

Reduction of the level of pollutant emissions from two- and three-wheel motor vehicles

2000/0136(COD) - 22/06/2000 - Legislative proposal

PURPOSE : to present a proposal which has the aim of amending Directive 97/24/EC on certain components and characteristics of two or three-wheeled motor vehicles. **CONTENT :** the objective of the proposal is to strengthen Community requirements aimed at limiting polluting emissions from motorcycles, which will contribute to achieving ambient air quality targets and national emission ceilings in 2010. Emission requirements of motorcycles are governed by the so-called 'Multi-Directive' 97/24/EC of 17 June 1997 regarding certain components and characteristics of two-wheeled vehicles, which completed the implementation of the EU type-approval system for two and three-wheeled vehicles. With regard to the legal basis, the measures are proposed on the basis of Article 95 (ex Article 100A) of the EC Treaty. They form part of the European type-approval system for two and three-wheel vehicles and compliance with them will be mandatory for new approvals to be issued by national authorities. The measures reflect the traditional legislative approach followed in this sector, namely total harmonisation of all relevant technical prescriptions. The measures set the performance standards, leaving manufacturers the freedom to design products that meet these standards. This legislative approach is fully supported by the operators in the market. Furthermore, it should be noted that much progress has been achieved in improving air quality in Europe through the progressive tightening of vehicle emission standards, as implemented in the consecutive amendments to Directives 70/220/EC (for passenger cars and light commercial vehicles) and 88/77/EEC (for heavy duty diesel engines and vehicles). Motorcycle emissions were not part of the scope of the AUTO- OIL I Programme. Current emission limits for motorcycles and mopeds are defined in Directive 97/24/EC and have been mandatory for new type approvals since 17 June 1999. In Article 5 of Directive 97/24/EC, the Commission is requested to put forward proposals for a further tightening of the emission limits for motorcycles within two years from the adoption of the Directive, on the basis of the investigation of the emission reduction potential of technology and an assessment of the costs and benefits deriving from the application of more stringent limit values. This provision does not include mopeds, as a further stage to be applicable from 2002 has already been introduced in Directive 97/24/EC. Furthermore, the proposal is integrated in a global Community strategy resulting from the AUTO-OIL II Programme, aiming at achieving Community air quality targets in a cost-efficient way for the Community as a whole. The proposal is fully coherent with the preliminary conclusions of the AUTO-OIL II Programme.