

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

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In outlining its options for action, the Commission appeared to be facing a dilemma between total compliance with all EURO 2 limits, with correspondingly adverse consequences for the design of smaller commercial vehicles, and temporary abandonment of the complete reduction of particulate emission values for smaller diesel engines. In light of the present situation, it was difficult to decide whether the Commission had opted for the most appropriate line of action. The Commission's proposed new method for monitoring production conformity was to be warmly welcomed. It was technically reliable and standardised testing and engineering practices in this field. Since these commercial vehicles operated principally in urban areas and since particulate emissions constituted a particular health threat, the ESC expressly regretted that a transitional period of more than 4 years had had to be allowed for the attainment of the EURO 2 standard. It called on the Commission to examine once again, in conjunction with the industry and the relevant social interest groups, the possibility of ending the exceptional regime for small diesel engines before 30 September 2000. Since these new provisions were to apply to the 'type approval' of new engines from 1 October 1995, and bearing in mind the time required for completion of the relevant procedures, the Economic and Social Committee called for the rapid implementation of the Commission proposal.