

Air quality: provisions for engines placed on the market under the flexibility scheme

2010/0195(COD) - 16/03/2011

The Committee on the Environment, Public Health and Food Safety adopted the report drafted by Sirpa PIETIKÄINEN (EPP, FI) on the proposal for a directive of the European Parliament and of the Council amending Directive 97/68/EC as regards the provisions for engines placed on the market under the flexibility scheme.

It recommends that the European Parliament's position adopted at first reading, under the ordinary legislative procedure, amends the Commission proposal as follows:

Definitions: there is no precise definition of exhaust after-treatment systems for particle reduction which reflects the state of the art. There is no clear definition in EU law, causing interpretation difficulties for authorities and manufacturers.

Percentage of engines: during Stage III B, the percentage of the number of engines used for application other than propulsion of railcars, locomotives and inland waterways vessels placed on the market under the flexibility scheme, should be increased from **20% to 30%** of the equipment manufacturer's annual quantity of equipment placed on the market with engines in that category.

Railcars: railcars should be left out the flexibility scheme, as legislated in directive 2004/26/EC. The report states that Stage III B - compliant railcars exist already, and the engine solutions are there. The railcars are mostly "borrowing" engines from heavy duty vehicles, for which IIIB solutions exist.

Replacement engines: a replacement engine to be installed in a railcar or locomotive originally equipped with an engine that does not meet Stage III A limits or only meets Stage III A limits shall, as a minimum,

comply with the limit values defined in Stage III A, where:

- the application of Stage III B requirements would give rise to significant technical difficulties in terms of gauge, axle load, body/chassis design or engine(s) control systems for multiple operation and, as a consequence, compromise the economic viability of the project; or
- no Stage III B engines that could be fitted into such a railcar or locomotive are available.

By way of derogation, Member States may authorise the production and mounting of replacement engines that do not comply with Stage III A requirements. Any such derogation shall only be made under strict controls and limitations and with detailed justifications.

Placing on the market: engines may be placed on the market under the flexibility scheme from the date when Stage IIIB becomes applicable until the end of that Stage, but not longer than three years from the beginning of that Stage.

The revision of Directive 97/68/EC: in order to ensure the revised Directive is in line with the EU standards for good air quality, and in the light of experience, scientific findings and available technologies, the Commission should, in the upcoming revision of Directive 97/68/EC, subject to impact assessment:

- propose the establishment of a new emission stage - Stage V - that should be aligned with the requirements of Euro VI standards for heavy duty vehicles;
- introduce new requirements for the reduction of particulate matter, namely a particulate number (PN) limit that applies for all engine categories so as to ensure an effective reduction of ultra-fine particles;
- define a comprehensive approach to promote emission-reducing provisions and retrofitting of after-treatment systems on the existing NRMM fleet on the basis of discussions, on harmonised requirements for retrofit emission control devices, that are currently ongoing under the auspices of United Nations Economic Commission for Europe (UNECE);
- introduce a method providing for the periodic testing of mobile machinery and vehicles to establish whether their emissions performance complies with the values given at registration;
- look into the possibility of harmonising the specific emission standards for rail with the North American EPA standards so as to ensure the availability of affordable engines complying with the emission limit values set.