

26 October 2020

Proposal for a  
**REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL**  
**amending Regulation (EC) No 715/2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) ~~and on access to vehicle repair and maintenance information~~**

(Text with EEA relevance)

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
1	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,			
2	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 114 thereof,			
3	Having regard to the proposal from the European Commission,			
4	After transmission of the draft legislative act to the national parliaments,			

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5	<p>Having regard to the opinion of the European Economic and Social Committee<sup>1</sup>,</p> <p>_____</p> <p><sup>1</sup> OJ C , , p . .</p>			
6	Acting in accordance with the ordinary legislative procedure,			
7	Whereas:			
Recital 1				
8	<p>(1) Regulation (EC) No 715/2007 of the European Parliament and of the Council<sup>2</sup> is one of the separate regulatory acts under the type-approval framework laid down by Directive 2007/46/EC of the European Parliament and of the Council<sup>3</sup>.</p> <p>_____</p>			<p><i>COM proposes:</i></p> <p>(1) Regulation (EC) No 715/2007 of the European Parliament and of the Council<sup>2</sup> is one of the separate regulatory acts under the type-approval framework laid down by <del>Directive 2007/46/EC</del> <u>Regulation (EU) 2018/858</u> of the European Parliament and of. the Council<sup>3</sup>.</p>

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	<p><sup>2</sup> Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive) (OJ L 263, 9.10.2007, p. 1).</p> <p><sup>3</sup> Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive) (OJ L 263, 9.10.2007, p. 1).</p>			<p><sup>2</sup> <u>Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information (Text with EEA relevance) OJ L 171, 29.6.2007, p. 1</u></p> <p><u>Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive) (OJ L 263, 9.10.2007, p. 1).</u></p> <p><sup>3</sup> <u>Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (Text with EEA relevance.) OJ L 151, 14.6.2018, p. 1.</u></p> <p><u>Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive) (OJ L 263, 9.10.2007, p. 1).</u></p>

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Amendment 1 Recital 2				
9	<p>(2) Regulation (EC) No 715/2007 requires new light-duty vehicles to comply with certain emission limits (Euro 5 and Euro 6 standards) and lays down additional requirements on access to vehicle repair and maintenance information. The specific technical provisions necessary to implement that Regulation were set out in Commission Regulation (EC) No 692/2008<sup>4</sup> and subsequently, in Commission Regulation (EU) 2017/1151<sup>5</sup></p>	<p>(2) Regulation (EC) No 715/2007 requires new light-duty vehicles to comply with certain emission limits (Euro 5 and Euro 6 standards) and lays down additional requirements on access to vehicle repair and maintenance information, <i>as amended and further consolidated by Regulation (EU) 2018/858<sup>3a</sup> which applies from 1 September 2020</i>. The specific technical provisions necessary to implement Regulation (EC) No 715/2007 were set out in Commission Regulation (EC) No 692/2008<sup>4</sup> and subsequently, in Commission Regulation (EU) 2017/1151<sup>5</sup>.</p> <p><sup>3a</sup> <i>Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC)</i></p>		<p><i>Row 9 – COM proposal: Change text to: Regulation (EC) No 715/2007 requires new light-duty vehicles to comply with certain emission limits (Euro 5 and Euro 6 standards) and lays down additional requirements on access to vehicle repair and maintenance information, as amended and further consolidated by Regulation (EU) 2018/858<sup>3a</sup> which applies from 1 September 2020.</i> The specific technical provisions necessary to implement Regulation (EC) No 715/2007 were set out in Commission Regulation (EC) No 692/2008<sup>4</sup> and subsequently, in Commission Regulation (EU) 2017/1151<sup>5</sup>.</p> <p><i>Row 9 – EP Proposal: Change text to: Regulation (EC) No 715/2007 requires new light-duty vehicles to comply with certain emission limits (Euro 5 and Euro</i></p>

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	<p><sup>4</sup> Commission Regulation (EC) No 692/2008 of 18 July 2008 implementing and amending Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information (OJ L 199, 28.7.2008, p. 1).</p> <p><sup>5</sup> Commission Regulation (EU) 2017/1151 of 1 June 2017 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Commission Regulation (EC) No 692/2008 (OJ L 175, 7.7.2017, p. 1).</p>	<p><i>No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1).</i></p> <p><sup>4</sup> Commission Regulation (EC) No 692/2008 of 18 July 2008 implementing and amending Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information (OJ L 199, 28.7.2008, p. 1).</p> <p><sup>5</sup> Commission Regulation (EU) 2017/1151 of 1 June 2017 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Commission Regulation (EC) No 692/2008 (OJ L 175, 7.7.2017, p. 1).</p>		<p>6 standards). <del>The <b>additional</b> and lays down requirements on access to vehicle repair and maintenance information <b>laid down in Regulation (EC) No 715/2007 were amended and further consolidated by Regulation (EU) 2018/858<sup>3a</sup> which applies from 1 September 2020.</b></del> The specific technical provisions necessary to implement Regulation (EC) No 715/2007 were set out in Commission Regulation (EC) No 692/2008<sup>4</sup> and subsequently, in Commission Regulation (EU) 2017/1151<sup>5</sup>.</p>
<p>Amendment 2 Recital 3</p>				

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10	<p>(3) The type-approval requirements relating to emissions from motor vehicles have been gradually and significantly tightened through the introduction and subsequent revision of Euro standards. While vehicles in general have delivered substantial emission reductions across the range of regulated pollutants, this was not the case for NOx emissions from diesel engines or particles for gasoline direct injection engines, installed in particular in light-duty vehicles. Actions for correcting this situation are therefore needed.</p>	<p>(3) The type-approval requirements relating to emissions from motor vehicles have been gradually and significantly tightened through the introduction and subsequent revision of Euro standards. While vehicles in general have delivered substantial emission reductions across the range of regulated pollutants, this was not the case for NOx emissions from diesel engines or particles for gasoline direct injection engines, installed in particular in light-duty vehicles. Actions <i>to correct</i> this situation are therefore needed.</p>		
Amendment 3 Recital 3 a (new)				
11		<p><i>(3a) The 2019 Air Quality Report<sup>1a</sup> published by the European Environment Agency (EEA) estimated that in 2016 long-term exposure to air pollution has been responsible to more than 506 000 premature</i></p>		<p>EP suggests the following reformulation:</p> <p><i>(3a) The 2020 Air Quality Report<sup>1</sup> published by the European Environment Agency (EEA) estimated that in 2018</i></p>

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		<p><i>deaths in the EU-28. The report also confirmed that road transport continued to be the primary source of NO<sub>x</sub> emissions in the EU-28 in 2017, representing around 40 % of total EU NO<sub>x</sub> emissions, and that around 80 % of the total NO<sub>x</sub> emission from road transport is generated by diesel powered vehicles;</i></p> <p><i><sup>1a</sup> EEA Air Quality in Europe 2019 report.</i></p>		<p><i>long-term exposure to air pollution has been responsible to around 374 000 premature deaths from fine particulate matter (PM<sub>2.5</sub>) and 68 000 premature deaths from NO<sub>2</sub> in the EU-28. The report also confirmed that road transport continued to be the primary source of NO<sub>x</sub> emissions in the EU-28 in 2018, representing around 40 % of total EU NO<sub>x</sub> emissions. In particular, diesel vehicles are responsible for around 80% of the air pollution cost in the EU.</i></p> <p><sup>1</sup> EEA (forthcoming Nov 2020)</p> <p>Council and COM to consider the EP proposal</p>
Amendment 4 Recital 3 b (new)				
12		<p><i><del>(3b) Access to vehicle repair and maintenance information for independent operators is</del></i></p>		<p>Agreement on deletion</p>

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		<i>erucial in order to re-establish consumer trust.</i>		
Amendment 5 Recital 3 c (new)				
13		<i>(3c) Recent violations of the existing legal framework by manufacturers, including violations of their legal obligations under Regulation (EC) No 715/2007, demonstrated the weaknesses of control and enforcement mechanisms. Consumers were left without satisfactory compensation, since even where compensation was granted, it often did not bring the vehicles into conformity with Euro 5 and 6 standards. Since the increasing number of diesel bans across European cities affect citizens' daily life, adequate compensation measures would be to equip non-compliant vehicles with the adapted exhaust treatment technology (hardware change) or, in the event that the</i>		Council and COM consider this to be outside the scope



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		<i>consumer wished to exchange a purchased vehicle for a cleaner model, the offer of conversion premiums.</i>		
Recital 4				
14	(4) The Commission performed a detailed analysis of the procedures, tests and requirements for type approval that are set out in Regulation (EC) No 692/2008 on the basis of own research and external information and found that the emissions generated by real driving on the road of Euro 5 or Euro 6 vehicles substantially exceed the emissions measured on the regulatory New European Driving Cycle (NEDC), in particular with respect to NOx emissions of diesel vehicles.			
Amendment 6 Recital 5				
15	(5) As a result, the Commission developed a new methodology for testing vehicle	5) As a result, the Commission developed a new methodology for testing vehicle		

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	<p>emissions in real-driving conditions, the real-driving emissions (RDE) test procedure. The RDE test procedure was introduced by Commission Regulations (EU) 2016/427<sup>6</sup> and (EU) 2016/646<sup>7</sup>, subsequently taken over into Regulation (EU) 2017/1151 and further improved by Commission Regulation (EU) 2017/1154<sup>8</sup>.</p> <p><sup>6</sup> Commission Regulation (EU) 2016/427 of 10 March 2016 amending Regulation (EC) No 692/2008 as regards emissions from light passenger and commercial vehicles (Euro 6) (OJ L 82, 31.03.2016, p.1).</p> <p><sup>7</sup> Commission Regulation (EU) 2016/646 of 20 April 2016 amending Regulation (EC) No 692/2008 as regards emissions from light passenger and commercial vehicles (Euro 6) (OJ L 109, 26.04.2016, p.1).</p> <p><sup>8</sup> Commission Regulation (EU) 2017/1154 of 7 June 2017 amending Regulation (EU) 2017/1151 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro</p>	<p>emissions in real-driving conditions, the real-driving emissions (RDE) test procedure. The RDE test procedure was introduced by Commission Regulations (EU) 2016/427<sup>6</sup> and (EU) 2016/646<sup>7</sup>, subsequently taken over into Regulation (EU) 2017/1151 and further improved by Commission <i>Regulations</i> (EU) 2017/1154<sup>8</sup> <i>and</i> (EU) <b>2018/1832<sup>8a</sup></b>.</p> <p><sup>6</sup> Commission Regulation (EU) 2016/427 of 10 March 2016 amending Regulation (EC) No 692/2008 as regards emissions from light passenger and commercial vehicles (Euro 6) (OJ L 82, 31.3.2016, p. 1).</p> <p><sup>7</sup> Commission Regulation (EU) 2016/646 of 20 April 2016 amending Regulation (EC) No 692/2008 as regards emissions from light passenger and commercial vehicles (Euro 6) (OJ L 109, 26.04.2016, p.1).</p> <p><sup>8</sup> Commission Regulation (EU) 2017/1154 of 7 June 2017 amending Regulation (EU) 2017/1151 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro</p>		

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	6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Regulation (EC) No 692/2008 and Directive 2007/46/EC of the European Parliament and of the Council as regards real-driving as regards emissions from light passenger and commercial vehicles (Euro 6) (OJ L 175, 07.07.2017, p.708)	6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Regulation (EC) No 692/2008 and Directive 2007/46/EC of the European Parliament and of the Council as regards real-driving as regards emissions from light passenger and commercial vehicles (Euro 6) (OJ L 175, 07.07.2017, p.708) <i><sup>8a</sup> Commission Regulation (EU) 2018/1832 of 5 November 2018 amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) 2017/1151 for the purpose of improving the emission type approval tests and procedures for light passenger and commercial vehicles, including those for in-service conformity and real-driving emissions and introducing devices for monitoring the consumption of fuel and electric energy(OJ L 301, 27.11.2018, p. 1).</i>		
Amendment 7 Recital 6				
16	(6) Regulation (EU) 2016/646 <sup>9</sup> introduced the dates of	6) Regulation (EU) 2016/646 <sup>9</sup> introduced the dates of		6) Regulation (EU) 2016/646 <sup>9</sup> introduced the dates of

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	<p>application of the RDE test procedure, as well as the compliance criteria for RDE. For that purpose, pollutant-specific conformity factors were used to take account of statistical and technical uncertainties of the measurements conducted by means of Portable Emission Measurement Systems (PEMS).</p> <hr/> <p><sup>9</sup> Commission Regulation (EU) 2016/646 of 20 April 2016 amending Regulation (EC) No 692/2008 as regards emissions from light passenger and commercial vehicles (Euro 6) (OJ L 109, 26.04.2016, p.1).</p>	<p>application of the RDE test procedure, as well as the compliance criteria for RDE. <i>The introduction of the dates of application for passenger vehicles and light-duty vehicles was chosen in a yearly sequence to ensure timely planning for the manufacturers of each vehicle group.</i> For that purpose, pollutant-specific conformity factors were <i>introduced</i>, to take account of statistical and technical uncertainties of the measurements conducted by means of Portable Emission Measurement Systems (PEMS).</p> <hr/> <p><sup>9</sup> Commission Regulation (EU) 2016/646 of 20 April 2016 amending Regulation (EC) No 692/2008 as regards emissions from light passenger and commercial vehicles (Euro 6) (OJ L 109, 26.04.2016, p.1).</p>		<p>application of the RDE test procedure, as well as the compliance criteria for RDE. <i>The <del>introduction of the dates of application for passenger vehicles</del> were set one year earlier than those of light-commercial vehicles to ensure timely planning for the manufacturers of each vehicle group.</i> For that purpose, pollutant-specific conformity factors were <i>introduced</i>, to take account of statistical and technical uncertainties of the measurements conducted by means of Portable Emission Measurement Systems (PEMS).</p> <hr/> <p><sup>9</sup> Commission Regulation (EU) 2016/646 of 20 April 2016 amending Regulation (EC) No 692/2008 as regards emissions from light passenger and commercial vehicles (Euro 6) (OJ L 109, 26.04.2016, p.1).</p>
<p>Amendment 8 Recital 6 a (new)</p>				

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17		<p><i>(6a) According to the EEA report from 2016, the gap between real-world and laboratory emissions was mainly due to three factors: an outdated test procedure, flexibilities in the current procedure and in-use factors which are driver dependent. A study is required in order to establish the margin that is due to the driving style and to the outside temperature. A clear distinction should be made between the CF, the device-related margin and the margin of the in-use factor which is driver- and temperature-dependent.</i></p>		<p>EP agrees to provisionally drop it under the condition that standardisation and improvement of PEMS is enshrined in other parts of the text</p>
<p>Amendment 9 Recital 7</p>				
18	<p>(7) On 13 December 2018, the General Court delivered judgment in Joined Cases T-339/16, T-352/16 and T-391/16<sup>10</sup> concerning an action for annulment of Regulation (EU) 2016/646. The General Court annulled the part of Regulation</p>	<p>(7) On 13 December 2018, the General Court delivered judgment in Joined Cases T-339/16, T-352/16 and T-391/16<sup>10</sup> concerning an action for annulment of Regulation (EU) 2016/646. The General Court annulled the part of Regulation</p>		<p>Council to consider this jointly with row 19</p>

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	<p>(EU) 2016/646 which established the conformity factors used to assess compliance of RDE test results with the emission limits laid down in Regulation (EC) No 715/2007. The Court found that only the legislator could introduce those conformity factors as they touched upon an essential element of Regulation (EC) No 715/2007.</p> <hr/> <p><sup>11</sup> Council Decision 1999/468/EC of 28 June 1999 laying down the procedures for the exercise of implementing powers conferred on the Commission (OJ L 184, 17.7.1999, p. 23).</p>	<p>(EU) 2016/646 which <i>had</i> established the conformity factors used to assess compliance of RDE test results with the emission limits laid down in Regulation (EC) No 715/2007. The Court found that only the legislator could introduce those conformity factors as they touched upon an essential element of Regulation (EC) No 715/2007 <i>and “result in the de facto amendment of the limits on the emissions of oxides of nitrogen laid down for the Euro 6 standards, even though those limits are to apply to those tests”</i>.</p> <hr/> <p><sup>11</sup> Council Decision 1999/468/EC of 28 June 1999 laying down the procedures for the exercise of implementing powers conferred on the Commission (OJ L 184, 17.7.1999, p. 23).</p>		
Amendment 10 Recital 8				
19	(8) The General Court did not question the technical	8) The General Court <i>raised doubts as to “whether the</i>	(8) <del>The General Court did not question the technical justification</del>	

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	<p>justification of the conformity factors. Therefore, and given that at the current stage of technological development there is still a discrepancy between emissions measured in real driving and those measured in a laboratory, it is appropriate to introduce the conformity factors into Regulation (EC) No 715/2007.</p>	<p><i>Commission’s reliance on possible statistical errors is well founded”, in particular as regards the temporary conformity factor of 2,1 and stated that “statistical uncertainties are corrected by representativeness of the sample or of the testing or by the volume of testing”. Moreover, as regards the introduced margin of technical uncertainty, the Court affirmed that “it is impossible to determine, following an RDE test, whether a vehicle being tested complies with the legal limits or is even close to them”. Any measurement equipment has a margin of technical uncertainty and PEMS equipment, given their use in more variable conditions, has been found to have a somewhat larger margin compared to non-mobile laboratory equipment even though this can in fact mean both over- and under-estimating emissions. Given that at the current stage of technological development there is still a</i></p>	<p>of the conformity factors. Therefore, and given that at the current stage of technological development there is still a discrepancy between emissions measured in real driving and those measured in a laboratory, it is appropriate to introduce the conformity factors into Regulation (EC) No 715/2007. <u>The provisions on compliance of new vehicles of category N1 class II and III and category N2 with Euro 6 limit values for NOx during any valid RDE test, set out in Commission Regulation (EU) 2017/1151, are closely linked to the conformity factors. They should also be introduced into Regulation (EC) No 715/2007 in order to ensure legal certainty. Such provisions are necessary in order to allow approval authorities and manufacturers to put in place the procedures needed to comply with the requirements of Regulation (EC) No 715/2007, as well as to follow as much as possible the established calendar for the application of emissions requirements.</u></p>	

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		discrepancy between emissions measured in real driving and those measured in a laboratory, it is appropriate to <i>temporarily</i> introduce conformity factors into Regulation (EC) No 715/2007.		
Amendment 11 Recital 8 a (new)				
20		<i>(8a) The European Parliament's resolution of 28 March 2019 on recent developments in the 'Dieselgate' scandal welcomed the ruling of the General Court, and explicitly asked the Commission not to introduce any new conformity factor in order to ensure Euro 6 standards are not further diluted and are instead met under normal conditions of use, as originally provided for in Regulation (EC) No 715/2007.</i>		<p>Council suggests shortened version:</p> <p><i>(8a) The European Parliament's resolution of 28 March 2019 on recent developments in the 'Dieselgate' scandal welcomed the ruling of the General Court</i></p> <p>EP suggests the following reformulation:</p> <p><i>(8a) The European Parliament's resolution of 28 March 2019 on recent developments in the 'Dieselgate' scandal welcomed the ruling of the General Court <u>which concluded that the Commission</u></i></p>



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				<p><i><u>had no power to amend, as part of the second RDE package, the NOx emission limits set by the Euro 6 Regulation [COM would like to have this deleted], and explicitly asked the Commission not to introduce any new conformity factor in order to ensure that [the emission limits set by the Euro 6 Regulation] those limits Euro 6 standards are not further diluted and are instead met under normal conditions of use, as originally provided for in Regulation (EC) No 715/2007, through designing test procedures that reflect real-world emissions.</u></i></p> <p><i>EP and Council to discuss the possible reformulations</i></p>
21			<p><u>(8a) In accordance with Commission Regulation (EU) 2017/1154, small-volume manufacturers have been provided with extra time to fully meet the not-to-exceed limits,</u></p>	

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			<p><u>while specific provisions apply to ultra-small-volume manufacturers since they contribute only marginally to the total emissions of the light passenger and commercial vehicle fleet. Given that those provisions are also closely linked to the conformity factors, Regulation (EC) No 715/2007 should be amended in order to ensure legal certainty by empowering the Commission to lay down the specific procedures, tests and requirements for type-approval relating to small-volume and ultra-small-volume manufacturers.</u></p>	
Amendment 12 Recital 9				
22	<p>(9) In order to allow manufacturers to comply with the Euro 6 emission limits in the context of RDE test procedure, the compliance criteria for RDE should be introduced in two steps. During the first step, upon the request of the manufacturer, a temporary conformity factor</p>	<p>(9) In order to allow manufacturers to comply with the Euro 6 emission limits in the context of <i>the</i> RDE test procedure, the compliance criteria for RDE should be introduced in two steps. During the first step, upon the request of the manufacturer, a temporary</p>	<p>In order to allow manufacturers to comply with the Euro 6 emission limits in the context of RDE test procedure, the compliance criteria for RDE <del>should be</del> <b>were</b> introduced in two steps. During the first step, upon the request of the manufacturer, a temporary conformity factor <del>should</del> <b>applies</b>.</p>	

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	<p>should apply, while as a second step only the final conformity factor should be used. The Commission should keep under review the final conformity factors in light of technical progress.</p>	<p>conformity factor should apply, while as a second step only the final conformity factor should be used. <b><i>The final conformity factor should apply during a transition period and include a margin expressing the additional measurement uncertainty linked with the introduction of the PEMS.</i></b> The Commission should <b><i>continuously assess that conformity factor</i></b> in light of technical progress <b><i>and annually adjust it downwards on the basis of scientific evidence, the improved accuracy of the measuring procedure and technical progress of the PEMS.</i></b> <b><i>The conformity factor should be gradually lowered and cease to apply by 30 September 2022.</i></b></p>	<p>while as a second step only the final conformity factor <del>should be</del> <b><i>is</i></b> used. The Commission should keep under review the final conformity factors in light of technical progress.</p>	
Amendment 13 Recital 9 a (new)				
23		<p><b><i>(9a) The Commission should establish by June 2021 at the latest more stringent</i></b></p>		<p><b><i>Council suggestion:</i></b></p>

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		<p><i>requirements for PEMS measuring equipment that could be used for RDE tests. The standards established should, where possible, take into account any relevant elements of standardisation developed by CEN based on the best available PEMS equipment.</i></p>		<p><i>(9a) The Commission is encouraged to establish as soon as technically feasible more stringent requirements for PEMS measuring equipment that could be used for RDE tests and, where possible, take into account any relevant standard.</i></p> <p><i>EP and COM to further analyse and react to this suggestion</i></p>
<p>Amendment 14 Recital 9 b (new)</p>				
24		<p><i>(9b) It is important to emphasise that while this proposal deals with the conformity factor, the issue of the emission limit standards is to be dealt with in the context of the forthcoming post-Euro 6 proposal. In order to ensure swift progress towards the adoption of the future (post - Euro 6) emission limit values and improved air quality for Union citizens, it is essential that the Commission present,</i></p>		

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		<p><i>where appropriate, a legislative proposal to that effect as soon as possible and at the latest by June 2021, as announced in its communication of 11 December 2019 on "The European Green Deal", which highlights the need to shift to sustainable and smart mobility and ensure a pathway towards zero-emission mobility. No conformity factors should be used in the implementation of the post-Euro 6 standards.</i></p>		
Amendment 15 Recital 9 c (new)				
25		<p><i>(9c) In order to encourage the producers to have a proactive, pro-environmental attitude, the new technological innovations meant to absorb NO<sub>x</sub> should be tested, quantified and considered in the subsequent revision of Euro standards.</i></p>		<p>EP suggests the following reformulation:</p> <p><i>(9c) In the subsequent revision of Euro standards, incentives should be considered in order to encourage the producers to have a proactive and pro-environmental attitude with regard to new technological innovations.</i></p>

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
Amendment 16 Recital 10				
26	<p>(10) The Treaty of Lisbon introduced the possibility for the legislator to delegate power to the Commission to adopt non-legislative acts of general application to supplement or amend certain non-essential elements of a legislative act. The measures which can be covered by delegations of powers, as referred to in Article 290(1) TFEU, correspond in principle to those covered by the regulatory procedure with scrutiny established by Article 5a of Council Decision 1999/468/EC<sup>11</sup>. It is therefore necessary to adapt to Article 290 TFEU the provisions of Regulation (EC) No 715/2007 which provide for the use of the regulatory procedure with scrutiny.</p> <p><sup>11</sup> Council Decision 1999/468/EC of 28 June 1999 laying down the procedures for the exercise of implementing powers conferred on the</p>	<p>(10) The Treaty of Lisbon introduced the possibility for the legislator to delegate power to the Commission to adopt non-legislative acts of general application to supplement or amend certain non-essential elements of a legislative act. The measures which can be covered by delegations of powers, as referred to in Article 290(1) <i>of the Treaty on the Functioning of the European Union (TFEU)</i>, correspond in principle to those covered by the regulatory procedure with scrutiny established by Article 5a of Council Decision 1999/468/EC<sup>11</sup>. It is therefore necessary to adapt to Article 290 TFEU the provisions of Regulation (EC) No 715/2007 which provide for the use of the regulatory procedure with scrutiny.</p> <p><sup>11</sup> Council Decision 1999/468/EC of 28 June 1999 laying down the</p>	<p><del>(10) The Treaty of Lisbon introduced the possibility for the legislator to delegate power to the Commission to adopt non-legislative acts of general application to supplement or amend certain non-essential elements of a legislative act. The measures which can be covered by delegations of powers, as referred to in Article 290(1) TFEU, correspond in principle to those covered by the regulatory procedure with scrutiny established by Article 5a of Council Decision 1999/468/EC<sup>11</sup>. It is therefore necessary to adapt to Article 290 TFEU the provisions of Regulation (EC) No 715/2007 which provide for the use of the regulatory procedure with scrutiny.</del> <b><u>The Treaty of Lisbon modified the legal framework governing the powers conferred on the Commission by the legislator, introducing a distinction between powers delegated to the Commission to adopt non-</u></b></p>	<p>Council: text taken from omnibus regulation agreed last year</p> <p>+++</p> <p>EP prefers the text of the Commission proposal (agreed standard wording): Notes that Omnibus Regulation also provides that:</p> <p>(4) The European Parliament, the Council and the Commission subsequently agreed on a new framework for delegated acts in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making <sup>(6)</sup>, and acknowledged the need to align all existing legislation to the legal framework introduced by the Treaty of Lisbon. In particular, they agreed on the need to give high priority to the prompt alignment of all basic acts which still refer to the regulatory</p>

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
	Commission (OJ L 184, 17.7.1999, p. 23).	procedures for the exercise of implementing powers conferred on the Commission (OJ L 184, 17.7.1999, p. 23).	<p><b><u>legislative acts of general application to supplement or amend certain non-essential elements of a legislative act (delegated acts), and the powers conferred on the Commission to adopt acts to ensure uniform conditions for implementing legally binding Union acts (implementing acts).</u></b></p> <p><sup>H</sup> Council Decision 1999/468/EC of 28 June 1999 laying down the procedures for the exercise of implementing powers conferred on the Commission (OJ L 184, 17.7.1999, p. 23).</p>	<p>procedure with scrutiny. The Commission gave a commitment to prepare a proposal for that alignment by the end of 2016.</p> <p><b>(5) The majority of empowerments in basic acts which provide for the use of the regulatory procedure with scrutiny fulfil the criteria in Article 290(1) of the Treaty on the Functioning of the European Union (TFEU) and should be adapted to that provision.</b></p>
Amendment 17 Recital 11				
27	(11) In order to contribute to the achievement of the Union's air quality objectives and to reduce vehicle emissions, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union (TFUE) should be delegated to the Commission in	(11) In order to contribute to the achievement of the Union's air quality objectives and to reduce vehicle emissions, the power to adopt acts in accordance with Article 290 <i>TFEU</i> should be delegated to the Commission in respect of the detailed rules on the specific procedures, tests and	(11) In order to contribute to the achievement of the Union's air quality objectives and to reduce vehicle emissions, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union (TFUE) should be delegated to the Commission in respect of the <del>detailed rules on the</del>	

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
	<p>respect of the detailed rules on the specific procedures, tests and requirements for type approval. That delegation should include supplementing Regulation (EC) No 715/2007 by such revised rules as well as the test cycles used to measure emissions; the requirements for the implementation of the prohibition on the use of defeat devices that reduce the effectiveness of emission control systems; the measures necessary for the implementation of the obligation of a manufacturer to provide unrestricted and standardised access to vehicle repair and maintenance information; the adoption of a revised measurement procedure for particulates. The delegation should further include amending Regulation (EC) No 715/2007 for the purposes of revising the final conformity factors downwards to reflect technical progress in PEMS and recalibrating the particulate mass based limit values and introducing particle number</p>	<p>requirements for type approval. That delegation should include supplementing Regulation (EC) No 715/2007 by such revised rules as well as the test cycles used to measure emissions; the requirements for the implementation of the prohibition on the use of defeat devices that reduce the effectiveness of emission control systems; <b>and</b> the adoption of a revised measurement procedure for particulates. <b><i>Notwithstanding the short gap between the entry into force of this Regulation and the repeal of the provisions on repair and maintenance information (RMI) by Regulation (EU) 2018/858, for the purposes of legal certainty and to ensure that all options are available to the legislator, the delegation should also include the measures necessary for the implementation of the obligation of a manufacturer to provide unrestricted and standardised access to vehicle repair and maintenance information.</i></b> The delegation</p>	<p>specific procedures, tests and requirements for type approval. <del>That delegation should include supplementing Regulation (EC) No 715/2007 by such revised rules as well as the test cycles used to measure emissions; the requirements for the implementation of the prohibition on the use of defeat devices that reduce the effectiveness of emission control systems; the measures necessary for the implementation of the obligation of a manufacturer to provide unrestricted and standardised access to vehicle repair and maintenance information; <b>as well as of</b> the adoption of a revised measurement procedure for particulates. The delegation should further include amending Regulation (EC) No 715/2007 for the purposes of revising the final conformity factors downwards to reflect technical progress in PEMS and recalibrating the particulate mass based limit values and introducing particle number based limit values.</del> It is of particular importance that the Commission carry out appropriate consultations</p>	



Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
	<p>based limit values. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations are conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council should receive all documents at the same time as Member States' experts, and their experts systematically should have access to meetings of Commission expert groups dealing with the preparation of delegated acts.</p>	<p>should further include amending Regulation (EC) No 715/2007 for the purposes of revising the conformity factors downwards to reflect <i>improved quality of the measuring procedure or</i> technical progress in PEMS and recalibrating the particulate mass based limit values and introducing particle <i>number-based</i> limit values. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations are conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016<sup>1a</sup>. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert</p>	<p>during its preparatory work, including at expert level, and that those consultations are conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council should receive all documents at the same time as Member States' experts, and their experts systematically should have access to meetings of Commission expert groups dealing with the preparation of delegated acts.</p>	

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		groups dealing with the preparation of delegated acts.  <i>1<sup>a</sup> OJ L 123, 12.5.2016, p. 1.</i>		
Recital 12				
28	(12) To ensure continuity of implementation in light of technical progress, regulatory procedures with scrutiny pending at the time of the entry into force of this Regulation on which the committee has already delivered its opinion should be completed in accordance with Article 5a of Decision 1999/468/EC.			
Recital 13				
29	(13) In order to ensure uniform conditions for the implementation of Article 4(2) and (3) of Regulation (EU) No 715/2007, implementing powers should be conferred on the Commission. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the		(13) In order to ensure uniform conditions for the implementation of Article 4(2) and (3) <b><u>and Article 5(2) and (3)</u></b> of Regulation (EU) No 715/2007, implementing powers should be conferred on the Commission. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council <sup>12</sup> .	

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
	<p>European Parliament and of the Council<sup>12</sup>.</p> <hr/> <p><sup>12</sup> Regulation (EU) 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).</p>		<p><sup>12</sup> Regulation (EU) 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).</p>	
Recital 14				
30	<p>(14) Since the objectives of this Regulation, namely to lay down rules on emissions from motor vehicles in order to contribute to the achievement of the basic air quality objectives, cannot be sufficiently achieved by the Member States as motor vehicles with a valid type approval may be marketed across national boundaries but can rather, by reason of the scale and effects of the action, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In</p>			

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	accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives.			
Recital 15				
31	(15) Regulation (EC) No 715/2007 should therefore be amended accordingly,			
32	HAVE ADOPTED THIS REGULATION:			

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
<b>Article 1 – paragraph 1 – introductory part</b>				
33	<p style="text-align: center;">Article 1</p> <p>Regulation (EC) No 715/2007 is amended as follows:</p>			
<b>Article 1 – paragraph 1 – point 1</b> Regulation (EC) No 715/2007 - Article 2(2)				
34	<p>(1) Article 2(2) is replaced by the following:</p> <p>2. At the manufacturer's request, type approval granted under this Regulation may be extended from vehicles covered by paragraph 1 to M1, M2, N1 and N2 vehicles as defined in Annex II to Directive 2007/46/EC with a reference mass not exceeding 2 840 kg and which meet the requirements of this Regulation.</p>			<p>COM proposes:</p> <p>(1) Article 2(2) is replaced by the following:</p> <p>2. At the manufacturer's request, type approval granted under this Regulation may be extended from vehicles covered by paragraph 1 to M1, M2, N1 and N2 vehicles as defined in <del>Annex H to Directive 2007/46/EC</del> <u>Article 4 of Regulation EU 2018/85</u> with a reference mass not exceeding 2 840 kg and which meet the requirements of this Regulation.</p> <p>.</p>

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
<b>Article 1 – paragraph 1 – point 2</b> Regulation (EC) No 715/2007 - Article 3				
35	(2) in Article 3, the introductory wording is replaced by the following:  “For the purposes of this Regulation, the following definitions shall apply.”;		(2) <del>in Article 3,</del> <b>is amended as follows:</b>  (a) the introductory wording is replaced by the following:  “For the purposes of this Regulation, the following definitions shall apply.”;	
36	(2) in Article 3, the introductory wording is replaced by the following:  “For the purposes of this Regulation, the following definitions shall apply.”;		(2) <del>in Article 3,</del> <b>is amended as follows:</b>  (a) the introductory wording is replaced by the following:  “For the purposes of this Regulation, the following definitions shall apply.”;	
37			<b><u>(b) the following definitions are introduced:</u></b>	

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
38			<p><b><u>“18. ‘real driving emissions (RDE)’ means the emissions of a vehicle under its normal conditions of use;</u></b></p>	<p>EP suggests the following reformulation:</p> <p><i>“18. ‘real driving emissions (RDE) <b>test</b>’ means the <b>measurement of</b> emissions of a vehicle under its normal conditions of use <b><u>on the road using a Portable emissions measurement system (PEMS) and meeting the conditions laid down in this Regulation and its implementing measures;</u></b></i></p> <p>COM: if definition on test, you need definition on RDE (and if insert PEMS - you need definition of PEMS) - normally do not limit to one technique.</p> <p>COM: Numbering should start at 19</p> <p>Definition taken from Article 2 (41) 2017/1151  <a href="https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32017R1151">https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32017R1151</a></p>

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
39			<p><b><u>19. ‘small-volume manufacturer’ means a manufacturer whose worldwide annual production is less than 10 000 units for the year prior to the one for which the type approval is granted and:</u></b></p> <p><b><u>(a) is not part of a group of connected manufacturers;</u></b> <b><u>or</u></b></p> <p><b><u>(b) is part of a group of connected manufacturers whose worldwide annual production is less than 10 000 units for the year prior to the one for which the type approval is granted;</u></b> <b><u>or</u></b></p> <p><b><u>(c) is part of a group of connected manufacturers but operates its own production facilities and own design centre;</u></b></p>	



Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
40			<p><b><u>20. ‘own production facility’ means a manufacturing or assembly plant used by the manufacturer for the purpose of manufacturing or assembling new vehicles for that manufacturer, including, where relevant, vehicles which are intended for export;</u></b></p>	
41			<p><b><u>21. ‘own design centre’ means a facility in which the whole vehicle is designed and developed, and which is under the control and use of the manufacturer;</u></b></p>	
42			<p><b><u>22. ‘ultra-small-volume manufacturers’ means a small-volume manufacturer as defined in point 19 which has registrations of less than 1 000 in the Union for the year prior to the one the type approval is granted”;</u></b></p>	

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
Amendment 18 <b>Article 1 – paragraph 1 – point 3 - introduction and point (a)</b> Regulation (EC) No 715/2007 - Article 4(1)				
43	(3) Article 4 is amended as follows:			
44	(a) paragraph 1 is replaced by the following:			
45	(a) paragraph 1 is replaced by the following: “1. Manufacturers shall demonstrate that all new vehicles sold, registered or put into service in the Community are type approved in accordance with this Regulation. Manufacturers shall also demonstrate that all new replacement pollution control devices requiring type approval which are sold or put into service in the Community are type approved in accordance with this Regulation.		1. Manufacturers shall demonstrate that all new vehicles sold, registered or put into service in the <del>Community</del> <b>Union</b> are type approved in accordance with this Regulation. Manufacturers shall also demonstrate that all new replacement pollution control devices requiring type approval which are sold or put into service in the <del>Community</del> <b>Union</b> are type approved in accordance with this Regulation.	

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
46	<p>Those obligations include <b>meeting</b> the emission limits set out in Annex I. For the purposes of determining compliance with the Euro 6 emission limits set out in Table 2 of Annex I, the emission values determined during any valid Real Driving Emissions (RDE) test shall be divided by the applicable conformity factor set out in Table 2a of Annex I. The result shall remain below the Euro 6 emission limits set out in Table 2 of that Annex.</p>	<p>Those obligations include <b>complying with</b> the emission limits set out in Annex I. For the purposes of determining compliance with the Euro 6 emission limits set out in Table 2 of Annex I, the emission values determined during any valid Real Driving Emissions (RDE) test shall be divided by the applicable conformity factor <b>as</b> set out in Table 2a of Annex I. The result shall remain below the Euro 6 emission limits set out in Table 2 of that Annex. <b><i>The conformity factor shall be gradually lowered through annual downward revisions, based on assessments by the JRC. The conformity factor shall cease to apply by 30 September 2022.</i></b></p>	<p>Those obligations include <del>meeting</del> <b>compliance with</b> the emission limits set out in Annex I. For the purposes of determining compliance with the Euro 6 emission limits set out in Table 2 of Annex I, the emission values determined during any valid Real Driving Emissions (RDE) test shall be divided by the applicable conformity factor set out in Table 2a of Annex I. The result shall <del>remain below</del> <b>comply with</b> the Euro 6 emission limits set out in Table 2 of that Annex.</p>	

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
<b>Article 1 – paragraph 1 – point 3 - point (b)</b> Regulation (EC) No 715/2007 - Article 4(4)				
47	(b) paragraph 4 is replaced by the following: “4. The Commission shall, by means of implementing acts, establish the specific procedures and requirements referred to in paragraphs 2 and 3. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 15(2).”;			
Amendment 19 <b>Article 1 – paragraph 1 – point 4 - introduction and point (a)</b> Regulation (EC) No 715/2007 - Article 5(1)				
48	(4) Article 5 is amended as follows:			
49	(a) paragraph 1 is replaced by the following:			
50	“1. The manufacturer shall equip vehicles so that the components likely to	1. The manufacturer shall equip vehicles so that the components likely to		EP suggested proposal:

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
	affect emissions are designed, constructed and assembled so as to enable the vehicle, in normal use, to comply with this Regulation.”;	affect emissions are designed, constructed and assembled so as to enable the vehicle, in normal use, to comply with this Regulation. <i>The manufacturer shall also guarantee the reliability of the pollution control devices and shall aim to reduce the risk of theft of these devices or tampering therewith.</i>		<p>1. The manufacturer shall equip vehicles so that the components likely to affect emissions are designed, constructed and assembled so as to enable the vehicle, in normal use, to comply with this Regulation. <i>The manufacturer shall also take the necessary provisions to prevent any tampering with, removal of or modification of pollution control devices in order to ensure the reliability of the control and/or limitations of tailpipe and evaporative emission.</i></p> <p>+++</p> <p>Commission’s comments: Rules on anti tampering already exist in Regulation EU 2017/1151:</p> <ul style="list-style-type: none"> <li>) Article 5 (3) f (provisions taken to prevent tampering with and modification of the emission control computer, odometer, ...)</li> <li>) Art. 5 (7) (requirement of a diagnosis tool to detect tampering)</li> <li>) Annex I, Point 2.3. (Provisions for electronic system security)</li> </ul> <p>Further initiatives of the Commission are:</p> <ul style="list-style-type: none"> <li>) The revision of the Roadworthiness Directives is planned to start in 2021, which is also expected to look into introducing more effective and extended testing</li> </ul>

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
				<p>methods for Periodic Technical Inspections for what regards emissions from motor vehicles.</p> <p>) Provisions in the upcoming delegated act on Repair and Maintenance Information (RMI), to define the concept of legitimate business activities. This means independent operators (e.g. repair shops) with illegal activities will no longer receive the RMI. The currently proposed provision is:</p> <p>the following paragraph is added:  ‘Operators shall not be considered to conduct a legitimate business activity where they perform, assist, offer or advertise repair or maintenance operations on a vehicle which may negatively affect its emissions, including but not limited to:</p> <p>(a) deactivating or removing pollution control devices or emission control systems, or degrading their performance or concealing their malfunction;</p> <p>(b) installing defeat devices<sup>[1]</sup>, or defeat strategies<sup>[2]</sup>;</p>

[1] As defined in Article 3(10) of Regulation (EC) No 715/2007.

[2] As defined in Article 3(8) of Regulation (EC) No 595/2009.

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
				<p>(c) deactivating, removing or tampering<sup>[3]</sup> with devices for the monitoring of the consumption of fuel or electric energy, or tampering with odometer readings;</p> <p>(d) tampering with the engine control unit, including the rated engine power.';</p> <p><i>EP to discuss it further</i></p>
<p><b>Article 1 – paragraph 1 – point 4 - point (b)</b> Regulation (EC) No 715/2007 - Article 5(3)</p>				
51	(b) in paragraph 3, the introductory sentence is replaced by the following:		(b) in paragraph 3, the introductory sentence is replaced by the following:	
52	“3. The Commission is empowered to adopt delegated acts in accordance with Article 14a in order to supplement paragraphs 1 and 2 by laying down specific requirements and developing the specific		3. The Commission is empowered to adopt delegated acts in accordance with Article 14a in order to supplement paragraphs 1 and 2 by laying down <b>shall, by means of implementing acts, lay down the</b> specific requirements <b>for the</b>	

[3] As defined in Article 3(16) of Regulation (EC) No 595/2009.

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
	<p>procedures, tests and requirements for type-approval set out in this paragraph relating to in particular:”;</p>		<p><b><u>implementation of paragraph 2 as well as</u></b> <del>and</del> <del>developing</del> the specific procedures, tests and requirements for type-approval set out in this paragraph relating to in particular:</p> <p><b><u>(a) tailpipe emissions, including test cycles, low ambient temperature emissions, emissions at idling speed, smoke opacity and correct functioning and regeneration of after-treatment systems;</u></b></p> <p><b><u>(b) evaporative emissions and crankcase emissions;</u></b></p> <p><b><u>(c) OBD systems and in-use performance of pollution control devices;</u></b></p> <p><b><u>(d) durability of pollution control devices, replacement pollution control devices, in-service conformity, conformity of production and roadworthiness;</u></b></p>	



Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
			<p><u>(e) measurement of greenhouse gas emissions and fuel consumption;</u></p> <p><u>(f) hybrid vehicles and alternative fuel vehicles;</u></p> <p><u>(g) extension of type approvals;</u></p> <p><u>(ga) small-volume manufacturers and ultra-small-volume manufacturers, including phasing-in of those procedures, tests and requirements;</u></p> <p><u>(h) test equipment;</u></p> <p><u>(i) reference fuels, such as petrol, diesel, gaseous fuels and biofuels, such as bioethanol, biodiesel and biogas;</u></p> <p><u>(j) measurement of engine power.</u></p> <p><u>The above requirements shall be updated to</u></p>	<p>COM to provide latest table with list of manufacturers</p> <p>COM: Derogation for small volume manufacturers ends at the end of 2020 No specific timetable for the phasing-in of ultra small volume manufacturers, but EURO 7 would provide clarity on this. Ultra small volume manufacturers still have to pass WLTP tests.</p> <p><i>COM to provide additional information ahead of 2nd trilogue</i></p>

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
			<p><b><u>adequately reflect inter alia real driving emissions and, where relevant, apply to vehicles regardless of the type of fuel by which they are powered.</u></b></p> <p><b><u>The implementing acts referred to in the first subparagraph shall be adopted in accordance with the examination procedure referred to in Article 15(2).</u></b></p>	
<p><b>Article 1 – paragraph 1 – point 5</b> Regulation (EC) No 715/2007 - Article 6(7) - second sentence</p>				
53	(5) — in Article 6(7), the second sentence is replaced by the following:			Deletion agreed
54	“In the event that such information is not yet available, or does not yet conform to this Regulation at that point in time, the manufacturer shall provide it within six months from the date of type approval.”;			Deletion agreed

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
<b>Amendment 20</b> <b>Article 1 – paragraph 1 – point 6</b> Regulation (EC) No 715/2007 - Article 8				
55	(6) Article 8 is replaced by the following:			Deletion agreed
56	<p>“<i>Article 8</i></p> <p><i>Delegated acts on access to vehicle repair and maintenance information</i></p> <p>The Commission is empowered to adopt delegated acts in accordance with Article 14a in order to supplement Articles 6 and 7. This shall include the definition and updating of technical specifications relating to the way in which OBD and vehicle repair and maintenance information shall be provided, with special attention being paid to the specific needs of SMEs.”;</p>	<p>“<i>Article 8</i></p> <p><i>Delegated acts on access to vehicle repair and maintenance information</i></p> <p>The Commission is empowered to adopt delegated acts in accordance with Article 14a in order to supplement Articles 6 and 7. This shall include the definition and updating of technical specifications relating to the way in which OBD and vehicle repair and maintenance information shall be provided, with special attention being paid to the specific needs of SMEs, <i>micro-enterprises</i></p>	<p>“<i>Article 8</i></p> <p><i>Delegated acts on access to vehicle repair and maintenance information</i></p> <p>The Commission is empowered to adopt delegated acts in accordance with Article 14a in order to supplement Articles 6 and 7. <del>This shall include by</del> <b>establishing</b> the definition and updating of technical specifications relating to the way in which OBD and vehicle repair and maintenance information shall be provided, with special attention being paid to the specific needs of SMEs.”;</p>	Deletion agreed

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
		<i>and self-employed operators.”;</i>		

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
<b>Article 1 – paragraph 1 – point 7– introduction and point (a)</b> Regulation (EC) No 715/2007 - Article 10(1)				
57	(7) Article 10 is amended as follows:			
58	(a) paragraph 1 is replaced by the following:			
59	1. With effect from 2 July 2007, if a manufacturer so requests, the national authorities may not, on grounds relating to emissions or fuel consumption of vehicles, refuse to grant EC type approval or national type approval for a new type of vehicle, or prohibit the registration, sale or entry into service of a new vehicle, where the vehicle concerned complies with this Regulation, and in particular with the Euro 5 limit values set out in Table 1 of Annex I or with the			

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
	Euro 6 limit values set out in Table 2 of Annex I, subject to the second subparagraph of Article 4(1).			
Amendment 21 and 22 <b>Article 1 – paragraph 1 – point 7– point (b)</b> Regulation (EC) No 715/2007 - Article 10(4) and (5)				
60	(b) paragraphs 4 and 5 are replaced by the following:			
61	“4. With effect from 1 September 2014, and from 1 September 2015 in the case of category N1 class II and III and category N2 vehicles, the national authorities shall refuse, on grounds relating to emissions or fuel consumption, to grant EC type approval or national type approval for new types of vehicle which do not comply with this Regulation, and in particular	“4. With effect from 1 September 2014, and from 1 September 2015 in the case of category N1 class II and III and category N2 vehicles, the national authorities shall refuse, on grounds relating to emissions or fuel consumption, to grant EC type approval or national type approval for new types of vehicle which do not comply with this Regulation, and in particular with the Euro 6		

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
	<p>with the Euro 6 limit values set out in Table 2 of Annex I.</p> <p>The compliance with the Euro 6 limit values shall, during any valid RDE test, be determined by taking into account the pollutant-specific conformity factor set out in Table 2a of Annex I in accordance with the second subparagraph of Article 4(1).</p>	<p>limit values set out in Table 2 of Annex I.</p> <p>The compliance with the Euro 6 limit values shall, during any valid RDE test, be determined by taking into account the pollutant-specific conformity factor set out in Table 2a of Annex I, in accordance with the second subparagraph of Article 4(1). <b><i>The conformity factor shall be gradually lowered through annual downward revisions based on assessments by the JRC. The conformity factor shall cease to apply by 30 September 2022.</i></b></p>		
62	<p>5. With effect from 1 September 2015, and from 1 September 2016 in the case of category N1 class II and III and category N2 vehicles, national authorities shall, in the case</p>	<p>5. With effect from 1 September 2015, and from 1 September 2016 in the case of category N1 class II and III and category N2 vehicles, national authorities shall, in the case of new vehicles which do</p>	<p>5. With effect from 1 September 2015, and from 1 September 2016 in the case of category N1 class II and III and category N2 vehicles, national authorities shall, in the case of new vehicles which do</p>	<p>5. With effect from 1 September 2015, and from 1 September 2016 in the case of category N1 class II and III and category N2 vehicles, national authorities shall, in the case of new vehicles which do not comply with this Regulation, and in particular with the Euro 6 limit values set out in Table 2 of Annex I, ["as</p>

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
	<p>of new vehicles which do not comply with this Regulation, and in particular with the Euro 6 limit values set out in Table 2 of Annex I, ["as determined in accordance with the second subparagraph of paragraph 4",] consider certificates of conformity to be no longer valid for the purposes of Article 18 of Directive 2007/46/EC and shall, on grounds relating to emissions or fuel consumption, prohibit the registration, sale or entry into service of such vehicles.</p> <p>The compliance with the Euro 6 limit values shall, during any valid RDE test, be determined by taking into account the pollutant-specific conformity factor set out in Table 2a of Annex I in accordance with the</p>	<p>not comply with this Regulation, and in particular with the Euro 6 limit values set out in Table 2 of Annex I, ["as determined in accordance with the second subparagraph of paragraph 4",] consider certificates of conformity to be no longer valid for the purposes of Article 18 of Directive 2007/46/EC and shall, on grounds relating to emissions or fuel consumption, prohibit the registration, sale or entry into service of such vehicles.</p> <p>The compliance with the Euro 6 limit values shall, during any valid RDE test, be determined by taking into account the pollutant-specific conformity factor set out in Table 2a of Annex I, in accordance with the second subparagraph of Article</p>	<p>not comply with this Regulation, and in particular with the Euro 6 limit values set out in Table 2 of Annex I, ["as determined in accordance with the second subparagraph of paragraph 4",] consider certificates of conformity to be no longer valid for the purposes of Article 18 of Directive 2007/46/EC and shall, on grounds relating to emissions or fuel consumption, prohibit the registration, sale or entry into service of such vehicles.</p> <p>The compliance with the Euro 6 limit values shall, during any valid RDE test, be determined by taking into account the pollutant-specific conformity factor set out in Table 2a of Annex I in accordance with the second subparagraph of Article 4(1).";</p>	<p>determined in accordance with the second subparagraph of paragraph 4",] consider certificates of conformity to be no longer valid for the purposes of <del>Article 18 of Directive 2007/46/EC</del> <u>Article 36 and 37 of Regulation 2018/858</u> and shall, on grounds relating to emissions or fuel consumption, prohibit the registration, sale or entry into service of such vehicles.</p> <p>The compliance with the Euro 6 limit values shall, during any valid RDE test, be determined by taking into account the pollutant-specific conformity factor set out in Table 2a of Annex I in accordance with the second subparagraph of Article 4(1).";</p>



Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
	second subparagraph of Article 4(1).”;	4(1). <i>The conformity factor shall be gradually lowered through annual downward revisions based on assessments by the JRC. The conformity factor shall cease to apply by 30 September 2022.</i> ”;		
63			<b><u>New vehicles of category N1 class II and III and category N2 shall not be required to comply with Euro 6 limit values for NOx during any valid RDE test until 4 years after the date specified in the first subparagraph.</u></b> ”;	<i>Council to discuss it further</i>
<b>Article 1 – paragraph 1 – point 8</b> Regulation (EC) No 715/2007 - Article 11(1)				
64	(8) Article 11(1) is replaced by the following:			
65	1. For new replacement pollution control devices intended to be fitted on vehicles approved under			

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
	this Regulation, national authorities shall prohibit their sale or installation on a vehicle if they are not of a type in respect of which a type approval has been granted in compliance with this Regulation.			
<b>Article 1 – paragraph 1 – point 9</b> Regulation (EC) No 715/2007 - Article 12(1) – subparagraph 1				
66	(9) in Article 12(1), the first subparagraph is replaced by the following:			
67	1. Member States may make provision for financial incentives that apply to vehicles in series production which comply with this Regulation.			

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
Amendment 23 <b>Article 1 – paragraph 1 – point 10</b> Regulation (EC) No 715/2007 - Article 14(2), (3), (3a) new and (7) new				
68	(10) in Article 14, paragraphs 2 and 3 are replaced by the following:		(10) <del>in</del> Article 14, <b><u>is amended as follows:</u></b>	
69			<b><u>(a)</u></b> paragraphs 2 and 3 are replaced by the following:	
70	2. The Commission is empowered to adopt delegated acts in accordance with Article 14a in order to adopt the following measures based on the results of the UNECE Particulate Measurement Programme, conducted under the auspices of the World Forum for Harmonisation of Vehicle Regulations, without lowering the level of environmental protection within the Union:			

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
71	(a) amend this Regulation for the purposes of reviewing the particulate mass and particle number limit values set out in Annex I;		(a) amend this Regulation for the purposes of reviewing the particulate mass and particle number limit values set out in <b>Table 2 of</b> Annex I;	
72	(b) supplement this Regulation by the adoption of a revised measurement procedure for particle numbers.			
73	3. The Commission <i>is empowered to</i> adopt delegated acts in accordance with Article 14a: (a) supplementing this Regulation in order to adapt the procedures, tests and requirements as well as the test cycles used to measure emissions in order to adequately reflect real driving emissions; (b) amending this Regulation in order to adapt to technical progress the pollutant-specific <i>final</i>	3. The Commission <i>shall</i> adopt <i>no later than 1 June 2021</i> delegated acts in accordance with Article 14a supplementing this Regulation in order to adapt the procedures, tests and requirements as well as the test cycles used to measure emissions in order to adequately reflect real driving emissions <i>under normal conditions of use, including inter alia temperature and boundary conditions, lowering the zero response drift and</i>	deleted	

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
	conformity factors set out in Table 2a to Annex I.	<p><i>addressing hazardous spikes in particles resulting from filter cleaning, taking into account any relevant elements of standardisation developed by CEN and based on best available equipment.</i></p> <p><i>3a. The Commission is empowered to adopt delegated acts in accordance with Article 14a amending this Regulation in order to adapt to technical progress and review downwards the pollutant-specific conformity factors set out in Table 2a to Annex I.</i></p>		
74			(c) the following paragraph 7 is added:	
75			<u>“7. The Commission shall keep under review the technical progress with regard to the measurement uncertainties linked with</u>	

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
			<p><b><u>the use of the Portable Emission Measurement System (PEMS). By two years after the date of application, and every two years thereafter, the Commission shall submit to the European Parliament and to the Council a report on the undertaken review and, as appropriate, a legislative proposal with a view to revising downwards the value of the margin of measurement uncertainty of the pollutant-specific final conformity factors set out in Table 2a to Annex I.</u></b></p>	
<p><b>Article 1 – paragraph 1 – point 11</b> Regulation (EC) No 715/2007 - Article 14 a (new)</p>				
76	(11) the following Article 14a is inserted:			
77	Article 14a			

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
	<p>Exercise of the delegation</p> <p>1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.</p>			
78	<p>2. The power to adopt delegated acts referred to in Article 5(3), Article 8 and Article 14(2) and (3) shall be conferred on the Commission for a period of five years from ... [date of entry into force ]. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.</p>		<p>2. The power to adopt delegated acts referred to in <del>Article 5(3)</del>, Article 8 and Article 14(2) <del>and (3)</del> shall be conferred on the Commission for a period of five years from ... [date of entry into force ]. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.</p>	

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
79	<p>3. The delegation of power referred to in Article 5(3), Article 8 and Article 14(2) and (3) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.</p>		<p>3. The delegation of power referred to in <del>Article 5(3)</del>, Article 8 and Article 14(2) <del>and (3)</del> may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.</p>	
80	<p>4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016.</p>			



Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
81	5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.			
82	6. A delegated act adopted pursuant to Article 5(3), Article 8 and Article 14(2) and (3) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.”;		6. A delegated act adopted pursuant to <del>Article 5(3)</del> , Article 8 and Article 14(2) <del>and (3)</del> shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.”;	

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
<b>Article 1 – paragraph 1 – point 12</b> Regulation (EC) No 715/2007 - Article 15				
83	(12) Article 15 is replaced by the following:			
84	<p style="text-align: center;"><i>“Article 15 Committee procedure</i></p> <p>1. The Commission shall be assisted by the committee referred to in Article 40(1) Directive 2007/46/EC. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.</p> <p>2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.”;</p>		<p style="text-align: center;"><i>“Article 15 Committee procedure</i></p> <p>1. The Commission shall be assisted by the committee referred to in Article 40(1) Directive 2007/46/EC. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.</p> <p>2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.</p> <p><b><u>Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third subparagraph of Article 5(4) of Regulation</u></b></p>	

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
			<u>(EU) No 182/2011 shall apply.”;</u>	
<b>Article 1 – paragraph 1 – point 13</b>				
85	(13) Annex I is amended in accordance with the Annex to this Regulation.			
<b>Proposal for a regulation Article 2</b>				
86	This Regulation shall not affect pending procedures under Article 5(3), Article 8 and Article 14(2) and (3) of Regulation (EC) No 715/2007 in which the committee has already delivered its opinion in accordance with Article 5a of Decision 1999/468/EC.			
<b>Proposal for a regulation Article 3</b>				
87	This Regulation shall enter into force on the third day following that of its publication in the Official			

Rows	Commission proposal	EP Position Plenary vote 17/09/2020	Council Position Council mandate 11/12/2019	Comments/Suggestions
	Journal of the European Union.			
88	This Regulation shall be binding in its entirety and directly applicable in all Member States.			

## ANNEX

### Annex to the four-column table

#### Commission proposal

In Annex I to Regulation (EC) No 715/2007, the following Table 2a is inserted:

“Table 2a

#### Real Driving Emissions Conformity Factors

	Oxides of nitrogen (NO <sub>x</sub> )	Number of particles (PN)	Carbon monoxide (CO) <sup>(1)</sup>	Total hydrocarbons (THC)	Combined hydrocarbons and oxides of nitrogen (THC + NO <sub>x</sub> )
$CF_{pollutant-final}^{(2)}$	1,43	1,5	-	-	-
$CF_{pollutant-temp}^{(3)}$	2,1	1,5	-	-	-

<sup>(1)</sup> CO emissions shall be measured and recorded for all RDE tests.

<sup>(2)</sup>  $CF_{pollutant-final}$  is the conformity factor used to determine compliance with the Euro 6 emission limits by taking into account the technical uncertainties linked with the use of the Portable Emission Measurement Systems (PEMS).

<sup>(3)</sup>  $CF_{pollutant-temp}$  is the temporary conformity factor that may be used upon request of the manufacturer as an alternative to  $CF_{pollutant-final}$  during a period of 5 years and 4 months following the dates specified in Article 10(4) and (5).”.

**EP Position**  
**Amendment 24**  
**Annex – paragraph 1**  
 Regulation (EC) No 715/2007 – Annex I – table 2a

In Annex I to Regulation (EC) No 715/2007, the following Table 2a is inserted:

*“Table 2a*

**Real Driving Emissions Conformity Factors**

	Oxides of nitrogen (NO <sub>x</sub> )	Number of particles (PN)	Carbon monoxide (CO) <sup>(1)</sup>	Total hydrocarbons (THC)	Combined hydrocarbons and oxides of nitrogen (THC + NO <sub>x</sub> )
$CF_{pollutant-final}^{(2)}$	1,431 + <i>margin</i> ( <i>margin</i> =0,32*)	1,51 + <i>margin</i> ( <i>margin</i> =0,5*)	-	-	-
$CF_{pollutant-temp}^{(3)}$	2,1	1,5	-	-	-

\* *to be revised downwards at least annually on the basis of regular assessments of the Joint Research Centre*

<sup>(1)</sup> CO emissions shall be measured and recorded for all RDE tests.

<sup>(2)</sup>  $CF_{pollutant-final}$  is the conformity factor used to determine compliance with the Euro 6 emission limits ***under a transitional period*** by taking into account the ***additional*** technical ***measurement*** uncertainties linked with the ***use*** ***introduction*** of the Portable Emission Measurement Systems (PEMS). ***It is expressed as 1 + a margin of measurement uncertainty. By 30 September 2022 the margin shall be zero, and the conformity factor shall cease to apply.***

<sup>(3)</sup>  $CF_{pollutant-temp}$  is the temporary conformity factor that may be used upon request of the manufacturer as an alternative to  $CF_{pollutant-final}$  during a period of 5 years and 4 months following the dates specified in Article 10(4) and (5).”

**Council position - General approach 11/12/2019**

In Annex I to Regulation (EC) No 715/2007, the following Table 2a is inserted:

“Table 2a  
Real Driving Emissions Conformity Factors

	Oxides of nitrogen (NO <sub>x</sub> )	Number of particles (PN)	Carbon monoxide (CO) <sup>(4)</sup>	Total hydrocarbons (THC)	Combined hydrocarbons and oxides of nitrogen (THC + NO <sub>x</sub> )
$CF_{pollutant-final}$ <sup>(2)</sup>	1,43 <b><u>1 + margin</u></b> <b>(margin = 0,43)</b>	1,5 <b><u>1 + margin</u></b> <b>(margin = 0,5)</b>	-	-	-
$CF_{pollutant-temp}$ <sup>(3)</sup>	2,1	1,5	-	-	-

<sup>(4)</sup> CO emissions shall be measured and recorded for all RDE tests.

<sup>(2)</sup>  $CF_{pollutant-final}$  is the conformity factor used to determine compliance with the Euro 6 emission limits by taking into account the ~~technical~~ **measurement** uncertainties linked with the use of the Portable Emission Measurement Systems (PEMS), **composed of 1 + margin of measurement uncertainty**.

<sup>(3)</sup>  $CF_{pollutant-temp}$  is the temporary conformity factor that may be used upon request of the manufacturer as an alternative to  $CF_{pollutant-final}$  during a period of 5 years and 4 months following the dates specified in Article 10(4) and (5).”.

## Comments/Suggestions