

Reduction of pollutant emissions from road vehicles

2014/0012(COD) - 31/01/2014 - Legislative proposal

PURPOSE: to reduce pollutant emissions from road vehicles.

PROPOSED ACT: Regulation of the European Parliament and of the Council.

ROLE OF THE EUROPEAN PARLIAMENT: the European Parliament decides in accordance with the ordinary legislative procedure and on an equal footing with the Council.

BACKGROUND: the proposal aims to reduce pollutant emissions from road vehicles and to put emphasis on those areas where market and regulatory failures hinder addressing the overarching challenges situated within the context of the EU's air quality and the Better Regulation Agenda.

IMPACT ASSESSMENT: The measures are balanced with respect to their environmental effect and burden for the industry. Cost-effectiveness of the measures is supported by accompanying Impact Assessment.

CONTENT: the proposal introduces a number of amendments to the Regulation (EC) 715/2007 and Regulation (EC) 595/2009 with respect to the reduction of pollutant emissions from road vehicles.

The new proposal seeks, inter alia, to introduce an appropriate emission limit for nitrogen dioxide (NO₂): modern diesel vehicles emit high and increasing amounts of NO₂ as a share of the total NO_x emissions which were not anticipated when Regulation (EC) No 715/2007 was adopted. Most air quality problems in affected urban areas appear to be related to direct NO₂ emissions. Therefore, an appropriate emission limit should be introduced.

As regards ammonia (NH₃), the emission limit set for NH₃ in Regulation (EC) No 595/2009 of the European Parliament and of the Council is a requirement designed to limit the slip of ammonia from NO_x after treatment technologies which use a urea reagent for the reduction of NO_x. According to the proposal, the application of the NH₃ limit value should therefore only be applied to those technologies and not to positive ignition engines.

Delegated powers to the Commission: in order to achieve EU air quality objectives and to ensure a continuous effort to reduce vehicle emissions, the power to adopt delegated acts will be delegated to the Commission in respect of:

- the detailed rules on the application of Regulation (EC) No 715/2007 to vehicles of categories M1, M2, N1 and N2 with a reference mass exceeding 2 610 kg but with a maximum vehicle mass not exceeding 5 000 kg;
- the specific procedures, tests and requirements for type approval;
- the requirements for the implementation of the prohibition on the use of defeat devices that reduce the effectiveness of emission control systems;
- the measures necessary for the implementation of the obligation of a manufacturer to provide unrestricted and standardised access to vehicle repair and maintenance information;

- the replacement of the information on the mass of CO₂ emissions in the certificate of conformity with information on total mass of CO₂ emissions equivalents;
- the increase or removal of the limit value of total hydrocarbons emissions for positive ignition vehicles;
- the amendment of Regulation (EC) No 715/2007 for the purposes of recalibrating the particulate mass based limit values and introducing particle number based limit values that would correlate broadly with the petrol and diesel mass limit values;
- the adoption of a revised measurement procedure for particulates and a particle number limit value, a limit value for emissions of NO₂ and limits for tailpipe emissions at cold temperatures for vehicles approved as complying with the Euro 6 emission limits.

The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.