

Reduction of pollutant emissions from road vehicles

2014/0012(COD) - 29/09/2015 - Committee report tabled for plenary, 1st reading/single reading

The Committee on the Environment, Public Health and Food Safety adopted the report by Albert DESS (EPP, DE) on the proposal for a regulation of the European Parliament and of the Council amending Regulations (EC) No 715/2007 and (EC) No 595/2009 as regards the reduction of pollutant emissions from road vehicles.

The parliamentary committee recommended that the European Parliament's position adopted at first reading following the ordinary legislative procedure amends the Commission proposal as follows.

Test procedure: Members demanded that emission control systems and test cycles should be designed in **real driving conditions**, especially in urban areas where driving conditions vary.

The Commission The Commission should introduce a real driving emissions test for all vehicles type-approved or registered **from 2015**, with a conformity factor reflecting only the possible tolerances of the emissions measurement procedure in place by 2017.

Diesel vehicles: given that modern diesel vehicles emit high and increasing amounts of NO₂ as a share of the total NO_x emissions, the Commission should therefore consider, after a detailed and thorough impact assessment, whether **legislative measures setting separate limits for NO₂, in addition to the existing NO_x emission limits** or new NO_x emission limits, are necessary.

Fuel consumption meters: the report underlined that the potential to reduce fuel consumption, and therefore pollutant and greenhouse gas emissions, through efficient driving behaviour, so-called 'eco-driving', was insufficiently exploited.

Members therefore recommended the **introduction of mandatory fuel consumption meters for vehicles** which provide the driver with accurate, permanently visible information about the real fuel consumption of the vehicle, including at least the following data:

- instantaneous fuel consumption (l/100 km or mpg),
- average fuel consumption (l/100 km or mpg),
- fuel consumption when idling (l/hour or m/hour),
- an estimation of the range of the vehicle based on the current fuel level.

The new requirements should come into force from **2018** for approval of new models, and from **2019** for all new vehicles.

Gear shift indicators: the Commission should also consider extending the mandatory installation of gear shift indicators from only passenger cars to **all light and heavy-duty vehicles**. On the basis of this assessment, the Commission would present, as appropriate, a legislative proposal to extend the scope of [Regulation \(EC\) No 661/2009](#) of the European Parliament and of the Council, to other categories of vehicles.

Limits for tailpipe emissions at cold temperatures: the Commission shall submit, where appropriate, to the European Parliament and to the Council a proposal, under the **ordinary legislative procedure** (and

not by means of a delegated act), to amend and supplement table 4 of Annex I in order to set out limits for tailpipe emissions at cold temperatures for vehicles approved as complying with the Euro 6 emission limits set out in table 2 of Annex I.

The limits for tailpipe emissions at cold temperatures shall be set on the basis of an impact assessment concerning carbon monoxide (CO), hydrocarbons (HC), nitrogen oxides (NO_x), nitrogen dioxide (NO₂).

Alignment to the Lisbon Treaty (delegated acts): such delegation of power should be conferred on the Commission from the entry into force of this Regulation for a **four year period** (and, not as proposed, for an indeterminate period) and could be tacitly extended for periods of an identical duration.