



Plenary sitting

A8-0151/2019

4.3.2019

*****I**
REPORT

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

Committee on the Internal Market and Consumer Protection

Rapporteur: Róza Gräfin von Thun und Hohenstein

Symbols for procedures

- * Consultation procedure
- *** Consent procedure
- ***I Ordinary legislative procedure (first reading)
- ***II Ordinary legislative procedure (second reading)
- ***III Ordinary legislative procedure (third reading)

(The type of procedure depends on the legal basis proposed by the draft act.)

Amendments to a draft act

Amendments by Parliament set out in two columns

Deletions are indicated in ***bold italics*** in the left-hand column. Replacements are indicated in ***bold italics*** in both columns. New text is indicated in ***bold italics*** in the right-hand column.

The first and second lines of the header of each amendment identify the relevant part of the draft act under consideration. If an amendment pertains to an existing act that the draft act is seeking to amend, the amendment heading includes a third line identifying the existing act and a fourth line identifying the provision in that act that Parliament wishes to amend.

Amendments by Parliament in the form of a consolidated text

New text is highlighted in ***bold italics***. Deletions are indicated using either the ■ symbol or strikeout. Replacements are indicated by highlighting the new text in ***bold italics*** and by deleting or striking out the text that has been replaced.

By way of exception, purely technical changes made by the drafting departments in preparing the final text are not highlighted.

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DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

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

(Ordinary legislative procedure: first reading)

The European Parliament,

- having regard to the Commission proposal to Parliament and the Council (COM(2018)0286),
 - having regard to Article 294(2) and Article 114 of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C8-0194/2018),
 - having regard to Article 294(3) of the Treaty on the Functioning of the European Union,
 - having regard to the opinion of the European Economic and Social Committee of 19 September 2018¹,
 - after consulting the Committee of the Regions,
 - having regard to Rule 59 of its Rules of Procedure,
 - having regard to the report of the Committee on the Internal Market and Consumer Protection and the opinions of the Committee on the Environment, Public Health and Food Safety and the Committee on Transport and Tourism (A8-0151/2019),
1. Adopts its position at first reading hereinafter set out;
 2. Calls on the Commission to refer the matter to Parliament again if it replaces, substantially amends or intends to substantially amend its proposal;
 3. Instructs its President to forward its position to the Council, the Commission and the national parliaments.

Amendment 1

Proposal for a regulation
Title

¹ OJ C 440, 6.12.2018, p. 90.

Text proposed by the Commission

Proposal for a

REGULATION OF THE EUROPEAN
PARLIAMENT AND OF THE COUNCIL

on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, amending Regulation (EU) **2018/...** and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009

Amendment

Proposal for a

REGULATION OF THE EUROPEAN
PARLIAMENT AND OF THE COUNCIL

on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, amending Regulation (EU) **2018/858** and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009

(This amendment applies throughout the text when Regulation (EU) 2018/858 of the European Parliament and of the Council 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) is mentioned. Adopting it will necessitate corresponding changes throughout)

Amendment 2

Proposal for a regulation

Recital 1

Text proposed by the Commission

(1) Regulation (EU) **2018/...** of the European Parliament and of the Council²⁴ ²⁵ lays down administrative provisions and technical requirements for the type-approval of new vehicles, systems, components and separate technical units with a view to ensuring the proper functioning of the internal market and in order to offer a high level of safety and

Amendment

(1) Regulation (EU) **2018/858** of the European Parliament and of the Council²⁴ lays down administrative provisions and technical requirements for the type-approval of new vehicles, systems, components and separate technical units with a view to ensuring the proper functioning of the internal market and in order to offer a high level of safety and

environmental performance.

²⁴ Regulation (EU) 2018/... of the European Parliament and of the Council 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 ..., .., p. ...)

²⁵ + **PO: please insert in the text the number of the Regulation contained in document PE-CONS No73/17 (2016/0014 (COD)) and insert the number, date and OJ reference of that Regulation in the footnote.**

Amendment 3

Proposal for a regulation Recital 2 a (new)

Text proposed by the Commission

environmental performance.

²⁴ Regulation (EU) 2018/**858** of the European Parliament and of the Council 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

(2a) Road safety in the Union requires a coordinated policy at international level in the framework of the UNECE agreements and especially in the Working Party 29 (WP.29) and an integrated approach at Union, national, regional and local level. It is therefore necessary to coordinate actions and measures taken by different authorities in key components of the road safety covering vehicles, driving behaviours and road signs and infrastructures.

Amendment 4

Proposal for a regulation Recital 3

Text proposed by the Commission

(3) Over the past decades, developments in vehicle safety have contributed significantly to the overall reduction in the number of road fatalities and severe injuries. However, ***these reductions have recently stalled*** in the Union ***due to various factors***, such as ***structural and behavioural factors***, and without new initiatives on general road safety, the safety effects of the current approach will no longer be able to off-set the effects of increasing traffic volumes. Therefore, the safety performance of vehicles needs to be further improved as part of an integrated road safety approach and in order to protect vulnerable road users better.

Amendment

(3) Over the past decades, developments in vehicle safety have contributed significantly to the overall reduction in the number of road fatalities and severe injuries. However, ***25 300 people died in 2017 on Union roads, a figure that has stagnated in the last four years. Moreover, 135 000 people are seriously injured in collisions every years. The Union shall do its utmost to reduce these figures drastically aiming at the Vision Zero goal of “no fatalities”. In addition to the safety measures to protect vehicle occupants, the implementation of specific measures to prevent fatalities and injuries of vulnerable road users, such as cyclists and pedestrians, is needed to protect users outside of the vehicle.*** Without new initiatives on general road safety, the safety effects of the current approach will no longer be able to off-set the effects of increasing traffic volumes. Therefore, the safety performance of vehicles needs to be further improved as part of an integrated road safety approach and in order to protect vulnerable road users better.

Amendment 5

Proposal for a regulation
Recital 3 a (new)

Text proposed by the Commission

Amendment

(3a) The definition of vulnerable road users should include motorised road users such as segways, scooters, wheelchairs and e-bikes.

Amendment 6

Proposal for a regulation

Recital 4

Text proposed by the Commission

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

Amendment

(4) Technical progress in the area of advanced vehicle safety systems offers new possibilities for reducing casualty numbers. In order to minimise the number of *severe injuries and* fatalities, *a package* of the relevant new technologies need to be introduced.

Amendment 7

Proposal for a regulation

Recital 5 a (new)

Text proposed by the Commission

Amendment

(5a) To ensure technology neutrality as regards tyre pressure monitoring systems, the performance requirement should allow both direct and indirect tyre pressure monitoring systems.

Amendment 8

Proposal for a regulation

Recital 5 b (new)

Text proposed by the Commission

Amendment

(5b) The regulatory measures proposed can be effective, in reducing fatalities, decreasing the number of road accidents and mitigating injuries and damage, only if they gain the acceptance of users. Therefore, vehicle manufacturers should do their utmost to ensure that the systems and features provided for in this Regulation are developed in such a way so as to support the driver, ensure the user acceptance and their likeliness of being used. To that end, the functioning of those systems and features and their limitations should also be explained in a clear and

consumer-friendly manner in the motor vehicle's user instructions.

Amendment 9

Proposal for a regulation

Recital 6

Text proposed by the Commission

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

Amendment

(6) **Advanced emergency braking systems**, intelligent speed assistance, **emergency** lane-keeping systems, driver drowsiness and **distraction warning, advanced driver distraction warning** and reversing detection systems **are safety systems that** have a high potential to reduce casualty numbers considerably. In addition, **some of** those **safety** systems **form the basis of** technologies which will be used for the deployment of automated vehicles. **Any such safety system should function without use of any kind of biometric information of drivers or passengers, including facial recognition.** Therefore, harmonised rules and test procedures for the type-approval of vehicles as regards those systems and for the type-approval of those systems as separate technical units should be established at Union level. **The technological progress of those systems should be taken into account in every evaluation of the existing legislation, in order to be future proof, strictly adhering to the principle of privacy and data protection, and to support the development towards Vision Zero driving. It is also necessary to ensure that those systems can be used safely, throughout the life cycle of the vehicle.**

Amendment 10

Proposal for a regulation

Recital 6 a (new)

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Text proposed by the Commission

Amendment

(6a) It should be possible to switch off the intelligent speed assistance, for instance, when a driver experiences false warnings or inappropriate feedback as a result of inclement weather conditions, temporary conflicting road markings in construction zones and misleading, defective or missing road signs. Such switch-off feature should be under the control of the driver, last as long as necessary and have the option of being easily switched on by the driver. The system should be always active when switching the ignition on and the driver should always be made aware whether the system is on or off.

Amendment 11

Proposal for a regulation Recital 6 b (new)

Text proposed by the Commission

Amendment

(6b) It is widely recognised that the safety-belt is one of the most important and effective vehicle safety features. Safety-belt reminder systems therefore have the potential to further prevent fatalities or mitigate injuries by increasing the safety-belt wearing rates across the Union. For this reason, the Regulation (EC) No 661/2009 made the safety-belt reminder system already compulsory for the driver seat in all new passenger cars since 2014. This was achieved through the implementation of UN Regulation 16 that contained the relevant technical provisions. Thanks to the adaptation to technical progress of that UN Regulation, it will now also become obligatory to fit all front and rear seats of M₁ and N₁ vehicles, as well as all front seats of N₂, N₃, M₂ and M₃ vehicles with safety-belt

reminder systems as from 1 September 2019 for new types and 1 September 2021 for all new motor vehicles.

Amendment 12

Proposal for a regulation Recital 7

Text proposed by the Commission

(7) The introduction of **event** (accident) data recorders storing a range of crucial vehicle data over a short timeframe before, during and after a **triggering event** (for example, the deployment of an airbag) is a valuable step in obtaining more accurate, in-depth accident data. **Motor-vehicles** should therefore be required to be equipped with such recorders. **It should also be a requirement that such recorders are capable for** recording and storing data in such a way that **the** data can be used by Member States to conduct road safety analysis and assess the effectiveness of specific measures taken.

Amendment

(7) The introduction of accident data recorders storing a range of crucial **anonymised** vehicle data over a short timeframe **shortly** before, during and **immediately** after a **road accident** (for example, **triggered by** the deployment of an airbag) is a valuable step in obtaining more accurate, in-depth accident data. **All motor vehicles** should therefore be required to be equipped with such recorders. **Those** recorders **should be** capable **of** recording and storing data in such a way that **those** data can be used by Member States to conduct road safety analysis and assess the effectiveness of specific measures taken **without the possibility of identifying the owner or the holder of a particular vehicle on the basis of the stored data.**

Amendment 13

Proposal for a regulation Recital 8

Text proposed by the Commission

(8) Any processing of personal data, such as information about the driver processed in **event** (accident) data recorders or information about the **driver on** drowsiness and attention **monitoring** or advanced distraction **recognition**, should be carried out in accordance with **EU** legislation on data protection, in particular the General Data Protection Regulation²⁸.

Amendment

(8) Any processing of personal data, such as information about the driver processed in accident data recorders or information about the **driver's** drowsiness and attention or advanced **driver** distraction, should be carried out in accordance with **Union** legislation on data protection, in particular the General Data Protection Regulation²⁸. **Accident data**

In addition, the processing of personal data collected through the 112-based eCall in-vehicle system is subject to specific safeguards²⁹.

recorders should operate on a closed-loop system, in which the data stored is overwritten, and which does not allow the vehicle or driver to be identified. In addition, the driver drowsiness and attention warning and advanced driver distraction warning systems should not continuously record or retain any data other than what is necessary in relation to the purposes for which they were collected or otherwise processed within the closed-loop system. Furthermore, the processing of personal data collected through the 112-based eCall in-vehicle system is subject to specific safeguards²⁹.

²⁸ Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation), OJ L 119, 4.5.2016, p. 1.

²⁹ Regulation (EU) 2015/758 of the European Parliament and of the Council of 29 April 2015 concerning type-approval requirements for the deployment of the eCall in-vehicle system based on the 112 service and amending Directive 2007/46/EC, OJ L 123, 19.5.2015, p. 77.

²⁸ Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1).

²⁹ Regulation (EU) 2015/758 of the European Parliament and of the Council of 29 April 2015 concerning type-approval requirements for the deployment of the eCall in-vehicle system based on the 112 service and amending Directive 2007/46/EC (OJ L 123, 19.5.2015, p. 77).

Amendment 14

Proposal for a regulation Recital 8 a (new)

Text proposed by the Commission

Amendment

(8a) Recognising that driving whilst using a mobile phone or other device significantly impairs driving ability, vehicle manufacturers should publish their tests to show compliance with the human-machine interface (HMI)

Guidance Statement of Principles on in-vehicle information and infotainment systems.

Amendment 15

**Proposal for a regulation
Recital 8 b (new)**

Text proposed by the Commission

Amendment

(8b) Advanced emergency braking or emergency lane-keeping systems might not be fully operational in some cases, in particular due to shortcomings in road infrastructure. In those cases, the systems should deactivate themselves and give information about the deactivation to the driver. If they do not deactivate automatically, it should be possible to switch them off manually. Such deactivation should be temporary and last for a period when the system is not fully operational only. Drivers may also need to override advanced emergency braking system or emergency lane keeping system, where the functioning of the system could lead to greater risk or harm. This ensures that the vehicles are at all times under the driver's control. Nevertheless the systems could also recognise instances where the driver is incapacitated and therefore intervention by the system is needed in order to prevent the worsening of an accident.

Amendment 16

**Proposal for a regulation
Recital 13**

Text proposed by the Commission

Amendment

(13) Following the adoption of Regulation (EC) No 79/2009 of the European Parliament and of the Council³³,

(13) Following the adoption of Regulation (EC) No 79/2009 of the European Parliament and of the Council³³,

the technical requirements and test procedures for the approval of hydrogen-powered vehicles and hydrogen systems and components, have been further developed at United Nations level to take account of technical progress. UN Regulation No 134³⁴ currently also applies in the Union in respect of type-approval of hydrogen systems in motor vehicles. In addition to those requirements, criteria for the quality of the materials used in **compressed** hydrogen vehicle systems **also apply but are currently only** established at Union level.

³³ Regulation (EC) No 79/2009 of the European Parliament and of the Council of 14 January 2009 on the type approval of hydrogen-powered motor vehicles and amending Directive 2007/46/EC, OJ L 35, 4.2.2009, p. 32.

³⁴ UN Regulation No 134 on uniform provisions concerning the approval of motor vehicles and their components with regard to the safety-related performance of hydrogen-fuelled vehicles (HFCV)

Amendment 17

Proposal for a regulation Recital 15

Text proposed by the Commission

(15) Historically, Union rules have limited the overall length of truck combinations which resulted in the typical cab-over-engine designs as they maximise the cargo space. However, the high position of the driver led to an increased blind spot area and poorer direct visibility around the truck cab. This is a major factor for truck accidents involving vulnerable road users. The number of casualties could

the technical requirements and test procedures for the approval of hydrogen-powered vehicles and hydrogen systems and components, have been further developed at United Nations level to take account of technical progress. UN Regulation No 134³⁴ currently also applies in the Union in respect of type-approval of hydrogen systems in motor vehicles. In addition to those requirements, criteria for the quality of the materials **and fuelling receptacles** used in hydrogen vehicle systems **should be** established at Union level.

³³ Regulation (EC) No 79/2009 of the European Parliament and of the Council of 14 January 2009 on the type approval of hydrogen-powered motor vehicles and amending Directive 2007/46/EC (OJ L 35, 4.2.2009, p. 32).

³⁴ UN Regulation No 134 on uniform provisions concerning the approval of motor vehicles and their components with regard to the safety-related performance of hydrogen-fuelled vehicles (HFCV)

Amendment

(15) Historically, Union rules have limited the overall length of truck combinations which resulted in the typical cab-over-engine designs as they maximise the cargo space. However, the high position of the driver led to an increased blind spot area and poorer direct visibility around the truck cab. This is a major factor for truck accidents involving vulnerable road users. The number of casualties could

be reduced significantly by improving direct vision. Requirements should therefore be introduced to improve the direct vision.

be reduced significantly by improving direct vision. Requirements should therefore be introduced to improve the direct vision *so as to enhance the direct visibility of pedestrians, cyclists and other vulnerable road users from the driver's position. When designing the specific requirement for direct vision, specificities of different types of vehicles should be taken into account.*

Amendment 18

Proposal for a regulation

Recital 16

Text proposed by the Commission

(16) Given the emphasis of **EU** vehicle safety regulations to protect vulnerable road users, inter alia, by ensuring adequate visibility for drivers, **public and private entities** should **refrain from requiring the affixing of any kind of label, vignette or sticker meant for whichever purpose to any part** of the transparent surface of the vehicles' glazing. **Furthermore, national authorities should enforce that windscreens and side windows are indeed kept clear of labels, vignettes, stickers and any other vision impairing items as to not negate the effectiveness of the Union law on visibility for drivers.**

Amendment

(16) Given the emphasis of **Union** vehicle safety regulations to protect vulnerable road users, inter alia, by ensuring adequate visibility for drivers, **keeping windscreens clear of labels, vignettes, stickers, toll boxes and other items should be promoted. Vehicle manufacturers, in cooperation with national authorities and safety advocacy groups, should, for that purpose, consider specifying which areas** of the transparent surface of the vehicles' glazing **are safe to be used for affixing of any kind of label, vignette, toll box or sticker, without diminishing the safety of vulnerable road users.**

Amendment 19

Proposal for a regulation

Recital 17

Text proposed by the Commission

(17) Automated **and connected** vehicles may be able to make a huge contribution in reducing road fatalities since **in the region of 90 per cent** of road accidents are

Amendment

(17) Automated vehicles may be able to make a huge contribution in reducing road fatalities since **more than 90 per cent** of road accidents are estimated to result from

estimated to result from human error. As automated vehicles will gradually be taking over tasks of the driver, harmonised rules and technical requirements for automated vehicle systems should be adopted at Union level.

some level of human error. As automated vehicles will gradually be taking over tasks of the driver, harmonised rules and technical requirements for automated vehicle systems, ***including in regard to verifiable safety assurance for automated vehicles decision-making***, should be adopted at Union level ***and promoted at international level in the framework of the UNECE WP.29***.

Amendment 20

Proposal for a regulation

Recital 18 a (new)

Text proposed by the Commission

Amendment

(18a) As the average age of a vehicle in the Union is over 10 years, retrofitting existing vehicles with advanced driver assistance systems can contribute substantially to reducing road fatalities in the Union. In this regard, the Union should continue to assess whether retrofitting the existing fleet, particularly buses and trucks, with advanced driver assistance systems is feasible and cost-effective.

Justification

Retrofitting safety features improve the safety level of existing vehicles in use and protect vulnerable road users. This amendment aligns to the Commission's Communication and previous European Parliament reports in this area.

Amendment 21

Proposal for a regulation

Recital 18 b (new)

Text proposed by the Commission

Amendment

(18b) Vehicle security is no longer limited to protection against vehicle theft, but needs to target protection of the whole

vehicle architecture preventing loss or compromise of system and component integrity. This, to ensure that a vehicle, system, separate technical unit, components as well as parts and equipment compliance with safety and environmental approval requirements remain effective and have reduced risk of being compromised during the vehicle's life, within reasonable but up-to-date protection measures. The connectivity and automation of vehicles increase the possibilities for unauthorised, remote access to in-vehicle data and illegal modification of software over-the-air. To take into account the upcoming risks resulting of that, UN Regulations on security, cyber security and over-the-air software updates should be applied mandatory as soon as possible after their entry into force. It should be ensured that vehicles, their systems, separate technical units, components, parts and equipment are equipped with up-to-date security technology when placed on the market and that this high level of security is maintained by regularly updating hardware and software until a vehicle's end-of-life. However, those security measures should not compromise the obligations of the vehicle manufacturer to provide access to comprehensive diagnostic information and in-vehicle data relevant to repair and maintain a vehicle.

Justification

In line with the final report UNECE ITS/AD group, WP29 was recommended to establish a UN Regulation on cyber security. Cyber security is only one pillar of overall vehicle security. Security must be ensured from cradle to grave and addressed by design for security of a connected vehicle, making it technically very difficult and economically unattractive to tamper with it, be it physically or remotely over-the-air.

Amendment 22

Proposal for a regulation

Recital 19

Text proposed by the Commission

(19) The Union should continue to promote the development of technical requirements for tyre noise, rolling resistance and wet grip performance of tyres at the United Nations level. This is because UN Regulation No 117 now contains these detailed provisions. The process of adapting the requirements on tyres to take account of technical progress should *continue* at United Nations level, in particular to ensure that tyre performance is also assessed at the end of a tyre's life in its worn *state* and to promote the idea that tyres should meet the requirements throughout their life and not be replaced prematurely. Existing requirements in Regulation (EC) No 661/2009 relating to tyre performance should be replaced *by equivalent UN Regulations*.

Amendment

(19) The Union should continue to promote the development of technical requirements for tyre noise, rolling resistance and wet grip performance of tyres at the United Nations level. This is because UN Regulation No 117 now contains these detailed provisions. The process of adapting the requirements on tyres to take account of technical progress should *be rapidly and ambitiously continued* at United Nations level, in particular to ensure that tyre performance is also assessed at the end of a tyre's life in its worn *condition* and to promote the idea that tyres should meet the requirements throughout their life and not be replaced prematurely. *To ensure that rigorous standards are met*, existing requirements in Regulation (EC) No 661/2009 relating to tyre performance should be *monitored and evaluated, and should be replaced when tyre performance can be improved within the Union*.

Amendment 23

Proposal for a regulation

Recital 25

Text proposed by the Commission

(25) Detailed technical requirements and specific test procedures for type-approval of motor vehicles and their trailers, and of systems, components and separate technical units should be laid down in delegated acts before the date of application of this Regulation. Moreover, manufacturers should be allowed sufficient time to adapt to the requirements of this Regulation and the delegated acts adopted pursuant to it. Therefore, the application of this Regulation should be deferred,

Amendment

(25) Detailed technical requirements and specific test procedures for type-approval of motor vehicles and their trailers, and of systems, components and separate technical units should be laid down in delegated acts before the date of application of this Regulation. Moreover, manufacturers should be allowed sufficient time to adapt to the requirements of this Regulation and the delegated acts adopted pursuant to it. Therefore, the application of this Regulation should be deferred, *when*

necessary.

Amendment 24

Proposal for a regulation Recital 25 a (new)

Text proposed by the Commission

Amendment

(25a) In order to ensure compliance with this Regulation, Member States should take all necessary actions to ensure that the provisions on corrective measures and penalties laid down in Regulation (EU) 2018/858 are implemented.

Amendment 25

Proposal for a regulation Article 1 – paragraph 1

Text proposed by the Commission

Amendment

This **regulation** establishes requirements:

- 1.** for the type-approval of vehicles, and systems, components and separate technical units designed and constructed for vehicles, with regard to their general characteristics and safety, and to the protection of vehicle occupants and vulnerable road users;
- 2.** for the type-approval of vehicles, in respect of tyre pressure monitoring systems, with regard to their safety, fuel efficiency and CO₂ emissions; and
- 3.** for the type-approval of newly-manufactured tyres with regard to their safety and environmental performance.

1. This **Regulation** establishes requirements:

- (a)** for the type-approval of vehicles, and systems, components and separate technical units designed and constructed for vehicles, with regard to their general characteristics and safety, and to the protection **and safety** of vehicle occupants and vulnerable road users;
- (b)** for the type-approval of vehicles, in respect of tyre pressure monitoring systems, with regard to their safety, fuel efficiency and CO₂ emissions; and
- (c)** for the type-approval of newly-manufactured tyres with regard to their safety and environmental performance.

Amendment 26

Proposal for a regulation

Article 1 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. This Regulation specifies and complements Regulation (EU) 2018/858 as regards the general safety of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, and as regards the protection and safety of vehicle occupants and vulnerable road users.

Amendment 27

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

Text proposed by the Commission

Amendment

(1) 'vulnerable road user' means a road user using a **two-wheel** powered vehicle or a non-motorised road user, such as a cyclist or a pedestrian;

(1) 'vulnerable road user' means a road user using a **one or multiple-wheel** powered vehicle **without protective bodywork** or a non-motorised road user, such as a cyclist or a pedestrian;

Amendment 28

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

Text proposed by the Commission

Amendment

(3) 'intelligent speed assistance' means a system to **aid** the driver in observing the appropriate speed for the road environment by providing **haptic** feedback through the accelerator **pedal with** speed limit information obtained through observation of road signs and signals, based on infrastructure signals or electronic map data, or both, made available in-vehicle;

(3) 'intelligent speed assistance' means a system to **assist** the driver in observing the appropriate speed for the road environment by providing **dedicated and appropriate** feedback through the accelerator **control, or through other means sufficiently effective in raising the awareness of the driver, based on** speed limit information obtained through observation of road signs and signals, based on infrastructure signals or electronic map data, or both, made available in-vehicle;

Amendment 29

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

Text proposed by the Commission

(5) 'driver drowsiness and attention **monitoring**' means a system assessing the driver's alertness through vehicle systems analysis and warning the driver if needed;

Amendment

(5) 'driver drowsiness and attention **warning**' means a system assessing the driver's alertness through vehicle systems analysis and warning the driver if needed;

Amendment 30

Proposal for a regulation Article 3 – paragraph 2 – point 6

Text proposed by the Commission

(6) 'advanced distraction **recognition**' means a system **capable of recognition of the level visual attention of the driver to the traffic situation and** warning the driver **if needed**;

Amendment

(6) 'advanced **driver** distraction **warning**' means a system warning the driver **when the driver is distracted or prompting to avoid distraction**;

Amendment 31

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

Text proposed by the Commission

(7) 'emergency stop signal' means **rapid flashing stop lamps** to indicate to other road users to the rear of the vehicle that a high retardation force is being applied to the vehicle relative to the prevailing road conditions;

Amendment

(7) 'emergency stop signal' means **a light-signalling function** to indicate to other road users to the rear of the vehicle that a high retardation force is being applied to the vehicle relative to the prevailing road conditions;

Amendment 32

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

Text proposed by the Commission

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

Amendment 33

Proposal for a regulation

Article 3 – paragraph 2 – point 10

Text proposed by the Commission

(10) 'advanced emergency braking system' means a system which can automatically detect a potential collision and activate the vehicle braking system to decelerate the vehicle with the purpose of avoiding or mitigating a collision;

Amendment 34

Proposal for a regulation

Article 3 – paragraph 2 – point 11

Text proposed by the Commission

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

Amendment 35

Proposal for a regulation

Article 3 – paragraph 2 – point 13

Amendment

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

Amendment

(10) 'advanced emergency braking system' means a system which can automatically detect a potential collision and **automatically** activate the vehicle braking system **at the latest possible moment** to decelerate the vehicle with the purpose of avoiding or mitigating a collision;

Amendment

(11) '**emergency** lane-keeping system' means a system **assisting the driver in keeping a safe** position of the vehicle with respect to the lane **or road** boundary at least when a lane departure occurs or is about to occur and a collision may be imminent;

Text proposed by the Commission

(13) '**event** (accident) data recorder' means a system recording and storing critical crash-related parameters and information before, during and after a collision;

Amendment

(13) 'accident data recorder' means a system **solely designed for the purpose of** recording and storing critical crash-related parameters and information **shortly** before, during and **immediately** after a collision;

Amendment 36

Proposal for a regulation

Article 3 – paragraph 2 – point 18

Text proposed by the Commission

(18) 'hydrogen-powered propulsion system' means the **internal combustion engine or fuel cell system** used to propel the vehicle;

Amendment

(18) 'hydrogen-powered propulsion system' means the **energy converter** used to propel the vehicle;

Amendment 37

Proposal for a regulation

Article 3 – paragraph 2 – point 21

Text proposed by the Commission

(21) 'automated vehicle' means a motor vehicle designed and constructed to move autonomously for **extended** periods of time without continuous human supervision;

Amendment

(21) 'automated vehicle' means a motor vehicle designed and constructed to move autonomously for **certain** periods of time without continuous human supervision **but on which driver intervention is still expected or required**;

Amendment 38

Proposal for a regulation

Article 3 – paragraph 2 – point 21 a (new)

Text proposed by the Commission

Amendment

(21a) 'fully automated vehicle' means a motor vehicle designed and constructed to move autonomously without any human

supervision;

Amendment 39

Proposal for a regulation

Article 3 – paragraph 2 – point 26

Text proposed by the Commission

Amendment

(26) 'corner of frontal protection system' means the frontal protection system's point of contact with a vertical plane, which makes an angle of 60° with the vertical longitudinal plane of the vehicle and is tangential to the outer surface of the frontal protection system;

deleted

Amendment 40

Proposal for a regulation

Article 3 – paragraph 2 – point 27

Text proposed by the Commission

Amendment

(27) 'lower frontal protection system height' means, at any transverse position, the vertical distance between the ground and the lower frontal protection system reference line, with the vehicle positioned in its normal ride attitude.

deleted

Amendment 41

Proposal for a regulation

Article 3 – paragraph 2 – point 27 a (new)

Text proposed by the Commission

Amendment

(27a) 'cyber security' means protection against remote tampering and vehicle integrity compromising manipulations.

Amendment 42

Proposal for a regulation Article 4 – paragraph 4

Text proposed by the Commission

4. Manufacturers shall ensure that vehicles are designed, constructed and assembled so as to minimise the risk of injury to vehicle occupants and vulnerable road users.

Amendment

4. Manufacturers shall ensure that vehicles are designed, constructed and assembled so as to ***prevent or*** minimise the risk of injury to vehicle occupants and vulnerable road users.

Amendment 43

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

Text proposed by the Commission

(b) ***pedestrians, cyclists***, vision and visibility;

Amendment

(b) ***vulnerable road users***, vision and visibility;

Amendment 44

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

Text proposed by the Commission

Amendment

5a. Manufacturers shall also ensure that systems and features referred to in Articles 5 to 11 are developed in such a way so as to ensure the user acceptance and that motor vehicle's user instructions contain clear and comprehensive information in regard to the functioning of those systems and features.

Amendment 45

Proposal for a regulation Article 4 – paragraph 7

Text proposed by the Commission

7. In order to ensure that a high level of general safety of vehicles and of protection of vehicle occupants and vulnerable road users is attained, the Commission ***is empowered to*** adopt delegated acts in accordance with Article 12 ***to lay*** down detailed rules concerning the specific test procedures and technical requirements for type-approval of vehicles, systems, components and separate technical units with regard to the requirements listed in Annex II.

Amendment

7. In order to ensure that a high level of general safety of vehicles and of protection of vehicle occupants and vulnerable road users is attained, the Commission ***shall*** adopt delegated acts in accordance with Article 12 ***supplementing this Regulation by laying*** down detailed rules concerning the specific test procedures and technical requirements for type-approval of vehicles, systems, components and separate technical units with regard to the requirements listed in Annex II.

Amendment 46

Proposal for a regulation

Article 4 – paragraph 7 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

Those detailed rules shall be laid down and published at least 15 months before the relevant dates specified in Annex II.

Amendment 47

Proposal for a regulation

Article 5 – paragraph 1

Text proposed by the Commission

Amendment

1. Vehicles shall be equipped with an accurate tyre pressure monitoring system capable of giving an in-vehicle warning to the driver when a loss of pressure occurs in a tyre, ***in the interests of optimum fuel consumption and road safety***, over a wide range of road and environmental conditions.

1. Vehicles shall be equipped with an accurate tyre pressure monitoring system capable of giving an in-vehicle warning to the driver when a loss of pressure occurs in a tyre over a wide range of road and environmental conditions.

Amendment 48

Proposal for a regulation

Article 5 – paragraph 4 – introductory part

Text proposed by the Commission

4. The Commission **is empowered to** adopt delegated acts in accordance with Article 12 **to lay** down detailed rules concerning specific test procedures and technical requirements for:

Amendment

4. The Commission **shall** adopt delegated acts in accordance with Article 12 **supplementing this Regulation by laying** down detailed rules concerning specific test procedures and technical requirements for:

Amendment 49

Proposal for a regulation

Article 5 – paragraph 4 – point b

Text proposed by the Commission

(b) the type-approval of tyres, including technical requirements concerning their installation.

Amendment

(b) the type-approval of tyres, including **in worn condition and** technical requirements concerning their installation.

Amendment 50

Proposal for a regulation

Article 5 – paragraph 4 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

Those detailed rules shall be laid down and published at least 15 months before the relevant dates specified in Annex II.

Amendment 51

Proposal for a regulation

Article 6 – paragraph 1 – point c

Text proposed by the Commission

(c) driver drowsiness and attention

Amendment

(c) driver drowsiness and attention

monitoring;

warning;

Amendment 52

Proposal for a regulation

Article 6 – paragraph 1 – point d

Text proposed by the Commission

(d) advanced distraction **recognition**;

Amendment

(d) advanced **driver** distraction **warning**;

Amendment 53

Proposal for a regulation

Article 6 – paragraph 1 – point f a (new)

Text proposed by the Commission

Amendment

(fa) accident data recorder.

Amendment 54

Proposal for a regulation

Article 6 – paragraph 2 – point a

Text proposed by the Commission

Amendment

(a) it shall be possible **for** the driver **to feel through** the accelerator **pedal** that the applicable speed limit is **reached or** exceeded;

(a) it shall be possible **to provide** the driver **with dedicated and appropriate feedback on** the accelerator **control, or through other effective means**, that the applicable speed limit is exceeded;

Amendment 55

Proposal for a regulation

Article 6 – paragraph 2 – point b

Text proposed by the Commission

Amendment

(b) it shall **not** be possible to switch off **or suppress** the system;

(b) it shall be possible to switch off the system;

Amendment 56

Proposal for a regulation Article 6 – paragraph 2 – point c

Text proposed by the Commission

(c) it shall be possible for the driver to override the system's prompted vehicle speed smoothly through normal operation of the accelerator ***pedal without need for kick-down***;

Amendment

(c) it shall be possible for the driver to override the system's prompted vehicle speed smoothly through normal operation of the accelerator ***control***;

Amendment 57

Proposal for a regulation Article 6 – paragraph 2 – point d

Text proposed by the Commission

(d) ***where a cruise control system is engaged, the intelligent speed assistance system must automatically adapt to any lower speed limit.***

Amendment

deleted

Amendment 58

Proposal for a regulation Article 6 – paragraph 2 – point d a (new)

Text proposed by the Commission

Amendment

(da) its performance targets shall be set in order to avoid or minimise the error rate in real driving conditions;

Amendment 59

Proposal for a regulation Article 6 – paragraph 2 – point d b (new)

Text proposed by the Commission

Amendment

(db) it shall be in normal operation mode upon each activation of the vehicle master control switch.

Amendment 60

Proposal for a regulation Article 6 – paragraph 3

Text proposed by the Commission

Amendment

3. A motor vehicle equipped with an advanced distraction recognition system in accordance with point (d) of paragraph 1, may be considered to meet the requirement in point (c) of that paragraph too.

deleted

Amendment 61

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

Text proposed by the Commission

Amendment

3a. Driver drowsiness and attention warning and advanced driver distraction warning systems shall be designed in such a way that those systems do not continuously record nor retain any data other than what is necessary in relation to the purposes for which they were collected or otherwise processed within the closed-loop system. Furthermore, that data shall not be accessible or made available to third party at any time and shall be immediately deleted after processing. Those systems shall also be designed to avoid overlap and shall not prompt the driver separately and concurrently or in a confusing manner in case one action triggers both systems.

Amendment 62

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

Text proposed by the Commission

Amendment

3b. However, an accident data recorder shall not be capable of recording and storing the last four digits of the vehicle indicator section of the vehicle identification number or any other information which could allow the individual vehicle itself, its owner or holder, to be identified.

Amendment 63

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

Text proposed by the Commission

Amendment

3c. Accident data recorders shall meet the following requirements in particular:

- (a) the data that they are capable of recording and storing with respect of the period shortly before, during and immediately after a collision shall include the vehicle's speed, braking, position and tilt of the vehicle on the road, the state and rate of activation of all its safety systems, 112-based eCall in-vehicle system, brake activation and relevant input parameters of the on-board active safety and accident avoidance systems, with high level of accuracy and ensured survivability of data;**
- (b) it shall not be possible to deactivate the devices;**
- (c) the way in which they are capable of recording and storing data shall be such that:**

- (i) they operate on a closed-loop system;*
- (ii) the data collected is anonymised and protected against manipulation and misuse;*
- (iii) precise vehicle type, version and variant, and in particular the active safety and accident avoidance systems fitted to the vehicle, can be identified.*
- (d) the data can be made available to national authorities, on the basis of Union or national law only for the purpose of accident research and analysis, including for the purposes of type approval of systems and components and in compliance with Regulation (EU) 2016/679, over a standardised interface.*

Amendment 64

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

Text proposed by the Commission

Amendment

3d. Safety features and warnings used in assisting driving shall be easily perceived by every driver, including the elderly and persons with disabilities.

Amendment 65

Proposal for a regulation Article 6 – paragraph 4 – introductory part

Text proposed by the Commission

Amendment

4. The Commission **is empowered to** adopt delegated acts in accordance with Article 12 **to lay** down detailed rules concerning the specific test procedures and technical requirements for:

4. The Commission **shall** adopt delegated acts in accordance with Article 12 **supplementing this Regulation by laying** down detailed rules concerning the specific test procedures and technical requirements for:

Amendment 66

Proposal for a regulation

Article 6 – paragraph 4 – point b

Text proposed by the Commission

(b) the type-approval of the advanced vehicle systems listed in points (a) and **(f)** of **that** paragraph as separate technical units.

Amendment

(b) the type-approval of the advanced vehicle systems listed in points (a) and **(fa)** of paragraph **I** as separate technical units.

Amendment 67

Proposal for a regulation

Article 6 – paragraph 4 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

Those detailed rules shall be laid down and published at least 15 months before the relevant dates specified in Annex II.

Amendment 68

Proposal for a regulation

Article 7 – paragraph 2 – point a

Text proposed by the Commission

(a) detection **of** moving vehicles and stationary obstacles ahead of the motor vehicle in the first phase;

Amendment

(a) detection **and deceleration for** moving vehicles and stationary obstacles ahead of the motor vehicle in the first phase;

Amendment 69

Proposal for a regulation

Article 7 – paragraph 2 – point b

Text proposed by the Commission

(b) **extending** the detection capability to also include vulnerable road users ahead

Amendment

(b) **extension of** the detection **and deceleration** capability to also include vulnerable road users ahead of the motor

of the motor vehicle in the second phase.

vehicle in the second phase.

Amendment 70

Proposal for a regulation Article 7 – paragraph 3

Text proposed by the Commission

3. Vehicles of categories M₁ and N₁ shall be equipped with **a** lane-keeping system.

Amendment

3. Vehicles of categories M₁ and N₁ shall be equipped with **an emergency** lane-keeping system.

Amendment 71

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

Text proposed by the Commission

4. Advanced emergency braking systems and lane-keeping systems shall meet the following requirements in particular:

Amendment

4. Advanced emergency braking systems and **emergency** lane-keeping systems shall meet the following requirements in particular:

Amendment 72

Proposal for a regulation Article 7 – paragraph 4 – point a

Text proposed by the Commission

(a) it shall be possible to switch off systems only one at a time, and only at standstill with the parking brake engaged, **by a complex sequence of actions to be carried out by the driver;**

Amendment

(a) it shall be possible to switch off systems only one at a time, and only at standstill with the parking brake engaged;

Amendment 73

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

Text proposed by the Commission

Amendment

(ca) it shall be possible for the driver to override the systems.

Amendment 74

Proposal for a regulation Article 7 – paragraph 5

Text proposed by the Commission

Amendment

5. Vehicles of categories M_1 and N_1 shall be equipped with an event (accident) data recorder. Event (accident) data recorders shall meet the following requirements in particular: **deleted**

(a) the data that they are capable of recording and storing with respect of the period before, during and after a collision shall include, as a minimum, the vehicle's speed, the state and rate of activation of its safety systems and any other relevant input parameters of the on-board active safety and accident avoidance systems;

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

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

However, the data that an event (accident) data recorder is capable of recording and storing shall not include the last four

digits of the vehicle indicator section of the vehicle information number nor any other information which could allow the individual vehicle itself to be identified.

Amendment 75

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

Text proposed by the Commission

7. The Commission **is empowered to** adopt delegated acts in accordance with Article 12 **to lay** down detailed rules concerning the specific test procedures and technical requirements for:

Amendment

7. The Commission **shall** adopt delegated acts in accordance with Article 12 **supplementing this Regulation by laying** down detailed rules concerning the specific test procedures and technical requirements for:

Amendment 76

Proposal for a regulation Article 7 – paragraph 7 – point b

Text proposed by the Commission

(b) the type-approval of **event** (accident) data recorders as separate technical units.

Amendment

(b) the type-approval of accident data recorders as separate technical units.

Amendment 77

Proposal for a regulation Article 7 – paragraph 7 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

Those detailed rules shall be laid down and published at least 15 months before the relevant dates specified in Annex II.

Amendment 78

Proposal for a regulation Article 8 – paragraph 1

Text proposed by the Commission

1. Frontal protection systems, either fitted as original equipment to vehicles of categories M₁ and N₁ or made available on the market as separate technical units for such vehicles, shall comply with the requirements laid down in paragraph 2, **in Annex IV** and in the delegated acts **adopted under paragraph 3 of this Article**.

Amendment

1. Frontal protection systems, either fitted as original equipment to vehicles of categories M₁ and N₁ or made available on the market as separate technical units for such vehicles, shall comply with the requirements laid down in paragraph 2 and in the delegated acts **referred to in** paragraph 3.

Amendment 79

Proposal for a regulation Article 8 – paragraph 3

Text proposed by the Commission

3. The Commission **is empowered** to adopt delegated acts in accordance with Article 12 **to lay** down detailed rules concerning the specific test procedures and technical requirements for the type-approval of frontal protection systems referred to in paragraph 1 of this Article, including technical requirements concerning their construction and installation.

Amendment

3. The Commission **shall** adopt delegated acts in accordance with Article 12 **supplementing this Regulation by laying** down detailed rules concerning the specific test procedures and technical requirements for the type-approval of frontal protection systems referred to in paragraph 1 of this Article, including technical requirements concerning their construction and installation.

Amendment 80

Proposal for a regulation Article 8 – paragraph 3 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

Those detailed rules shall be laid down and published at least 15 months before the relevant dates specified in Annex II.

Amendment 81

Proposal for a regulation Article 9 – paragraph 3

Text proposed by the Commission

3. Vehicles of categories M₂, M₃, N₂ and N₃ shall be equipped with advanced systems capable of detecting vulnerable road users located in close proximity to the front *or* nearside of the vehicle and providing a warning or avoiding collision with such vulnerable road users.

Amendment

3. Vehicles of categories M₂,M₃, N₂ and N₃ shall be equipped with advanced systems capable of detecting vulnerable road users located in close proximity to the front *and* nearside of the vehicle and providing a warning or avoiding collision with such vulnerable road users.

Amendment 82

Proposal for a regulation Article 9 – paragraph 4 – point a

Text proposed by the Commission

(a) it shall be possible to switch off systems only one at a time, and only at standstill with the parking brake engaged, *by a complex sequence of actions to be carried out by the driver;*

Amendment

(a) it shall be possible to switch off systems only one at a time, and only at standstill with the parking brake engaged;

Amendment 83

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

Text proposed by the Commission

Amendment

(aa) it shall be possible for the driver to override the systems;

Amendment 84

Proposal for a regulation Article 9 – paragraph 5

Text proposed by the Commission

5. Vehicles of categories M₂, M₃, N₂ and N₃ shall be designed and constructed so as to enhance the direct visibility of vulnerable road users from the driver seat.

Amendment

5. Vehicles of categories M₂, M₃, N₂ and N₃ shall be designed and constructed so as to enhance the direct visibility of vulnerable road users from the driver seat, ***to remove the blind spots in front of the driver seat and to significantly reduce the blind spots through the side windows. Specificities of different types of vehicles shall be taken into account.***

Amendment 85

Proposal for a regulation

Article 9 – paragraph 7 – introductory part

Text proposed by the Commission

7. The Commission ***is empowered to*** adopt delegated acts in accordance with Article 12 ***to lay*** down detailed rules concerning the specific test procedures and technical requirements for:

Amendment

7. The Commission ***shall*** adopt delegated acts in accordance with Article 12 ***supplementing this Regulation by laying*** down detailed rules concerning the specific test procedures and technical requirements for:

Amendment 86

Proposal for a regulation

Article 9 – paragraph 7 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

The detailed rules with regard to the requirements laid down in paragraphs 2, 3 and 4 of this Article shall be laid down and published at least 15 months before the relevant dates specified in Annex II.

The detailed rules with regard to the requirements laid down in paragraph 5 of this Article shall be laid down and published at least 36 months before the relevant dates specified in Annex II.

Amendment 87

Proposal for a regulation Article 10 – paragraph 1

Text proposed by the Commission

1. In addition to the other requirements of this Regulation and of the delegated acts adopted pursuant to it that are also applicable to vehicles of categories M and N, hydrogen-powered vehicles of those categories, their hydrogen systems and components of such systems shall comply with the requirements laid down in ***Annex V and in the delegated acts adopted under paragraph 3 of this Article.***

Amendment

1. In addition to the other requirements of this Regulation and of the delegated acts adopted pursuant to it that are also applicable to vehicles of categories M and N, hydrogen-powered vehicles of those categories, their hydrogen systems and components of such systems shall comply with the requirements laid down in the delegated acts ***referred to in*** paragraph 3.

Amendment 88

Proposal for a regulation Article 10 – paragraph 3

Text proposed by the Commission

3. The Commission ***is empowered to*** adopt delegated acts in accordance with Article 12 ***to:***

(a) lay down detailed rules concerning the specific test procedures and technical requirements for the type-approval of hydrogen-powered vehicles with regard to their hydrogen systems, including material compatibility and fuelling receptacles, and for the type-approval of hydrogen components, including requirements for their installation.

Amendment

3. The Commission ***shall*** adopt delegated acts in accordance with Article 12 ***supplementing this Regulation by laying down detailed rules concerning the specific test procedures and technical requirements for the type-approval of hydrogen-powered vehicles with regard to their hydrogen systems, including material compatibility and fuelling receptacles, and for the type-approval of hydrogen components, including requirements for their installation.***

(b) to amend Annex V in order to adapt it to technical progress.

Amendment 89

Proposal for a regulation

Article 10 – paragraph 3 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

Those detailed rules shall be laid down and published at least 15 months before the relevant dates specified in Annex II.

Amendment 90

Proposal for a regulation

Article 11 – title

Text proposed by the Commission

Amendment

Specific requirements relating to automated vehicles

Specific requirements relating to automated vehicles ***and fully automated vehicles***

Amendment 91

Proposal for a regulation

Article 11 – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

1. In addition to the other requirements of this Regulation and of the delegated acts adopted pursuant to it that are applicable to vehicles of the respective categories, automated vehicles shall comply with the requirements set out in the delegated acts ***adopted under*** paragraph 2 relating to:

1. In addition to the other requirements of this Regulation and of the delegated acts adopted pursuant to it that are applicable to vehicles of the respective categories, automated vehicles ***and fully automated vehicles*** shall comply with the requirements set out in the delegated acts ***referred to in*** paragraph 2 relating to:

Amendment 92

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

Text proposed by the Commission

(a) systems to replace the driver's control of the vehicle, including steering, accelerating and braking;

Amendment

(a) systems to replace the driver's control of the vehicle, including **signalling**, steering, accelerating and braking;

Amendment 93

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

Text proposed by the Commission

(c) driver **readiness** monitoring systems;

Amendment

(c) driver **availability** monitoring systems;

Amendment 94

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

Text proposed by the Commission

(d) **event (accident) data recorders for automated vehicles;**

Amendment

deleted

Amendment 95

Proposal for a regulation Article 11 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. Driver availability monitoring system referred to in point (c) of paragraph 1 shall not apply to fully automated vehicles.

Amendment 96

Proposal for a regulation Article 11 – paragraph 2

Text proposed by the Commission

2. In order to ensure the safe operation of automated vehicles on public roads, the Commission **is empowered to** adopt delegated acts in accordance with Article 12 **to lay** down requirements relating to the systems and other items listed in points (a) to (e) of paragraph 1 of this Article, and to lay down detailed rules concerning the specific test procedures and technical requirements for the type-approval of automated vehicles with regard to those requirements.

Amendment

2. In order to ensure the safe operation of automated **and fully automated** vehicles on public roads, the Commission **shall** adopt delegated acts in accordance with Article 12 **supplementing this Regulation by laying** down requirements relating to the systems and other items listed in points (a) to (e) of paragraph 1 of this Article, and to lay down detailed rules concerning the specific test procedures and technical requirements for the type-approval of automated **and fully automated** vehicles with regard to those requirements.

Amendment 97

Proposal for a regulation Article 14 a (new)

Text proposed by the Commission

Amendment

Article 14a

Penalties

Article 84 of the Regulation (EU) 2018/858 shall apply mutatis mutandis to infringements of this Regulation.

Amendment 98

Proposal for a regulation Article 16 a (new)

Text proposed by the Commission

Amendment

Article 16a

Review and reporting

1. By ...[four years after the date of

application of this Regulation] and every three years thereafter, the Commission shall submit an evaluation report to the European Parliament and to the Council on the functioning of all safety measures and systems, including those retrofitted to existing vehicles. The Commission shall evaluate whether those measures and systems operate in accordance with this Regulation, as well as their penetration rates and users' acceptance. Where appropriate, that report shall be accompanied by recommendations, including a legislative proposal to amend the requirements as regards general safety and the protection and safety of vehicle occupants and vulnerable road users, in order to support the developments towards Vision Zero driving.

2. Before each session of the UNECE's World Forum for Harmonization of Vehicle Regulations (WP.29), the Commission shall provide information to the European Parliament on the progress made in the implementation of vehicle safety standards with regard to the requirements referred to in Articles 5 to 11 and on the position of the Union at the session.

Amendment 99

Proposal for a regulation Article 17 – paragraph 2

Text proposed by the Commission

It shall apply from [**PO: Please insert the date 36 months** following the date of entry into force of this Regulation].

Amendment

It shall apply from [**1 September** following **18 months after** the date of entry into force of this Regulation].

Amendment 100

Proposal for a regulation Article 17 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

However, Article 4(7), Article 5(4), Article 6(4), Article 7(7), Article 8(3), Article 9(7), Article 10(3), Article 11(2) and Article 12 shall apply from ... [date of entry into force of this Regulation].

Amendment 101

**Proposal for a regulation
Annex II – Table**

Text proposed by the Commission

Subject	UN Regulations	Additional specific technical requirements	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	S T U	Component
Requirements concerning RESTRAINT SYSTEMS, CRASH TESTING, FUEL SYSTEM INTEGRITY AND HIGH VOLTAGE ELECTRICAL SAFETY														
Interior fittings	UN Regulation No 21		A											
Seats and head restraints	UN Regulation No 17		A	A	A	A	A	A						
Bus seats	UN Regulation No 80			A	A									A
Safety-belt anchorages	UN Regulation No 14		A	A	A	A	A	A						
Safety-belts and restraint systems	UN Regulation No 16		A	A	A	A	A	A					A	A
Partitioning systems	UN Regulation No 126		X											B
Child restraint anchorages	UN Regulation No 145		A											

Child restraint systems	UN Regulation No 44		A ¹	A ¹	A ¹	A ¹	A ¹	A ¹						A	A
Enhanced child restraint systems	UN Regulation No 129		X	X	X	X	X	X						B	B
Front underrun protection	UN Regulation No 93							A	A					A	A
Rear underrun protection	UN Regulation No 58		A	A	A	A	A	A	A	A	A	A	A	A	A
Lateral protection	UN Regulation No 73						A	A			A	A			
Fuel tank safety	UN Regulation No 34		A	A	A	A	A	A	A	A	A	A	A	A	
Liquefied petroleum gas safety	UN Regulation No 67		A	A	A	A	A	A							A
Compressed and liquefied natural gas safety	UN Regulation No 110		A	A	A	A	A	A							A
Hydrogen safety	UN Regulation No 134		A	A	A	A	A	A							A
Hydrogen system material qualification		Annex V	A	A	A	A	A	A							A
In-use electric safety	UN Regulation No 100		A	A	A	A	A	A							
Frontal off-set impact	UN Regulation No 94	Applies to vehicle categories M ₁ and N ₁ with a maximum mass ≤ 3 500 kg	A												A

Frontal full-width impact	UN Regulation No 137	Use of the anthropomorphic test device "Hybrid III" crash dummy is permitted until the test device for human occupant restraint "THOR" is available in the UN Regulation	B	B		
Protective steering	UN Regulation No 12		A	A		A
Replacement airbag	UN Regulation No 114		X	X		B
Cab impact	UN Regulation No 29			A	A	A
Side impact	UN Regulation No 95	Applies to all vehicles of categories M ₁ and N ₁ including those with R point of the lowest seat > 700 mm from ground level	A	A		
Pole side impact	UN Regulation No 135		B	B		
Rear impact	UN Regulation No 34	Applies to vehicle categories M ₁ and N ₁ with a maximum mass ≤ 3 500 kg. Post-crash electrical safety requirements shall be ensured	A	A		

Requirements concerning

PEDESTRIANS, CYCLISTS, VISION AND VISIBILITY

Pedestrian leg and head protection	UN Regulation No 127		A		A									
Pedestrian and cyclist enlarged head impact zone	UN Regulation No 127	Child and adult headform test area are bounded by the "adult wrap-around-distance" of 2 500 mm or "windscreen rear reference line" whichever is more forward. Headform contact with A-pillars, windscreen header and cowl is excluded, but shall be monitored.	B		B									
Frontal protection system		Annex IV	X		X									A
Advanced emergency braking for pedestrian and cyclist			C		C									
Pedestrian and cyclist collision warning				B	B		B	B						B
Blind spot information system				B	B		B	B						B
Reversing safety			B	B	B	B	B	B	B	B	B	B	B	B

Forward vision	UN Regulation No 125	Applies to vehicle categories M ₁ and N ₁	A			C							
Heavy duty direct vision				D	D		D	D					
Safety glazing	UN Regulation No 43		A	A	A	A	A	A	A	A	A	A	A
Defrost/demist			A	A ²	A ²	A ²	A ²	A ²					
Wash/wipe			A	A ³	A ³	A ³	A ³	A ³					A
Indirect vision devices	UN Regulation No 46		A	A	A	A	A	A					A

Requirements concerning
VEHICLE CHASSIS, BRAKING, TYRES AND STEERING

Steering equipment	UN Regulation No 79		A	A	A	A	A	A	A	A	A	A	
Lane departure warning	UN Regulation No 130			A ⁴	A ⁴		A ⁴	A ⁴					
Emergency lane keeping			B			B							
Braking	UN Regulation No 13 UN Regulation No 13-H		A	A	A	A	A	A	A	A	A	A	
Replacement braking parts	UN Regulation No 90		X	X	X	X	X	X	X	X	X	X	A
Brake assist	UN Regulation No 139		A			A							
Stability control	UN Regulation No 13		A	A	A	A	A	A	A	A	A	A	

	UN Regulation No 140											
Advanced emergency braking on heavy duty vehicles	UN Regulation No 131		A ⁴	A ⁴		A ⁴	A ⁴					
Advanced emergency braking on light duty vehicles			B			B						
Tyre safety and environmental performance	UN Regulation No 30 UN Regulation No 54 UN Regulation No 117		X	X	X	X	X	X	X	X	X	A
Spare wheels and run-flat systems	UN Regulation No 64		A ¹			A ¹						
Retreaded tyres	UN Regulation No 108 UN Regulation No 109		X	X	X	X	X	X	X	X	X	A
Tyre pressure monitoring for light duty	UN Regulation No 141	Applies to vehicle categories M ₁ and N ₁	A			B						
Tyre pressure monitoring for heavy duty				B	B		B	B			B	B
Tyre installation	UN Regulation No 142	Applies to all vehicle categories	A	A	A	A	A	A	A	A	A	
Replacement wheels	UN Regulation No 124		X			X			X	X		B

Requirements concerning

ON BOARD INSTRUMENTS, ELECTRICAL SYSTEM *AND* VEHICLE LIGHTING

Audible warning	UN Regulation No 28	A	A	A	A	A	A							A
Radio interference (electromagnetic compatibility)	UN Regulation No 10	A	A	A	A	A	A	A	A	A	A	A	A	A
Protection against unauthorised use, cyber attacks, immobilizer and alarm systems	UN Regulation No 18 UN Regulation No 97 UN Regulation No 116	A	A ¹	A ¹	A	A ¹	A ¹							A A
Speedometer	UN Regulation No 39	A	A	A	A	A	A							
Odometer	UN Regulation No 39	A	A	A	A	A	A							
Speed limitation devices	UN Regulation No 89		A	A		A	A							A
Intelligent speed assistance		B	B	B	B	B	B							B
Identification of controls, tell-tales and indicators	UN Regulation No 121	A	A	A	A	A	A							
Heating systems	UN Regulation No 122	A	A	A	A	A	A	A	A	A	A	A		A
Light signalling devices	UN Regulation No 4 UN Regulation No 6 UN Regulation No 7 UN Regulation No 19	X	X	X	X	X	X	X	X	X	X	X		A

	UN Regulation No 23											
	UN Regulation No 38											
	UN Regulation No 77											
	UN Regulation No 87											
	UN Regulation No 91											
	UN Regulation No 31											
Road illumination devices	UN Regulation No 98	X	X	X	X	X	X					A
	UN Regulation No 112											
	UN Regulation No 123											
Retro-reflective devices	UN Regulation No 3	X	X	X	X	X	X	X	X	X	X	A
	UN Regulation No 37											
Light sources	UN Regulation No 99	X	X	X	X	X	X	X	X	X	X	A
	UN Regulation No 128											
Installation of light signalling, road illumination and retro-reflective devices	UN Regulation No 48	A	A	A	A	A	A	A	A	A	A	
Emergency Stop Signal		B	B	B	B	B	B	B	B	B	B	
Headlamp cleaners	UN Regulation No 45	A ¹	A ¹	A ¹	A ¹	A ¹	A ¹					A
Gear shift indicator		A										

Requirements concerning
DRIVER AND SYSTEM BEHAVIOUR

Alcohol interlock
installation facilitation

B B B B B B

Drowsiness and
attention ***detection***

B B B B B B

***Advanced distraction
recognition may also cover
drowsiness and attention
detection.*** Distraction
avoidance by technical
means may also be taken
into consideration ***as an
alternative to advanced
distraction recognition***

Advanced distraction
recognition

C C C C C C

Driver availability
monitoring

B⁵ B⁵ B⁵ B⁵ B⁵ B⁵

Event (accident) data
recorder

B B⁵ B⁵ B B⁵ B⁵

B

Systems to replace
driver's control

B⁵ B⁵ B⁵ B⁵ B⁵ B⁵

Systems to provide the
vehicle with information
on state of vehicle and
surrounding area

B⁵ B⁵ B⁵ B⁵ B⁵ B⁵

Platooning

B⁵ B⁵ B⁵ B⁵ B⁵ B⁵

Requirements concerning
GENERAL VEHICLE CONSTRUCTION AND FEATURES

Registration plate space		A	A	A	A	A	A	A	A	A	A	
Reversing motion		A	A	A	A	A	A					
Door latches and hinges	UN Regulation No 11	A			A	A	A					
Door entry steps, handholds and running boards		A			A	A	A					
External projections	UN Regulation No 26	A										
External projections of commercial vehicle cabs	UN Regulation No 61				A	A	A					
Statutory plate and vehicle identification number		A	A	A	A	A	A	A	A	A	A	A
Towing devices		A	A	A	A	A	A					
Wheel guards		A										
Spray suppression systems					A	A	A	A	A	A	A	A
Masses and dimensions		A	A	A	A	A	A	A	A	A	A	A
Mechanical couplings	UN Regulation No 55 UN Regulation No 102	A ¹	A ¹	A ¹	A ¹	A ¹	A ¹	A	A	A	A	A

A6	Safety-belt reminders			<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>										
A7	Partitioning systems	UN Regulation No 126		X															B
A8	Child restraint anchorages	UN Regulation No 145		A															
A9	Child restraint systems	UN Regulation No 44		A ¹	A ¹	A ¹	A ¹	A ¹	A ¹										A A
A10	Enhanced child restraint systems	UN Regulation No 129		X	X	X	X	X	X										B B
A11	Front underrun protection	UN Regulation No 93							A	A									A A
A12	Rear underrun protection	UN Regulation No 58		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A A
A13	Lateral protection	UN Regulation No 73						A	A				A	A					
A14	Fuel tank safety	UN Regulation No 34		A	A	A	A	A	A	A	A	A	A	A	A				
A15	Liquefied petroleum gas safety	UN Regulation No 67		A	A	A	A	A	A										A
A16	Compressed and liquified natural gas safety	UN Regulation No 110		A	A	A	A	A	A										A
A17	Hydrogen safety	UN Regulation No 134		A	A	A	A	A	A										A
A18	Hydrogen system material qualification		Annex V	A	A	A	A	A	A										A
A19	In-use electric safety	UN Regulation No 100		A	A	A	A	A	A										
A20	Frontal off-set impact	UN Regulation No 94	Applies to vehicle categories M ₁ and N ₁ with a maximum mass ≤ 2 500	A					A										

			kg					
			Use of the anthropomorphic test device "Hybrid III" crash dummy is permitted until the test device for human occupant restraint "THOR" is available in the UN Regulation					
<i>A21</i>	Frontal full-width impact	UN Regulation No 137		B		B		
<i>A22</i>	Protective steering	UN Regulation No 12		A		A		A
<i>A23</i>	Replacement airbag	UN Regulation No 114		X		X		B
<i>A24</i>	Cab impact	UN Regulation No 29				A	A	A
			Applies to all vehicles of categories M ₁ and N ₁ including those with R point of the lowest seat > 700 mm from ground level					
<i>A25</i>	Side impact	UN Regulation No 95		A		A		
<i>A26</i>	Pole side impact	UN Regulation No 135		B		B		
			Applies to vehicle categories M ₁ and N ₁ with a maximum mass ≤ 3 500 kg. Post-crash electrical safety requirements shall be ensured					
<i>A27</i>	Rear impact	UN Regulation No 34		A		A		

Requirements concerning

VULNERABLE ROAD USERS, VISION AND VISIBILITY

B									
B1	Pedestrian leg and head protection	UN Regulation No 127		A				A	
B2	Pedestrian and cyclist enlarged head impact zone	UN Regulation No 127	Child and adult headform test area are bounded by the "adult wrap-around-distance" of 2 500 mm or "windscreen rear reference line" whichever is more forward. Headform contact with A-pillars, windscreen header and cowl is excluded, but shall be monitored.	C				C	
B3	Frontal protection system		Annex IV	X				X	A
B4	Advanced emergency braking for pedestrian and cyclist			C				C	
B5	Pedestrian and cyclist collision warning				B	B		B	B
B6	Blind spot information system				B	B		B	B
B7	Reversing safety			B	B	B	B	B	B
B8	Forward vision	UN Regulation No 125	Applies to vehicle	A				C	

categories M₁ and N₁

B9	Heavy duty direct vision			D	D		D	D						
B10	Safety glazing	UN Regulation No 43		A	A	A	A	A	A	A	A	A	A	A
B11	Defrost/demist			A	A ²	A ²	A ²	A ²	A ²					
B12	Wash/wipe			A	A ³	A ³	A ³	A ³	A ³					A
B13	Indirect vision devices	UN Regulation No 46		A	A	A	A	A	A					A

Requirements concerning

VEHICLE CHASSIS, BRAKING, TYRES AND STEERING

C														
C1	Steering equipment	UN Regulation No 79		A	A	A	A	A	A	A	A	A	A	A
C2	Lane departure warning	UN Regulation No 130			A ⁴	A ⁴		A ⁴	A ⁴					
C3	Emergency lane keeping			B			B							
C4	Braking	UN Regulation No 13 UN Regulation No 13-H		A	A	A	A	A	A	A	A	A	A	A
C5	Replacement braking parts	UN Regulation No 90		X	X	X	X	X	X	X	X	X	X	A
C6	Brake assist	UN Regulation No 139		A			A							
C7	Stability control	UN Regulation No 13 UN Regulation No 140		A	A	A	A	A	A	A	A	A	A	A
C8	Advanced emergency braking on heavy duty vehicles	UN Regulation No 131			A ⁴	A ⁴		A ⁴	A ⁴					

D2	Radio interference (electromagnetic compatibility)	UN Regulation No 10	A	A	A	A	A	A	A	A	A	A	A	A
D3	Protection against unauthorised use, cyber attacks, immobilizer and alarm systems	UN Regulation No 18 UN Regulation No 97 UN Regulation No 116	A	A ¹	A ¹	A	A ¹	A ¹					A	A
D4	<i>Protection of vehicle against cyberattacks</i>		B	B	B	B	B	B					B	B
D5	Speedometer	UN Regulation No 39	A	A	A	A	A	A						
D6	Odometer	UN Regulation No 39	A	A	A	A	A	A						
D7	Speed limitation devices	UN Regulation No 89		A	A		A	A						A
D8	Intelligent speed assistance		B	B	B	B	B	B					B	
D9	Identification of controls, tell-tales and indicators	UN Regulation No 121	A	A	A	A	A	A						
D10	Heating systems	UN Regulation No 122	A	A	A	A	A	A	A	A	A	A		A
D11	Light signaling devices	UN Regulation No 4 UN Regulation No 6 UN Regulation No 7 UN Regulation No 19 UN Regulation No 23 UN Regulation No 38 UN Regulation No 77 UN Regulation No 87	X	X	X	X	X	X	X	X	X	X		A

		UN Regulation No 91											
D12	Road illumination devices	UN Regulation No 31 UN Regulation No 98 UN Regulation No 112 UN Regulation No 123	X	X	X	X	X	X					A
D13	Retro-reflective devices	UN Regulation No 3	X	X	X	X	X	X	X	X	X	X	A
D14	Light sources	UN Regulation No 37 UN Regulation No 99 UN Regulation No 128	X	X	X	X	X	X	X	X	X	X	A
D15	Installation of light signaling, road illumination and retro-reflective devices	UN Regulation No 48	A	A	A	A	A	A	A	A	A	A	
D16	Emergency Stop Signal		B	B	B	B	B	B	B	B	B	B	
D17	Headlamp cleaners	UN Regulation No 45	A ¹	A ¹	A ¹	A ¹	A ¹	A ¹					A
D18	Gear shift indicator		A										

Requirements concerning

DRIVER AND SYSTEM BEHAVIOUR

E													
E1	Alcohol interlock installation facilitation		B	B	B	B	B	B					
E2	Driver drowsiness and attention warning		B	B	B	B	B	B					
E3	Advanced driver	Distraction avoidance by	C	C	C	C	C	C					

distraction *warning*

technical means may also
be taken into
consideration.

E4	Driver availability monitoring		<i>E</i>	<i>E</i>	<i>E</i>	<i>E</i>	<i>E</i>	<i>E</i>		
E5	Accident data recorder		B	B	B	B	B	B		B
E6	Systems to replace driver's control		<i>E</i>	<i>E</i>	<i>E</i>	<i>E</i>	<i>E</i>	<i>E</i>		
E7	Systems to provide the vehicle with information on state of vehicle and surrounding area		<i>E</i>	<i>E</i>	<i>E</i>	<i>E</i>	<i>E</i>	<i>E</i>		
E8	Platooning		<i>E</i>	<i>E</i>	<i>E</i>	<i>E</i>	<i>E</i>	<i>E</i>		

Requirements concerning

GENERAL VEHICLE CONSTRUCTION AND FEATURES

F										
F1	Registration plate space		A	A	A	A	A	A	A	A
F2	Reversing motion		A	A	A	A	A			
F3	Door latches and hinges	UN Regulation No 11	A			A	A	A		
F4	Door entry steps, handholds and running boards		A			A	A	A		
F5	External projections	UN Regulation No 26	A							

F6	External projections of commercial vehicle cabs	UN Regulation No 61					A	A	A				
F7	Statutory plate and vehicle identification number		A	A	A	A	A	A	A	A	A	A	A
F8	Towing devices		A	A	A	A	A	A					
F9	Wheel guards		A										
F10	Spray suppression systems					A	A	A	A	A	A	A	
F11	Masses and dimensions		A	A	A	A	A	A	A	A	A	A	
F12	Mechanical couplings	UN Regulation No 55 UN Regulation No 102	A ¹	A ¹	A ¹	A ¹	A ¹	A ¹	A	A	A	A	A
F13	Vehicles intended for the transportation of dangerous goods	UN Regulation No 105				A	A	A	A	A	A	A	
F14	General bus construction	UN Regulation No 107		A	A								
F15	Bus strength of superstructure	UN Regulation No 66		A	A								
F16	Flammability in buses	UN Regulation No 118				A							A

Amendment 102

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

Text proposed by the Commission

D: Date for refusal to grant EU type-approval:

[PO: Please insert the date 48 months after the date of application of this Regulation]

Date for the prohibition of the registration of vehicles, as well as the placing on the market and entry into service of components and separate technical units:

[PO: Please insert the date 84 months after the date of application of this Regulation]

Amendment

D: Date for refusal to grant EU type-approval:

[36 months after the date of application of this Regulation]

Date for the prohibition of the registration of vehicles, as well as the placing on the market and entry into service of components and separate technical units:

[78 months after the date of application of this Regulation]

Amendment 103

Proposal for a regulation Annex II – Notes to the table – point E (new)

Text proposed by the Commission

Amendment

E: Date for refusal to grant EU type-approval and date for the prohibition of registration of vehicles to be decided in the delegated act; that date shall not be earlier than the date of application of this Regulation.

Amendment 104

Proposal for a regulation Annex II – Notes to the table – footnote 5

Text proposed by the Commission

Amendment

⁵ Compliance is required in case of

deleted

automated vehicles.

Amendment 105

Proposal for a regulation Annex III – point 3 – point b

Text proposed by the Commission

‘58 Pedestrian protection Regulation (EU) 2019/...+ UN Regulation No 127 A’;

Amendment

deleted

Amendment 106

Proposal for a regulation Annex III – point 5 – point b

Text proposed by the Commission

‘58 Pedestrian protection Regulation (EU) 2019/...+ UN Regulation No 127 A’;

Amendment

deleted

Amendment 107

Proposal for a regulation Annex IV

Text proposed by the Commission

Amendment

[...] **deleted**

Amendment 108

Proposal for a regulation Annex V

Text proposed by the Commission

Amendment

[...] **deleted**

Amendment 109

Proposal for a regulation Annex VI

Text proposed by the Commission

UN Regulation	Specific requirements	Final date for registration of non-compliant vehicles as well as sale or entry into service of non-compliant components (1)
29	Commercial vehicle cab strength	29 January 2021
142	<i>Tyre installation</i>	<i>31 October 2018</i>
	<i>Vehicles of categories O₁, O₂, O₃ and O₄ shall have class C1 or C2 tyres complying with Stage 2 rolling resistance requirements</i>	
	<i>Tyre installation</i>	<i>31 October 2020</i>
	<i>Vehicles of categories O₃ and O₄ shall have class C3 tyres complying with Stage 2 rolling resistance requirements</i>	

117	<i>Tyres with regard to rolling sound emissions, adhesion on wet surfaces and rolling resistance</i>	<i>30 April 2019</i>
	<i>Tyres of classes C1, C2 and C3 shall comply with Stage 2 rolling sound emission requirements</i>	
	<i>Tyres with regard to rolling sound emissions, adhesion on wet surfaces and rolling resistance</i>	<i>30 April 2019</i>
	<i>Tyres of class C3 shall comply with Stage 1 rolling resistance requirements</i>	
	Tyres with regard to rolling sound emissions, adhesion on wet surfaces and rolling resistance	30 April 2021
	Tyres of classes C1 and C2 shall comply with Stage 2 rolling resistance requirements	
	Tyres with regard to rolling sound emissions, adhesion on wet surfaces and rolling resistance	30 April 2023
	Tyres of class C3 shall comply with Stage 2 rolling resistance requirements	
127	<i>Pedestrian safety performance</i>	<i>23 August 2019</i>
	<i>Vehicles of categories M₁ with a maximum mass > 2 500 kg and N1</i>	

Amendment

UN Regulation	Specific requirements	Final date for registration of non-compliant vehicles as well as sale or entry into service of non-compliant components (1)
29	Commercial vehicle cab strength	29 January 2021
	Vehicles of category N shall comply with the Regulation	
	Tyres with regard to rolling sound emissions, adhesion on wet surfaces and rolling resistance	30 April 2021
	Tyres of classes C1 and C2 shall comply with Stage 2 rolling resistance requirements	
	Tyres with regard to rolling sound emissions, adhesion on wet surfaces and rolling resistance	30 April 2023
	Tyres of class C3 shall comply with Stage 2 rolling resistance requirements	

EXPLANATORY STATEMENT

This legislative initiative is part of the Third "Europe on the Move" mobility package and proposes a revision of the current framework (General Safety Regulation (EC) No 661/2009 and Pedestrian Safety Regulation (EC) No 78/2009) to adapt it to the changes in mobility resulting from societal trends (e.g. more cyclists and pedestrians, an aging society) and technological developments. It intends to set out the general technical requirements for type-approval of vehicles, systems, components and separate technical units in a list of safety areas. The proposal intends to be applied in parallel to the recent Regulation (EU) 2018/0858 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, which it supplements. As regards its scope, the subject matter of the GSR is maintained in this proposal with the addition of the requirements for protection of vehicle occupants and vulnerable road users, extending it to all categories of vehicles (including the presently exempted SUVs and vans). The integration of technical progress is at the basis of the proposal, particularly in the areas of tyre pressure monitoring systems, the intelligent speed assistance; driver drowsiness and attention monitoring/distraction recognition systems; reversing detection; alcohol interlock installation facilitation; event (accident) data recorder; enlarged head impact protection zone for vulnerable road users and frontal protection systems; detection and warning system for vulnerable road users in close proximity of trucks and busses and improved the visibility of vulnerable road users from driver's seat.

In 2017 the number of fatalities on the EU roads reached 25 300 people. Additional 135 000 people were seriously injured. All of those cases and each one individually was a blow for the relatives, their friends, for the society and for the economy too. In rapporteur's view these frightening figures need to be reduced significantly. The fatalities on EU roads have decreased by over 40% during years 2001-2010. Unfortunately, since 2013 fatality reduction rates have plateaued with the decrease as low as 3%. In consequence, reaching EU target for 2020, to halve the number of road deaths in the EU by 2020 from the 2010 baseline, will be extremely difficult to achieve in absence of further decisive action. In rapporteur's view there's an urgent need to reduce number of fatalities and casualties on EU roads. In her opinion specific focus should be put on protecting pedestrians, cyclists and other vulnerable road users who accounted for almost half of the road victims in 2017.

The amendments of the rapporteur go in this direction and intend to increase the effectiveness of the regulatory framework in decreasing the number of accidents, reducing fatalities, injuries and damage, through the integration of passive and active safety features into the components of vehicles. The rapporteur supports the measures proposed by the Commission in articles 5 to 11. Some of them, however, need further work and clarification in order to make sure that they will be effective and will gain user's acceptance. In addition, in the rapporteur's opinion this long-awaited proposal should start applying sooner as proposed by the Commission.

Among many measures proposed by the rapporteur the following ones are to be mentioned:

1. Clarification of the definition of vulnerable road users in order to cover all motorized users without protective bodywork.

2. Introduction of an obligation to project all the features and systems with an aim to enhance users' experience in order to improve the acceptance of those features and systems.
3. Introduction of safeguards protecting privacy, users' data protection and effectiveness in regard to accident data recorders and advanced distraction recognition systems.
4. Introduction of specific requirements in regard to intelligent speed assistance aiming at increasing user acceptance and effectiveness of this system.
5. Introduction of a requirement, in regard to several delegated acts, to be published at least 12 months before the application of each requirement.
6. Acceleration of the application of all requirements by 12 months.
7. Introduction of the obligations in regard to review and reporting of the requirements as regards general safety.
8. Application of penalties from the framework type-approval regulation 2018/858 to this regulation.
9. Deletion of 2 annexes in regard to frontal protection systems and hydrogen-powered vehicle and introduction of delegated acts on this matter in order to take account of technical progress more effectively.
10. Introduction of several amendments ensuring technological neutrality.

In addition, the rapporteur introduced several amendments to Annex II as regards reversing safety, forward vision, tyre safety and environmental performance and heavy-duty direct vision. They all aim to better reflect the actual state of technical progress and possibilities of obligatory introduction of different features and systems in the future.

In the rapporteur's opinion this regulation is an ambitious proposal which should result in a significant decrease of the number of fatalities and injuries on the roads in the European Union in the short and medium term. In addition to this, it should also pave the way for the development of fully automated-driving vehicles in the near future. Autonomous vehicles will rely on many of the systems and features proposed in this regulation and, to be more precise, they will also rely on the users' acceptance of those features and systems.

25.10.2018

OPINION OF THE COMMITTEE ON THE ENVIRONMENT, PUBLIC HEALTH AND FOOD SAFETY

for the Committee on the Internal Market and Consumer Protection

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

(COM(2018)0286 – C8-0194/2018 – 2018/0145(COD))

Rapporteur for opinion: Adina-Ioana Vălean

AMENDMENTS

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

Amendment 1

Proposal for a regulation

Article 11 – paragraph 1 – point a

Text proposed by the Commission

(a) systems to replace the driver's control of the vehicle, including steering, accelerating and braking;

Amendment

(a) systems to replace the driver's control of the vehicle, including steering, accelerating and braking, ***all of which shall be independently tested and proven;***

PROCEDURE – COMMITTEE ASKED FOR OPINION

Title	Type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users
References	COM(2018)0286 – C8-0194/2018 – 2018/0145(COD)
Committee responsible Date announced in plenary	IMCO 28.5.2018
Opinion by Date announced in plenary	ENVI 28.5.2018
Rapporteur Date appointed	Adina-Ioana Vălean 21.6.2018
Date adopted	25.10.2018
Result of final vote	+: 39 –: 1 0: 0
Members present for the final vote	Marco Affronte, Paul Brannen, Nessa Childers, Birgit Collin-Langen, Miriam Dalli, Seb Dance, Mark Demesmaeker, Bas Eickhout, José Inácio Faria, Francesc Gambús, Elisabetta Gardini, Jens Gieseke, Julie Girling, Françoise Grossetête, Andrzej Grzyb, Jytte Guteland, György Hölvényi, Benedek Jávor, Karin Kadenbach, Kateřina Konečná, Urszula Krupa, Giovanni La Via, Susanne Melior, Miroslav Mikolášik, Massimo Paolucci, Gilles Pargneaux, Bolesław G. Piecha, John Procter, Julia Reid, Nils Torvalds, Adina-Ioana Vălean, Damiano Zoffoli
Substitutes present for the final vote	Linnéa Engström, Eleonora Evi, Norbert Lins, Sirpa Pietikäinen, Christel Schaldemose, Keith Taylor
Substitutes under Rule 200(2) present for the final vote	Jaromír Kohlíček, Tonino Picula

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

39	+
ALDE	Nils Torvalds
ECR	Mark Demesmaeker, Urszula Krupa, Bolesław G. Piecha, John Procter
EFDD	Eleonora Evi
GUE/NGL	Jaromír Kohlíček, Kateřina Konečná
PPE	Birgit Collin-Langen, José Inácio Faria, Francesc Gambús, Elisabetta Gardini, Jens Gieseke, Julie Girling, Françoise Grossetête, Andrzej Grzyb, György Hölvényi, Giovanni La Via, Norbert Lins, Miroslav Mikolášik, Sirpa Pietikäinen, Adina-Ioana Vălean
S&D	Paul Brannen, Nessa Childers, Miriam Dalli, Seb Dance, Jytte Guteland, Karin Kadenbach, Susanne Melior, Massimo Paolucci, Gilles Pargneaux, Tonino Picula, Christel Schaldemose, Damiano Zoffoli
VERTS/ALE	Marco Affronte, Bas Eickhout, Linnéa Engström, Benedek Jávor, Keith Taylor

1	-
EFDD	Julia Reid

0	0

Key to symbols:

+ : in favour

- : against

0 : abstention

15.1.2019

OPINION OF THE COMMITTEE ON TRANSPORT AND TOURISM

for the Committee on the Internal Market and Consumer Protection

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

Rapporteur for opinion: Matthijs van Miltenburg

SHORT JUSTIFICATION

Background

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

The Rapporteur's position

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

and, for example, lower speeds have the capacity to reduce the impact of accidents.

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

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

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

- A. (car) safety is ensured in the light of minimum performance standards, which should apply to all motor vehicles, regardless of vehicle segment;
- B. any processing of (personal) data must be carried out in accordance with the General Data Protection Regulation ((EU) 2016/679). In addition, the Rapporteur wishes to ensure more specific and more concrete safeguards;
- C. the proposed measures are proven effective and cost-effective, without leading to substantial higher prices for consumers;
- D. the maturity of proposed safety features is guaranteed and the implementation is carried out in a responsible manner, specifically with regards to features for which it is not possible to be switched off, e.g. the Intelligent Speed Assistance (ISA), advanced emergency braking system, among others;
- E. provisions on the development of technical requirements for tyres should be introduced in the proposal to complement these measures in order to improve vehicle safety in terms of better grip performance, and in order to contribute to less tyre noise and reduced CO₂-emission;
- F. manufacturers should provide clear and consumer-friendly information in the owner's manual to help drivers understand the driving assistance systems and their functionalities;

- G. Safety systems and warnings proposed to assist drivers are to be easily perceived by all drivers, including people with disabilities. Safety systems are to be adapted where necessary to ensure this;
- H. Member States shall take corrective measures for enforcement purposes in order to guarantee that all new motor vehicles are produced in accordance with this Regulation.

AMENDMENTS

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

Amendment 1

Proposal for a regulation

Recital 3

Text proposed by the Commission

(3) Over the past decades, developments in vehicle safety have contributed significantly to the overall reduction in the number of road fatalities and severe injuries. However, *these reductions have recently stalled* in the *Union due to various factors, such as structural and behavioural factors, and* without new initiatives on general road safety, the safety effects of the current approach will no longer be able to off-set the effects of increasing traffic volumes. Therefore, the safety performance of vehicles needs to be further improved as part of an integrated road safety approach and in order to protect vulnerable road users better.

Amendment

(3) Over the past decades, developments in vehicle safety have contributed significantly to the overall reduction in the number of road fatalities and severe injuries. However, *25,300 people died in the year 2017 on EU roads, a figure that has hardly budged in four years. In addition, at least, 135,000 people are seriously injured in collisions every year on EU roads.* Without new initiatives on general road safety, the safety effects of the current approach will no longer be able to off-set the effects of increasing traffic volumes. Therefore, the safety performance of vehicles needs to be further improved as part of an integrated road safety approach and in order to protect vulnerable *and all other* road users better.

Amendment 2

Proposal for a regulation

Recital 4

Text proposed by the Commission

(4) Technical progress in the area of advanced vehicle safety systems offers new possibilities for reducing casualty numbers. In order to minimise the number of fatalities, some of the relevant new technologies need to be introduced.

Amendment

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

Amendment 3

**Proposal for a regulation
Recital 5 a (new)**

Text proposed by the Commission

Amendment

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

Amendment 4

**Proposal for a regulation
Recital 6**

Text proposed by the Commission

Amendment

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

(6) ***Advanced emergency braking systems***, intelligent speed assistance, lane-keeping systems, ***turning assistance***, driver drowsiness and attention monitoring and distraction detection and reversing detection systems have a high potential to reduce casualty numbers considerably. ***The driver drowsiness and attention monitoring and distraction recognition systems should work without any facial recognition.*** In addition, those systems are based on technologies which will be used for the deployment of connected and automated vehicles too. Therefore, harmonised rules and test procedures for the type-approval of vehicles as regards those systems and for the type-approval of

those systems as separate technical units should be established at Union level. ***It should also be ensured that these systems can be inspected, and thus operated safely, throughout the life cycle of the vehicle.***

Amendment 5

Proposal for a regulation

Recital 7

Text proposed by the Commission

(7) The introduction of event (accident) data recorders storing a range of crucial vehicle data over a short timeframe before, during and after a triggering event (for example, the deployment of an airbag) is a valuable step in obtaining more accurate, in-depth accident data. Motor-vehicles should therefore be required to be equipped with such recorders. ***It should also be a requirement that*** such recorders ***are*** capable ***for*** recording and storing data in such a way that the data can be used by Member States to conduct road safety analysis and assess the effectiveness of specific measures taken.

Amendment

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

Amendment 6

Proposal for a regulation

Recital 7 a (new)

Text proposed by the Commission

Amendment

(7 a) The type-approval requirements concerning safety shall be tested and ensured in the light of the specific performance standards with which all vehicles are to comply, regardless of

Amendment 7

Proposal for a regulation Recital 8

Text proposed by the Commission

(8) Any processing of personal data, such as information about the driver processed in event (accident) data recorders or information about the driver on drowsiness and attention monitoring or advanced distraction recognition, should be carried out in accordance with EU legislation on data protection, in particular the General Data Protection Regulation²⁸. In addition, the processing of personal data collected through the 112-based eCall in-vehicle system is subject to specific safeguards²⁹.

²⁸ Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation), OJ L 119, 4.5.2016, p. 1.

²⁹ Regulation (EU) 2015/758 of the European Parliament and of the Council of 29 April 2015 concerning type-approval requirements for the deployment of the eCall in-vehicle system based on the 112 service and amending Directive 2007/46/EC, OJ L 123, 19.5.2015, p. 77.

Amendment 8

Proposal for a regulation Recital 9 a (new)

Amendment

(8) Any processing of personal data, such as information about the driver processed in event (accident) data recorders or information about the driver on drowsiness and attention monitoring or advanced distraction recognition, should be carried out in accordance with EU legislation on data protection, in particular the General Data Protection Regulation²⁸. In addition, the processing of personal data collected through the ***event (accident) data recorder and the*** 112-based eCall in-vehicle system is subject to specific safeguards²⁹.

²⁸ Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation), OJ L 119, 4.5.2016, p. 1.

²⁹ Regulation (EU) 2015/758 of the European Parliament and of the Council of 29 April 2015 concerning type-approval requirements for the deployment of the eCall in-vehicle system based on the 112 service and amending Directive 2007/46/EC, OJ L 123, 19.5.2015, p. 77.

Text proposed by the Commission

Amendment

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

Amendment 9

Proposal for a regulation

Recital 15

Text proposed by the Commission

Amendment

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

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

Amendment 10

Proposal for a regulation

Recital 16 a (new)

Text proposed by the Commission

Amendment

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

Amendment 11

Proposal for a regulation

Recital 17

Text proposed by the Commission

(17) Automated and connected vehicles may be able to make a huge contribution in reducing road fatalities since in the region **of** 90 per cent of road accidents are estimated to result from human error. As automated vehicles will gradually be taking over tasks of the driver, harmonised rules and technical requirements for automated vehicle systems should be adopted at Union level.

Amendment

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

Amendment 12

Proposal for a regulation

Recital 19

Text proposed by the Commission

(19) The Union should continue to promote the development of technical requirements for tyre noise, rolling resistance and wet grip performance of tyres at the United Nations level. This is because UN Regulation No 117 now contains these detailed provisions. The process of adapting the requirements on tyres to take account of technical progress should **continue** at United Nations level, in particular to ensure that tyre performance is also assessed at the end of a tyre's life in its worn state and to promote the idea that tyres should meet the requirements throughout their life and not be replaced prematurely. Existing requirements in Regulation (EC) No 661/2009 relating to tyre performance should be replaced **by equivalent UN Regulations**.

Amendment

(19) The Union should continue to promote the development of technical requirements for tyre noise, rolling resistance and wet grip performance of tyres at the United Nations level. This is because UN Regulation No 117 now contains these detailed provisions. The process of adapting the requirements on tyres to take account of technical progress should **be rapidly and ambitiously continued** at United Nations level, in particular to ensure that tyre performance is also assessed at the end of a tyre's life in its worn state and to promote the idea that tyres should meet the requirements throughout their life and not be replaced prematurely. **To ensure that rigorous standards are met**, existing requirements in Regulation (EC) No 661/2009 relating to tyre performance should be **monitored and evaluated, and should be replaced when**

tyre performance can be improved within the European Union.

Amendment 13

Proposal for a regulation Recital 25 a (new)

Text proposed by the Commission

Amendment

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

Amendment 14

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

Text proposed by the Commission

Amendment

3. for the type-approval of newly-manufactured tyres with regard to their safety and environmental performance.

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

Amendment 15

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

Text proposed by the Commission

Amendment

(1) 'vulnerable road user' means a road user using a two-wheel powered vehicle or a non-motorised road user, such as a cyclist or a pedestrian;

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

Justification

Whereas motorcycles have traditionally been constructed with two wheels, many now have three wheels but they are still vulnerable vis-à-vis cars and lorries. Likewise, increasing

numbers of people are using electrically powered personal transportation devices (scooters, solowheels, etcetera) for travel in urban areas. They should not be excluded from the definition of vulnerable road users.

Amendment 16

Proposal for a regulation

Article 3 – paragraph 2 – point 7

Text proposed by the Commission

(7) 'emergency stop signal' means rapid flashing stop lamps to indicate to other road users to the rear of the vehicle that a high retardation force is being applied to the vehicle relative to the prevailing road conditions;

Amendment

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

Amendment 17

Proposal for a regulation

Article 3 – paragraph 2 – point 8

Text proposed by the Commission

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

Amendment

(8) 'reversing detection' means a system to make the driver aware of people and objects at the rear of the vehicle with the primary aim to avoid collisions upon reversing;

Amendment 18

Proposal for a regulation

Article 3 – paragraph 2 – point 10

Text proposed by the Commission

(10) 'advanced emergency braking system' means a system which can automatically detect a potential collision and activate the vehicle braking system to decelerate the vehicle with the purpose of avoiding or mitigating a collision;

Amendment

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

Amendment 19

Proposal for a regulation

Article 3 – paragraph 2 – point 11

Text proposed by the Commission

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

Amendment

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

Amendment 20

Proposal for a regulation

Article 3 – paragraph 2 – point 11 a (new)

Text proposed by the Commission

Amendment

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

Amendment 21

Proposal for a regulation

Article 3 – paragraph 2 – point 13

Text proposed by the Commission

(13) 'event (accident) data recorder' means a system recording and storing critical crash-related parameters and information **before, during and after** a collision;

Amendment

(13) 'event (accident) data recorder' means a system recording and storing critical crash-related parameters and information **with respect of the necessary time period and not more than five seconds when a collision happens**;

Amendment 22

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

Text proposed by the Commission

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

Amendment 23

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

Text proposed by the Commission

(21) 'automated vehicle' means a motor vehicle designed and constructed to move autonomously for extended periods of time without continuous human supervision;

Amendment 24

Proposal for a regulation
Article 4 – paragraph 4

Text proposed by the Commission

4. Manufacturers shall ensure that vehicles are designed, constructed and assembled *so as to minimise* the risk of injury to vehicle occupants and vulnerable road users.

Amendment 25

PE629.496v02-00

Amendment

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

Amendment

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

Amendment

4. Manufacturers shall ensure that vehicles are designed, constructed and assembled **in such a way that, when used as intended**, the risk of **fatality or** injury to vehicle occupants and vulnerable road users **is prevented or, in the event of an accident, minimized**.

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

Text proposed by the Commission

(b) pedestrians, cyclists, vision and visibility;

Amendment

(b) pedestrians, cyclists, ***steppers and skaters*** vision and visibility;

Amendment 26

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

Text proposed by the Commission

Amendment

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

Amendment 27

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

Text proposed by the Commission

Amendment

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

Amendment 28

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

Text proposed by the Commission

(b) the type-approval of tyres, including technical requirements

Amendment

(b) the type-approval of tyres, including ***their testing in degraded condition and under different weather-***

concerning their installation.

affected road conditions, including wet-road grip, and technical requirements concerning their installation.

Amendment 29

Proposal for a regulation

Article 5 – paragraph 4 – point b a (new)

Text proposed by the Commission

Amendment

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

Amendment 30

Proposal for a regulation

Article 6 – paragraph 1 – point f a (new)

Text proposed by the Commission

Amendment

(fa) eCall system

Amendment 31

Proposal for a regulation

Article 6 – paragraph 1 – point f b (new)

Text proposed by the Commission

Amendment

(fb) event (accident) data recorder

Amendment 32

Proposal for a regulation

Article 6 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. Motor vehicles shall be equipped with advanced emergency braking systems designed and fitted in two phases and providing for:

(a) detection of moving vehicles and

stationary obstacles ahead of the motor vehicle in the first phase;

(b) extending the detection capability, especially for blind spots, to also include vulnerable road users ahead of the motor vehicle in the second phase;

Advanced emergency braking systems shall meet the following requirements in particular:

(a) it shall not be possible to switch off systems;

(b) it shall be possible for automatic active interventions by the systems to be overridden by means of deliberate driver action, such as accelerate;

(c) the systems shall be in normal operation mode upon each activation of the vehicle master control switch;

(d) it shall be possible to easily suppress audible warnings, but such action shall not at the same time suppress system functions other than audible warnings.

Amendment 33

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

Text proposed by the Commission

Amendment

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

Amendment 34

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

Text proposed by the Commission

Amendment

3c. *Event (accident) data recorders shall meet the following requirements in*

particular:

(a) the data that they are capable of recording and storing with respect of the necessary time period and not more than five seconds when a collision happens, shall include the vehicle's speed, the state and rate of activation of its safety systems and any other relevant input parameters of the on-board active safety and accident avoidance systems;

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

Amendment 35

Proposal for a regulation Article 6 a (new)

Text proposed by the Commission

Amendment

Article 6 a

Rules on privacy and data protection

1. This Regulation is without prejudice to Regulation (EU) No 2016/679 of the European Parliament and the Council. Any processing of personal data through the event (accident) data recorder referred to in Article 6(4a) shall comply with the personal data protection rules provided for in that Regulation.

2. The personal data processed by the event (accident) data recorder shall only be used for the purpose of accident data research. Event (accident) data shall be made available solely to national authorities, in accordance with Union or national legislation in compliance with Regulation (EU) No 2016/679, over a standardised interface. The anonymised data that an event (accident) data recorder shall be capable to record and store shall include vehicle type, version and variant, and in particular the active safety and accident avoidance systems fitted to the vehicle. However, it shall not include the last four digits of the vehicle

indicator section of the vehicle information number or any other information which could allow the individual vehicle itself, the owner or the holder of the vehicle to be identified.

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

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

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

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

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

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

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

(b) the fact that the event (accident) data recorder is activated by default;

(c) the arrangements for data processing that the event (accident) data recorder

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

Amendment 36

Proposal for a regulation Article 7 – paragraph 2

Text proposed by the Commission

2. *Vehicles of categories M₁ and N₁ shall be equipped with advanced emergency braking systems designed and fitted in two phases and providing for:*

- (a) detection of moving vehicles and stationary obstacles ahead of the motor vehicle in the first phase;*
- (b) extending the detection capability to also include vulnerable road users ahead of the motor vehicle in the second phase.*

Amendment

deleted

Amendment 37

Proposal for a regulation Article 7 – paragraph 3

Text proposed by the Commission

3. Vehicles of categories M₁ and N₁ shall be equipped with a lane-keeping

Amendment

3. Vehicles of categories M₁ and N₁ shall be equipped with a lane-keeping system *and lane departure warning*

system.

system. .

Amendment 38

Proposal for a regulation

Article 7 – paragraph 4 – introductory part

Text proposed by the Commission

4. *Advanced emergency braking* systems and *lane-keeping* systems shall meet the following requirements in particular:

Amendment

4. *Lane-keeping* systems and *lane departure warning* systems shall meet the following requirements in particular:

Amendment 39

Proposal for a regulation

Article 7 – paragraph 4 – point a a (new)

Text proposed by the Commission

Amendment

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

Amendment 40

Proposal for a regulation

Article 7 – paragraph 5

Text proposed by the Commission

5. *Vehicles of categories M₁ and N₁ shall be equipped with an event (accident) data recorder. Event (accident) data recorders shall meet the following requirements in particular:*

Amendment

deleted

(a) the data that they are capable of recording and storing with respect of the period before, during and after a collision shall include, as a minimum, the vehicle's speed, the state and rate of activation of its safety systems and any other relevant input parameters of the on-board active safety and accident avoidance systems;

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

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

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

Amendment 41

Proposal for a regulation Article 9 – paragraph 2

Text proposed by the Commission

2. Vehicles of categories M₂, M₃, N₂ and N₃ shall be equipped with a lane departure warning system and an advanced emergency braking system, which comply with the requirements set out in the delegated acts adopted under paragraph 7.

Amendment

2. Vehicles of categories M₂, M₃, N₂ and N₃ shall be equipped with a **lane keeping and** lane departure warning system and an advanced emergency braking system, which comply with the requirements set out in the delegated acts adopted under paragraph 7.

Amendment 42

Proposal for a regulation Article 9 – paragraph 3

Text proposed by the Commission

3. Vehicles of categories M₂, M₃, N₂

Amendment

3. Vehicles of categories M₂, M₃, N₂

and N₃ shall be equipped with *advanced systems capable of detecting vulnerable road users located in close proximity to the front or nearside of the vehicle and providing a warning or avoiding collision with such vulnerable road users.*

Amendment 43

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

Text proposed by the Commission

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

Amendment 44

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

Text proposed by the Commission

Amendment 45

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

Text proposed by the Commission

Amendment 46

Proposal for a regulation Article 9 – paragraph 5

and N₃ shall be equipped with *turning assistance which complies with the requirements set out in the delegated acts adopted under paragraph 7.*

Amendment

4. With respect of systems referred to in *paragraph 2* of this Article, they shall meet the following requirements in particular:

Amendment

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

Amendment

4 a. The system referred to in paragraph 3 cannot be switched off.

Text proposed by the Commission

5. Vehicles of categories **M2, M3, N2 and N3** shall be designed and constructed so as to enhance the direct visibility of vulnerable road users from the **driver** seat.

Amendment

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

Amendment 47

**Proposal for a regulation
Article 9 – paragraph 6**

Text proposed by the Commission

6. Vehicles of categories M₂ and M₃ with a capacity exceeding 22 passengers in addition to the driver and constructed with areas for standing passengers to allow frequent passenger movement shall be designed and constructed so as to be accessible by persons with reduced mobility, including wheelchair users.

Amendment

6. Vehicles of categories M₂ and M₃ with a capacity exceeding 22 passengers in addition to the driver and constructed with areas for standing passengers to allow frequent passenger movement shall be designed and constructed so as to be accessible by persons with reduced mobility, including wheelchair users ***and persons with disabilities.***

Amendment 48

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

Text proposed by the Commission

(a) systems to replace the driver's control of the vehicle, including steering, accelerating and braking;

Amendment

(a) Systems to replace the driver's control of the vehicle, including steering, accelerating and braking, ***and to replace the requirement to act with regard to signalling.***

Amendment 49

Proposal for a regulation Article 16 a (new)

Text proposed by the Commission

Amendment

Article 16 a

Review

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

Amendment 50

Proposal for a regulation Article 17 – paragraph 2

Text proposed by the Commission

Amendment

It shall apply from [PO: Please insert the date **36** months following the date of entry into force of this Regulation].

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

Amendment 51

Proposal for a regulation Annex 2 – Table – row 13

Text proposed by the Commission

Subject	UN Regulations	Additional specific technical requirements	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	STU	Component
Rear underrun protection	UN Regulation No 58		A	A	A	A	A	A	A	A	A	A	A	A

Amendment

Subject	UN Regulations	Additional specific technical requirements	1.	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	STU	Component
Rear underrun protection	UN Regulation No 58	<i>Vehicles of categories N2 and N3 must have protection against underrun by vehicles driving into them at speeds of up to 56 km/h.</i>	A	A	A	A	A	A	A	A	A	A	A	A

Amendment 52

**Proposal for a regulation
Annex 2 – Table – row 36**

Text proposed by the Commission

Subject	UN Regulations	Additional specific technical requirements	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	STU	Component
Advanced emergency braking for pedestrian and cyclist			C			C								

Amendment

Subject	UN Regulations	Additional specific technical requirements	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	STU	Component
Advanced emergency braking for pedestrian and cyclist			C	C	C	C	C	C						

Amendment 53

**Proposal for a regulation
Annex 2 – Table – row 38**

Text proposed by the Commission

Subject	UN Regulations	Additional specific technical requirements	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	STU	Component
Blind spot information system				B	B		B	B						B

Amendment

Subject	UN Regulations	Additional specific technical requirements	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	STU	Component
<i>Turning assistant</i>				B	B		B	B						B

Amendment 54

**Proposal for a regulation
Annex 2 – Table – row 49**

Text proposed by the Commission

Subject	UN Regulations	Additional specific technical requirements	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	STU	Component
Emergency lane keeping			B			B								

Amendment

Subject	UN Regulations	Additional specific technical requirements	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	STU	Component
Emergency lane keeping <i>and lane departure warning</i>			B	<i>B</i>	<i>B</i>	B	<i>B</i>	<i>B</i>						

Amendment 55

**Proposal for a regulation
Annex 2 – Table – row 61**

Text proposed by the Commission

Subject	UN Regulations	Additional specific technical requirements	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	STU	Component
Tyre pressure monitoring for heavy duty				B	B		B	B				B	B	

Amendment

Subject	UN Regulations	Additional specific technical requirements	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	STU	Component
Tyre pressure monitoring for heavy duty				B	B		B	B		B	B	B		

Amendment 56

**Proposal for a regulation
Annex 2 – Table – row 72**

Text proposed by the Commission

Subject	UN Regulations	Additional specific technical requirements	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	STU	Component
Intelligent speed assistance			B	B	B	B	B	B						B

Amendment

Subject	UN Regulations	Additional specific technical requirements	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	STU	Component
Intelligent speed assistance			C	C	C	C	C	C						C

Amendment 57

**Proposal for a regulation
Annex 2 – Table – row 90**

Text proposed by the Commission

Subject	UN Regulations	Additional specific technical requirements	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	STU	Component
Event (accident) data recorder			B	B ⁵	B ⁵	B	B ⁵	B ⁵						B

Amendment

Subject	UN Regulations	Additional specific technical requirements	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	STU	Component
Event (accident) data recorder			B	B	B	B	B	B						B

Amendment 58

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

Text proposed by the Commission

D: Date for refusal to grant EU type-approval:

[PO: Please insert the date **48** months after the date of application of this Regulation]

Date for the prohibition of the registration of vehicles, as well as the placing on the market and entry into service of components and separate technical units:

[PO: Please insert the date **84** months after the date of application of this Regulation]

Amendment

D: Date for refusal to grant EU type-approval:

[PO: Please insert the date **36** months after the date of application of this Regulation]

Date for the prohibition of the registration of vehicles, as well as the placing on the market and entry into service of components and separate technical units:

[PO: Please insert the date **72** months after the date of application of this Regulation]

PROCEDURE – COMMITTEE ASKED FOR OPINION

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

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

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

2	-
	Jacqueline Foster, Peter Lundgren

0	0

Key to symbols:

+ : in favour

- : against

0 : abstention

PROCEDURE – COMMITTEE RESPONSIBLE

Title	Type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users		
References	COM(2018)0286 – C8-0194/2018 – 2018/0145(COD)		
Date submitted to Parliament	17.5.2018		
Committee responsible Date announced in plenary	IMCO 28.5.2018		
Committees asked for opinions Date announced in plenary	ENVI 28.5.2018	ITRE 28.5.2018	TRAN 28.5.2018
Not delivering opinions Date of decision	ITRE 19.6.2018		
Rapporteurs Date appointed	Róza Gräfin von Thun und Hohenstein 19.6.2018		
Discussed in committee	11.10.2018	6.12.2018	21.1.2019
Date adopted	21.2.2019		
Result of final vote	+ : 33 - : 2 0 : 0		
Members present for the final vote	Lucy Anderson, Pascal Arimont, Carlos Coelho, Lara Comi, Anna Maria Corazza Bildt, Daniel Dalton, Nicola Danti, Pascal Durand, Evelyne Gebhardt, Robert Jarosław Iwaszkiewicz, Liisa Jaakonsaari, Philippe Juvin, Marlene Mizzi, Nosheena Mobarik, Jiří Pospíšil, Virginie Rozière, Christel Schaldemose, Andreas Schwab, Olga Sehnalová, Jasenko Selimovic, Igor Šoltes, Róza Gräfin von Thun und Hohenstein, Mylène Troszczynski, Anneleen Van Bossuyt, Marco Zullo		
Substitutes present for the final vote	Birgit Collin-Langen, Edward Czesak, Nadja Hirsch, Othmar Karas, Arndt Kohn, Adam Szejnfeld, Marc Tarabella, Matthijs van Miltenburg		
Substitutes under Rule 200(2) present for the final vote	John Stuart Agnew, Georg Mayer		
Date tabled	4.3.2019		

FINAL VOTE BY ROLL CALL IN COMMITTEE RESPONSIBLE

33	+
ALDE	Nadja Hirsch, Matthijs van Miltenburg, Jasenko Selimovic
ECR	Edward Czesak, Daniel Dalton, Nosheena Mobarik, Anneleen Van Bossuyt
EFDD	Marco Zullo
ENF	Georg Mayer, Mylène Troszczynski
PPE	Pascal Arimont, Carlos Coelho, Birgit Collin-Langen, Lara Comi, Anna Maria Corazza Bildt, Philippe Juvin, Othmar Karas, Jiří Pospíšil, Andreas Schwab, Adam Szejnfeld, Róza Gräfin von Thun und Hohenstein
S&D	Lucy Anderson, Nicola Danti, Evelyne Gebhardt, Liisa Jaakonsaari, Arndt Kohn, Marlene Mizzi, Virginie Rozière, Christel Schaldemose, Olga Sehnalová, Marc Tarabella
VERTS/ALE	Pascal Durand, Igor Šoltes

2	-
EFDD	Robert Jarosław Iwaszkiewicz
ENF	John Stuart Agnew

0	0

Key to symbols:

+ : in favour

- : against

0 : abstention