


# Procedure file

Basic information		
COS - Procedure on a strategy paper (historic)	<a href="#">1996/2173(COS)</a>	Procedure completed
Air pollution: control of atmospheric emissions from road transport (Programme Auto/oil)		
Subject 3.70.02 Atmospheric pollution, motor vehicle pollution		

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	<b>ENVI</b> Environment, Public Health and Consumer Protection	ELDR <a href="#">EISMA Doeke</a>	07/05/1996
	Committee for opinion	Rapporteur for opinion	Appointed
	<b>BUDG</b> Budgets		
	<b>ECON</b> Economic and Monetary Affairs, Industrial Policy	PSE <a href="#">BILLINGHAM Angela Theodora</a>	09/10/1996
	<b>ENER</b> Research, Technological Development and Energy	PPE <a href="#">CHICHESTER Giles</a>	29/08/1996
Council of the European Union	<b>TRAN</b> Transport and Tourism	ARE <a href="#">NOVO BELENGUER Alfonso</a>	01/10/1996
	Council configuration	Meeting	Date
	<a href="#">Environment</a>	<a href="#">1978</a>	09/12/1996
	<a href="#">Environment</a>	<a href="#">1956</a>	15/10/1996

Key events			
18/06/1996	Non-legislative basic document published	COM(1996)0248	Summary
20/09/1996	Committee referral announced in Parliament		
15/10/1996	Debate in Council	<a href="#">1956</a>	
09/12/1996	Debate in Council	<a href="#">1978</a>	
19/03/1997	Vote in committee		Summary
19/03/1997	Committee report tabled for plenary	<a href="#">A4-0099/1997</a>	
09/04/1997	Debate in Parliament		

			
10/04/1997	Decision by Parliament	T4-0165/1997	Summary
10/04/1997	End of procedure in Parliament		
28/04/1997	Final act published in Official Journal		

### Technical information

Procedure reference	1996/2173(COS)
Procedure type	COS - Procedure on a strategy paper (historic)
Procedure subtype	Commission strategy paper
Legal basis	Rules of Procedure EP 142
Stage reached in procedure	Procedure completed
Committee dossier	ENVI/4/08199

### Documentation gateway

Non-legislative basic document	COM(1996)0248	18/06/1996	EC	Summary
Committee report tabled for plenary, single reading	<a href="#">A4-0099/1997</a> <a href="#">OJ C 132 28.04.1997, p. 0005</a>	19/03/1997	EP	
Text adopted by Parliament, single reading	T4-0165/1997 <a href="#">OJ C 132 28.04.1997, p. 0125-0206</a>	10/04/1997	EP	Summary
Economic and Social Committee: opinion, report	<a href="#">CES0473/1997</a> <a href="#">OJ C 206 07.07.1997, p. 0113</a>	24/04/1997	ESC	Summary

## Air pollution: control of atmospheric emissions from road transport (Programme Auto/oil)

OBJECTIVE: The Commission communication relates to the future strategy for the control of atmospheric emissions from road transport, taking into account the results from the Auto-Oil Programme. SUBSTANCE: In recognition of the fact that the future Community policy on the reduction of vehicle emissions should be based on an integrated and comprehensive approach, in 1992 the Commission invited the European oil and automobile industries to participate in a collaborative programme - known subsequently as the Auto-Oil Programme - seeking to develop a solid technical foundation upon which the Commission could build its future strategy. The rationale of the Auto-Oil Programme was to quantify both the cost and the emission-reduction potential of a variety of measures which could contribute to reducing vehicle emissions and the attainment of air-quality targets. The measures which were covered by the analysis included not only advances in vehicle technology and fuel quality but also the benefits of improvements to the regular inspection and maintenance procedures as well as the potential contribution of non-technical measures such as road pricing, improved public transport and scrapping schemes. The objective of the analysis was to identify cost-effective packages of measures sufficient to reduce vehicle emissions to the level comparable with the achievement of rigorous air-quality standards throughout the Community. All the legislative measures deriving from the Auto-Oil Programme relate to the following aspects: - passenger cars and light commercial vehicles: the emission standards for such vehicles will be tightened by means of a modification to Directive 70/220/CEE (see COD96164); - heavy duty vehicles: by the beginning of 1997, the Commission will come forward with a proposal to amend Directive 88/77/EEC which concerns diesel engines used principally in heavy duty vehicles; - improved fuel quality: the Commission proposes a directive concerning the quality of petrol and diesel fuel and amending Directive 93/12/EEC (see COD96163), which will enable a considerable reduction to be made in the emission of pollutants such as benzene, volatile organic compounds (VOCs), oxides of nitrogen (NOx), carbon monoxide (CO) and particulate matter; - alternative propulsion systems: the Commission has set up a Task Force 'The Car of Tomorrow' which has as its objective the coordination of research on future technologies with a particular focus on advanced propulsion systems; - inspection and maintenance: during 1997 the Commission will submit proposals to strengthen the requirements laid down in Directive 92/55/EEC as regards inspection and maintenance. Those measures will enter into force in 2000. ?

## Air pollution: control of atmospheric emissions from road transport (Programme Auto/oil)

The committee adopted a report by Doeke EISMA (ELDR, NL), under the consultation procedure, on a Commission communication to the European Parliament and the Council on a future strategy for the control of atmospheric emissions from road transport, taking account of the results of the Auto/Oil programme. The report regretted that the Commission had mistakenly based its approach on the principle of cost-effectiveness instead of carrying out a cost-benefit analysis. In addition, the Commission had been guided exclusively by the effects of air pollution on human health, whereas it also caused considerable damage to agricultural crops, ecosystems and the environment generally.

Noise nuisance and soil and water pollution had also to be considered. The actual costs of motoring must be passed on to the consumer. Emission standards for existing vehicles should be enforced by regular random tests. Standards should be upgraded in 2000 and again in 2005. The Structural Funds should be used to finance projects for sustainable transport. ?

## Air pollution: control of atmospheric emissions from road transport (Programme Auto/oil)

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When it adopted the report by Mr Doeke EISMA (ELDR, NL), the European Parliament recognizes that the Auto-Oil Programme constitutes a good basis for devising the best method of limiting pollution from motor vehicles and fuels from the year 2000 and beyond, but it takes the view that vehicle emissions should continue to be monitored to ensure that European Union air quality targets are achieved. Accordingly, the Member States are called upon to enforce emissions standards in the existing vehicle fleet by regular and random test procedures. The European Parliament regrets the fact that the Commission has mistakenly based its approach on the principle of cost-effectiveness and that it has not started by making a cost-benefit analysis. Parliament calls on the Member States to adopt fiscal and economic measures designed to promote the use of environment-friendly motor vehicles and fuels and calls on the Commission to carry out studies into the effectiveness of selective fiscal measures designed to encourage the use of smaller, lighter vehicles and cleaner fuels such as natural or liquid petroleum gas, re-formulated petrol and biofuels. It calls on the Commission to encourage Member States to develop a system of fiscal incentives for cleaner fuels and low-emission vehicles that ensure the more rapid modernization of the vehicle fleet. Parliament takes the view that a new reduction of sulphur in fuel is necessary and that a sulphur limit value of 50 ppm is required for both gasoline and diesel. ?