

Amendment 35

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Report

A9-0139/2020

Esther de Lange

Type approval of motor vehicles (Real Driving Emissions)
(COM(2019)0208 – C9-0009/2019 – 2019/0101(COD))

Proposal for a regulation**Annex – paragraph 1**

Regulation (EC) No 715/2007

Annex I – table 2a – row 2

Text proposed by the Commission

CF pollutant- final ⁽²⁾	1,43	1,5	–	–	–
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⁽²⁾ 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).

Amendment

CF pollutant -final ⁽²⁾	1 + margin (margin =0,32*)	1 + margin (margin =0,5*)	–	–	–
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** to be revised downwards at least annually on the basis of regular assessments of the Joint Research Centre*

Or. en

Justification

As of 1 January 2022, the final conformity factors expressed as “1+ margin” will be applicable to all vehicles. In that equation, the “one” means that all vehicles will have to meet the NO_x emission limit at the tailpipe on the roads under the RDE test conditions as well as in the laboratory. The “margin” is a factor that takes into account scientific facts that the devices used to measure NO_x under RDE conditions (i.e. Portable Emission Measurement Systems, PEMS) measure emissions on the road with a certain inaccuracy of repeatability and reliability. There is no scientific evidence to support claims that the margin can be phased out (i.e. treated as ‘zero’) by a certain point in time. It should be up to the JRC to scientifically review the progress in PEMS design and measurement accuracy before considering if it is technically justified for the margin to be further reduced.