

Air pollution: measures to be taken against emission of gaseous pollutants from diesel engines (amend. Directive 88/77/EEC)

1994/0312(COD) - 14/12/1994

1. Category of referral: Parliament and Council Directive 2. Expected date of referral: December 1994 3. Responsible Committee: ENVI 4. Previous Community legislation: - Directive 88/77/EEC (OJ L 36/33 of 09.02.1988) sets Type Approval limits for the emissions of carbon monoxide, unburnt hydrocarbons and nitrogen oxides from diesel engines of vehicles over 3.5 tonnes based on ECE (United Nations Economic Commission for Europe) regulation 24.03. This was not mandatory and the suggested application dates were from 01.04.1988 for new models and from 01.10.1990 for all production. - The "Clean Lorry Directive" 91/542/EEC (OJ L 295/3 of 25.10.1991) imposes more stringent limit values for gaseous emissions and introduces a limit value for particulate (Pm) emissions from diesel engines and other heavy utility vehicles, which will be compulsory in two stages. The following table is a summary of the EU limits for gaseous emissions of heavy duty vehicles determined by Directives 88/77/EEC and 91/542/EEC.

	Type Approval	(g/kWh)	Conformity of Production	(g/kWh)	CO	HC	NOx	Pm	CO	HC	NOx	Pm
01.04.88 New models	01.10.90	All production	11.2	2.4	14.4	**	13.2	2.64	15.8	**	01.07.92	
New models	01.10.93	All production	4.5	1.1	8.0	0.36*	4.9	1.23	9.0	0.4*	01.10.95	
New models	01.10.96	All production	4.0	1.1	7.0	0.15*	4.0	1.1	7.0	0.15*	*	

* In the case of engines of 85 kW or less, the limit value for particulate emissions is increased by multiplying the quoted limit by a coefficient of 1.7 ** Smoke according to ECE Regulation 24.03, EU Directive 72/306/EEC 5. Previous position of the EP: The EP, in the reading (OJ No C 48/162 of 25.02.91 and OJ No C 240/106 of 16.09.91) of the Commission's proposal leading to the "Clean Lorry Directive" asked i. a. for a slight reduction of the limit values for the first stage and introduction of far more stringent values for the second stage. The EP did succeed in ensuring that a number of important amendments were included in the Directive i. e. the date of entry into force of the second stage, particulate emissions and the inclusion of a possible third stage. 6. Situation in the Member States: The Task Force on "the Environment and the Internal market" estimated that completion of the internal market would cause an increase in trans-frontier lorry traffic of 30-50%. The following table shows the growth in the stock of the goods vehicles in use in the EU (15 MS).

	1970	1975	1980	1985	1990	1991
EU	8 266	9 568	10 973	13 434	17 176	17 808

Road freight vehicles being diesel powered, are by far the largest source for particle emissions from the transport sector. In Belgium (1990) f.i. goods vehicles were mainly responsible for emissions of particulates (71 % of the total road emissions), NOx (66 %), SO2 (72 %) and CO2 (54 %). 7. Content of the planned legislation: The "Clean Lorry" Directive provides that the Commission shall submit before the end of 1996, in the light of the technical progress achieved, a revision of limit values for polluting emissions combined with a revision of the test procedure. The new limit values shall not be applicable before 1 Oct 1999 as regards new type-approvals. Furthermore, the Directive contains a provision which obliges the Commission to review the particulate value. This is especially necessary because of the limit value for particulates for the lowest class of heavy duty vehicles (< 85 kW) which is almost twice as high as technically feasible. This vehicle type (3.5 to 6t), however is an important class in urban traffic and contributes considerably to the particulate content of urban ambient air. The Directive also contains a provision which obliges the Council to decide about measures to be taken to limit CO2 emissions from motor vehicles. To assist in developing this legislation, a "Tripartite" was set up comprising representatives of the European Commission, motor industry (ACEA) and oil industry group (EUROPIA) to develop a rational basis to set future emission limits. This includes study of current air quality and modelling trends to identify future requirements. The European Programme on Emissions, Fuels and Engine Technologies should be completed by the end of 1994 to allow proposals for further legislation to be developed in 1995. Stricter limits for gaseous emissions will indeed result in a reduction of pollution of a single heavy duty vehicle. However, the predicted future growth of freight transport will entirely outweigh every potential reduction in NOx, SO2

and CO2 emissions. Therefore additional initiatives must be taken such as: Stricter application of regulations concerning road haulage, for instance speed limits, working hours and designated routes for freight, which would result in safer roads and less pollution; taxing heavy goods transport, taking into account the damage caused to infrastructure and environment ("polluter pays principle"). 8. Legal basis proposed by the European Commission: Article 100a (Internal market) 9. Documentation and sources: OECD Environmental data 1993; Principales actions de la CEMT dans le domaine de la sécurité routière, edition 1994, conférence européenne des ministres des transports; Memorandum on Transport and Environment to the European Parliament, T&E 94/14; Motor vehicle emissions regulations and fuel specifications 1994 update, Concauwe, report no. 4/94; Task Force Report on the Environment and Internal Market; EEB News: Atmospheric Pollution from Transport: Oct 1993; actualisatie inputdata en emissieberekeningen voor de sector verkeer en vervoer, I. De Vlieger, Vlaamse Instelling voor Technologisch Onderzoek