communicating that information via the OBD port and for purposes of the Roadworthiness and technical controls, as well as for the purpose of inducement procedures;

Amendment 48

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 49

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

Text proposed by the Commission

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

Amendment 50

Proposal for a regulation
Article 3 – paragraph 2 – point 39 a (new)

Text proposed by the Commission

Amendment

(38) ‘on-board monitoring system’ or ‘OBM’ means a system on board a vehicle that is capable of ***monitoring emissions under the consideration of OBM measurement tolerance*** and of communicating that information via the OBD port ***as well as for the purposes of the Roadworthiness and technical controls;***

Amendment

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

Amendment

(39 a) ‘inducement measures’ mean all measures after the repeated occurrence of emission exceeders monitored by OBM

system; those measures include drive warning system, emission self-heal, providing information to the Roadworthiness authority, but must not include measures endangering road safety or limiting mobility;

Amendment 51

Proposal for a regulation

Article 3 – paragraph 2 – point 42

Text proposed by the Commission

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

Amendment

(42) ‘real driving emissions’ or ‘RDE’ means the emissions of a vehicle under normal driving conditions and **maximum one of the** extended conditions **at the same time** as specified in **relevant annexes in Regulation (EU) 2017/1151 and Regulation (EU) 582/2011 and Article 4 of Regulation (EU) 595/2009**;

Amendment 52

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(57 a) ‘CO2 neutral fuel vehicle’ or ‘CNCEV’ means a light or heavy-duty vehicle equipped with a combustion engine running exclusively on CO2 neutral fuel.

Amendment 53

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(57 b) ‘CO2 Neutral Fuel’ means all fuels which achieve balance between life-

cycle CO2 emissions and their removal and thus produce no net-greenhouse gas emissions or carbon footprint, as well as comply with the innovation principle, technological neutrality and the sustainability criteria of Directive 2018/2001 and associated delegated acts.

Amendment 54

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

Amendment 55

Proposal for a regulation

Article 3 – paragraph 2 – point 58

Text proposed by the Commission

Amendment

(58) ‘geofencing technologies’ means technologies that do not allow a hybrid vehicle to run with the use of the internal combustion engine (i.e. to enable zero-emission mode) when driven inside a specific geographic area;

deleted

Amendment 56

Proposal for a regulation

Article 3 – paragraph 2 – point 61

Text proposed by the Commission

Amendment

(61) ‘wheel power’ means the power measured at the wheels of a vehicle and

(61) ‘wheel power’ means the power determined according to this Regulation,

used for its propulsion;

to be delivered at the *wheel discs* of a vehicle and used for its propulsion;

Amendment 57

Proposal for a regulation

Article 3 – paragraph 2 – point 62

Text proposed by the Commission

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

Amendment

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

Amendment 58

Proposal for a regulation

Article 3 – paragraph 2 – point 67

Text proposed by the Commission

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

Amendment

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

Amendment 59

Proposal for a regulation

Article 3 – paragraph 2 – point 69

Text proposed by the Commission

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

Amendment

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

Amendment 60

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

Text proposed by the Commission

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

Amendment

(70) ‘state of **certified range**’ or ‘**SOCR**’ and ‘state of **certified energy**’ or ‘**SOCE**’ **mean** the measured or estimated state of a specific performance metric of a vehicle (**electric range**) or traction battery (**energy**) at a specific point in its lifetime, expressed as a percentage of the performance that was determined when certified or new;

Amendment 61

Proposal for a regulation
Article 3 – paragraph 2 – point 71

Text proposed by the Commission

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

Amendment

(71) ‘environmental vehicle passport’ or ‘EVP’ means **an up-to-date** record on paper and digital form containing information on the environmental performance of a vehicle at the moment of registration **and throughout its lifetime**. **The EVP include** the level of pollutant emission limits, **in-use CO₂** emissions, fuel consumption, energy consumption, electric range and engine power, battery durability **and state of health** and other related values;

Amendment 62

Proposal for a regulation
Article 3 – paragraph 2 – point 75

Text proposed by the Commission

(75) ‘declaration **of conformity**’ means a declaration by the manufacturer that a specific type or group of vehicles, component or separate technical unit is in

Amendment

(75) ‘**conformity** declaration’ means a declaration by the manufacturer that a specific type or group of vehicles, component or separate technical unit is in

conformity with the requirements of this regulation

conformity with the requirements of this regulation;

Amendment 63

Proposal for a regulation

Article 3 – paragraph 2 – point 75 a (new)

Text proposed by the Commission

Amendment

(75 a) 'standard use' - standard way of driving, refuelling and maintaining of a vehicle;

Amendment 64

Proposal for a regulation

Article 3 – paragraph 2 – point 77

Text proposed by the Commission

Amendment

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

deleted

Amendment 65

Proposal for a regulation

Article 3 – paragraph 2 – point 78

Text proposed by the Commission

Amendment

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

deleted

Amendment 66

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 ***after the dates provided in Article 20***, 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 ***intended for vehicles mentioned in Paragraph 1*** are type approved in accordance with this Regulation ***including complying with the emission limits set out in Annex I and under conditions of Annex III for the new substances and under relevant annexes in Regulation (EU) 2017/1151, Regulation (EU) 582/2011 and Article 4 of Regulation (EC) 595/2009 for the already regulated substances.***

Amendment 67

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 and ***conditions of conditions of Annex III for the new substances and relevant annexes in Regulation (EU) 2017/1151, Regulation (EU) 582/2011 and Article 4 of Regulation (EC) 595/2009 for already regulated substances and*** respecting 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 68

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 ***at the same time***, 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 and Article 4 of Regulation (EC) 595/2009***.

Amendment 69

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 ***to be installed on Euro 7 vehicles***, 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 ***and testing conditions of Annex III for the new substances and under the relevant annexes in Regulation (EU) 2017/1151 and Regulation (EU) 582/2011 and Article 4 of Regulation (EC) 595/2009 for already regulated substances***.

Amendment 70

Proposal for a regulation
Article 4 – paragraph 5

Text proposed by the Commission

5. Manufacturers shall not design, construct and assemble vehicles with defeat devices or defeat strategies.

Amendment

5. Manufacturers shall not design, construct and assemble vehicles with defeat devices or defeat strategies **and neither shall original equipment suppliers who provide parts and components to manufacturers, while respecting EU competition legislation.**

Amendment 71

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

Text proposed by the Commission

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

Amendment

(a) OBD;

Amendment 72

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, ***except Small and Ultra small Volume Manufacturers;***

Amendment 73

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

Text proposed by the Commission

(c) ***OBFCM device to monitor their***

Amendment

(c) OBFCM;

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 74

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* systems;

Amendment 75

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

Text proposed by the Commission

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

Amendment

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

Amendment 76

Proposal for a regulation Article 4 – paragraph 8

Text proposed by the Commission

Amendment

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.

8. The manufacturer shall prevent the possibility of exploiting vulnerabilities referred to in paragraph 7, ***based on state of the art technology 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 77

Proposal for a regulation Article 4 – paragraph 10

Text proposed by the Commission

Amendment

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

deleted

Amendment 78

Proposal for a regulation Article 5 – paragraph 1

Text proposed by the Commission

Amendment

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

deleted

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

for particle number emissions;

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

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

Amendment 79

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

Text proposed by the Commission

Amendment

1 a. Manufacturers may designate vehicles as "Euro 7 NF vehicle" where those vehicles are powered by CO₂-Neutral Fuels, either exclusively or as a blend of conventional and CO₂-Neutral Fuels, over the vehicle lifetime. In the case of exclusive use of CO₂-Neutral Fuels, the CO₂ emissions are considered zero for the purpose of regulation [CO₂ emission standards for cars and vans] and regulation [CO₂ emission standards for heavy-duty vehicles]. In the case of use of a blend of conventional and CO₂-Neutral Fuels, the CO₂ emissions for the purpose of regulation [CO₂ emission standards for cars and vans] and regulation [CO₂ emission standards for heavy-duty vehicles] are regulated through the Carbon Correction Factor.

Amendment 80

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 81

Proposal for a regulation
Article 5 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. Manufacturers may designate PEVs as “Euro 7E vehicle” where those vehicles are homologated with a WLTP efficiency between 0 and 160 Wh/km.

Amendment 82

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 83

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. *deleted*

Amendment 84

Proposal for a regulation Article 5 – paragraph 5

Text proposed by the Commission

Amendment

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

Amendment 85

Proposal for a regulation Article 5 – paragraph 6

Text proposed by the Commission

Amendment

6. At the manufacturer’s request, for N_2 vehicles between 3.5 and 4.0 tonnes maximum mass originating from an N_1 vehicle type, the type-approval authority may grant an emission type-approval for N_1 vehicle type. Such vehicles shall be designated as “Euro 7ext vehicle”. *deleted*

Amendment 86

Proposal for a regulation Article 5 – paragraph 7

Text proposed by the Commission

Amendment

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

deleted

Amendment 87

Proposal for a regulation Article 6 – paragraph 1

Text proposed by the Commission

Amendment

1. Manufacturers shall ensure that the vehicles they manufacture, which are sold, registered or put into service in the Union, comply with the emission limits set out in Annex I when driven under the normal and extended driving conditions as set out in Annex III, for the lifetime of the vehicle as set out in table 1 of Annex IV, and comply with the minimum performance requirements on battery durability as set out in Annex II.

1. Manufacturers shall ensure that the vehicles they manufacture ***after the dates provided in Article 20***, which are sold, registered or put into service in the Union, comply with the emission limits set out in Annex I when driven under the normal and extended driving conditions as set out in Annex III ***for newly regulated substances and in relevant annexes in Regulation (EU) 2017/1151 and Regulation (EU) 582/2011 and Article 4 of Regulation (EC) 595/2009 for already regulated substances and respecting the standard use of the vehicle***, for the lifetime of the vehicle as set out in table 1 of Annex IV, and comply with the minimum performance requirements on battery durability as set out in Annex II.

Amendment 88

Proposal for a regulation
Article 6 – paragraph 2

Text proposed by the Commission

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

Amendment

2. Manufacturers shall ensure that **the technological construction of the** 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 **in case of standard use of this vehicle**.

Amendment 89

Proposal for a regulation
Article 6 – paragraph 3

Text proposed by the Commission

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

Amendment

3. Manufacturers shall ensure that OBD **device**, OBD and OBM and anti-tampering measures installed in these vehicles **shall not be deactivated and** comply with the provisions **as set out in table 1 of Annex IV**.

Amendment 90

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

Text proposed by the Commission

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

Amendment

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

Amendment 91

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

Text proposed by the Commission

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

Amendment

(a) registering the magnitude and duration of all emission exceedances ***events in accordance with this Regulation;***

Amendment 92

Proposal for a regulation

Article 6 – paragraph 6 – point b

Text proposed by the Commission

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

Amendment

(b) communicating the ***relevant*** data of the emission behaviour of the vehicle, including pollutant sensor and exhaust flow data, via the OBD port, including for the purpose of roadworthiness tests and technical roadside inspections^{55, 56} ;

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)

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 93

Proposal for a regulation

Article 6 – paragraph 6 – point c

Text proposed by the Commission

(c) ***triggering repair of the vehicle when the driver warning system notifies***

Amendment

deleted

significantly excess emissions.

Amendment 94

Proposal for a regulation

Article 6 – paragraph 7

Text proposed by the Commission

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

Amendment

7. The OBFCM devices installed by the manufacturer in these vehicles shall be capable of communicating the **legally appropriate, necessary and relevant** vehicle data they record via the OBD port **respecting the provisions of Regulation (EU) 2016/679**.

Amendment 95

Proposal for a regulation

Article 6 – paragraph 8

Text proposed by the Commission

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

Amendment

8. For vehicles, systems, components and separate technical units, **manufactured in accordance with this Regulation**, presenting a serious risk or non-compliance with the requirements laid down in this regulation, manufacturers shall **be instructed according to the process and timescales of implementing legislation to take, in accordance with the specified procedures in the corresponding implementing and delegated acts**, 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.

Amendment 96

Proposal for a regulation Article 6 – paragraph 9

Text proposed by the Commission

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

Amendment

9. The Commission shall adopt, ***no later than 1 year from the date of entering in force of this Regulation***, by means of implementing acts, detailed rules on requirements, tests, methods and corrective measures related to the obligations referred to in paragraphs 1 to 8. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).

Amendment 97

Proposal for a regulation Article 7 – paragraph 2

Text proposed by the Commission

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.***

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.

Amendment 98

Proposal for a regulation Article 7 – paragraph 4

Text proposed by the Commission

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

Amendment

4. Manufacturers shall issue the environmental vehicle passport (EVP) for each vehicle, ***display information about it to consumers at the point of sale*** 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. ***Manufacturers shall update the environmental vehicle passport (EVP) after in-service conformity checks, mentioning updated values for the information mentioned in Article 3 (71) of this Regulation. In accordance with Regulation 2018/858 and Directive 2014/45/EU, manufacturers shall allow for competent authorities and testing centres to update the EVP with accurate data from the OBD port and the OBFCM device of the vehicle.*** 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 99

**Proposal for a regulation
Article 7 – paragraph 5**

Text proposed by the Commission

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

Amendment

deleted

Amendment 100

Proposal for a regulation Article 7 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

5 a. *For any new light-duty vehicles that can be proven to run exclusively on fuels that are currently not commercially available, the Commission shall undertake a full impact assessment before considering whether to issue a legislative proposal in order to laydown the testing and compliance verifications as well as procedures related to all relevant subject matter under paragraphs 1 to 4.*

Amendment 101

Proposal for a regulation Article 8 – title

Text proposed by the Commission

Amendment

Special rules for small volume manufacturers

Special rules for small **and ultra-small** volume manufacturers

Amendment 102

Proposal for a regulation Article 8 – paragraph 1

Text proposed by the Commission

Amendment

1. As regards pollutant emissions, small volume manufacturers may substitute tests set out in tables 1, 3, 5, 7 and 9 of Annex V with declarations of conformity. The compliance of vehicles constructed and put into the market by small volume manufacturers may be tested for in service conformity and market surveillance in accordance with tables 2, 4, 6, 8 and 10 of Annex V. Conformity of production tests

1. As regards pollutant emissions, small **and ultra-small** volume manufacturers may substitute tests set out in tables 1, 3, 5, 7 and 9 of Annex V with declarations of conformity. The compliance of vehicles constructed and put into the market by small volume manufacturers may be tested for in service conformity and market surveillance in accordance with tables 2, 4, 6, 8 and 10 of

set out in Annex V shall not be required. Article **4(4)** point (b) shall not apply to small volume manufacturers.

Annex V. Conformity of production tests set out in Annex V shall not be required. Article **4(6)** point (b) shall not apply to small **and ultra-small** volume manufacturers.

Amendment 103

Proposal for a regulation Article 8 – paragraph 2

Text proposed by the Commission

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

Amendment

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

Amendment 104

Proposal for a regulation Article 9 – paragraph 1

Text proposed by the Commission

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

Amendment

1. In multistage type-approvals, **after the dates provided in Article 20**, manufacturers of the second or subsequent stages shall be **co-responsible with the manufacturer** for the emission type-approval where they modify any part of the vehicle that, according to the data provided by the manufacturers of the previous stage, might affect emissions or battery durability.

Amendment 105

Proposal for a regulation Article 9 – paragraph 2

Text proposed by the Commission

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

Amendment

2. The Commission shall adopt, ***no later than one year from the date of entering in force of this Regulation,*** implementing acts laying down the administrative requirements and data to be provided by manufacturers of the previous stage in accordance with paragraph 1 and procedures for the determination of CO₂ emissions of such vehicles. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).

Amendment 106

**Proposal for a regulation
Article 10 – paragraph 3**

Text proposed by the Commission

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

Amendment

3. With effect from the ***appropriate date mentioned in Article 20***, where a manufacturer so requests, the national approval authorities shall not refuse to grant EU emission type-approval or national emission type-approval for a new type of vehicle or engine, or prohibit the registration, sale or entry into service of a new vehicle complying with this regulation.

Amendment 107

**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

Amendment

4. With effect from ***12 months after the appropriate date mentioned in Article 20***, national authorities shall, in the case of new M₁, N₁ vehicles ***to be sold, registered***

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.

or put into service in the Union, 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 *engines and* vehicles.

Amendment 108

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. With effect from **12 months after the appropriate date mentioned in Article 20**, national authorities shall, in the case of new M₂, M₃, N₂, N₃ vehicles and new O₃, O₄ trailers **to be sold, registered or put into service in the Union**, 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 **engines and** vehicles.

Amendment 109

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

Amendment

6. With effect from **12 months after the appropriate date mentioned in Article 20**, national authorities shall, in the case of new M₁, N₁ vehicles constructed by small volume manufacturers **and vehicles categorized following Regulation (EU) 2018/858, Part A, 5.2 as SB to be sold,**

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.

registered or put into service in the Union, 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 110

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 **12 months after the relevant date laid down in Article 20**, 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 **engines and** vehicles.

Amendment 111

Proposal for a regulation Article 10 – paragraph 8

Text proposed by the Commission

8. ***The Commission shall adopt implementing acts laying down the administrative and technical elements required for performing tests, checks and inspections for the purposes of verifying compliance with paragraph 1, as well as the technical elements required for***

Amendment

deleted

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

Amendment 112

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 **12 months after the appropriate date mentioned in Article 20**, 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 113

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 **12 months after the appropriate date mentioned in Article 20**, 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 114

Proposal for a regulation
Article 12 – paragraph 1

Text proposed by the Commission

1. Economic operators and independent operators shall not tamper with the vehicle and its systems.

Amendment

1. Economic operators and independent operators shall not tamper with the vehicle and its systems. ***Member States shall establish financial penalties to be applied by the national authorities in case of non-compliance.***

Amendment 115

Proposal for a regulation
Article 13 – paragraph 2

Text proposed by the Commission

2. Manufacturers ***shall*** make available the data required to perform such checks to the Commission and third parties in accordance with Articles 9(5) and 13(10) of Regulation (EU) 2018/858.

Amendment

2. Manufacturers ***will proactively*** make available the data required to perform such checks to the Commission and third parties in accordance with Articles 9(5) and 13(10) of Regulation (EU) 2018/858.

Amendment 116

Proposal for a regulation
Article 13 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. The Commission shall continuously monitor the situation at Union level with a view to identifying practices of circumvention and non-conformity, including by way of market surveillance or on the basis of any relevant source of information, such as submissions by, and reporting from, control agencies and civil society organizations. When violations in conformity are found, the Commission shall present a report to the European Parliament and to the Council and follow-

up with a legislative proposal, if appropriate, to address and eliminate the risks to that non-conformity.

Amendment 117

Proposal for a regulation

Article 14 – paragraph 3 – introductory part

Text proposed by the Commission

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

Amendment

3. The Commission shall adopt, ***no later than 12 months from the date of entry in force of this Regulation implementing acts for points (a) to (f) and points (i) to (k), and no later than 12 months from the publication of the provision of UN World Forum for Harmonisation of Vehicle Regulations (WP29) for points (g) and (h),*** implementing acts for all the phases of emission type-approval, including conformity of production, in-service conformity and market surveillance, addressing procedures and tests for emission type-approval, testing methodologies, administrative provisions, amending and extending emission type-approvals, data access, documentation requirements and templates for all of the following:

Amendment 118

Proposal for a regulation

Article 14 – paragraph 3 – point d a (new)

Text proposed by the Commission

Amendment

(d a) SOH system;

Amendment 119

Proposal for a regulation

Article 14 – paragraph 3 – point d b (new)

Text proposed by the Commission

Amendment

(d b) excess emissions driver warning system;

Amendment 120

Proposal for a regulation

Article 14 – paragraph 3 – point d c (new)

Text proposed by the Commission

Amendment

(d c) low-reagent driver warning system;

Amendment 121

Proposal for a regulation

Article 14 – paragraph 3 – point f

Text proposed by the Commission

Amendment

(f) replacement pollution control systems types and their parts;

(f) replacement pollution control systems types and their 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 122

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 ***in accordance with the work performed in the UN World Forum for Harmonisation of Vehicle Regulations (WP29);***

Amendment 123

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

Text proposed by the Commission

(h) tyre types in respect to tyre abrasion;

Amendment

(h) tyre types in respect to tyre abrasion ***in accordance with the Regulation of the UN World Forum for Harmonisation of Vehicle Regulations (WP29)***;

Amendment 124

Proposal for a regulation
Article 14 – paragraph 4 – subparagraph 1 – introductory part

Text proposed by the Commission

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

Amendment

The Commission shall be empowered to adopt, ***no later than 12 months from the date of entry in force of this Regulation implementing acts for points (a) to (f) and points (i) to (w), and no later than 12 months from the publication of the provision of UN World Forum for Harmonisation of Vehicle Regulations (WP29) for points (g) to (i)***, implementing acts for all phases of the emission type-approval, including in-service conformity, conformity of production and market surveillance, to lay down the following:

Amendment 125

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) the methods to measure exhaust emissions in the lab and on the road, including random ***but statistically relevant***, RDE test cycles, ***the 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 126

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(a a) for category M₂, M₃, N₂ and N₃ 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 127

Proposal for a regulation

Article 14 – paragraph 4 – subparagraph 1 – point g

Text proposed by the Commission

Amendment

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

(g) the methods to measure brake particle emissions, including methods for HDV, real driving brake particle emissions and regenerative braking ***in accordance with the work performed in the UN World Forum for Harmonisation of Vehicle Regulations (WP29);***

Amendment 128

Proposal for a regulation

Article 14 – paragraph 4 – subparagraph 1 – point h

Text proposed by the Commission

Amendment

(h) the methods to measure tyre abrasion in order to monitor tyre abrasion rates;

(h) the methods to measure tyre abrasion in order to monitor tyre abrasion rates ***in accordance with UN WFHVR;***

Amendment 129

Proposal for a regulation

Article 14 – paragraph 4 – subparagraph 1 – point i

Text proposed by the Commission

(i) the methods to evaluate compliance with minimum performance requirements of battery durability;

Amendment

(i) the methods to evaluate compliance with minimum performance requirements of battery durability ***in accordance with UN WFHVR***;

Amendment 130

Proposal for a regulation

Article 14 – paragraph 4 – subparagraph 1 – point j

Text proposed by the Commission

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

Amendment

(j) OBFCM device, OBD and OBM systems, including compliance thresholds, ***definition of emission exceedance event***, performance requirements and tests, methods to ensure performance of sensors and ***the*** communication of data recorded by these devices and systems;

Amendment 131

Proposal for a regulation

Article 14 – paragraph 4 – subparagraph 1 – point k

Text proposed by the Commission

(k) characteristics and performance of driver warning systems and inducement methods and method to assess their correct operation;

Amendment

(k) characteristics and performance of driver warning systems and inducement methods and method to assess their correct operation ***in accordance with this Regulation***;

Amendment 132

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(k a) standard use related methodology for the purposes of Roadworthiness controls;

Amendment 133

Proposal for a regulation

Article 14 – paragraph 4 – subparagraph 1 – point r

Text proposed by the Commission

Amendment

(r) specifications of reference fuels for testing;

(r) specifications of reference fuels for testing ***that are included in the Fuel Quality Directive 98/70/EC;***

Amendment 134

Proposal for a regulation

Article 14 – paragraph 4 – subparagraph 1 – point s

Text proposed by the Commission

Amendment

(s) methods for establishing the absence of defeat devices and defeat strategies;

(s) methods for establishing the absence of defeat devices and defeat strategies ***in accordance with EU legislation and UNECE GTR;***

Amendment 135

Proposal for a regulation

Article 14 – paragraph 4 – subparagraph 1 – point u

Text proposed by the Commission

Amendment

(u) format and data and over the air communication methods for the EVP;

deleted

Amendment 136

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

Amendment 137

Proposal for a regulation

Article 15 – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

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:

1. The Commission shall be empowered to adopt, ***no later than 12 months from the date of entry in force of this Regulation for points (c) and (d) and no later than 12 months from the publication of the provision of UN World Forum for Harmonisation of Vehicle Regulations (WP29) for point (b)***, delegated acts in accordance with Article 16 in order to take into account technical progress to amend the following:

Amendment 138

Proposal for a regulation

Article 15 – paragraph 1 – point a

Text proposed by the Commission

Amendment

(a) Annex III, as regards the test conditions ***for M₂, M₃, N₂, N₃ vehicles***, based on data collected when testing Euro 7 vehicles;

(a) Annex III, as regards the test conditions ***M1, M2, M3 and N1, N2, N3*** based on data collected when testing Euro 7 new substances, ***test conditions shall be fully consistent with testing conditions of Regulation (EU) 2017/1151, Regulation (EU) 582/2011 and Article 4 of Regulation (EC) 595/2009 and shall only extend the rules for new substances;***

Amendment 139

Proposal for a regulation
Article 15 – paragraph 1 – point c

Text proposed by the Commission

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

Amendment

(c) Annex V, as regards the application of test requirements and declarations, based on technical progress, ***but only in order to reduce the complexity of the procedures;***

Amendment 140

Proposal for a regulation
Article 15 – paragraph 1 – point d

Text proposed by the Commission

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

Amendment

(d) Article 5 by introducing options and designations based on innovative technologies for manufacturers, ***including for vehicles equipped with an internal combustion engine running on CO₂ neutral fuels, either exclusively or as a blend.***

Amendment 141

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

Text proposed by the Commission

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

Amendment

2. The Commission shall be empowered to adopt, ***no later than 12 months from the publication of the provision of UN World Forum for Harmonisation of Vehicle Regulations (WP29) for points (a) to (c),*** delegated acts to supplement this Regulation in accordance with Article 16 in order to take into account technical progress by:

Amendment 142

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 M₂, M₃, N₂, N₃ vehicles and a report on the durability of heavy duty vehicles submitted to the European Parliament and Council;

deleted

Amendment 143

Proposal for a regulation
Article 15 – paragraph 2 – point e a (new)

Text proposed by the Commission

Amendment

(e a) setting out requirements and rules, in cooperation with manufactures and suppliers, for technical devices in vehicles that recognize the exclusive use of CO₂-neutral fuels in vehicles.

Amendment 144

Proposal for a regulation
Article 18 – paragraph 1

Text proposed by the Commission

Amendment

1. By **1 September 2030**, Member States shall inform the Commission of the application of this Regulation.

1. By **5 years after the entry in force of this Regulation**, Member States shall inform the Commission of the application of this Regulation.

Amendment 145

Proposal for a regulation
Article 18 – paragraph 2

Text proposed by the Commission

Amendment

2. By **1 September 2031**, on the basis

2. By **5 years after the entry in force**

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

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

Amendment 146

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

Text proposed by the Commission

Amendment

2 a. The Commission shall report on the efficiency of this Regulation and to what extent it has impacted the competitiveness of vehicle manufacturers and road transport operators, as well as its effects on consumer prices. That report shall also elaborate on the interaction between this Regulation and other relevant Union legal acts and should identify legal provisions that may be updated and simplified, as well as actions and measures that have been or could be taken to reduce the total cost pressure on businesses and consumers, in line with the "one-in, one-out" principle.

Amendment 147

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

Text proposed by the Commission

Amendment

2 b. No later than 36 months after the entry into force of all implementing and delegated acts adopted in accordance with this Regulation, the Commission shall submit to the European Parliament and to the Council a report assessing the durability of heavy-duty vehicles.

Amendment 148

Proposal for a regulation Article 19 – paragraph 1

Text proposed by the Commission

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

Amendment

Regulation (EC) 715/2007 is repealed, ***except relevant annexes to the test procedures***, with effect from ***the date provided in Article 20, paragraph 2***.

Amendment 149

Proposal for a regulation Article 19 – paragraph 2

Text proposed by the Commission

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

Amendment

Regulation (EC) 595/2009 is repealed, ***except Article 4 and relevant annexes to the test procedures***, with effect from ***date provided in Article 20, paragraph 3***.

Amendment 150

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 ***3 years from the date of entering in force of the corresponding implementing acts and delegated acts adopted in accordance with Article 14 and Article 15 respective for new types of*** M₁, N₁ vehicles and components and separate technical units, ***except tyres and brakes***, for those vehicles and ***5 years from the date of entering in force of the corresponding implementing acts and delegated acts adopted in accordance with Article 14 and Article 15 respective for new types of*** M₂, M₃, N₂, N₃ vehicles and components and separate technical units, ***except tyres and brakes***, for those vehicles

and O₃, O₄ trailers.

Amendment 151

Proposal for a regulation

Article 20 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

It shall apply 5 years from the date of entering in force of the corresponding implementing acts and delegated acts adopted in accordance with Article 14 and Article 15 respective for new types of M₁, N₁ vehicles and components and separate technical units regarding newly regulated substances for those vehicles and 7 years from the date of entering in force of the corresponding implementing acts and delegated acts adopted in accordance with Article 14 and Article 15 respective for new types of M₂, M₃, N₂, N₃ vehicles and components and separate technical units regarding newly regulated substances, for those vehicles and O₃, O₄ trailers.

Amendment 152

Proposal for a regulation

Article 20 – paragraph 2 b (new)

Text proposed by the Commission

Amendment

The provisions laid down in Regulation (EU) 2017/1151 and Regulation (EU) 582/2011 are repealed except all the Annexes and related Implementing Acts regarding the testing procedures of HDVs and LDVs.

Amendment 153

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 **6 years from the date of entering in force of the corresponding implementing acts and delegated acts adopted in accordance with Article 14 and Article 15** respective for new types of M₁, N₁ vehicles **and components and separate technical units, except tyres and brakes,** constructed by small volume manufacturers **and vehicles categorized following Regulation (EU) 2018/858, Part A, 5.2 as SB.**

Amendment 154

Proposal for a regulation Article 20 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

It shall apply 5 years from the date of entering in force of the corresponding delegated acts adopted in accordance with Article 15(1)(b), 15(2)(a) and 15(2)(b) for tyres and brakes.

Amendment 155

Proposal for a regulation Article 20 – paragraph 3 b (new)

Text proposed by the Commission

Amendment

No later than one year after the date of entry into force and application as provided in Article 20 of this Regulation, national authorities shall refuse, on grounds relating to emissions, to grant EC type-approval or national type-approval in respect of new M1, N1 vehicles which do not comply with this Regulation and its implementing measures.

Amendment 156

Proposal for a regulation Article 20 – paragraph 3 c (new)

Text proposed by the Commission

Amendment

No later than two years after the dates of application as provided in Article 20 of this Regulation, national authorities shall refuse, on grounds relating to emissions, to grant registration, sale or entry into service in respect of new M1, N1 vehicles which do not comply with this Regulation and its implementing measures.

Amendment 157 Proposal for a regulation Annex I – Table 1

<i>Text proposed by the Commission</i>				
Euro 7 exhaust emission limits for M1, N1 vehicles with internal combustion engine				
Pollutant emissions	M ₁ , N ₁ vehicles	Only for N ₁ vehicles with power to mass ratio ¹ less than 35 kW/t	Emission budget for all trips less than 10 km for M ₁ , N ₁ vehicles	Emission budget for all trips less than 10 km only for N ₁ vehicles with power to mass ratio less than 35 kW/t
	per km	per km	per trip	per trip
NO _x in mg	60	75	600	750
PM in mg	4.5	4.5	45	45
PN ₁₀ in #	6×10 ¹¹	6×10 ¹¹	6×10 ¹²	6×10 ¹²
CO in mg	500	630	5000	6300
THC in mg	100	130	1000	1300
NMHC in mg	68	90	680	900
NH ₃ in mg	20	20	200	200

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

Amendment

Euro 7 exhaust emission limits for M1, N1 vehicles with internal combustion engine

Pollutant emissions	M ₁ , N ₁ vehicles	Only for N ₁ vehicles with power to mass ratio ¹ less than 44 kW/t	Emission budget for all trips less than 10 km for M ₁ , N ₁ vehicles	Emission budget for all trips less than 10 km only for N ₁ vehicles with power to mass ratio less than 44 kW/t
	per km	per km	per trip	per trip
NO _x in mg	60	75	600	750
PM in mg	4.5	4.5	45	45
PN ₁₀ in #	6×10 ¹¹	6×10 ¹¹	6×10 ¹²	6×10 ¹²
CO in mg	500	740	5000	7400
THC in mg	100	160	1000	1600
NMHC in mg	68	108	680	1080
NH ₃ in mg	20	-	200	-

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

Amendment 158

**Proposal for a regulation
Annex I – Table 2**

Text proposed by the Commission

Euro 7 exhaust emission limits for M₂, M₃, N₂ and N₃ vehicles with internal combustion engine and internal combustion engines used in those vehicles

Pollutant emissions	<i>Cold emissions²</i>	<i>Hot emissions³</i>	<i>Emission budget for all trips less</i>	<i>Optional idle emission</i>
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			<i>than 3*WHTC long</i>	<i>limits⁴</i>
	per kWh	per kWh	<i>per kWh</i>	<i>per hour</i>
NO _x in mg	350	90	150	5000
PM in mg	12	8	10	
PN ₁₀ in #	5x10¹¹	2x10¹¹	3x10¹¹	
CO in mg	3500	200	2700	
NMOG in mg	200	50	75	
NH ₃ in mg	65	65	70	
CH ₄ in mg	500	350	500	
N ₂ O in mg	160	100	140	
HCHO in mg	30	30		

² Cold emissions refers to the 100th percentile of moving windows (MW) of 1 WHTC for vehicles, or WHTC_{cold} for engines

³ Hot emission refers to the 90th percentile of moving windows (MW) of 1 WHTC for vehicles or WHTC_{hot} for engines

⁴ Applicable only if a system is not present that automatically shuts down the engine after 300 seconds of continuous idling operation (once the vehicle is stopped and brakes applied)

Amendment

Euro 7 exhaust emission limits for M₂, M₃, N₂ and N₃ vehicles with internal combustion engine and internal combustion engines used in those vehicles

Pollutant emissions	<i>WHSC (CI) and WHTC (CI and PI)</i>	<i>RDE</i>		
	per kWh	per kWh		
NO _x in mg	230	345		
PM in mg	8	8		
PN ₁₀ in #	6x10¹¹	9x10¹¹		
CO in mg	1500	2250		
NMOG in mg				

NH ₃ in mg	10	15		
CH ₄ in mg	500	750		
N ₂ O in mg				
HCHO in mg				
NMHC in mg	80	120		
<p>2. Cold emissions refers to the 100th percentile of moving windows (MW) of 1 WHTC for vehicles, or WHTC_{cold} for engines</p> <p>3. Hot emission refers to the 90th percentile of moving windows (MW) of 1 WHTC for vehicles or WHTC_{hot} for engines</p> <p>4. Applicable only if a system is not present that automatically shuts down the engine after 300 seconds of continuous idling operation (once the vehicle is stopped and brakes applied)</p>				

Amendment 159

Proposal for a regulation Annex I – Table 3

<i>Text proposed by the Commission</i>		
Euro 7 evaporative emission limits for petrol fuelled M ₁ , N ₁ vehicles		
<i>Pollutant emissions</i>	<i>M₁, N₁ with maximum mass up to 2650 kg</i>	<i>N₁ with maximum mass equal or more than 2650 kg</i>
<i>Evaporative emissions (in hot soak + 2 day diurnal test)</i>	<i>0.50 g at worst day + hot soak</i>	<i>0.70 g at worst day + hot soak</i>
<i>Refuelling emissions</i>	<i>0.05 g/L of fuel</i>	<i>0.05 g/L of fuel</i>
<i>Amendment</i>		
Euro 7 evaporative emission limits for petrol fuelled M ₁ , N ₁ vehicles		
<i>Deleted</i>		

Amendment 160

Proposal for a regulation Annex II – Table 1

<i>Text proposed by the Commission</i>			
Euro 7 Minimum performance requirements (MPR) for battery durability for M ₁ vehicles			
Battery energy based MPR	Start of life to 5 years or 100 000 km whichever comes first	Vehicles more than 5 years or 100 000 km, and up to whichever comes first of 8 years or 160 000 km	Vehicles up to additional lifetime*
OVC-HEV	80%	70%	
PEV	80%	70%	
<i>Amendment</i>			
Euro 7 Minimum performance requirements (MPR) for battery durability for M ₁ vehicles applying up to December 31, 2030			
Battery energy based MPR	Start of life to 5 years or 100 000 km whichever comes first	Vehicles more than 5 years or 100 000 km, and up to whichever comes first of 8 years or 240 000 km	Vehicles up to additional lifetime*
OVC-HEV	85%	70%	
PEV	85%	70%	
Range based MPR	Start of life to 5 years or 100 000 km whichever comes first	Vehicles more than 5 years or 100 000 km, and up to whichever comes first of 8 years or 240 000 km	Vehicles up to additional lifetime*
OVC-HEV			
PEV			

Amendment 161

Proposal for a regulation Annex II – Table 1 a (new)

<i>Amendment</i>			
<i>Euro 7 Minimum performance requirements (MPR) for battery durability for M₁ vehicles applying up to January 1, 2031</i>			
<i>Battery energy based MPR</i>	<i>Start of life to 5 years or 100 000 km whichever comes first</i>	<i>Vehicles more than 5 years or 100 000 km, and up to whichever comes first of 10 years or 240 000 km</i>	<i>Vehicles up to additional lifetime*</i>
<i>OVC-HEV</i>	<i>90%</i>	<i>80%</i>	
<i>PEV</i>	<i>90%</i>	<i>80%</i>	
<i>Range based MPR</i>	<i>Start of life to 5 years or 100 000 km whichever comes first</i>	<i>Vehicles more than 5 years or 100 000 km, and up to whichever comes first of 10 years or 240 000 km</i>	<i>Vehicles up to additional lifetime*</i>
<i>OVC-HEV</i>			
<i>PEV</i>			

Amendment 162

Proposal for a regulation

Annex II – Table 2

<i>Text proposed by the Commission</i>			
<i>Euro 7 Minimum performance requirements (MPR) for battery durability for N₁ vehicles</i>			
<i>Battery energy based MPR</i>	<i>Start of life to 5 years or 100 000 km whichever comes first</i>	<i>Vehicles more than 5 years or 100 000 km, and up to whichever comes first of 8 years or 160 000 km</i>	<i>Vehicles up to additional lifetime*</i>
<i>OVC-HEV</i>	<i>75%</i>	<i>65%</i>	
<i>PEV</i>	<i>75%</i>	<i>65%</i>	
<i>Range based MPR</i>	<i>Start of life to 5 years or 100 000</i>	<i>Vehicles more than 5 years or</i>	<i>Vehicles up to additional</i>

	km whichever comes first	100 000 km, and up to whichever comes first of 8 years or 160 000 km	lifetime*
OVC-HEV			
PEV			
<i>Amendment</i>			
Euro 7 Minimum performance requirements (MPR) for battery durability for N₁ vehicles applying up to December 31, 2030			
Battery energy based MPR	Start of life to 5 years or 100 000 km whichever comes first	Vehicles more than 5 years or 100 000 km, and up to whichever comes first of 8 years or 240 000 km	Vehicles up to additional lifetime*
OVC-HEV	85%	70%	
PEV	85%	70%	
Range based MPR	Start of life to 5 years or 100 000 km whichever comes first	Vehicles more than 5 years or 100 000 km, and up to whichever comes first of 10 years or 240 000 km	Vehicles up to additional lifetime*
OVC-HEV			
PEV			

Amendment 163

Proposal for a regulation Annex II – Table 2 a (new)

<i>Amendment</i>			
Euro 7 Minimum performance requirements (MPR) for battery durability for N₁ vehicles applying from January 1, 2031			
Battery energy based MPR	Start of life to 5 years or 100 000 km whichever comes first	Vehicles more than 5 years or 100 000 km, and up to whichever	Vehicles up to additional lifetime*

		<i>comes first 10 years or 240 000 km</i>	
<i>OVC-HEV</i>	<i>90%</i>	<i>80%</i>	
<i>PEV</i>	<i>90%</i>	<i>80%</i>	
<i>Range based MPR</i>	<i>Start of life to 5 years or 100 000 km whichever comes first</i>	<i>Vehicles more than 5 years or 100 000 km, and up to whichever comes first of 10 years or 240 000 km</i>	<i>Vehicles up to additional lifetime*</i>
<i>OVC-HEV</i>			
<i>PEV</i>			

Amendment 164

Proposal for a regulation Annex III – Table 1

<i>Text proposed by the Commission</i>		
Conditions for testing compliance of M ₁ , N ₁ vehicles with exhaust emission limits with any market fuel and lubricant within the specifications issued by the manufacturer of the vehicle		
Parameter	Normal driving conditions	Extended driving conditions*
Extended driving divider	-	1.6 (applies to measured emissions only during the time when one or more of the conditions set out in this column applies)
Ambient temperature	0°C to 35°C	-10°C to 0°C or 35°C to 45°C
Maximum altitude	700 m	More than 700 m and below 1 800 m
Maximum speed	Up to 145 km/h	Between 145 and 160 km/h
Towing/aerodynamic modifications	Not allowed	Allowed according to manufacturer specifications and up to the regulated speed.

Auxiliaries	Possible as per normal use	-
Maximum average wheel power during first 2 km after cold start	Lower than 20% of maximum wheel power	Higher than 20% of maximum wheel power
Trip composition	Any	-
Minimum mileage	10 000 km	Between 3 000 and 10 000 km
<p>* The same emission strategy shall be used when a vehicle is run outside those conditions, unless there is a technical reason approved by the type approval authority.</p>		
<i>Amendment</i>		
<p>Conditions for testing compliance of M₁, N₁ vehicles with exhaust emission limits with any market fuel and lubricant within the specifications issued by the manufacturer of the vehicle regarding newly regulated substances¹</p>		
Parameter	Normal driving conditions	Extended driving conditions*
Extended driving divider	-	1.6 (applies to measured emissions only during the time when one or more of the conditions set out in this column applies)
Ambient temperature	0°C to 35°C	-10°C to 0°C or 35°C to 45°C
Maximum altitude	700 m	More than 700 m and below 1 800 m
Maximum speed	Up to 145 km/h	Between 145 and 160 km/h
Towing/aerodynamic modifications	Not allowed	Allowed according to manufacturer specifications and up to the regulated speed.
Auxiliaries	Possible as per normal use	-
Maximum average wheel power during first 2 km after cold start	Lower than 20% of maximum wheel power	Higher than 20% of maximum wheel power,
Trip composition	Any**	-
Minimum mileage	10 000 km	Between 3 000 and 10

		000 km
NH3		
PN10		

* The same emission strategy shall be used when a vehicle is run outside those conditions, unless there is a technical reason approved by the type approval authority.		
¹ The testing procedure is consistent and only extends testing procedure of Regulation (EU) 2017/1151		

Amendment 165

Proposal for a regulation Annex III – Table 2

<i>Text proposed by the Commission</i>		
Conditions for testing compliance of M2, M3, N2 and N3 vehicles with exhaust emission limits with any market fuel and lubricant within the specifications issued by the manufacturer of the vehicle		
Parameter	Normal driving conditions	Extended driving conditions*
Extended driving divider	-	2 (applies to measured emissions only during the time when one of the conditions set out in this column applies)
Ambient temperature	-7°C to 35°C	-10°C to -7°C or 35°C to 45°C
Maximum altitude	1600 m	From 1 600 to 1 800 m
Towing/aerodynamic modifications	Not allowed	Allowed according to manufacturer specifications and up to the regulated speed.
Vehicle Payload	Higher or equal than 10%	Less than 10%
Auxiliaries	Possible as per normal use	-
Internal Combustion Engine Loading at cold start	Any	

Trip composition	As per usual use	-
Minimum mileage	5 000 km for <16t TPMLM 10 000 km for >16t TPMLM	Between 3 000 km and 5 000 km for <16t TPMLM Between 3 000 km and 10 000 km for > 16t TPMLM
* The same emission strategy shall be used when a vehicle is run outside those conditions, unless there is a technical reason approved by the type approval authority.		
<i>Amendment</i>		
Conditions for testing compliance of M2, M3, N2 and N3 vehicles with exhaust emission limits with any market fuel and lubricant within the specifications issued by the manufacturer of the <i>vehicle</i> ¹		
Parameter	Normal driving conditions	Extended driving conditions*
Extended driving divider	-	2 (applies to measured emissions only during the time when one of the conditions set out in this column applies)
Ambient temperature	-7°C to 35°C	-10°C to -7°C or 35°C to 45°C
Maximum altitude	1600 m	From 1 600 to 1 800 m
Towing/aerodynamic modifications	Not allowed	Allowed according to manufacturer specifications and up to the regulated speed.
Vehicle Payload	Higher or equal than 10%	Less than 10%
Auxiliaries	Possible as per normal use	-
Internal Combustion Engine Loading at cold start	Any	
Trip composition	As per usual use	-
Minimum mileage	5 000 km for <16t TPMLM 10 000 km for >16t TPMLM	Between 3 000 km and 5 000 km for <16t TPMLM Between 3 000 km and 10 000 km for > 16t TPMLM
N2O		
HCHO		

PN10

* The same emission strategy shall be used when a vehicle is run outside those conditions, unless there is a technical reason approved by the type approval authority.
¹ The testing procedures is consistent and only extends testing procedure of <i>Regulation (EU) 582/2011 and Article 4 of Regulation (EC) 595/2009.</i>

Amendment 166

Proposal for a regulation Annex III – Table 3

<i>Text proposed by the Commission</i>	
<i>Conditions for testing compliance with evaporative emission limits with any market fuel and lubricant within the specifications issued by the manufacturer of the vehicle</i>	
	<i>Testing conditions</i>
<i>Evaporative emission SHED¹ test</i>	<ul style="list-style-type: none"> • <i>Baking of entire vehicle or of individual components (optional)</i> • <i>Vehicle canister preconditioning and fuel refilling and vehicle precondition drive</i> • <i>Drive temperature and hot soak test 25 and 38°C (38 °C for type approval)</i> • <i>48-h diurnal test</i>
<i>Refuelling emission test</i>	<i>Vehicle preconditioning</i> <ul style="list-style-type: none"> • <i>Fuel drain and fill to 40%</i> • <i>6 h min soak at 20-30°C</i> • <i>preconditioning drive</i> <i>Canister preconditioning</i> <ul style="list-style-type: none"> • <i>Fuel drain and fill to 40%</i> • <i>12-36 h soak</i> • <i>Load canister with hydrocarbon vapours until 2g breakthrough at 40 g/h 50% butane/N2</i> • <i>Exhaust test: WLTP (recording emissions)</i> • <i>0-1 h soak at 20-30°C</i> • <i>Canister purge drive at 20-30°C</i> <i>Refuelling event</i> <ul style="list-style-type: none"> • <i>Disconnect canister(s)</i> • <i>Fuel drain and fill to 10%</i> • <i>6-24h soak at 27°C.</i> • <i>Reconnect canisters</i>

	<ul style="list-style-type: none"> • <i>Dispense fuel at 38 l/min until automatic shut-off. If < 85% of total tank capacity is dispensed, continue auto-refuelling until fuel dispensed is \geq 85%. Authorities may use 15 l/min</i> • <i>Dispense fuel temperature: 19°C</i>
<hr/>	
¹	<i>SHED: Sealed House for evaporative determination</i>
<i>Amendment</i>	
<i>deleted</i>	

Amendment 167

Proposal for a regulation

Annex IV – Table 1

<i>Text proposed by the Commission</i>			
Lifetime of vehicles, engines and pollution control systems			
Lifetime of vehicles, engines and replacement pollution control devices	M ₁ , N ₁ and M ₂	N ₂ , N ₃ <16t, M ₃ <7.5t:	N ₃ >16t, M ₃ >7.5t
Main lifetime	Up to 160 000 km or 8 years, whichever comes first	300 000 km or 8 years, whichever comes first	700 000 km or 15 years, whichever comes first
Additional lifetime	After main lifetime and up to 200 000 km or 10 years whichever comes first	After main lifetime and up to 375 000 km	After main lifetime and up to 875 000 km
<i>Amendment</i>			
Lifetime of vehicles, engines and pollution control systems			
Lifetime of vehicles, engines and replacement pollution control devices	M ₁ , N ₁ and M ₂	N ₂ , N ₃ <16t, M ₃ <7.5t:	N ₃ >16t, M ₃ >7.5t
Main lifetime	Up to 160 000 km or	300 000 km or 8 years,	700 000 km or 15

	8 years, whichever comes first	whichever comes first	years, whichever comes first
Additional lifetime	After main lifetime and up to 240 000 km or 10 years whichever comes first	After main lifetime and up to 375 000 km or 10 years, whichever comes first	After main lifetime and up to 875 000 km or 15 years, whichever comes first

Amendment 168

Proposal for a regulation

Annex IV – Table 2

<i>Text proposed by the Commission</i>			
Applicable durability multipliers for adjusting exhaust emission limits under Annex 1 when testing vehicles, engines and replacement pollution control devices during additional lifetime.			
Durability multipliers	M ₁ , N ₁ and M ₂	M ₁ , N ₁ and M ₂	N ₃ >16t, M ₃ >7.5t
Durability multiplier for additional lifetime	1.2 for gaseous pollutant emissions		
<i>Amendment</i>			
Applicable durability multipliers for adjusting exhaust emission limits under Annex 1 when testing vehicles, engines and replacement pollution control devices during additional lifetime.			
Durability multipliers	M ₁ , N ₁ and M ₂	N₂, N₃<16t, M₃<7.5t:	N ₃ >16t, M ₃ >7.5t
Durability multiplier for additional lifetime	1.2 for gaseous pollutant emissions		

Amendment 169

Proposal for a regulation

Annex V – Table 1

<i>Text proposed by the Commission</i>			
Application of test requirements and declarations for M ₁ , N ₁ vehicles for vehicle manufacturers			
Test requirements	Tests and	Tests at	Tests at in-

	requirements at initial emission type approval	conformity of production	service conformity
Gaseous pollutants and PN in road testing (RDE)	Required demonstration test for all fuels for which the type approval is granted and declaration of compliance for all fuels, all payloads and all applicable vehicle types	Not required	Optional ⁶
Gaseous pollutants, PM and PN in RDE cycles in the laboratory and CO ₂ emissions, fuel consumption (OBFCM), electric energy consumption and electric range (Battery Durability) (WLTP at 23 °C)	Required where all pollutants cannot be measured on the road	Required	Required where all pollutants cannot be measured on the road
CO ₂ ambient temperature correction (WLTP at 14°C)	Declaration ⁶	Not required	Optional ⁶
Crankcase emissions	<i>Declaration that a closed crankcase system or routing to the tailpipe is installed</i> ⁶	Required	Optional ⁶
Evaporative emissions SHED test	Required	Required	Optional ⁶
Refuelling emissions	Required	Not required	Not required
Emissions durability	Declaration	Not required	Not required
Battery durability	<i>Declaration</i>	Not required	<i>Not required</i>
Laboratory test of low temperature for emissions and range	Required	Not required	Optional ⁶
On-board diagnostics	Declaration	Not required	Optional ⁶

On-board monitoring	Declaration and demonstration	Not required	Required
Engine power	Required	Not required	Optional ⁶
Anti-tampering, security and cybersecurity	Declaration and documentation	Not required	Not required
Adaptive controls (where applicable)	Declaration and demonstration	Not required	Not required
Geofencing technologies (where applicable)	Declaration and demonstration	Not required	Not required

⁶ The type-approval authority may request the test to be performed			
<i>Amendment</i>			
Application of test requirements and declarations for M ₁ , N ₁ vehicles for vehicle manufacturers			
Test requirements	Tests and requirements at initial emission type approval	Tests at conformity of production	Tests at in-service conformity
Gaseous pollutants and PN in road testing (RDE)	Required demonstration test for all fuels for which the type approval is granted and declaration of compliance for all fuels, all payloads and all applicable vehicle types	Not required	Optional ²⁰
Gaseous pollutants, PM and PN in RDE cycles in the laboratory and CO ₂ emissions, fuel consumption (OBFCM), electric energy consumption and electric range (Battery Durability) (WLTP at 23 °C)	Required where all pollutants cannot be measured on the road	Required	Required where all pollutants cannot be measured on the road
CO ₂ ambient temperature correction	Declaration ⁶	Not required	Optional ⁶

(WLTP at 14°C)			
Crankcase emissions	Required	Required	Optional ⁶
Evaporative emissions SHED test	Required	Required	Optional ⁶
Refuelling emissions	Required	Not required	Not required
Emissions durability	Declaration	Not required	Not required
Battery durability	Required	Not required	Optional
Laboratory test of low temperature for emissions and range	Required	Not required	Optional ⁶
On-board diagnostics	Declaration	Not required	Optional ⁶
On-board monitoring	Declaration and demonstration	Not required	Required
Engine power	Required	Not required	Optional ⁶
Anti-tampering, security and cybersecurity	Declaration and documentation	Not required	Not required
Adaptive controls (where applicable)	Declaration and demonstration	Not required	Not required
Geofencing technologies (where applicable)	Declaration and demonstration	Not required	Not required

⁶ The type-approval authority may request the test to be performed			

Amendment 170

Proposal for a regulation Annex V – Table 2

<i>Text proposed by the Commission</i>						
Application of test requirements and declarations for M1, N1 vehicles for Member States and recognised third parties/Commission						
Test requirements	Tests and requirements at initial emission type approval	Tests at conformity of production	Tests at in-service conformity		Tests at market surveillance)	
Relevant actor	Type approval authority for issuing the type	Type approval authority	Type approval authority	Third parties and Commission	Market surveillance authorities	Third parties and Commission

	approval					
Gaseous pollutants and PN in road testing (RDE)	Required demonstration test for all fuels for which the type approval is granted and declaration of compliance for all fuels, all payloads and all applicable vehicle types	Not required	Required for 5% of the vehicle types approved per year	Optional	Required	Optional
Gaseous pollutants, PM and PN in RDE cycles in the laboratory and CO ₂ emissions, fuel consumption (OBFCM), electric energy consumption and electric range (Battery Durability) (WLTP at 23 °C)	Required	Audits or optional testing	Optional	Optional	Optional	Optional
CO ₂ ambient temperature correction (WLTP at 14°C)	Declaration ⁶	Not required	Optional	Optional	Required	Optional
Crankcase emissions	Declaration that a closed crankcase system or	Audits or optional testing	Optional	Optional	Optional	Optional

	routing to the tailpipe is installed ⁶					
Evaporative emissions SHED test	Required	Audits or optional testing	Optional	Optional	Required	Optional
Refuelling emissions	Required	Not required	Optional	Optional	Required	Optional
Emissions durability	Declaration	Not required	Required	Optional	Required	Optional
Battery durability	Declaration	Not required	Required	Optional	Required	Optional
Laboratory test of Low temperature for emissions + range	Required	Not required	Optional	Optional	Required	Optional
On-board diagnostics	Declaration	Not required	Optional	Optional	Required	Optional
On-board monitoring	Demonstration +Declaration	Not required	Required	Optional	Required	Optional
Engine power	Required	Not required	Optional	Optional	Optional	Optional
Anti-tampering, security and cybersecurity	Declaration and documentation	Not required	Not required	Not required	Required	Optional
<i>Adaptive controls (where applicable)</i>	<i>Declaration</i>	<i>Not required</i>	<i>Not required</i>	<i>Not required</i>	<i>Optional</i>	<i>Optional</i>
<i>Geofencing technologies (where applicable)</i>	<i>Declaration and demonstration</i>	<i>Not required</i>	<i>Not required</i>	<i>Not required</i>	<i>Required</i>	<i>Optional</i>
<i>Amendment</i>						
Application of test requirements and declarations for M1, N1 vehicles for Member States and recognised third parties/Commission						
Test requirements	Tests and requirements at initial emission type	Tests at conformity of production	Tests at in-service conformity	Tests at market surveillance)		

	approval					
Relevant actor	Type approval authority for issuing the type approval	Type approval authority	Type approval authority	Third parties and Commission	Market surveillance authorities	Third parties and Commission
Gaseous pollutants and PN in road testing (RDE)	Required demonstration test for all fuels for which the type approval is granted and declaration of compliance for all fuels, all payloads and all applicable vehicle types	Not required	Required for 5% of the vehicle types approved per year	Optional	Required	Optional
Gaseous pollutants, PM and PN in RDE cycles in the laboratory and CO ₂ emissions, fuel consumption (OBFCM), electric energy consumption and electric range (Battery Durability) (WLTP at 23 °C)	Required	Audits or optional testing	Optional	Optional	Optional	Optional
CO ₂ ambient temperature correction	Declaration ⁶	Not required	Optional	Optional	Required	Optional

(WLTP at 14°C)						
Crankcase emissions	Declaration that a closed crankcase system or routing to the tailpipe is installed ⁶	Audits or optional testing	Optional	Optional	Optional	Optional
Evaporative emissions SHED test	Required	Audits or optional testing	Optional	Optional	Required	Optional
Refuelling emissions	Required	Not required	Optional	Optional	Required	Optional
Emissions durability	Declaration	Not required	Required	Optional	Required	Optional
Battery durability	Declaration	Not required	Required	Optional	Required	Optional
Laboratory test of Low temperature for emissions + range	Required	Not required	Optional	Optional	Required	Optional
On-board diagnostics	Declaration	Not required	Optional	Optional	Required	Optional
On-board monitoring	Demonstration + Declaration	Not required	Required	Optional	Required	Optional
Engine power	Required	Not required	Optional	Optional	Optional	Optional
Anti-tampering, security and cybersecurity	Declaration and documentation	Optional	Optional	Optional	Required	Optional
Deleted						
Deleted						

Amendment 171

Proposal for a regulation Annex V – Table 3

<i>Text proposed by the Commission</i>
Application of tests, declarations and other requirements for type-approval and extensions

for M2, M3, N2 and N3 vehicles for manufacturers			
Test requirements	Tests and requirements at initial emission type approval	Tests at conformity of production	Tests at in-service conformity
Gaseous pollutants, PM and PN in road testing (RDE) for each fuel and for the applicable vehicle categories (M ₂ , M ₃ , N ₂ and N ₃) and low load test (if applicable)	Required demonstration tests for all fuels for which the type approval is granted per vehicle type and a declaration of compliance for all fuels, all payloads and all applicable vehicle types	Conformity of production performed at engine level only	Required test on a vehicle with any fuel and on any vehicle category and any payload for all engine types every two year
CO ₂ and fuel/energy consumption, zero emission/electric range determination of a vehicle	VECTO licence	For components	<i>Not required</i>
Energy efficiency of trailers	VECTO licence	For components	Not required
Verification testing procedure	Not required	Required	Not required
Crankcase emissions	Check installation of closed crankcase system or routing to the tailpipe	Not required	Optional ⁶
Emissions durability	Declaration	Not required	Not required
Battery durability	Declaration	Not required	Not required
On-board diagnostics (OBD family level)	Declaration	Not required	Optional ⁶
On-board monitoring (OBM family level)	Demonstration +Declaration	Not required	Required
Anti-tampering, security and cybersecurity	Declaration and documentation	Not required	Not required
<i>Adaptive controls (where applicable)</i>	<i>Declaration</i>	<i>Not required</i>	<i>Not required</i>
<i>Geofencing</i>	<i>Declaration and</i>	<i>Not required</i>	<i>Not required</i>

<i>technologies (where applicable)</i>	<i>demonstration</i>		
<i>Amendment</i>			
Application of tests, declarations and other requirements for type-approval and extensions for M2, M3, N2 and N3 vehicles for manufacturers			
Test requirements	Tests and requirements at initial emission type approval	Tests at conformity of production	Tests at in-service conformity
Gaseous pollutants, PM and PN in road testing (RDE) for each fuel and for the applicable vehicle categories (M ₂ , M ₃ , N ₂ and N ₃) and low load test (if applicable)	Required demonstration tests for all fuels for which the type approval is granted per vehicle type and a declaration of compliance for all fuels, all payloads and all applicable vehicle types	Conformity of production performed at engine level only	Required test on a vehicle with any fuel and on any vehicle category and any payload for all engine types every two year
CO ₂ and fuel/energy consumption, zero emission/electric range determination of a vehicle	VECTO licence	For components	Optional
Energy efficiency of trailers	VECTO licence	For components	Not required
Verification testing procedure	Not required	Required	Not required
Crankcase emissions	Check installation of closed crankcase system or routing to the tailpipe	Not required	Optional ⁶
Emissions durability	Declaration	Not required	Not required
Battery durability	Declaration	Not required	Not required
On-board diagnostics (OBD family level)	Declaration	Not required	Optional ⁶
On-board monitoring (OBM family level)	Declaration	Not required	Required

Anti-tampering, security and cybersecurity	Declaration and documentation	Not required	Not required
<i>deleted</i>			
<i>deleted</i>			

⁶ The type-approval authority may request the test to be performed			

Amendment 172

Proposal for a regulation Annex V – Table 4

<i>Text proposed by the Commission</i>						
Application of test requirements and declarations for type-approval and extensions for M2, M3, N2 and N3 vehicles for Member States and recognised third parties/Commission						
Test requirements	Tests and requirements at initial emission type approval	Tests at conformity of production	Tests at in-service conformity		Tests at market surveillance	
Relevant actor	Type approval authority for issuing the type approval	Type approval authority	Type approval authority	Third parties and Commission	Market surveillance authorities	Third parties and Commission
Gaseous pollutants, PM and PN in road testing (RDE) for each fuel and for the applicable vehicle categories (M ₂ , M ₃ , N ₂ and N ₃) +	Required demonstration tests for all fuels for which the type approval is granted per vehicle type and a declaration of	(see engine requirements)	Required yearly for an adequate number of vehicle types on any fuel and on any vehicle category covered by the	Optional	Required/Optional	Optional

low load test (if applicable)	compliance for all fuels, all payloads and all applicable vehicle types		emission type approval			
CO ₂ emissions, fuel/energy consumption, zero-emissions/electric range determination of a vehicle	Issue VECTO licence	For components	Not required	Not required	Optional	Optional
Energy efficiency of trailers	Issue VECTO licence	For components	Not required	Not required	Optional	Optional
Verification testing procedure	Not required	Required	Optional	Optional	Optional	Optional
Crankcase emissions	Check installation of closed crankcase system or routing to the tailpipe	Not required	Optional	Optional	Optional	Optional
Emissions durability	Declaration	Not required	Optional	Optional	Required	Optional
Battery durability	Declaration	Not required	Optional	Optional	Optional	Optional
On-board diagnostics (OBD family level)	Declaration	Not required	Optional	Optional	Required	Optional
On-board monitoring (OBM family level)	Declaration and demonstration	Not required	Not required	Not required	Required	Optional
Anti-	Declaration	Not	Not	Not	Required	Optional

tampering, security and cybersecurity	n and documentation	required	required	required		
Adaptive controls (where applicable)	Declaration	Not required	Not required	Not required	Optional	Optional
Geofencing technologies (where applicable)	Declaration and demonstration	Not required	Not required	Not required	Required	Optional
<i>Amendment</i>						
Application of test requirements and declarations for type-approval and extensions for M2, M3, N2 and N3 vehicles for Member States and recognised third parties/Commission						
Test requirements	Tests and requirements at initial emission type approval	Tests at conformity of production	Tests at in-service conformity	Tests at market surveillance		
Relevant actor	Type approval authority for issuing the type approval	Type approval authority	Type approval authority	Third parties and Commission	Market surveillance authorities	Third parties and Commission
Gaseous pollutants, PM and PN in road testing (RDE) for each fuel and for the applicable vehicle categories (M ₂ , M ₃ , N ₂ and N ₃) + low load test (if	Required demonstration tests for all fuels for which the type approval is granted per vehicle type and a declaration of compliance for all	(see engine requirements)	Required yearly for an adequate number of vehicle types on any fuel and on any vehicle category covered by the emission type	Optional	Required/Optional	Optional

applicable)	fuels, all payloads and all applicable vehicle types		approval			
CO ₂ emissions, fuel/energy consumption, zero-emissions/electric range determination of a vehicle	Issue VECTO licence	For components	<i>Optional</i>	<i>Optional</i>	Optional	Optional
Energy efficiency of trailers	Issue VECTO licence	For components	Not required	Not required	Optional	Optional
Verification testing procedure	Not required	Required	Optional	Optional	Optional	Optional
Crankcase emissions	Check installation of closed crankcase system or routing to the tailpipe	Not required	Optional	Optional	Optional	Optional
Emissions durability	Declaration	Not required	Optional	Optional	Required	Optional
Battery durability	Declaration	Not required	Optional	Optional	Optional	Optional
On-board diagnostics (OBD family level)	Declaration	Not required	Optional	Optional	Required	Optional
On-board monitoring (OBM family level)	Declaration and demonstration	Not required	Not required	Not required	Required	Optional
Anti-tampering, security and	Declaration and documenta	Not required	Not required	Not required	Required	Optional

cybersecurity	tion					
<i>deleted</i>						
<i>deleted</i>						

Amendment 173

Proposal for a regulation Annex V – Table 10

<i>Text proposed by the Commission</i>						
Application of test requirements for type-approval of brake systems for Member States and recognised third parties/Commission						
Test requirements	Tests and requirements at initial emission type approval	Tests at conformity of production	Tests at in-service conformity		Tests at market surveillance	
Relevant actor	Type approval authority for issuing the type approval	Type approval authority	Type approval authority	Third parties and Commission	Market surveillance authorities	Third parties and Commission
Brake system emissions test in WLTP brake cycle	Required	Audit or optional testing	Required/Optional		Optional/Optional	
<i>Amendment</i>						
Application of test requirements for type-approval of brake systems for Member States and recognised third parties/Commission						
Test requirements	Tests and requirements at initial emission	Tests at conformity of production	Tests at in-service conformity		Tests at market surveillance	

	type approval					
Relevant actor	Type approval authority for issuing the type approval	Type approval authority	Type approval authority	Third parties and Commission	Market surveillance authorities	Third parties and Commission
Brake system emissions test in WLTP brake cycle	Required	Audit or optional testing	Required	Optional	Required	

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	TRAN 15.12.2022
Rapporteur for the opinion Date appointed	Marian-Jean Marinescu 9.1.2023
Discussed in committee	24.5.2023
Date adopted	19.7.2023
Result of final vote	+: 27 –: 14 0: 3
Members present for the final vote	Magdalena Adamowicz, Izaskun Bilbao Barandica, Karolin Braunsberger-Reinhold, Marco Campomenosi, Ciarán Cuffe, Jakop G. Dalunde, Karima Delli, Anna Deparnay-Grunenberg, Gheorghe Falcă, Carlo Fidanza, Mario Furore, Jens Gieseke, Elsi Katainen, Kateřina Konečná, Bogusław Liberadzki, Benoît Lutgen, Marian-Jean Marinescu, Tilly Metz, Cláudia Monteiro de Aguiar, Caroline Nagtegaal, Jan-Christoph Oetjen, Rovana Plumb, Bergur Løkke Rasmussen, Dominique Riquet, Thomas Rudner, Vera Tax, Barbara Thaler, István Ujhelyi, Achille Variati, Petar Vitanov, Lucia Vuolo
Substitutes present for the final vote	Sara Cerdas, Josianne Cutajar, Michael Gahler, Maria Grapini, Georg Mayer, Ljudmila Novak, Annalisa Tardino
Substitutes under Rule 209(7) present for the final vote	Patricia Chagnon, Lena Düpont, Svenja Hahn, Denis Nesci, Christine Schneider, Veronika Vrecionová

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

27	+
ECR	Carlo Fidanza, Denis Nesci, Veronika Vrecionová
ID	Marco Campomenosi, Annalisa Tardino
PPE	Magdalena Adamowicz, Karolin Braunsberger-Reinhold, Lena Düpont, Gheorghe Falcă, Michael Gahler, Jens Gieseke, Benoît Lutgen, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar, Ljudmila Novak, Christine Schneider, Barbara Thaler, Lucia Vuolo
Renew	Izaskun Bilbao Barandica, Svenja Hahn, Elsi Katainen, Jan-Christoph Oetjen, Dominique Riquet
S&D	Maria Grapini, Rovana Plumb, István Ujhelyi
The Left	Kateřina Konečná

14	-
ID	Patricia Chagnon, Georg Mayer
Renew	Bergur Løkke Rasmussen
S&D	Sara Cerdas, Josianne Cutajar, Thomas Rudner, Vera Tax, Achille Variati, Petar Vitanov
Verts/ALE	Ciarán Cuffe, Jakop G. Dalunde, Karima Delli, Anna Deparnay-Grunenberg, Tilly Metz

3	0
NI	Mario Furore
Renew	Caroline Nagtegaal
S&D	Bogusław Liberadzki

Key to symbols:

+ : in favour

- : against

0 : abstention