AMENDMENTS
9 - 71

Draft opinion
Sven Schulze
(PE644.889v01-00)

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

Proposal for a decision
Amendment 9
Karima Delli
on behalf of the Greens/EFA Group

Proposal for a regulation
Recital 3

Text proposed by the Commission

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

Amendment

(3) The type-approval requirements relating to emissions from motor vehicles have been gradually and significantly tightened through the introduction and subsequent revision of Euro standards. While vehicles in general have delivered substantial emission reductions across the range of regulated pollutants, this was not the case for NOx emissions from diesel engines or particles for gasoline direct injection engines, installed in particular in light-duty vehicles, mostly due to illegal practices that resulted in discrepancies between emissions measured in laboratories and those in real use conditions, including hazardous spikes in particles resulting from cars cleaning their filters. Actions for correcting this situation are therefore needed to ensure Euro 6 standards are met under normal condition of use and to enable Member States to comply with Union air quality standards without further delay, in particular in urban areas.

Or. en

Amendment 10
Julie Lechanteux, Philippe Olivier

Proposal for a regulation
Recital 3

Text proposed by the Commission

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Amendment

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have been gradually and significantly tightened through the introduction and subsequent revision of Euro standards. While vehicles in general have delivered substantial emission reductions across the range of regulated pollutants, this was not the case for NOx emissions from diesel engines or particles for gasoline direct injection engines, installed in particular in light-duty vehicles. Actions to correct this situation are therefore needed; however, taking into account the differences in NOx emission parameters relating to conditions of use, a distinction should be made between light commercial vehicles and passenger cars and measures should be taken in line with driving conditions and the use to which the vehicles are put.

Justification

The measures to be taken regarding each of the two vehicle categories should take into account the use made of each and the effect on their respective NOx emissions.

Amendment 11
Valter Flego, Dominique Riquet, Petras Auštreivičius, Ondřej Kovařík, Jan-Christoph Oetjen, Pierre Karleskind

Proposal for a regulation
Recital 3

Text proposed by the Commission

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

Amendment

(3) The type-approval requirements relating to emissions from motor vehicles have been gradually and significantly tightened through the introduction and subsequent revision of Euro standards. While vehicles in general have delivered substantial emission reductions across the range of regulated pollutants, this was not the case for NOx emissions from diesel engines or particles for gasoline direct injection engines, installed in particular in light-duty vehicles. To achieve a further
this situation are therefore needed. reduction of NOx emission in real driving conditions the development of new technologies via certification and standardisation of PEMS devices is needed.

Amendment 12
Valter Flego, Dominique Riquet, Petras Auštreivičius, Ondřej Kovařík, Jan-Christoph Oetjen, Pierre Karleskind

Proposal for a regulation
Recital 4

Text proposed by the Commission

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

Amendment

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

Amendment 13
Andor Deli

Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) Regulation (EU) 2016/646 introduced the dates of application of the RDE test procedure, as well as the compliance criteria for RDE. For that

Amendment

(6) Regulation (EU) 2016/646 introduced the dates of application of the RDE test procedure, as well as the compliance criteria for RDE. For that
purpose, pollutant-specific conformity factors were used to take account of statistical and technical uncertainties of the measurements conducted by means of Portable Emission Measurement Systems (PEMS). A distinction should be made between the conformity factor for the emission limits and the device-related margin of error.


Amendment 14
Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) Regulation (EU) 2016/646²¹ introduced the dates of application of the RDE test procedure, as well as the compliance criteria for RDE. For that purpose, pollutant-specific conformity factors were used to take account of statistical and technical uncertainties of the measurements conducted by means of Portable Emission Measurement Systems (PEMS).

Amendment

(6) Regulation (EU) 2016/646²¹ introduced the dates of application of the RDE test procedure, as well as the compliance criteria for RDE. For that purpose, pollutant-specific conformity factors were introduced, and separate error margins were used to take account of statistical and technical uncertainties of the measurements conducted by means of Portable Emission Measurement Systems (PEMS).

Amendment 15  
Kateřina Konečná  

Proposal for a regulation 
Recital 6  

Text proposed by the Commission  

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

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


Justification  

This amendment aims at re-instatement of the principle of “margin”, as in the current legislation, i.e. Regulation 2016/646 (in the case of NOx) and Regulation 2018/1832 (in the case of PN). The current legislation clearly separates the overall conformity factor into two parts: the target for vehicle manufacturer (i.e. a “conformity factor” applied to the actual emission limit at the exhaust tailpipe) and the variability of the Portable Emission Measurement System (i.e. the margin of error).  

Amendment 16  
Carlo Fidanza, Peter Lundgren, Evžen Tošenovský  

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

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

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Amendment 17
Karima Delli
on behalf of the Greens/EFA Group

Proposal for a regulation
Recital 6 a (new)

Text proposed by the Commission

(6a) The European Parliament’s recommendation of 4 April 2019 to the Council and the Commission following the inquiry into emission measures in the automotive sector called on the Commission and Member States to apply more vigorous measures in the wake of the emissions cheating scandal, and urged in particular the Commission to review the conformity factors so as to bring them down to a factor of 1 by 2021 at the latest.

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Amendment

(6a) The European Parliament’s recommendation of 4 April 2019 to the Council and the Commission following the inquiry into emission measures in the automotive sector called on the Commission and Member States to apply more vigorous measures in the wake of the emissions cheating scandal, and urged in particular the Commission to review the conformity factors so as to bring them down to a factor of 1 by 2021 at the latest.

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Amendment 18
Valter Flego, Dominique Riquet, Petras Auštreivičius, Jan-Christoph Oetjen, Pierre Karleskind

Proposal for a regulation
Recital 7

Text proposed by the Commission

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

Amendment

(7) On 13 December 2018, the General Court delivered judgment in Joined Cases T-339/16, T-352/16 and T-391/16 concerning an action for annulment of Regulation (EU) 2016/646. The General Court annulled the part of Regulation (EU) 2016/646 which established the conformity factors used to assess compliance of RDE test results with the emission limits laid down in Regulation (EC) No 715/2007. The Court found that only the legislator could introduce those conformity factors as they touched upon an essential element of Regulation (EC) No 715/2007. **The error margin should be revised by Commission annually downwards, reflecting the improved quality of measuring procedure and the technical progress of PEMS equipment, unless the Commission justifies a reason for not being able to do so.**

Proposal for a regulation

Recital 7

Text proposed by the Commission

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


Or. en

Amendment 20
Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Recital 7

Text proposed by the Commission

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

Amendment

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


**Amendment 21**

**Kateřina Konečná**

**Proposal for a regulation**

**Recital 7**

*Text proposed by the Commission*

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

*Amendment*

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

Justification

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

Amendment 22
Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Recital 8

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 23
Carlo Fidanza, Peter Lundgren, Evžen Tošenovský

Proposal for a regulation
Recital 8

Text proposed by the Commission

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

Amendment

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

Amendment 24
Kateřina Konečná

Proposal for a regulation
Recital 8

Text proposed by the Commission

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

Amendment

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

Justification

This amendment aims at re-instating the principle of “margin”, as in the current legislation, i.e. Regulation 2016/646 (in the case of NOx) and Regulation 2018/1832 (in the case of PN). The current legislation clearly separates the overall conformity factor into two parts: the target for vehicle manufacturer (i.e. a ‘conformity factor’ applied to the actual emission limit at the exhaust tailpipe) and the variability of the Portable Emission Measurement System (i.e. the margin of error).

Amendment 25
Karima Delli
on behalf of the Greens/EFA Group

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

 Amendment

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

Or. en

Amendment 26
Karima Delli
on behalf of the Greens/EFA Group

Proposal for a regulation
Recital 9

Text proposed by the Commission

 Amendment

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

Or. en

Amendment 27
Valter Flego, Dominique Riquet, Petras Aušrevičius, Jan-Christoph Oetjen, Pierre Karleskind

Proposal for a regulation
Recital 9

*Text proposed by the Commission*

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

*Amendment*

(9) In order to allow manufacturers to comply with the Euro 6 emission limits in the context of RDE test procedure, the compliance criteria for RDE should be introduced in two steps. During the first step, upon the request of the manufacturer, a temporary conformity factor should apply, while as a second step only the final conformity factor should be used. The Commission should keep under review the final conformity factors in light of technical progress. *In this regard, the Commission is called upon to take into consideration the standards adopted by the European Committee for Standardization (CEN) for a standard procedure to assess RED measurement uncertainty with regard to gaseous and particle emissions.*

Or. en

Amendment 28

Julie Lechanteux, Philippe Olivier

Proposal for a regulation

Recital 9

*Text proposed by the Commission*

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

*Amendment*

(9) In order to allow manufacturers to comply with the Euro 6 emission limits in the context of RDE test procedure, the compliance criteria for RDE should be introduced in two steps. During the first step, upon the request of the manufacturer, a temporary conformity factor should apply, while as a second step only the final conformity factor should be used. The Commission should keep under review the final conformity factors in light of technical progress, bearing in mind the actual conditions of vehicle use.
RDE test procedures use a theoretical emission limit calculation that may be more or less in line with actual driving conditions, depending on the intended use of the vehicle: this mainly concerns commercial vehicles, which, unlike passenger cars, are subject to additional size and payload parameters that have a significant impact on fuel consumption and hence CO2 emissions. Manufacturers cannot therefore be made accountable for these specific parameters related to vehicle use when it comes to defining CO2 emission limits and keeping them in line with RDE test criteria.

Amendment 29
Kateřina Konečná

Proposal for a regulation
Recital 9

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

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

Justification
This amendment aims at re-instating the principle of “margin”, as in the current legislation, i.e. Regulation 2016/646 (in the case of NOx) and Regulation 2018/1832 (in the case of PN). The current legislation clearly separates the overall conformity factor into two parts: the target for vehicle manufacturer (i.e. a ‘conformity factor’ applied to the actual emission limit at the exhaust tailpipe) and the variability of the Portable Emission Measurement System (i.e. the margin of error).
Andor Deli

Proposal for a regulation
Recital 9

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 31
Carlo Fidanza, Peter Lundgren, Evžen Tošenovský

Proposal for a regulation
Recital 9

Text proposed by the Commission

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

Amendment

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

Or. en
Amendment 32
Karima Delli
on behalf of the Greens/EFA Group

Proposal for a regulation
Recital 9 a (new)

Text proposed by the Commission  
Amendment

(9a) On 11 December 2019, the Commission published its Communication on the European Green Deal, which highlights the need to accelerate the shift to sustainable and smart mobility, including by addressing and tackling all emission sources, and ensuring a clear pathway from 2025 onwards towards zero-emission mobility. To deliver on that ambition, it is essential that the Commission presents, as soon as possible and by June 2021 at the latest, new legislative proposals to introduce more stringent air pollution emissions standards for combustion-engine vehicles, covering all pollutants and all fuels and powertrains under all driving conditions, as well as an action plan on the reconversion of the automotive industry. The Commission should also phase out the sale of new passenger cars and light commercial vehicles with combustion engines by 2035 at the latest, while ensuring rules do not prevent frontrunner countries to apply more stringent measures at national level in order to decarbonise road transport.

Or. en

Amendment 33
Markus Ferber

Proposal for a regulation
Recital 9 a (new)

Text proposed by the Commission  
Amendment
(9a) To avoid legal uncertainty on type approvals already granted since 1 September 2017 as well as on future type approvals, it is of great importance to re-instate the previously adopted conformity factors without change, especially given the circumstance that manufacturers already designed their vehicles taking into account the RDE procedure adopted earlier.

 Amendment 34
 Sven Schulze, Jens Gieseke, Jan-Christoph Oetjen, Markus Ferber, Michael Gahler, Markus Pieper, Christine Schneider, Ulrike Müller, Norbert Lins

 Proposal for a regulation
 Recital 9 a (new)

 Text proposed by the Commission

(9a) The Commission is to mandate CEN to work out a PEMS-Performance Standard for determination of individual error margins of PEM-Systems. Before applying a PEMS-Performance Standard, the Commission is committed to keeping the error margin under annual review and to update them only once improvements in the measuring technology have been made.

 Amendment

 Justification

The error margin should remain at 0.43 as long as no technical improvements in the measuring devices have been made or are reflected in a CEN PEMS Performance standard.

 Amendment 35
 Carlo Fidanza, Evžen Tošenovský, Peter Lundgren

 Proposal for a regulation
 Recital 9 a (new)
(9a) It is necessary that the Commission take into account any standards adopted by the European Committee for Standardization (CEN) for a standard procedure to assess RDE measurement uncertainty with regard to gaseous and particle emissions.

Or. en

Amendment 36
Kateřina Konečná

Proposal for a regulation
Recital 9 a (new)

Text proposed by the Commission

(9a) It is necessary that the Commission take into account any standards adopted by the European Committee for Standardization (CEN) for a standard procedure to assess RDE measurement uncertainty with regard to gaseous and particle emissions.

Or. en

Justification

Subject to the balloting of the draft standard, the work in CEN has completed and should now deliver a standard by end-2020. The aim of the standard is to establish an uncertainty factor for RDE measurements that could replace the specific margins or complement them.

Amendment 37
Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Recital 9 a (new)
(9a) The Commission should take into account any standards adopted by the European Committee for Standardization (CEN) for a standard procedure to assess RDE measurement uncertainty with regard to gaseous and particle emissions.

Justification

The works in CEN have already been completed and should now deliver a standard by end-2020. Its aim is to establish an uncertainty factor for RDE measurements that could replace the specific margins or complement them.

Amendment 38
Kateřina Konečná

Proposal for a regulation
Recital 11

Text proposed by the Commission

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

Amendment

(11) In order to contribute to the achievement of the Union’s air quality objectives and to reduce vehicle emissions, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union (TFUE) should be delegated to the Commission in respect of the detailed rules on the specific procedures, tests and requirements for type approval. That delegation should include supplementing Regulation (EC) No 715/2007 by such revised rules as well as the test cycles used to measure emissions; the requirements for the implementation of the prohibition on the use of defeat devices that reduce the effectiveness of emission control systems. The delegation should further include amending Regulation (EC) No 715/2007 for the purposes of revising the error margins to reflect technical progress in PEMS. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work,
include amending Regulation (EC) No 715/2007 for the purposes of revising the final conformity factors downwards to reflect technical progress in PEMS and recalibrating the particulate mass based limit values and introducing particle number based limit values. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations are conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council should receive all documents at the same time as Member States' experts, and their experts systematically should have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

Or. en

Justification

There is no justification to change anything in Regulation (EC) No 715/2007 on repair and maintenance information (RMI) because all of the RMI provisions have now been moved into the new Type Approval Framework Regulation, Regulation (EU) 2018/858; The Commission has already started to work on possible measures for post-Euro 6. Delegation to revise particle measurement procedures/ recalculate the particulate mass based limit values/introduce particle number based limit values before a post-Euro 6 proposal appears unnecessary.

Amendment 39
Carlo Fidanza, Peter Lundgren

Proposal for a regulation
Recital 11

Text proposed by the Commission

(11) In order to contribute to the achievement of the Union’s air quality

Amendment

(11) In order to contribute to the achievement of the Union’s air quality
objectives and to reduce vehicle emissions, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union (TFUE) should be delegated to the Commission in respect of the detailed rules on the specific procedures, tests and requirements for type approval. That delegation should include supplementing Regulation (EC) No 715/2007 by such revised rules as well as the test cycles used to measure emissions; the requirements for the implementation of the prohibition on the use of defeat devices that reduce the effectiveness of emission control systems; the measures necessary for the implementation of the obligation of a manufacturer to provide unrestricted and standardised access to vehicle repair and maintenance information; the adoption of a revised measurement procedure for particulates. The delegation should further include amending Regulation (EC) No 715/2007 for the purposes of revising the final conformity factors downwards to reflect technical progress in PEMS and recalibrating the particulate mass based limit values and introducing particle number based limit values. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations are conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council should receive all documents at the same time as Member States’ experts, and their experts systematically should have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

Or. en
Amendment 40
Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Recital 11

Text proposed by the Commission

(11) In order to contribute to the achievement of the Union’s air quality objectives and to reduce vehicle emissions, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union (TFUE) should be delegated to the Commission in respect of the detailed rules on the specific procedures, tests and requirements for type approval. That delegation should include supplementing Regulation (EC) No 715/2007 by such revised rules as well as the test cycles used to measure emissions; the requirements for the implementation of the prohibition on the use of defeat devices that reduce the effectiveness of emission control systems; the measures necessary for the implementation of the obligation of a manufacturer to provide unrestricted and standardised access to vehicle repair and maintenance information; the adoption of a revised measurement procedure for particulates. The delegation should further include amending Regulation (EC) No 715/2007 for the purposes of revising the final conformity factors downwards to reflect technical progress in PEMS and recalibrating the particulate mass based limit values and introducing particle number based limit values. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations are conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council should receive all documents at the same time as Member States’ experts, and their experts systematically should have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

Amendment

(11) In order to contribute to the achievement of the Union’s air quality objectives and to reduce vehicle emissions, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union (TFUE) should be delegated to the Commission in respect of the detailed rules on the specific procedures, tests and requirements for type approval. That delegation should include supplementing Regulation (EC) No 715/2007 by such revised rules as well as the test cycles used to measure emissions; the requirements for the implementation of the prohibition on the use of defeat devices that reduce the effectiveness of emission control systems. The delegation should further include amending Regulation (EC) No 715/2007 for the purposes of revising the error margins to reflect technical progress in PEMS. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations are conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council should receive all documents at the same time as Member States’ experts, and their experts systematically should have access to meetings of Commission expert groups dealing with the preparation of delegated acts.
particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council should receive all documents at the same time as Member States’ experts, and their experts systematically should have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

**Justification**

There is no justification to introduce changes in Reg. (EC) No 715/2007 on RMI because these provisions are now moved into Reg. (EU) 2018/858. EC has already started to work on possible measures for post-Euro 6.

**Amendment 41**
**Karima Delli**
on behalf of the Greens/EFA Group

**Proposal for a regulation**

**Recital 11**

*(Text proposed by the Commission)*

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

*(Amendment)*

(11) In order to contribute to the achievement of the Union’s air quality objectives and to reduce vehicle emissions, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union (TFUE) should be delegated to the Commission in respect of the detailed rules on the specific procedures, tests and requirements for type approval. That delegation should include supplementing Regulation (EC) No 715/2007 by such revised rules as well as the test cycles used to measure emissions; the requirements for the implementation of the prohibition on the use of defeat devices that reduce the effectiveness of emission control systems; the measures necessary for the implementation of the obligation of a manufacturer to provide unrestricted and
standardised access to vehicle repair and maintenance information; the adoption of a revised measurement procedure for particulates. The delegation should further include amending Regulation (EC) No 715/2007 for the purposes of revising the final conformity factors downwards to reflect technical progress in PEMS and recalibrating the particulate mass based limit values and introducing particle number based limit values. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations are conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council should receive all documents at the same time as Member States’ experts, and their experts systematically should have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

Amendment 42  
Maria Grapini  
Proposal for a regulation  
Recital 11

Text proposed by the Commission

(11) In order to contribute to the achievement of the Union’s air quality objectives and to reduce vehicle emissions, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union (TFUE) should be delegated to the Commission in respect of the detailed rules

Amendment

(11) In order to contribute to the achievement of the Union’s air quality objectives and to reduce vehicle emissions, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union (TFUE) should be delegated to the Commission in respect of the detailed rules
on the specific procedures, tests and requirements for type approval. That delegation should include supplementing Regulation (EC) No 715/2007 by such revised rules as well as the test cycles used to measure emissions; the requirements for the implementation of the prohibition on the use of defeat devices that reduce the effectiveness of emission control systems; the measures necessary for the implementation of the obligation of a manufacturer to provide unrestricted and standardised access to vehicle repair and maintenance information; the adoption of a revised measurement procedure for particulates. The delegation should further include amending Regulation (EC) No 715/2007 for the purposes of revising the final conformity factors downwards to reflect technical progress in PEMS and recalibrating the particulate mass based limit values and introducing particle number based limit values. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations are conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council should receive all documents at the same time as Member States’ experts, and their experts systematically should have access to meetings of Commission expert groups dealing with the preparation of delegated acts.
Proposal for a regulation
Recital 11

Text proposed by the Commission

(11) In order to contribute to the achievement of the Union’s air quality objectives and to reduce vehicle emissions, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union (TFUE) should be delegated to the Commission in respect of the detailed rules on the specific procedures, tests and requirements for type approval. That delegation should include supplementing Regulation (EC) No 715/2007 by such revised rules as well as the test cycles used to measure emissions; the requirements for the implementation of the prohibition on the use of defeat devices that reduce the effectiveness of emission control systems; the measures necessary for the implementation of the obligation of a manufacturer to provide unrestricted and standardised access to vehicle repair and maintenance information; the adoption of a revised measurement procedure for particulates. The delegation should further include amending Regulation (EC) No 715/2007 for the purposes of revising the final conformity factors downwards to reflect technical progress in PEMS and recalibrating the particulate mass based limit values and introducing particle number based limit values. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations are conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council should receive all documents at the same time as Member States’ experts, and their

Amendment

(11) In order to contribute to the achievement of the Union’s air quality objectives and to reduce vehicle emissions, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union (TFUE) should be delegated to the Commission in respect of the detailed rules on the specific procedures, tests and requirements for type approval. That delegation should include supplementing Regulation (EC) No 715/2007 by such revised rules as well as the test cycles used to measure emissions; the requirements for the implementation of the prohibition on the use of defeat devices that reduce the effectiveness of emission control systems; the measures necessary for the implementation of the obligation of a manufacturer to provide unrestricted and standardised access to vehicle repair and maintenance information; the adoption of a revised measurement procedure for particulates. The delegation should further include amending Regulation (EC) No 715/2007 for the purposes of revising the final conformity factors and margin of error to reflect technical progress in PEMS and recalibrating the particulate mass based limit values and introducing particle number based limit values. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations are conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council should receive all documents at the same time as Member States’ experts, and their
experts systematically should have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

Amendment 44
Karima Delli
on behalf of the Greens/EFA Group

Proposal for a regulation
Recital 14

Text proposed by the Commission

(14) 

Since the objectives of this Regulation, namely to lay down rules on emissions from motor vehicles in order to contribute to the achievement of the basic air quality objectives, cannot be sufficiently achieved by the Member States as motor vehicles with a valid type approval may be marketed across national boundaries but can rather, by reason of the scale and effects of the action, 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

(14) The objectives of this Regulation, namely to lay down rules on emissions from motor vehicles in order to contribute to the achievement of the air quality objectives, can only be sufficiently achieved by Member States if vehicles with combustion engines, including even those with a valid type approval, may be banned.

Amendment 45
Karima Delli
on behalf of the Greens/EFA Group

Proposal for a regulation
Recital 14 a (new)
(14a) *A revision of the rules will be needed to allow frontrunner countries to apply more stringent measures at national level when so decided by Member States.*

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1a

**Amendment 46**
Karima Delli
on behalf of the Greens/EFA Group

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

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

**Amendment**
Those obligations include meeting the emission limits set out in Annex I.

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**Amendment 47**
Kateřina Konečná

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

Text proposed by the Commission

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

Amendment

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

Or. en

Justification

This amendment aims at re-instating the principle of “margin”, as in the current legislation, i.e. Regulation 2016/646 (in the case of NOx) and Regulation 2018/1832 (in the case of PN). The current legislation clearly separates the overall conformity factor into two parts: the target for vehicle manufacturer (i.e. a ‘conformity factor’ applied to the actual emission limit at the exhaust tailpipe) and the variability of the Portable Emission Measurement System (i.e. the margin of error).

Amendment 48
Carlo Fidanza, Evžen Tošenovský, Peter Lundgren

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

Text proposed by the Commission

Those obligations include meeting the emission limits set out in Annex I. For the purposes of determining compliance with the Euro 6 emission limits set out in Table 2 of Annex I, the emission values determined during any valid Real Driving

Amendment

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

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

**Amendment 49**
Elżbieta Katarzyna Łukacijewska

**Proposal for a regulation**

**Article 1 – paragraph 1 – point 3 – point a**

**Article 4 – paragraph 1 – subparagraph 2**

**Text proposed by the Commission**

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

**Justification**

This amendment aims at re-instating the principle of “margin”, as in the current legislation, i.e. Regulation 2016/646 (in the case of NOx) and Regulation 2018/1832 (in the case of PN). The current legislation clearly separates the overall conformity factor into two parts: the target for vehicle manufacturer and the variability of the Portable Emission Measurement System.

**Amendment 50**
Andrey Novakov

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

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 51
Karima Delli
on behalf of the Greens/EFA Group

Proposal for a regulation
Article 1 – paragraph 1 – point 7 – point a
Article 10 – paragraph 1

Text proposed by the Commission

1. With effect from 2 July 2007, if a manufacturer so requests, the national authorities may not, on grounds relating to emissions or fuel consumption of vehicles, refuse to grant EC type approval or national type approval for a new type of vehicle, or prohibit the registration, sale or entry into service of a new vehicle, where the vehicle concerned complies with this Regulation, and in particular with the Euro 5 limit values set out in Table 1 of Annex I or with the Euro 6 limit values set out in Table 2 of Annex I, subject to the second subparagraph of Article 4(1).

Amendment

1. National authorities may on grounds relating to emissions or fuel consumption of vehicles refuse to grant EC type approval or national type approval for a new type of vehicle, or may prohibit the registration, sale or entry into service of a new vehicle, including where the vehicle concerned complies with this Regulation, and in particular with the Euro 5 limit values set out in Table 1 of Annex I or with the Euro 6 limit values set out in Table 2 of Annex I, subject to the second subparagraph of Article 4(1).
Justification

Important for countries like Denmark, France, etc that have decided to phase out the combustion engine

Amendment 52
Karima Delli
on behalf of the Greens/EFA Group

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

Text proposed by the Commission

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

Amendment

deleted

Amendment 53
Karima Delli
on behalf of the Greens/EFA Group

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

Text proposed by the Commission

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

Amendment

deleted
Amendment 54
Kateřina Konečná

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

Text proposed by the Commission

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

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

(b) supplement this Regulation by the
adoption of a revised measurement
procedure for particle numbers.

Amendment 55
Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Article 1 – paragraph 1 – point 10
Article 14 – paragraph 2 – introductory part
2. The Commission is empowered to adopt delegated acts in accordance with Article 14a in order to adopt the following measures based on the results of the UNECE Particulate Measurement Programme, conducted under the auspices of the World Forum for Harmonisation of Vehicle Regulations, without lowering the level of environmental protection within the Union:

Justification

The issues surrounding particle emissions are addressed by the PMP group in Geneva in preparation for a Commission proposal on post-Euro 6. The request for delegated powers as noted in paragraph 2 is therefore irrelevant.

Amendment 56
Carlo Fidanza, Peter Lundgren, Evžen Tošenovský

Proposal for a regulation
Article 1 – paragraph 1 – point 10
Article 14 – paragraph 2 – introductory part
Amendment 57
Carlo Fidanza, Peter Lundgren

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

Text proposed by the Commission

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

Amendment

deleted

Or. en

Amendment 58
Elżbieta Katarzyna Łukacijewska

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

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 59
Carlo Fidanza, Peter Lundgren

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

Text proposed by the Commission

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

Amendment

supplementing this Regulation in order to adapt the procedures, tests and requirements as well as the test cycles used to measure emissions in order to adequately reflect real driving emissions;
(b) supplement this Regulation by the adoption of a revised measurement procedure for particle numbers.

Amendment 60
Elżbieta Katarzyna Łukacijewska

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

Text proposed by the Commission

(b) supplement this Regulation by the adoption of a revised measurement procedure for particle numbers.

Amendment

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

Amendment 61
Isabel García Muñoz

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

Text proposed by the Commission

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

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

Amendment

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

Amendment 62
Isabel García Muñoz

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

Text proposed by the Commission

Amendment

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

Amendment 63
Isabel García Muñoz

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

Text proposed by the Commission

Amendment

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

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

Text proposed by the Commission

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

Amendment

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

Or. en

Justification

The issues surrounding particle emissions are being addressed by the PMP group in Geneva in preparation for a Commission proposal on post-Euro 6. The request for delegated powers as noted in paragraph 2 is therefore irrelevant. In addition to that, particulate mass and particulate number values, as well as the measurement procedure for particulate numbers are essential elements of the legislation which should be adopted by ordinary legislative procedure and not via delegated acts;

Amendment 65
Kateřina Konečná

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

Text proposed by the Commission

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

Amendment

(b) amending this Regulation in order to adapt to technical progress the pollutant specific margin of error set out in Table 2a to Annex I.;

Or. en
Justification

This amendment aims at re-instating the principle of “margin”, as in the current legislation, i.e. Regulation 2016/646 (in the case of NOx) and Regulation 2018/1832 (in the case of PN). The current legislation clearly separates the overall conformity factor into two parts: the target for vehicle manufacturer (i.e. a ‘conformity factor’ applied to the actual emission limit at the exhaust tailpipe) and the variability of the Portable Emission Measurement System (i.e. the margin of error).

Amendment 66
Elżbieta Katarzyna Łukacijewska

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

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
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<tr>
<td>(b) amending this Regulation in order to adapt to technical progress the pollutant-specific final conformity factors set out in Table 2a to Annex I.;</td>
<td>(b) amending this Regulation in order to adapt to technical progress the pollutant-specific margin of error set out in Table 2a to Annex I.;</td>
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Amendment 67
Carlo Fidanza, Evžen Tošenovský, Peter Lundgren

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

<table>
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<th>Amendment</th>
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<td>(b) amending this Regulation in order to adapt to technical progress the pollutant specific margin of error set out in Table 2a to Annex I.;</td>
</tr>
</tbody>
</table>

Amendment 68
Isabel García Muñoz

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

Text proposed by the Commission

(10a) in Article 14 the following paragraph is inserted:

3a. The Commission shall keep under review the technical progress with regard to the measurement uncertainties linked with the use of the Portable Emission Measurement System (PEMS). Within two years of the date of application, and every two years thereafter, the Commission shall submit to the European Parliament and to the Council a report on the undertaken review and, as appropriate, a legislative proposal with a view to revising downwards the value of the margin of measurement uncertainty of the pollutant-specific final conformity factors set out in Table 2a to Annex I.

Or. en

Justification

To provide legal certainty to manufacturers and allow the EU institutions to express their voice on the convenience of potential changes, the revision of the conformity factors should be made through the ordinary legislative procedure. In this regard, we should ensure that only the margin of error is revised downwards whenever technical progress in the use of PEMS has been achieved. A frequency of revision of 2 years is adequate in order to ease the adaptation to changes of manufacturers.

Amendment 69
Carlo Fidanza, Evžen Tošenovský, Peter Lundgren

Proposal for a regulation
Article 1 – paragraph 1 – point 10 a (new)
Article 14 – paragraph 5 a (new)
Text proposed by the Commission

6a. The Commission shall take into account any standards adopted by the European Committee for Standardization (CEN) which provide a technically sound approach to assess RDE measurement uncertainty with regard to gaseous and particle emissions, with the aim of requiring the use of such a standard under this Regulation in order for an appropriate authority to verify a specific margin of uncertainty for PEMS applications and to consider if that is sufficient to replace the specific margins of error indicated in Table 2a in Annex I to this Regulation or to complement it.

Amendment

6a. The Commission shall take into account any standards adopted by the European Committee for Standardization (CEN) which provide a technically sound approach to assess RDE measurement uncertainty with regard to gaseous and particle emissions, with the aim of requiring the use of such a standard under this Regulation in order for an appropriate authority to verify a specific margin of uncertainty for PEMS applications and to consider if that is sufficient to replace the specific margins of error indicated in Table 2a in Annex I to this Regulation or to complement it.
to this Regulation or to complement it.

Or. en

Justification

Subject to the balloting of the draft standard, the work in CEN has completed and should now deliver a standard by end-2020. The aim of the standard is to establish an uncertainty factor for RDE measurements that could replace the specific margins or complement them.

Amendment 71
Maria Grapini

Proposal for a regulation
Article 3 – paragraph 1

<table>
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<th>Amendment</th>
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<td>This Regulation shall enter into force on the third day following that of its publication in the Official Journal of the European Union.</td>
<td>This Regulation shall enter into force on the fifth day following that of its publication in the Official Journal of the European Union.</td>
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