


Procedure file

| Basic information | |
|---|---------------------|
| COD - Ordinary legislative procedure (ex-codecision procedure) Directive | Procedure completed |
| Air pollution: emissions from non personal motor vehicles in 2000 (amend. Directive 70/220/EEC) | |
| Subject 3.70.02 Atmospheric pollution, motor vehicle pollution | |

| Key players | | | |
|-------------------------------|---------------------------------|--|---|
| European Parliament | Former committee responsible | | |
| | ENVI | Environment, Public Health and Consumer Protection | 16/04/1997 |
| | PSE LANGE Bernd | | |
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| | PSE LANGE Bernd | | |
| | Former committee for opinion | | |
| | BUDG | Budgets | |
| | ECON | Economic and Monetary Affairs, Industrial Policy | 18/06/1997 |
| | PPE RÜBIG Paul | | |
| | ENER | Research, Technological Development and Energy | The committee decided not to give an opinion. |
| TRAN | Transport and Tourism | The committee decided not to give an opinion. | |
| Council of the European Union | Council configuration | Meeting | Date |
| | Environment | 2076 | 23/03/1998 |
| | Environment | 2062 | 16/12/1997 |
| | Environment | 2033 | 16/10/1997 |

| Key events | | | |
|------------|--|---|---------|
| 20/02/1997 | Legislative proposal published | COM(1997)0061 | Summary |
| 16/10/1997 | Debate in Council | 2033 | |
| 04/02/1998 | Vote in committee, 1st reading | | Summary |
| 04/02/1998 | Committee report tabled for plenary, 1st reading | A4-0043/1998 | |
| 17/02/1998 | Debate in Parliament |  | Summary |

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|------------|--|---|---------|
| 18/02/1998 | Decision by Parliament, 1st reading | T4-0076/1998 | Summary |
| 23/03/1998 | Council position published | 06353/1/1998 | Summary |
| 02/04/1998 | Committee referral announced in Parliament, 2nd reading | | |
| 15/04/1998 | Vote in committee, 2nd reading | | Summary |
| 15/04/1998 | Committee recommendation tabled for plenary, 2nd reading | A4-0126/1998 | |
| 30/04/1998 | Debate in Parliament |  | Summary |
| 30/04/1998 | Decision by Parliament, 2nd reading | T4-0236/1998 | Summary |
| 12/06/1998 | Parliament's amendments rejected by Council | | |
| 29/06/1998 | Formal meeting of Conciliation Committee | | |
| 29/06/1998 | Final decision by Conciliation Committee | | Summary |
| 11/08/1998 | Joint text approved by Conciliation Committee co-chairs | 3619/1998 | |
| 10/09/1998 | Report tabled for plenary, 3rd reading | A4-0314/1998 | |
| 14/09/1998 | Committee referral announced in Parliament, 1st reading | | |
| 15/09/1998 | Debate in Parliament |  | |
| 15/09/1998 | Decision by Parliament, 3rd reading | T4-0464/1998 | Summary |
| 17/09/1998 | Decision by Council, 3rd reading | | |
| 13/10/1998 | Final act signed | | |
| 13/10/1998 | End of procedure in Parliament | | |
| 28/12/1998 | Final act published in Official Journal | | |

Technical information

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|----------------------------|--|
| Procedure reference | 1996/0164B(COD) |
| Procedure type | COD - Ordinary legislative procedure (ex-codecision procedure) |
| Procedure subtype | Legislation |
| Legislative instrument | Directive |
| Legal basis | EC before Amsterdam E 100A |
| Stage reached in procedure | Procedure completed |
| Committee dossier | CODE/4/10086 |

Documentation gateway

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|---|--|--|------------|----|---------|
| Legislative proposal | | COM(1997)0061 OJ C 106 04.04.1997, p. 0006 | 20/02/1997 | EC | Summary |
| Committee report tabled for plenary, 1st reading/single reading | | A4-0043/1998 OJ C 080 16.03.1998, p. 0004 | 04/02/1998 | EP | |
| Text adopted by Parliament, 1st reading/single | | T4-0076/1998 | 18/02/1998 | EP | Summary |

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|---|--|--|------------|--------|---------|
| reading | | OJ C 080 16.03.1998, p. 0082-0129 | | | |
| Council position | | 06353/1/1998 OJ C 161 27.05.1998, p. 0045 | 23/03/1998 | CSL | Summary |
| Commission communication on Council's position | | SEC(1998)0565 | 30/03/1998 | EC | Summary |
| Committee recommendation tabled for plenary, 2nd reading | | A4-0126/1998 OJ C 152 18.05.1998, p. 0005 | 15/04/1998 | EP | |
| Text adopted by Parliament, 2nd reading | | T4-0236/1998 OJ C 152 18.05.1998, p. 0017-0041 | 30/04/1998 | EP | Summary |
| Joint text approved by Conciliation Committee co-chairs | | 3619/1998 | 11/08/1998 | CSL/EP | |
| Report tabled for plenary by Parliament delegation to Conciliation Committee, 3rd reading | | A4-0314/1998 OJ C 313 12.10.1998, p. 0010 | 10/09/1998 | EP | |
| Text adopted by Parliament, 3rd reading | | T4-0464/1998 OJ C 313 12.10.1998, p. 0023-0030 | 15/09/1998 | EP | Summary |

Additional information

European Commission

[EUR-Lex](#)

Final act

[Directive 1998/69](#)

[OJ L 350 28.12.1998, p. 0001](#) Summary

Air pollution: emissions from non personal motor vehicles in 2000 (amend. Directive 70/220/EEC)

OBJECTIVE: to complete the proposal for a directive on measures against air pollution by emissions from motor vehicles. **SUBSTANCE:** The main changes made by the Commission to its initial proposal concern the following points: (1) objective of the proposal: it is proposed to complete the initial proposal by adding measures relating to light commercial vehicles (international category N1); since the limit values applicable to light commercial vehicles have been definitively established by Directive 96/69/EC, parallelism should be ensured between the emission standards of cars and those for light commercial vehicles after the year 2000; (2) the legal basis: the proposed measures amend the Commission's previous proposal, which was based on Article 100a of the EC Treaty; consequently these measures are presented pursuant to Article 189a(2) of the EC Treaty; (3) the limit values for light commercial vehicles for the year 2000/2001: in accordance with the results of the auto-oil programme, the Commission proposes that the emission standards for light commercial vehicles be tightened and improved by adding new requirements; it is proposed that these measures should apply: - from the year 2000 for new vehicle types of Class I, - from the year 2001 for new vehicle types of Classes II and III, - from the year 2001 for all new vehicles of Class I, - from the year 2002 for all new vehicles of Classes II and III. A second regulatory stage is also envisaged to be applied from 2005 for new vehicle types. These measures will have to be confirmed by the Council and Parliament following a new Commission proposal to be made in 1998. The proposed new limit values to be applied from 2000/2001 represent reductions, against the Stage 1997 emission standards, of: - 40% nitrogen oxides, 40% total hydrocarbons and 30% carbon monoxide for gasoline light commercial vehicles; - 20% nitrogen oxides, 65% hydrocarbons, 40% carbon monoxide and 35% particulate matter for diesel light commercial vehicles. (4) Onboard diagnostic systems (OBD) for light commercial vehicles: the Commission proposes that the OBD requirements apply also to light commercial vehicles. The requirements for diesel light commercial vehicles will be optional initially. (5) Second stage 2005 for light commercial vehicles and fiscal incentives: the proposal also sets out indicative limit values to be applied for a second stage to reduce light commercial vehicle emissions in the year 2005. The Member States can use these indicative limit values to grant fiscal incentives to encourage the early marketing of clean vehicles. (6) The Commission proposes amending Article 5 of Directive 70/220/EEC concerning the adaptation to technical progress of the annexes of this directive, and to delete the possibility of extending type approval granted for M1 and N1 vehicles to M2 and N2 vehicles having a reference mass not exceeding 2 840 kg. ?

Air pollution: emissions from non personal motor vehicles in 2000 (amend. Directive 70/220/EEC)

A package of anti-pollution measures - the Auto-Oil Programme - designed to clean up road transport in Europe got the green light from the Environment Committee - subject to a raft of amendments. The first-reading report concerns light commercial vehicles by Mr Bernd LANGE (PES, D) calling for tighter limits on exhaust emissions. The text conveys the committee's reaction to the Auto-Oil Programme, a collaborative venture between the Commission and the auto and oil industries which was launched four years ago when Parliament and the Council asked

the Commission to devise a strategy to reduce road vehicle emissions with the aim of improving air quality. The proposals to improve fuel quality and toughen emission limits prescribe action in two stages: by 2000 and 2005. While it is generally agreed that the first stage should be mandatory, Council and Commission want the last stage to be simply indicative. Rejecting this view, however, the committee decided that there should be mandatory specifications for 2005. The report concerns the Auto-Oil Programme's key proposal since improved fuel quality will benefit only to new vehicles. The recommendation dealt, among other things, with the need for on-board diagnostic systems and in-service surveys. Mr Lange resubmitted most of Parliament's first reading amendments. The recommendation was adopted by an overwhelming majority, while his report on light vehicles was adopted unanimously.?

Air pollution: emissions from non personal motor vehicles in 2000 (amend. Directive 70/220/EEC)

The rapporteur called for a reduction in emissions and an improvement in fuel quality. He wanted binding values for 2005 and the introduction of an emissions monitoring system and an on-board diagnostics system. He also warned against the campaigning carried out by intermediaries from the oil industry in an attempt to dissuade Parliament. Commissioner Bjerregaard agreed with setting binding emission limits for 2000 and guideline standards for 2005. She added that the Commission and Parliament shared the same objectives and that any differences only concerned the means of achieving these.

Air pollution: emissions from non personal motor vehicles in 2000 (amend. Directive 70/220/EEC)

Parliament adopted the report by Mr Bernd Lange (PSE, D) on the amended proposal for a directive relating to measures to be taken against air pollution by emissions from motor vehicles. Parliament amended the proposed limit values and adopted an amendment allowing off-road vehicles (4x4) to be classed as light utility vehicles. It also stated that the values planned for 2005 should not be indicative but obligatory. ?

Air pollution: emissions from non personal motor vehicles in 2000 (amend. Directive 70/220/EEC)

The common position does not incorporate the amendment proposed by Parliament at first reading. The main points of the Council text are the following: - (2000 stage): the Council agrees with the Commission on the limit values to be applied from 1 January 2000 for light commercial vehicles of category N1 class I (the same limits as for passenger cars) and from 1 January 2001 for category N1 vehicles of classes II and III; it has, however, introduced stricter limit values for particulate emissions for vehicles of category N1, classes II and III of respectively 12.5% and 9% in comparison with the limits proposed by the Commission; - limit values for emissions (2005 stage): the Council agrees with the limit values proposed by the Commission from 2005 and that they should remain indicative; - testing at low temperatures: the common position extends the application of the cold start test only to vehicles of category N1 class I. the Commission is called upon to introduce limits for the cold start test applicable to category N1 vehicles of classes II and III by 1 June 1999; these limits are to be applicable by 2003; - on-board diagnostic system (OBD): the Council has revised the Commission proposals for OBD limits applicable to diesel vehicles to bring them into line with the common position on passenger cars; the date of application of the provisions on OBD will be 1 January 2000 for class M1 and N2 petrol vehicles and 1 January 2001 for category N1 vehicles of classes II and III; 1 January 2005 has been set as the OBD application date for M1 and N1 vehicles with a diesel engine; - weight classes: the Council has revised the weight categories I, II and III of N1 vehicles to bring them into line with some technical changes made by the 'emissions' directive 96/44/EC; - temporary derogation for certain M1 vehicles (passenger cars); the Council has included a derogation for some M1 vehicles which will allow two categories of M1 vehicles to comply with the limit values applicable to class III N1 vehicles until 1 January 2003; these are category M1 vehicles having a maximum mass of more than 2000 kg which are fitted with a diesel engine and which are either designed to carry more than six occupants including a driver, or which are off-road vehicles as defined in Annex II of Directive 70/156/EEC; - extension of emission approvals: the Council has not agreed with the Commission's proposal to delete the possibility to extend an emission approval from an M1 or N1 vehicle to a heavier or larger M2 or N2 vehicle. ?

Air pollution: emissions from non personal motor vehicles in 2000 (amend. Directive 70/220/EEC)

In general the Commission is satisfied with the common position which reinforces the Commission's proposal for light commercial vehicles and tightens the limits for particulates applicable to category N1 vehicles of classes II and III; it recognizes the technical need for a time limited derogation to meet less stringent emission limits for certain strictly defined vehicle categories and the development status of OBD for diesel vehicles.

Air pollution: emissions from non personal motor vehicles in 2000 (amend. Directive 70/220/EEC)

The auto-oil programme, a wide-ranging package of Europe-wide measures to combat pollution from motor vehicles, moved into higher gear when the Committee gave the green light to a provision affecting light commercial vehicles (LCVs). This was a recommendation by Mr Bernd LANGE (PES, D) for a second reading on the Council's common position on a proposed directive (amending existing directive 70/220/EEC) on measures to combat air pollution caused by emissions from LCVs. These are vehicles of the sort often used for the distribution of goods in towns, where an improvement in air quality is most urgent. The provisions for LCVs mirror, in most respects, the anti-emission provisions for passenger cars (for which Mr Lange is also rapporteur) which received their second reading in the House on 18 February this year. However, since, among other things, LCVs are tuned differently from passenger cars, emission limits have to be adjusted in some cases. In adopting the LVC recommendation yesterday, the committee reinstated the table of emission limits adopted at Parliament's first reading on 18 February last, which the Council had refused to accept in full. However, the rapporteur was pleased that the Council had gone along with Parliament's insistence on stricter limits for particulate emissions from diesel LCVs in the heavier weight categories. The committee also reaffirmed its view that the limits for 2005 should be mandatory, not indicative, as the Council had wanted.?

Air pollution: emissions from non personal motor vehicles in 2000 (amend. Directive 70/220/EEC)

The rapporteur pointed out that the introduction of mandatory limit values for private cars and light commercial vehicles in 2005 was one of Parliament's fundamental demands in the auto/oil and emissions debate. Confirming the Commission's position, Commissioner Bangemann said that he could not accept the amendments.

Air pollution: emissions from non personal motor vehicles in 2000 (amend. Directive 70/220/EEC)

In adopting the recommendation for second reading by Mr Bernd LANGE (PSE, D), the European Parliament reinstated the table setting limit values for emissions which it had adopted at first reading and which had not been fully accepted by the Council. Parliament again called for four-wheel-drive vehicles to be classified as light commercial vehicles, and stressed that the values applicable from 2005 must be not indicative but mandatory. ?

Air pollution: emissions from non personal motor vehicles in 2000 (amend. Directive 70/220/EEC)

Following the delegation meeting held on 17 June, Mr COLLINS, chairman of the Committee on the Environment, and the two rapporteurs attended a further dialogue meeting held the next day (18 June) in Strasbourg. On the basis of the stage reached in the work, and with the agreement of the President of Parliament and the delegation chairman, Mrs FONTAINE, the Conciliation Committee was convened for 29 June, the penultimate day of the British Presidency. The Committee concluded its proceedings after a meeting lasting 4 hours, reaching agreement on all the outstanding points. The key feature of the agreement is that the Council delegation agreed to make the limit values for 2005 compulsory in the two directives; in exchange, Parliament's delegation agreed to the figures which the Council proposed for the limit values in its common position (with the exception of Amendment 27 to the 'fuels' directive, accepted unchanged by the Council). As regards committeeology, the Council withdrew its proposal for a type-IIIb committee in favour of a type-IIIa committee, thereby enabling Parliament to maintain its opposition to the principle of type-IIIb regulatory committees.?

Air pollution: emissions from non personal motor vehicles in 2000 (amend. Directive 70/220/EEC)

Adopting the reports by Mr Bernd LANGE (PSE, D) and Mrs Heidi HAUTALA (V, FIN), the European Parliament approved: - the joint proposal to reduce air pollution from motor vehicles (454 votes to 3 with 7 abstentions); - the joint proposal to reduce air pollution from motor vehicles in relation to light commercial vehicles (465 votes to 11 with 3 abstentions). - the joint proposal on the quality of petrol and diesel fuels (474 votes to 10 with 3 abstentions). Under the agreement, Parliament achieved its major objective of making fuel quality standards for diesel mandatory for 2000 and pollution emission limits mandatory for 2005 (Council had wanted to have only indicative arrangements for 2005). In exchange, Parliament accepted the less stringent figures proposed by the Council for the specifications themselves (although these were a considerable improvement on the figures originally put forward by the Commission). Parliament rejected the Commission's original 'cost-effective' approach as limited and inadequate and the principle of taking account of benefits to health (reduction in respiratory, cardio-vascular and other diseases) and to the environment when assessing the cost of measures to improve air quality was included under the terms of the agreement with the Council. In accordance with the wishes of the European Parliament, the three directives provide for a regulatory committee which limits the powers of the Council in favour of the Commission. In addition, the powers of the committee will be limited so that the limit values approved may only be modified by means of the co-decision procedure. A) Quality of fuels: The agreement between the European Parliament and the Council will allow the air quality to be improved by adding oxygen to diesel fuel and significantly reducing the content of sulphur, benzene, olefins and aromatics. Following pressure exerted by Parliament: fuels which comply with the standards set for 2005 will progressively be introduced on the market from the year 2000. In addition, the agreement states that fiscal incentives may promote the introduction of more advanced fuels. As soon as vehicles using the new fuels appear in one or two Member States, which will no doubt be soon, there will be the added force of market pressure for the fuels to go on general sale and be made available to motorists travelling in other Member States. Under the terms of the Directive, the marketing of leaded petrol will be banned on 1 January 2000, except where climatic conditions warrant it or severe socio-economic problems would result, in which case the deadline may be delayed to 1 January 2005. Similarly, subject to derogations valid until 1 January 2003, unleaded petrol and diesel fuel marketed after 1 January 2000 will need to meet stricter environmental specifications and stricter specifications will enter into force on 1 January 2005 (subject, however, to derogations which apply until 1 January 2007). Member States may benefit from these derogations if they cannot meet the required specifications. To do so they must submit a request to the Commission, which may only grant these derogations under strict conditions and only for limited periods. In addition, Member States may in specific areas impose stricter environmental specifications than those provided under the Directive if atmospheric pollution is a serious and recurrent problem. B) Limit values of emissions: In the case of passenger vehicles, Parliament emphasised the need to install on-board diagnostic (OBD) systems which can monitor the durability of anti-pollution equipment. It also required unrestricted transmission of data to repair workshops and spare part manufacturers on request. However, at the request of the Council, the durability test provided for (type V) will be maintained. Anti-pollution equipment must remain efficient for at least 80,000 km or five years from the year 2000 but, at Parliament's request, the 'kilometrage' parameter will be extended to 100,000 km from 2005 (despite the fact that the European Parliament would have preferred it to be extended to 120,000 km). Type-approval and the certificate of compliance will be refused to any vehicle which does not comply with the Directive. Petrol or diesel engines in service (as opposed to new engines) are also covered by the Directive. The agreement also includes Parliament's amendment on the establishment of a test procedure to check low ambient temperature emissions after a cold start. A voluntary agreement needs to be concluded with the car industry on reducing CO₂ emissions. Parliament has called on the Commission to plan the introduction of compulsory legislation if negotiations fail. The Council shares Parliament's opinion, the objective of which is to reduce the average fuel consumption of passenger vehicles to 120g of CO₂ per km. C) Other aspects of the compromise: - fiscal incentives can be used to encourage the more rapid commercialisation of vehicles fitted with advanced anti-pollution equipment; - encouragement of more rapid replacement of cars with old engines; - possibility for Member States to introduce measures encouraging the equipment of old motor vehicles with anti-pollution devices; - the Commission should also study the role of chemical additives to fuels in reducing emissions; - Parliament would like to see additional efforts made with a view to the commercialisation of vehicles that are more respectful of the environment; - approval of a Directive to combat emissions from light commercial vehicles. This text covers vehicles

used for the distribution of goods in towns, where an improvement in air quality is most urgent. Numerous provisions in the 'passenger transport' directive could also be applied to delivery vans. However, as these vehicles are tuned differently, numerous parameters would need to be adjusted. D) Follow-up: the agreement provides for follow-up work on these standards in a different form in the future. The current Directives will be examined in the light of a proposal to be submitted by the Commission by the end of 1999. They will be examined periodically. However, given that the standards provided for 2005 will now be mandatory, the field covered by this proposal has been drastically reduced, as the European Parliament wished. This follow-up work will apply to technical progress and the oil supply situation and will concentrate, among other things, on the period after 2005. This means that the Commission cannot make any proposals to alter the parameters which are mandatory for 2005. They can only be 'adapted' (by which Parliament understands 'improved?'). The Commission may also propose specific parameters for fuels used by fleets of buses, taxis and commercial vehicles (which make a significant contribution to urban pollution) and parameters which apply to liquefied petroleum gas, natural gas and biofuels.?

Air pollution: emissions from non personal motor vehicles in 2000 (amend. Directive 70/220/EEC)

OBJECTIVE: on the basis of the results of the Auto-Oil programme, the Directive seeks to tighten the emission standards applicable to motor vehicles. COMMUNITY MEASURE: Directive 98/69/EC of the European Parliament and the Council relating to measures to be taken against air pollution by emissions from motor vehicles and amending Directive 70/220/EEC. CONTENT: the Directive seeks to make compulsory for the year 2000 and the year 2005 stricter limit values for air polluting emissions from motor vehicles. In addition, it contains improvements in methods of measuring exhaust and evaporative emissions and lays down new standards with the purpose of ensuring the durability of anti-pollution systems, in particular by the introduction of: - on-board diagnostic (OBD) systems which can detect malfunctions in anti-pollution equipment and signal these to the driver, as well as register these defects to permit technical control stations to check the operation of the system and diagnose any eventual repairs that might be required; - measures regarding conformity of in-service vehicles which have as their purpose to ensure that the vehicle complies with the anti-pollution measures provided for in this Directive for 80,000 km or 5 years (the 'kilometrage' parameter will be extended to 100,000 km from 2005). The Directive also provides for the establishment of a test procedure to check low ambient temperature emissions after a cold start. Other aspects of the Directive: - fiscal incentives can be used to encourage the more rapid commercialisation of vehicles fitted with advanced anti-pollution equipment; - encouragement of more rapid replacement of cars with old engines; - possibility for Member States to introduce measures encouraging the equipment of old motor vehicles with anti-pollution devices; - additional efforts with a view to the commercialisation of vehicles that are more respectful of the environment; The Directive makes provision for follow-up work on these standards. After 31 December 1999, the Commission will submit proposals for legislation to come into force after 2005 dealing, in particular, with the following aspects: - modification of the durability requirements; - fuel quality standards; - the contribution to the attainment of long-term Community objectives on air quality; - potential and feasibility of local measures to reduce vehicle emissions; - the particular situation of captive fleets; - requirements for the operation of an on-board measurement system. The Directive makes provision for a regulatory committee which limits the power of the Council in favour of the Commission. Limit values can only be modified via the co-decision procedure. ENTRY INTO FORCE: 28 December 1998. DEADLINE FOR TRANSPOSITION: 28 September 1999.?