



2018/0145(COD)

15.11.2018

*****I**

DRAFT 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 (A8-0000/2018),
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 0, 0.0.0000, p. 0.

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

(Text with EEA relevance)

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

(Text with EEA relevance)

(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)

Or. en

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,

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.*

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 **151**, **14.6.2018**, p. 1).

Or. en

Amendment 3

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.

Or. en

Amendment 4

Proposal for a regulation Recital 5 a (new)

Text proposed by the Commission

Amendment

(5a) 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 installed in such a way so as to enhance the user experience and their likeliness of being used. To this end, the functioning of those systems and features should also be explained in a clear and consumer-friendly manner in the motor vehicle's user instructions.

Or. en

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 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 of categories M₁ and N₁*** 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.

Or. en

Amendment 6

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

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 monitoring or advanced distraction recognition, should be carried out in accordance with *Union* legislation on data protection, in particular the General Data Protection Regulation²⁸. ***Accident data recorders should operate on a closed loop system, whereby, every few seconds, the data stored is overwritten, and which does not allow the vehicle or driver to be identified.*** In addition, ***the advanced distraction recognition function should also be part of a closed-loop system, which should not be capable of facial recognition and which should not store nor transmit visual data.*** Furthermore, the processing of personal data collected through the 112-based eCall in-vehicle system²⁹ is subject to specific safeguards.

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

Amendment 7

Proposal for a regulation Recital 13

Text proposed by the Commission

(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

(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 **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 8

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

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 *so as to enhance the direct visibility of pedestrians, cyclists and other vulnerable road users from the driver's position.*

Or. en

Amendment 9

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*

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*

any other vision impairing items as to not negate the effectiveness of the Union law on visibility for drivers.

be used for affixing of any kind of label, vignette, toll box or sticker, without diminishing the safety of vulnerable road users.

Or. en

Amendment 10

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 *over* 90 per cent of road accidents are estimated to result from *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 should be adopted at Union level.

Or. en

Amendment 11

Proposal for a regulation

Article 1 – paragraph 1

Text proposed by the Commission

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

Amendment

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 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

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

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.

Or. en

Amendment 12

Proposal for a regulation

Article 3 – paragraph 2 – point 1

Text proposed by the Commission

(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;

Amendment

(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;

Or. en

Amendment 13

Proposal for a regulation

Article 3 – paragraph 2 – point 3

Text proposed by the Commission

(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;

Amendment

(3) 'intelligent speed assistance' means a system to aid the driver in observing the appropriate speed for the road environment by providing **dedicated and appropriate** haptic feedback through the accelerator **control 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;

Or. en

Amendment 14

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 distraction recognition' means a system **recognising** the level **of** visual attention of the driver to the traffic situation and warning the driver if needed;

Or. en

Amendment 15

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 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;

Or. en

Amendment 16

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

Amendment

(11) '**emergency** lane-keeping system' means a system monitoring the position of the vehicle with respect to the lane **or road** boundary and applying a torque to the steering wheel, or pressure to the brakes, at

when a lane departure occurs or is about to occur and a collision may be imminent;

least when a lane departure occurs or is about to occur and a collision may be imminent;

Or. en

Amendment 17

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

Or. en

Amendment 18

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;

Or. en

Amendment 19

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

Or. en

Amendment 20

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

Or. en

Amendment 21

Proposal for a regulation

Article 4 – paragraph 5 – introductory part

Text proposed by the Commission

Amendment

5. Manufacturers shall *also* ensure that vehicles, systems, components and separate technical units comply with the applicable requirements listed in Annex II with effect from the dates specified in that Annex and with the detailed technical requirements and test procedures laid down in the delegated acts adopted pursuant to

5. Manufacturers shall ensure that vehicles, systems, components and separate technical units comply with the applicable requirements listed in Annex II with effect from the dates specified in that Annex and with the detailed technical requirements and test procedures laid down in the delegated acts adopted pursuant to

this Regulation, including the requirements relating to:

this Regulation, including the requirements relating to:

Or. en

Amendment 22

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 of this Regulation are installed in such a way so as to enhance the user experience and that motor vehicle's user instructions contain clear and consumer-friendly information in regard to the functioning of those systems and features.

Or. en

Amendment 23

Proposal for a regulation

Article 4 – paragraph 7

Text proposed by the Commission

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 **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.

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.

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

Or. en

Amendment 24

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 to lay down detailed rules concerning specific test procedures and technical requirements for:

Or. en

Amendment 25

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 twelve months before the relevant dates specified in Annex II.

Or. en

Amendment 26

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 for the driver to feel through ***dedicated and appropriate haptic feedback on*** the accelerator ***control*** that the applicable speed limit is exceeded;

Or. en

Justification

Need to assure technological neutrality. ISA should trigger only when the speed limit is exceeded.

Amendment 27

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

Text proposed by the Commission

Amendment

(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***;

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

Or. en

Justification

Need to assure technological neutrality

Amendment 28

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

Text proposed by the Commission

Amendment

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

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

lower speed limit.

speed limit;

Or. en

Justification

intelligent speed assistance should not trigger when the driver is driving in accordance with speed limits

Amendment 29

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.

Or. en

Justification

The intelligent speed assistance should provide haptic feedback only when it can read accurately the information about actual speed limit. The system should not act in dubious situations in order not to mislead the driver. For these reasons high performance standards for the real-driving conditions should be set.

Amendment 30

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 to lay down detailed rules concerning the specific test procedures and technical requirements for:

Or. en

Amendment 31

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 twelve months before the relevant dates specified in Annex II.

Or. en

Amendment 32

Proposal for a regulation

Article 7 – paragraph 3

Text proposed by the Commission

Amendment

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

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

Or. en

Amendment 33

Proposal for a regulation

Article 7 – paragraph 4 – introductory part

Text proposed by the Commission

Amendment

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

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

Or. en

Amendment 34

Proposal for a regulation

Article 7 – paragraph 5 – subparagraph 1 – introductory part

Text proposed by the Commission

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

Vehicles of categories M₁ and N₁ shall be equipped with an accident data recorder, *which* shall meet the following requirements in particular:

Or. en

Amendment 35

Proposal for a regulation

Article 7 – paragraph 5 – subparagraph 1 – point a

Text proposed by the Commission

(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;

Amendment

(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, *112-based eCall in-vehicle system* and any other relevant input parameters of the on-board active safety and accident avoidance systems, *with high level of accuracy and ensured survivability of data*;

Or. en

Amendment 36

Proposal for a regulation

Article 7 – paragraph 5 – subparagraph 1 – point c

Text proposed by the Commission

(c) the way in which they are capable

Amendment

(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.*

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*
- (iii) precise vehicle type, version and variant, and in particular the active safety and accident avoidance systems fitted to the vehicle, can be identified.*

Or. en

Amendment 37

Proposal for a regulation

Article 7 – paragraph 5 – subparagraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(ca) the data is made available to national authorities, on the basis of Union or national legislation, only for the purpose of accident analysis and in compliance with Regulation (EU) No 2016/679, over a standardised interface for the purposes of accident data analysis.

Or. en

Amendment 38

Proposal for a regulation

Article 7 – paragraph 5 – subparagraph 2

Text proposed by the Commission

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

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

Or. en

Amendment 39

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 to lay down detailed rules concerning the specific test procedures and technical requirements for:

Or. en

Amendment 40

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 41

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 twelve months before the relevant dates specified in Annex II.

Or. en

Amendment 42

Proposal for a regulation

Article 8 – paragraph 1

Text proposed by the Commission

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, ***in Annex IV*** and in the delegated acts ***adopted under*** paragraph 3 of this Article.

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 of this Article.

Or. en

Amendment 43

Proposal for a regulation

Article 8 – paragraph 3

Text proposed by the Commission

Amendment

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

3. The Commission ***shall*** adopt delegated acts in accordance with Article

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.

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.

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

Or. en

Amendment 44

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 to lay down detailed rules concerning the specific test procedures and technical requirements for:

Or. en

Amendment 45

Proposal for a regulation

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

Text proposed by the Commission

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

Amendment

Or. en

Amendment 46

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 of this Article.

Or. en

Amendment 47

Proposal for a regulation Article 10 – paragraph 3 – introductory part

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 48

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

Text proposed by the Commission

(a) lay down detailed rules concerning the specific test procedures and technical requirements for the type-approval of

Amendment

(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 and for the type-approval of hydrogen components, including requirements for their installation.

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.

Or. en

Amendment 49

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

Text proposed by the Commission

Amendment

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

deleted

Or. en

Amendment 50

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 twelve months before the relevant dates specified in Annex II.

Or. en

Amendment 51

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

Text proposed by the Commission

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

Amendment

(d) accident data recorders for automated vehicles;

Or. en

Amendment 52

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 vehicles on public roads, the Commission **shall** 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.

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

Or. en

Amendment 53

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.

Or. en

Amendment 54

Proposal for a regulation Article 16 a (new)

Text proposed by the Commission

Amendment

Article 16a

Review and Reporting

1. By ... [three 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 achievements of safety measures and systems, including their penetration rates. The Commission shall evaluate whether these measures and systems operate in accordance with this Regulation. Where appropriate, that report shall be accompanied by recommendations, including a legislative proposal to amend the requirements as regards general safety and the protection of vehicle occupants and vulnerable road users.

2. Before each session of the UNECE's World Forum for Harmonization of Vehicle Regulations (WP.29), the Commission shall report to the European Parliament on the progress made on the implementation of new vehicle safety features and technologies mentioned in Articles 5 to 11 and on the position that the Commission intends to take at the session.

Or. en

Amendment 55

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 ... [**24 months *after*** the date of entry into force of this Regulation].

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].

Or. en

Amendment 56

**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	
Liquified petroleum gas safety	UN Regulation No 67		A	A	A	A	A	A							A
Compressed and liquified 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

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	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

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

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	
Towing devices		A	A	A	A	A	A					
Wheel guards		A										
Spray suppression systems					A	A	A	A	A	A	A	
Masses and dimensions		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

Vehicles intended for the transportation of dangerous goods	UN Regulation No 105									A	A	A	A	A	A	A
General bus construction	UN Regulation No 107		A	A												
Bus strength of superstructure	UN Regulation No 66		A	A												
Flammability in buses	UN Regulation No 118			A												A

Amendment

Subject	UN Regulations	Additional specific technical <i>provisions</i>	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	S T U	Component
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Requirements concerning

A RESTRAINT SYSTEMS, CRASH TESTING, FUEL SYSTEM INTEGRITY AND HIGH VOLTAGE ELECTRICAL SAFETY

A1	Interior fittings	UN Regulation No 21	A											
A2	Seats and head restraints	UN Regulation No 17	A	A	A	A	A	A						
A3	Bus seats	UN Regulation No 80		A	A									A
A4	Safety-belt anchorages	UN Regulation No 14	A	A	A	A	A	A						
A5	Safety-belts and restraint	UN Regulation No 16	A	A	A	A	A	A					A	A

	Subject	UN Regulations	Additional specific technical <i>provisions</i>	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	S T U	Comp onent
	systems														
A6	Partitioning systems	UN Regulation No 126		X										B	
A7	Child restraint anchorages	UN Regulation No 145		A											
A8	Child restraint systems	UN Regulation No 44		A ¹	A ¹	A ¹	A ¹	A ¹	A ¹					A	A
A9	Enhanced child restraint systems	UN Regulation No 129		X	X	X	X	X	X					B	B
A10	Front underrun protection	UN Regulation No 93						A	A					A	A
A11	Rear underrun protection	UN Regulation No 58		A	A	A	A	A	A	A	A	A	A	A	A
A12	Lateral protection	UN Regulation No 73						A	A			A	A		
A13	Fuel tank safety	UN Regulation No 34		A	A	A	A	A	A	A	A	A	A	A	
A14	Liquified petroleum gas safety	UN Regulation No 67		A	A	A	A	A	A						A
A15	Compressed and liquified natural gas safety	UN Regulation No 110		A	A	A	A	A	A						A
A16	Hydrogen safety	UN Regulation No 134		A	A	A	A	A	A						A
A17	Hydrogen system material qualification		Annex V	A	A	A	A	A	A						A

Subject	UN Regulations	Additional specific technical <i>provisions</i>	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	S T U	Component
A18	In-use electric safety	UN Regulation No 100	A	A	A	A	A	A						
A19	Frontal off-set impact	UN Regulation No 94	A			A								
A20	Frontal full-width impact	UN Regulation No 137	B			B								
A21	Protective steering	UN Regulation No 12	A			A								A
A22	Replacement airbag	UN Regulation No 114	X			X								B
A23	Cab impact	UN Regulation No 29				A	A	A						
A24	Side impact	UN Regulation No 95	A			A								
A25	Pole side impact	UN Regulation No 135	B			B								

Subject	UN Regulations	Additional specific technical <i>provisions</i>	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	S T U	Component
A26 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														
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		Annex IV	X			X								A

Subject	UN Regulations	Additional specific technical <i>provisions</i>	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	S T U	Component
system														
B4 Advanced emergency braking for pedestrian and cyclist			C			C								
B5 Pedestrian and cyclist collision warning				B	B		B	B					B	
B6 Blind spot information system				B	B		B	B					B	
B7 Reversing safety			B	B	B	B	B	B					B	
B8 Forward vision	UN Regulation No 125	Applies to vehicle categories M ₁ and N ₁	A			C								
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														
C	VEHICLE CHASSIS, BRAKING, TYRES AND STEERING													
CI Steering equipment	UN Regulation No 79		A	A	A	A	A	A	A	A	A	A		

	Subject	UN Regulations	Additional specific technical <i>provisions</i>	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	S T U	Comp onent
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		
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		
C8	Advanced emergency braking on heavy duty vehicles	UN Regulation No 131			A ⁴	A ⁴		A ⁴	A ⁴						
C9	Advanced emergency braking on light duty vehicles			B			B								
C10	Tyre safety and environmental performance	UN Regulation No 30 UN Regulation No 54 UN Regulation No 117	<i>A test procedure for worn tyres shall also be ensured; the dates in note B apply.</i>	X	X	X	X	X	X	X	X	X	X		A
C11	Spare wheels and run-flat systems	UN Regulation No 64		A ¹			A ¹								
C12	Retreaded tyres	UN Regulation No 108		X	X	X	X	X	X	X	X	X	X		A

Subject	UN Regulations	Additional specific technical <i>provisions</i>	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	S T U	Component
	UN Regulation No 109													
C13 Tyre pressure monitoring for light duty	UN Regulation No 141	Applies to vehicle categories M ₁ and N ₁	A			B								
C14 Tyre pressure monitoring for heavy duty				B	B		B	B			B	B		
C15 Tyre installation	UN Regulation No 142	Applies to all vehicle categories	A	A	A	A	A	A	A	A	A	A		
C16 Replacement wheels	UN Regulation No 124		X			X			X	X				B

Requirements concerning

D ON BOARD INSTRUMENTS, ELECTRICAL SYSTEM AND VEHICLE LIGHTING														
D1 Audible warning	UN Regulation No 28		A	A	A	A	A	A						A
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 Speedometer	UN Regulation No 39		A	A	A	A	A	A						

	Subject	UN Regulations	Additional specific technical <i>provisions</i>	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	S T U	Comp onent
D5	Odometer	UN Regulation No 39		A	A	A	A	A	A						
D6	Speed limitation devices	UN Regulation No 89			A	A		A	A						A
D7	Intelligent speed assistance			B	B	B	B	B	B					B	
D8	Identification of controls, tell-tales and indicators	UN Regulation No 121		A	A	A	A	A	A						
D9	Heating systems	UN Regulation No 122		A	A	A	A	A	A	A	A	A	A		A
D10	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 UN Regulation No 91		X	X	X	X	X	X	X	X	X	X		A
D11	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
D12	Retro-reflective devices	UN Regulation No 3		X	X	X	X	X	X	X	X	X	X		A
D13	Light sources	UN Regulation No 37		X	X	X	X	X	X	X	X	X	X		A

Subject	UN Regulations	Additional specific technical <i>provisions</i>	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	S T U	Component
	UN Regulation No 99 UN Regulation No 128													
D14	Installation of light signaling, road illumination and retro-reflective devices	UN Regulation No 48	A	A	A	A	A	A	A	A	A	A		
D15	Emergency Stop Signal		B	B	B	B	B	B	B	B	B	B		
D16	Headlamp cleaners	UN Regulation No 45	A ¹	A ¹	A ¹	A ¹	A ¹	A ¹						A
D17	Gear shift indicator		A											
Requirements concerning DRIVER AND SYSTEM BEHAVIOUR														
E														
E1	Alcohol interlock installation facilitation		B	B	B	B	B	B						
E2	Drowsiness and attention detection		B	B	B	B	B	B						
E3	Advanced distraction recognition	Advanced distraction recognition may also cover drowsiness and attention detection. Distraction avoidance by technical means may also	C	C	C	C	C	C						

Subject	UN Regulations	Additional specific technical <i>provisions</i>	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	S T U	Component
		be taken into consideration as an alternative to advanced distraction recognition												
E4	Driver availability monitoring		B ⁵	B ⁵	B ⁵	B ⁵	B ⁵	B ⁵						
E5	Event (accident) data recorder		B	B ⁵	B ⁵	B	B ⁵	B ⁵						B
E6	Systems to replace driver's control		B ⁵	B ⁵	B ⁵	B ⁵	B ⁵	B ⁵						
E7	Systems to provide the vehicle with information on state of vehicle and surrounding area		B ⁵	B ⁵	B ⁵	B ⁵	B ⁵	B ⁵						
E8	Platooning		B ⁵	B ⁵	B ⁵	B ⁵	B ⁵	B ⁵						
Requirements concerning														
F	GENERAL VEHICLE CONSTRUCTION AND FEATURES													
F1	Registration plate space		A	A	A	A	A	A	A	A	A	A	A	
F2	Reversing motion		A	A	A	A	A	A						
F3	Door latches and hinges	UN Regulation No 11	A			A	A	A						

Subject	UN Regulations	Additional specific technical <i>provisions</i>	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	S T U	Component
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		
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	UN Regulation No 66			A	A									

Subject	UN Regulations	Additional specific technical <i>provisions</i>	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	S T U	Component
superstructure														
F16 Flammability in buses	UN Regulation No 118				A									A
													Or. en	

Amendment 57

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

Text proposed by the Commission

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

Date for refusal to grant EU type-approval **and 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:**

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

Or. en

Amendment 58

Proposal for a regulation Annex IV

Text proposed by the Commission

[...]

Amendment

deleted

Or. en

Amendment 59

Proposal for a regulation Annex V

Text proposed by the Commission

Amendment

[...]

deleted

Or. en

Amendment 60

Proposal for a regulation Annex VI

Text proposed by the Commission

		Final date for registration of non-compliant vehicles as well as sale or entry into service of non-compliant components (1)
UN Regulation	Specific requirements	
29	Commercial vehicle cab strength	29 January 2021
	Vehicles of category N shall comply with the Regulation	
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>

Tyres of class C3 shall comply with Stage 1 rolling resistance requirements

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

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Vehicles of categories M1 with a maximum mass > 2 500 kg and N1

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

Or. en

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.