

Procedure file

Basic information	
COD - Ordinary legislative procedure (ex-codecision procedure) Directive	2000/0136(COD) Procedure completed
Reduction of the level of pollutant emissions from two- and three-wheel motor vehicles	
Amending Directive 97/24/EC Repealed by	1993/0470(COD) 2010/0271(COD)
Subject	3.70.02 Atmospheric pollution, motor vehicle pollution

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	DELE EP Delegation to Conciliation Committee		29/01/2002
		PSE LANGE Bernd	
	Former committee responsible		
	ENVI Environment, Public Health, Consumer Policy		12/07/2000
		PSE LANGE Bernd	
	ENVI Environment, Public Health, Consumer Policy		12/07/2000
		PSE LANGE Bernd	
	Former committee for opinion		
	JURI Legal Affairs and Internal Market	The committee decided not to give an opinion.	
ITRE Industry, External Trade, Research, Energy	The committee decided not to give an opinion.		
RETT Regional Policy, Transport and Tourism		12/09/2000	
	EDD VAN DAM Rijk		
Council of the European Union	Council configuration	Meeting	Date
	Fisheries	2435	11/06/2002
	Agriculture and Fisheries	2410	18/02/2002
	Justice and Home Affairs (JHA)	2366	13/07/2001
	Environment	2334	08/03/2001
	Environment	2321	18/12/2000
European Commission	Commission DG	Commissioner	
	Internal Market, Industry, Entrepreneurship and SMEs		

Key events			
07/07/2000	Committee referral announced in Parliament, 1st reading		
18/12/2000	Debate in Council	2321	
23/01/2001	Vote in committee, 1st reading		Summary

23/01/2001	Committee report tabled for plenary, 1st reading	A5-0015/2001	
13/02/2001	Debate in Parliament		
14/02/2001	Decision by Parliament, 1st reading	T5-0080/2001	Summary
05/09/2001	Committee referral announced in Parliament, 2nd reading		
20/11/2001	Vote in committee, 2nd reading		Summary
11/12/2001	Debate in Parliament		
12/12/2001	Decision by Parliament, 2nd reading	T5-0683/2001	Summary
18/02/2002	Parliament's amendments rejected by Council		
19/03/2002	Formal meeting of Conciliation Committee		
19/03/2002	Final decision by Conciliation Committee		Summary
29/05/2002	Debate in Parliament		
30/05/2002	Decision by Parliament, 3rd reading	T5-0260/2002	Summary
11/06/2002	Decision by Council, 3rd reading		
12/07/2002	Final act signed		
19/07/2002	End of procedure in Parliament		
20/09/2002	Final act published in Official Journal		

Technical information

Procedure reference	2000/0136(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Directive
	Amending Directive 97/24/EC 1993/0470(COD) Repealed by 2010/0271(COD)
Legal basis	EC Treaty (after Amsterdam) EC 095
Stage reached in procedure	Procedure completed
Committee dossier	CODE/5/15838

Documentation gateway

Legislative proposal		COM(2000)0314 , OJ C 337 28.11.2000, p. 0140 E	22/06/2000	EC	Summary
Committee opinion	RETT	PE286.621/DEF	19/12/2000	EP	
Committee report tabled for plenary, 1st reading/single reading		A5-0015/2001	23/01/2001	EP	
Committee draft report		PE293.697	24/01/2001	EP	

Economic and Social Committee: opinion, report	CES0040/2001 OJ C 123 25.04.2001, p. 0022	25/01/2001	ESC	
Text adopted by Parliament, 1st reading/single reading	T5-0080/2001 OJ C 276 01.10.2001, p. 0053-0135	14/02/2001	EP	Summary
Modified legislative proposal	COM(2001)0145 OJ C 240 28.08.2001, p. 0146 E	23/05/2001	EC	Summary
Council position	07598/1/2001 OJ C 301 26.10.2001, p. 0043	13/07/2001	CSL	Summary
Commission communication on Council's position	SEC(2001)1331	10/08/2001	EC	Summary
Committee draft report	PE307.562	26/10/2001	EP	
Committee recommendation tabled for plenary, 2nd reading	A5-0406/2001	20/11/2001	EP	
Text adopted by Parliament, 2nd reading	T5-0683/2001 OJ C 177 25.07.2002, p. 0085-0181 E	12/12/2001	EP	Summary
Commission opinion on Parliament's position at 2nd reading	COM(2002)0058	04/02/2002	EC	Summary
Report tabled for plenary by Parliament delegation to Conciliation Committee, 3rd reading	A5-0163/2002	19/03/2002	EP	
Joint text approved by Conciliation Committee co-chairs	3615/2002	30/04/2002	CSL/EP	
Committee draft report	PE287.608/PR	14/05/2002	EP	
Text adopted by Parliament, 3rd reading	T5-0260/2002 OJ C 187 07.08.2003, p. 0021-0102 E	30/05/2002	EP	Summary

Additional information

European Commission

[EUR-Lex](#)

Final act

[Directive 2002/51](#)
[OJ L 252 20.09.2002, p. 0020-0030](#) Summary

Reduction of the level of pollutant emissions from two- and three-wheel motor vehicles

PURPOSE : to present a proposal which has the aim of amending Directive 97/24/EC on certain components and characteristics of two or three-wheeled motor vehicles. **CONTENT** : the objective of the proposal is to strengthen Community requirements aimed at limiting polluting emissions from motorcycles, which will contribute to achieving ambient air quality targets and national emission ceilings in 2010. Emission requirements of motorcycles are governed by the so-called 'Multi-Directive' 97/24/EC of 17 June 1997 regarding certain components and characteristics of two-wheeled vehicles, which completed the implementation of the EU type-approval system for two and three-wheeled vehicles. With regard to the legal basis, the measures are proposed on the basis of Article 95 (ex Article 100A) of the EC Treaty. They form part of the European type-approval system for two and three-wheel vehicles and compliance with them will be mandatory for new approvals to be issued by national authorities. The measures reflect the traditional legislative approach followed in this sector, namely total harmonisation of all relevant technical prescriptions. The measures set the performance standards, leaving manufacturers the freedom to design products that meet these standards. This legislative approach is fully supported by the operators in the market. Furthermore, it should be noted that much progress has been achieved in improving air quality in Europe through the progressive tightening of vehicle emission standards, as implemented in the consecutive amendments to Directives 70/220/EC (for passenger cars and light commercial vehicles) and 88/77/EEC (for heavy duty diesel engines and vehicles). Motorcycle emissions were not part of the scope of the AUTO- OIL I Programme. Current emission limits for motorcycles and mopeds are defined in Directive 97/24/EC and have been mandatory for new type approvals since 17 June 1999. In Article 5 of Directive 97/24/EC, the Commission is requested to put forward proposals for a further tightening of the emission limits for

motorcycles within two years from the adoption of the Directive, on the basis of the investigation of the emission reduction potential of technology and an assessment of the costs and benefits deriving from the application of more stringent limit values. This provision does not include mopeds, as a further stage to be applicable from 2002 has already been introduced in Directive 97/24/EC. Furthermore, the proposal is integrated in a global Community strategy resulting from the AUTO-OIL II Programme, aiming at achieving Community air quality targets in a cost-efficient way for the Community as a whole. The proposal is fully coherent with the preliminary conclusions of the AUTO-OIL II Programme.?

Reduction of the level of pollutant emissions from two- and three-wheel motor vehicles

The committee adopted the report by Bernd LANGE (PES, D) amending the proposal under the codecision procedure (first reading). It essentially called for tougher limits and more realistic testing methods. The amendments focused on the following points: Instead of permissive limit values that would only have any purpose if introduced in conjunction with tax incentives, the committee called for a second stage of mandatory limits to come into force in 2006 (known as EURO III). Limits for motorcycles under 150ccm would remain unchanged but for vehicles over 150ccm, limits would be tougher for HC (0.2 instead of 0.3 g/km), although slightly less strict for CO₂ (2.3 instead of 2.0 g/km) and for NO_x (0.15 instead of 0.1 g/km). For tricycles and quadricycles, the committee proposed mandatory limits for 2006, whereas the Commission had not even proposed permissive limits. The committee wanted the deadline for the sale of older types of motorcycles to be delayed by 6 months to 1.7.2004. For special two-wheel vehicles, such as those used in sports competitions, it wanted the deadline to be put back to 1.7.2005. Type-approval for such vehicles should take the new emission limits into account by 1.1.2004. Financial incentives should be allowed not only for new vehicles meeting tougher limits than those in force at the time but also for retrofitting older motorcycles. The committee wanted to introduce a mandatory on-board diagnostic system (OBD) for vehicles over 150 ccm from 2006. It called on the Commission to submit a proposal for standards for such OBD by 1.7.2003. Regarding the test cycles for two and three-wheel vehicles, the Commission was asked to report on the state of negotiations on a world-wide harmonised test cycle and propose a new cycle to be used to measure emissions. This should correspond to real driving patterns and be applicable throughout the world.?

Reduction of the level of pollutant emissions from two- and three-wheel motor vehicles

The European Parliament adopted the report by Mr Bernd Lange (PES, D). The House adopted the amendments which were tabled by the committee responsible. (Please refer to the previous text).?

Reduction of the level of pollutant emissions from two- and three-wheel motor vehicles

The Parliament's amendments can be placed into four groups: - introduction of a mandatory Euro 3 stage. These amendments are rejected by the Commission. Since this has been seen to be an important issue for the Parliament, the Commission will strive to take appropriate steps to introduce a Euro 3 stage based on the newly developed world harmonised test cycle during further discussions in Council or second reading in the Parliament; - amendments relating to durability, defeat devices, in-use conformity testing and on-board diagnostics (OBD). These are important tools to ensure the maintenance of emission treatment equipment, i.e. catalytic converters, during real life conditions. However, the implementation of such requirements might have considerable implications that need to be carefully assessed with regard to cost-effectiveness, technical feasibility and practical consequences when applied to the motorcycle sector. The Commission also supports measures for cycle by-pass prevention that have also been introduced during discussions in Council. The Commission agree in principle to investigate some of these measures but rejects amendments that pre-empt any final decision on implementation. - amendments relating to carbon dioxide emissions. These are mostly accepted in principle. The share of motorcycles in total road transport emissions is very small (about 2%) but might increase in the future. The introduction of a harmonised CO₂ measurement is indeed a first necessary step. Miscellaneous amendments. Some are accepted, such as the possibility of introducing financial incentives to re-equip older vehicles, and the limitation of economic impact on small manufacturers when investigating future measures. Other amendments relating to future work, are acceptable in principle or partly but need to be investigated before implementing definitive proposals. The Commission reserves the right of initiative on some of these issues: - a temporary derogation for trial bikes - introduction of requirements regarding the inspection and maintenance of motorcycles. The intent is acceptable, but not the date of January 2003. - particulate limit values for diesel tricycles and quadricycles from 2006 - measures on replacement catalysts. - examine evaporative emissions and OBM The postponement of the "all types" date for Euro 2 is not acceptable. ?

Reduction of the level of pollutant emissions from two- and three-wheel motor vehicles

The Council forwarded its common position vis-a-vis certain components and characteristics of two-or three-wheel motor vehicles on 16 July 2001. As regards emission limits the common position largely endorses the limit value for hydrocarbons for the motorcycles above 150cc (1g/k, instead of 1.2 g/km). This is in line with the priorities of the Commission and the AUTO-OIL II programme which indicates that the emissions of hydrocarbons, as a precursor for ozone are the main priority for this stage of limit values for motorcycles. Mandatory application of these provisions will apply from 1 January 2004 to 1 July 2004 respectively. This fits in with the position of the European Parliament and allows manufacturers some more flexibility when adapting all their vehicle types to the new requirements. Further, the common position includes a separate time table for the application for trial motorcycles. The so called enduro motorcycles will fit in with this time table. Dates for application of these requirements will be 1 January 2004 for new types and 1 July 2005 for all types. Concerning tax incentives, the Council agrees with Commission proposals in this field and will allow the introduction of 'permissive values'. This will enable Member States to stimulate more advanced environmental technologies through the granting of fiscal incentives. The permissive values and the associated test procedure have been aligned by the Council to the Euro 3 limits for passenger cars that are presently in force. In terms of future work, the Commission has been given the mandate by the Council to come forward with proposals on further emission reductions for mopeds, measurement of particulate and associate emission limits, measurement of CO₂ emissions and durability requirements. In terms of the world-wide harmonised test cycle which is currently being developed through a co-ordinate action at the level of UN-ECE, the Council has given the Commission the go ahead to work on this and to implement any necessary changes by 2006. Other aspects of future work include

in-service compliance, inspection and maintenance, OBD and evaporative emission control. Generally speaking these provisions are in line with Parliamentary amendments. Differences do exist however on detailed provisions as well as on the time frame for implementation. The Council, in line with parliamentary amendments, has also introduced a prohibition on the use of defeat devices and irrational control strategies, as well as provisions on the information to be supplied by the manufacturer that would enable the technical service to check the emission control devices.?

Reduction of the level of pollutant emissions from two- and three-wheel motor vehicles

The Council's common position that improved test procedures be based, as much as possible, on those currently being devised by UN-ECE is supported by the Commission. Limit values established therein should form the platform for the next generation of regulations foreseen by 2006. The Commission accepts that the Council common position has given it a tight mandate and framework for the consolidation of future works. This aspect of the common position is very much in line with Parliamentary amendments. Within this context, the Commission agrees that measures to ensure more effective in-use emissions performance, including the necessary control systems are to be given priority. To conclude, the Commission can in general support the Council's common position and invites the two institutions to reach an agreement as soon as possible.?

Reduction of the level of pollutant emissions from two- and three-wheel motor vehicles

The committee adopted the report by Bernd LANGE (PES, D) amending the Council's common position under the codecision procedure (2nd reading). Although Council had taken on board most of the limit values adopted by Parliament at 1st reading, it still wanted these to be non-binding. The committee therefore retabled a first reading amendment calling for mandatory limit values, to apply from 2006, on the basis of the test cycle for passenger cars (NEDC), since this was ready and available and also offered a clear comparison between cars and motorcycles. Other amendments retabled from first reading were designed to ensure that vehicles continued to comply with limit values even after they had been on the road for a considerable time. This would involve monitoring emission-control equipment throughout a vehicle's life. In addition, the committee said that tax incentives were needed to encourage an early changeover to new low emission vehicles. At the same time, financial incentives should be available for the retrofitting of older motorcycles with simple devices to bring them up to the new standards.?

Reduction of the level of pollutant emissions from two- and three-wheel motor vehicles

The European Parliament adopted, with amendments, the report drafted by Mr Bernd LANGE (PES, D) concerning the common position. (Please refer to the previous text). The Parliament passed a set of amendments which tighten up the draft legislation currently on the table. It wants in particular to make the emission limits that will apply from 2006 mandatory instead of voluntary.?

Reduction of the level of pollutant emissions from two- and three-wheel motor vehicles

Following the second reading of this proposed Directive, the European Parliament tabled 27 amendments, of which the Commission accepted 7 totally, 2 in principle, 3 partly and rejected 15 completely. The Commission has classified the amendments into six groups. Firstly, those introducing a mandatory '2006' stage. Under these amendments, Parliament has sought to introduce further reductions in emission limits, applicable from 2006, whereby motorcycles should achieve the same level of emission control as the current "EURO III" limits for passenger cars. The Commission however, is of the view that the test cycles proposed by the Parliament (i.e. EURO III limits) are technically inferior to the recently formulated motorcycle tests, which are currently being evaluated. The Commission therefore rejects all those amendments related to the mandatory introduction of limits by 2006. It is, on the other hand, prepared to assist in finding an agreement between the institutions on this matter. The second set of amendments relate to the EURO II application dates for mopeds. Here, the Parliament has sought to set the application date for new type approvals of moped under the EURO II application as 1 January 2003. Since this has already been covered by an existing Directive (97/24/EC), the Commission has decided to reject this amendment. The third set of amendments relate to durability requirements. The Commission has again decided to reject all amendments relating to durability, since it prefers the wording set out in the Council. The fourth set of amendments relate to the use of conformity requirements, in which the Parliament has sought to specify the introduction of in use conformity requirements by proposing 2006/07 as an application date. The Commission can accept these amendments partly but has deleted references to the date and has added "if appropriate". The fifth set of amendments relate to CO2 emissions. Under this section, the Commission has agreed to include motorcycles when considering future measures to combat climate change. However, on the question of test procedures the Commission has rejected this specific amendment since it does not address requirements for small motorcycles and mopeds, already requested by the Council. Similarly, an amendment seeking to incorporate motorcycles in the strategy to reduce CO2 emissions from passenger cars is rejected on the grounds that it pre-empts proposals currently under preparation in the Commission. Lastly, the Commission has accepted either fully, partly or in principle, the following miscellaneous amendments: - Allowing Member States to introduce financial incentives to re-equip older vehicles. - Concerning defeat devices and cycle bypass prevention. - Amendments, which are editorial in nature. - Two amendments seeking Commission proposal on particulate matter standards for tricycles and quadricycle.?

Reduction of the level of pollutant emissions from two- and three-wheel motor vehicles

The Conciliation Committee reached agreement on the new directive on emissions from two or three-wheeled motor vehicles. The compromise package may be summarised as follows: - establishment of a second stage of binding pollution limit values in 2006; the original proposal only provided for one set of compulsory limits to be introduced in 2003; - introduction of a new world-wide test cycle for motorcycles with the provision that during a transition period producers may choose between two methods for testing emissions: the currently used test cycle

(designed originally for cars) and the new test cycle for motorbikes, which then becomes the only regular type-approval procedure; - strict durability requirements for emission-control devices, which have to operate correctly for at least 30 000 km; - Member States may offer fiscal or financial incentives for the retrofitting of older motorcycles in order to reach the agreed limit values.?

Reduction of the level of pollutant emissions from two- and three-wheel motor vehicles

The European Parliament approved the joint text of the Conciliation Committee with regard to pollutant emissions from two and three-wheel motor vehicles. (Please refer to the document dated 19/03/02.)?

Reduction of the level of pollutant emissions from two- and three-wheel motor vehicles

PURPOSE : to reduce pollutant emissions from motor vehicles. **COMMUNITY MEASURE :** Directive 51/2002/EC of the European Parliament and of the Council on the reduction of pollutant emissions from two- and three- wheel motor vehicles and amending Directive 97/24/EC. **CONTENT :** By qualified majority the Council adopted, with the United Kingdom delegation abstaining, the Directive on the reduction of the level of pollutant emissions from two and three-wheeled motor vehicles and amending Directive 97/24/EC. The Directive sets stricter limits than those contained in Directive 97/24/EC for two and three-wheeled motor vehicles, applicable from 2003 for new types of vehicles and from 2004 for all vehicles, to help reduce the emission of hydrocarbons. The Directive contains the following elements: -a set of optional values to be introduced for the purpose of tax incentives. Such incentives must satisfy certain conditions to avoid distortions of the internal market; -inclusion of an additional stage in 2006 for the application of emission limits, based on further analysis and the development of a new test cycle, with the aim of reducing emissions of NOx and hydrocarbons and, possibly, of particulates. The following aspects of the Directive should also be noted: -the compulsory nature of emission limits, which will be applied starting from the additional stage; -checks on vehicles in circulation to ensure compliance with the limit values. Conformity testing of in service two- and three- wheel vehicles will be introduced from 01/01/2006. Specific requirements for the correct operation of emission control devices during the normal working life of those vehicles will be introduced as from 01/01/06 for up to 30 000 kms. -taking into account emission and consumption levels in the Community strategy for reducing transport-related CO2 emissions. -provisions relating to conditions for testing and retrofitting older vehicles. -the introduction of a new worldwide test cycle as an alternative type-approval for the additional stage in 2006. In a declaration, the Commission reaffirms its commitment to ensuring optimal environmental protection. Consequently, in its proposal aimed at including a new type-approval test cycle for motorcycles during the second stage in 2006, the Commission will also examine the date on which this test will become the only test procedure for the EC type approval system. Moreover, the Commission takes note of the decision of the co-legislators according to which it is requested to submit a proposal defining "normal life" and establishing supplementary provisions. On this occasion, the Commission recalls that according to its right of initiative, in conformity with the Treaty, it is for the Commission to appreciate the timing and the content of any such proposal to be submitted. **DATE OF TRANSPOSITION :** 01/04/03 **ENTRY INTO FORCE :** 20/09/02.?