

Procedure file

Basic information	
COD - Ordinary legislative procedure (ex-codecision procedure) Directive	2000/0040(COD) Procedure completed
Air pollution: emissions from motor vehicles, on-board diagnostic systems OBD (amend. Directive 70/220/EEC)	
Repealed by 2005/0282(COD)	
Subject 3.70.02 Atmospheric pollution, motor vehicle pollution	

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	ENVI Environment, Public Health, Consumer Policy		22/03/2000
		PPE-DE JACKSON Caroline	
	Former committee responsible		
	ENVI Environment, Public Health, Consumer Policy		22/03/2000
		PPE-DE JACKSON Caroline	
	Former committee for opinion		
	ITRE Industry, External Trade, Research, Energy	The committee decided not to give an opinion.	
	RETT Regional Policy, Transport and Tourism	The committee decided not to give an opinion.	
Council of the European Union	Council configuration	Meeting	Date
	General Affairs	2294	09/10/2000
European Commission	Commission DG	Commissioner	
	External Relations		

Key events			
13/02/2000	Legislative proposal published	COM(2000)0042	Summary
01/03/2000	Committee referral announced in Parliament, 1st reading		
19/04/2000	Vote in committee, 1st reading		
17/05/2000	Decision by Parliament, 1st reading	T5-0215/2000	Summary
09/10/2000	Council position published	09854/1/2000	Summary
26/10/2000	Committee referral announced in Parliament, 2nd reading		
04/12/2000	Vote in committee, 2nd reading		
13/12/2000	Decision by Parliament, 2nd reading	T5-0552/2000	Summary
22/01/2001	Final act signed		
22/01/2001	End of procedure in Parliament		

06/02/2001	Final act published in Official Journal		
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Technical information

Procedure reference	2000/0040(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Directive
	Repealed by 2005/0282(COD)
Legal basis	Rules of Procedure EP 66_o-p4; Rules of Procedure EP 52-p1; EC Treaty (after Amsterdam) EC 095
Stage reached in procedure	Procedure completed
Committee dossier	ENVI/5/13391

Documentation gateway

Legislative proposal	COM(2000)0042 OJ C 240 28.08.2001, p. 0001 E	14/02/2000	EC	Summary
Text adopted by Parliament, 1st reading/single reading	T5-0215/2000 OJ C 059 23.02.2001, p. 0069-0091	17/05/2000	EP	Summary
Economic and Social Committee: opinion, report	CES0580/2000 OJ C 204 18.07.2000, p. 0001	24/05/2000	ESC	
Council position	09854/1/2000 OJ C 329 20.11.2000, p. 0001	10/10/2000	CSL	Summary
Commission communication on Council's position	SEC(2000)1774	24/10/2000	EC	Summary
Text adopted by Parliament, 2nd reading	T5-0552/2000 OJ C 232 17.08.2001, p. 0076-0144	13/12/2000	EP	Summary

Additional information

European Commission	EUR-Lex
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Final act

Directive 2001/1 OJ L 035 06.02.2001, p. 0034 Summary
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Air pollution: emissions from motor vehicles, on-board diagnostic systems OBD (amend. Directive 70/220/EEC)

PURPOSE : the aim of this proposal is to amend Council Directive 70/220/EEC, as last amended by Directive 1999/102/EC, to provide for dates from which on-board diagnostic (OBD) systems are mandatory on passenger cars and light commercial vehicles that have positive-ignition engines and which use alternative fuels such as liquefied petroleum gas (LPG) or natural gas (NG). Such vehicles may be fuelled only with either LPG or NG or be capable of switching between petrol and either LPG or NG. CONTENT : alternative fuelled vehicles can provide environmental benefits over other fuels and they should also comply with appropriate OBD requirements. However, the imposition of OBD from 1 January 2000 on such vehicles would, at this stage in their development, impose a barrier to their widespread introduction. Therefore, the Commission proposes that alternative fuelled vehicles be given further time to comply with appropriate requirements. The Commission proposes that the proposal be amended to clearly specify the dates from which OBD systems are mandatory on new types of vehicles (passenger cars and light commercial vehicles) that are equipped with positive-ignition engines that (a) are fuelled only with petrol, or (b) are fuelled with LPG or NG (dedicated alternative fuel vehicle) or (c) are fuelled with petrol but can also be switched between petrol and

either LPG or NG (bi-fuel vehicle). In this respect, the Commission proposes that the existing dates for vehicles with positive-ignition engines using petrol remain unchanged but the following dates apply for vehicles with positive-ignition engines that use only LPG or NG or can switch between petrol and either LPG or NG: - vehicles of category M1< 2500kg and vehicles of category N1 class I : from 1 January 2003 for the new types and 1 January 2006 for all types; - vehicles of category M1> 2500kg and vehicles of category N1 class II and III : from 1 January 2006 for the new types and 1 January 2007 for all types.?

Air pollution: emissions from motor vehicles, on-board diagnostic systems OBD (amend. Directive 70/220/EEC)

The European Parliament approved without report the proposal on the amending directive on air pollution caused by motor vehicle emissions.?

Air pollution: emissions from motor vehicles, on-board diagnostic systems OBD (amend. Directive 70/220/EEC)

In adopting its common position, the Council amended the Commission proposal slightly to stipulate that existing models in category M1< 2500 kg and vehicles in category N1 class I must be fitted with an OBD system as from 1 January 2004. The earlier introduction of the OBD system (1 January 2004 instead of 1 January 2006) will help reduce pollutant emissions. The common position is also aligned on the date from which existing models in category M1< 2500 kg with a compression-ignition engine must also be fitted with an OBD system (1 January 2004). ?

Air pollution: emissions from motor vehicles, on-board diagnostic systems OBD (amend. Directive 70/220/EEC)

The Commission notes that the Council has agreed with the Commission that new vehicle types equipped with positive-ignition engines fuelled only with either LPG or NG or capable of switching between using petrol and either LPG or NG should be given additional time to comply with OBD requirements for the purposes of type-approval and should therefore be given a limited derogation against having to meet the OBD requirements of Directive 98/69/EC. This will allow these vehicles that have demonstrated a good environmental performance to obtain type-approval and also allow time for the Commission to propose appropriate OBD requirements specific to vehicles that use LPG or NG fuels. In relation to the Council's agreement on the existing types of vehicle categories, the Commission states that it can accept the change of date to two years earlier than it initially proposed. Finally, the Commission is of the opinion that it is clear that a derogation is needed for these types of vehicles and specific OBD requirements need to be defined in good time allowing sufficient development and engineering lead-time for the industry to comply. ?

Air pollution: emissions from motor vehicles, on-board diagnostic systems OBD (amend. Directive 70/220/EEC)

The European Parliament approved the common position. The act was accordingly deemed adopted in accordance with the common position.?

Air pollution: emissions from motor vehicles, on-board diagnostic systems OBD (amend. Directive 70/220/EEC)

PURPOSE : to set the dates from which the installation of on-board diagnostic systems on passenger cars and light commercial vehicles that have positive-ignition engines and which use alternative fuels should become mandatory. **COMMUNITY MEASURE :** Directive 2001/1/EC of the European Parliament and of the Council amending Council Directive 70/220/EEC concerning measures to be taken against air pollution by emissions from motor vehicles. **CONTENT :** the amendment introduced indicates the dates from which on-board diagnostic (OBD) systems are mandatory on passenger cars and light commercial vehicles that have positive-ignition engines and which use alternative fuels such as liquified petroleum gas (LPG) or natural gas (NG). The Directive does not change the existing dates for vehicles with positive-ignition engines using petrol but provides the following dates for vehicles with positive-ignition engines that only use LPG or NG or can switch between petrol and either LPG or NG: - vehicles of category M1<2500kg and vehicles of category N1 class I : from 1 January 2003 for the new types and 1 January 2004 for all types; - vehicles of category M1>2500kg and vehicles of category N1, II and III : from 1 January 2006 for the new types and 1 January 2007 for all types. **ENTRY INTO FORCE :** 06/02/2001. **DEADLINE SET FOR THE TRANSPOSITION :** 06/02/2002.?