Emissions from air conditioning systems in motor vehicles

2003/0189B(COD) - 31/03/2004 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted the resolution based on the draft by Robert **GOODWILL** (EPP-ED, UK) adopted a large number of amendments to a draft regulation. On the question of quotas versus type approval for the use of fluorinated gases in new cars the Parliament supported its rapporteur and deleted the new quota system proposed by the Commission. Instead Members adopted an amendment introducing stricter limits for fluorinated gases in car air conditioning from January 2011. The Commission proposed banning gases with a global warming potential higher than 150 from that date but Parliament wanted the limit tightened to 50. For small-scale manufacturers, this provision shall apply from 1 January 2013.

Another important amendment adopted concerns prevention of the leaking of fluorinated gases. It says that all measures that are technically and economically feasible shall be taken to prevent and minimise emissions of fluorinated gases. This obligation should be applicable to more sectors and not just cover refrigeration, heating and air-conditioning but all sectors where these gases are used.

Parliament also wanted to enlarge the scope of the regulation by introducing recovery and placing on the market of gases, use of products and equipment containing these gases and reporting of data on these gases to the regulation. It also introduced a number of amendments on inspections for the leakage of these gases.