

Basic information	
1994/0286(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Directive	Procedure completed
Air pollution: measures to be taken against emissions from motor vehicles (amend. Directive 70/220/EEC) Repealed by 2005/0282(COD) Subject 3.70.02 Atmospheric pollution, motor vehicle pollution	

Key players				
European Parliament	Committee responsible		Rapporteur	Appointed
	ENVI Environment, Public Health and Consumer Protection		BLOCH VON BLOTTNITZ Undine-Uta (V)	01/02/1995
	Former committee responsible		Former rapporteur	Appointed
	ENVI Environment, Public Health and Consumer Protection		BLOCH VON BLOTTNITZ Undine-Uta (V)	01/02/1995
	Former committee for opinion		Former rapporteur for opinion	Appointed
	ECON Economic and Monetary Affairs, Industrial Policy		KUCKELKORN Wilfried (PSE)	02/02/1995
	TRAN Transport and Tourism			
Council of the European Union	Council configuration		Meetings	Date
	Environment		1942	1996-07-08
	Environment		1895	1995-12-18
	Environment		1861	1995-06-22
	Fisheries		1899	1995-12-22

Key events			
Date	Event	Reference	Summary

14/12/1994	Additional information		Summary
16/12/1994	Legislative proposal published	COM(1994)0558 	Summary
16/01/1995	Committee referral announced in Parliament, 1st reading		
22/06/1995	Debate in Council		Summary
08/09/1995	Vote in committee, 1st reading		Summary
08/09/1995	Committee report tabled for plenary, 1st reading	A4-0204/1995	
19/09/1995	Debate in Parliament		Summary
10/11/1995	Modified legislative proposal published	COM(1995)0540 	Summary
22/12/1995	Council position published	12376/1/1995	Summary
18/01/1996	Committee referral announced in Parliament, 2nd reading		
24/04/1996	Vote in committee, 2nd reading		Summary
24/04/1996	Committee recommendation tabled for plenary, 2nd reading	A4-0119/1996	
08/05/1996	Debate in Parliament		Summary
08/07/1996	Act approved by Council, 2nd reading		
08/10/1996	Final act signed		
08/10/1996	End of procedure in Parliament		
01/11/1996	Final act published in Official Journal		

Technical information	
Procedure reference	1994/0286(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Directive
Amendments and repeals	Repealed by 2005/0282(COD)
Legal basis	EC Treaty (before Amsterdam) E 100A
Stage reached in procedure	Procedure completed
Committee dossier	ENVI/4/07436

Documentation gateway				
European Parliament				
Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single reading		A4-0204/1995 OJ C 269 16.10.1995, p. 0011	08/09/1995	
		T4-0392/1995		

Text adopted by Parliament, 1st reading/single reading		OJ C 269 16.10.1995, p. 0057-0082	20/09/1995	Summary
Committee recommendation tabled for plenary, 2nd reading		A4-0119/1996 OJ C 152 27.05.1996, p. 0005	24/04/1996	
Text adopted by Parliament, 2nd reading		T4-0217/1996 OJ C 152 27.05.1996, p. 0014-0044	09/05/1996	Summary

Council of the EU

Document type	Reference	Date	Summary
Council position	12376/1/1995 OJ C 037 09.02.1996, p. 0023	22/12/1995	Summary

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(1994)0558  OJ C 390 31.12.1994, p. 0026	16/12/1994	Summary
Modified legislative proposal	COM(1995)0540  OJ C 019 23.01.1996, p. 0013	10/11/1995	Summary
Commission communication on Council's position	SEC(1996)0021 	12/01/1996	Summary
Commission opinion on Parliament's position at 2nd reading	COM(1996)0265 	12/06/1996	Summary

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES0408/1995 OJ C 155 21.06.1995, p. 0012	27/04/1995	Summary

Additional information

Source	Document	Date
European Commission	EUR-Lex	

Final act

Directive 1996/0069 OJ L 282 01.11.1996, p. 0064	Summary
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Air pollution: measures to be taken against emissions from motor vehicles (amend. Directive 70/220/EEC)

1994/0286(COD) - 27/04/1995 - Economic and Social Committee: opinion, report

Overall, the Commission proposal could be endorsed. Like many provisions that had been adopted in the past and others that were likely to be adopted in the future, the Commission proposal had been shaped by the conflict between technical feasibility and environmental and health requirements. The limits were set by state-of-the-art technology and its economic viability, and the level to which we wanted to reduce the environmental and health burdens created by our living and working conditions in general and by industry and the transport sector in particular. Industry required about three years to develop and test new pollution-reducing technologies. The proposed directive was therefore urgently required if the stated deadlines were to be met. The Commission should act quickly and resolutely in proposing further measures for the reduction of emission values pursuant to Article 4 of the proposal. Although the new test procedure for category N1 vehicles also covered a durability test over a distance of 80 000 km, the ESC felt that emission values should be regularly checked, in accordance with Directive 92/55/EEC. It called on the Commission to bring the test procedures up to a higher EU level in the interests of environmental and health protection. In particular, the frequency of the regular technical inspections and the operations involved should be standardised at a higher level. The ESC was critical of the one-year extension of the validity of the special test procedure to be conducted on the initial entry into service of low-powered vehicles (power-to-weight ratio <30 kW/t). It meant that Class II and III vehicles, in particular, would continue to be subject to this procedure (Panda cycle) until 1 January 1999. Tax incentives to promote the early introduction of vehicles complying with the proposed limits were to be welcomed in principle. These incentives should, however, benefit only the users and not the manufacturers or retailers of such vehicles, to prevent the subsidy from being granted twice by different Member States.

Air pollution: measures to be taken against emissions from motor vehicles (amend. Directive 70/220/EEC)

1994/0286(COD) - 10/11/1995 - Modified legislative proposal

The Commission's amended proposal incorporated 4 of the 18 amendments adopted by the European Parliament at first reading, particularly those which highlighted: - that the development of transport will cause a further increase in constraints for the environment, and that the official estimates of the increase in traffic density had proved to be lower than the actual trend and very stringent emission standards should therefore be laid down for all motor vehicles; - the need to align the standards applying to light commercial vehicles with those for passenger cars; - the need to improve new emerging technologies. However, the Commission did not take over the amendments aimed at: - fixing stricter limit values for light commercial vehicles; - doing away with the additional period of one year for the adaptation of vehicles with a low power-to-weight ratio; - establishing 31 December 1995 as the deadline for the Commission to forward its proposals for the year 2000; - modifying the specific rules concerning tax incentives; - amalgamating categories II and III for light commercial vehicles; - including provisions not covered by the directive (for example, the inspection and maintenance of vehicles in circulation, the proposal to grant tax concessions for the withdrawal from circulation of old vehicles, the application of emission standards to old vehicles from the year 2000).

Air pollution: measures to be taken against emissions from motor vehicles (amend. Directive 70/220/EEC)

1994/0286(COD) - 12/06/1996 - Commission opinion on Parliament's position at 2nd reading

The Commission agreed with the European Parliament's three amendments to the common position and amended its proposal accordingly. The first and third oral amendments seek to introduce a reference to the European Parliament. The second amendment reduces the period of validity of certificates issued for vehicles with a low power-to-weight ratio in accordance with a procedure abolished by Directive 93/59/EEC. Given the imminent dates for entry into force provided for in the common position, the Commission noted that the Council needed to pass the act quickly.

Air pollution: measures to be taken against emissions from motor vehicles (amend. Directive 70/220/EEC)

1994/0286(COD) - 20/09/1995 - Text adopted by Parliament, 1st reading/single reading

In adopting the report by Mrs BLOCH VON BLOTTNITZ (V, D), Parliament felt that the limit values proposed by the Commission for light commercial vehicles in classes II and III were too high and adopted amendments to lower the limits. In particular, it proposed that, in addition to the limit value for the combined mass of hydrocarbons and oxides set for vehicles with diesel engines, a specific limit value be set for nitrogen oxide. It called for a reduction in the limit value for particulate emissions from diesel engines (between 1 250 kg and 1 700 kg) and for stricter limit values for vehicles with direct-injection diesel engines. The EP hoped that the Member States would provide financial support for the withdrawal from circulation of vehicles not complying with the directive and for the adaptation of old vehicles. In order to encourage the sale of vehicles meeting the stricter standards, the Member States should be able to grant additional tax incentives. Finally, the Council and European Parliament should adopt, by 30 June 1996, the measures to apply for a further stage after 2000 on the basis of a proposal to be submitted by the Commission by 31 December 1995 at the latest.

Air pollution: measures to be taken against emissions from motor vehicles (amend. Directive 70/220/EEC)

1994/0286(COD) - 16/12/1994 - Legislative proposal

The objective of the proposal for a directive is to reduce emissions of pollutants from light commercial vehicles and similar vehicles to as low a level and over just as short a time as those from passenger cars. Specifically, the aim is to make the standards applicable to light commercial vehicles and similar vehicles which come within the scope of this proposal for a directive as strict as those laid down in Directive 94/12/EC for passenger cars. Given the short space of time between the proposed tightening of standards (1996-1997) and the subsequent stage starting in the year 2000, the proposal needs to be adopted quickly (the directive should be transposed into national law by 1 October 1995). - It is proposed when setting standards for light commercial vehicles to maintain the classification established on the basis of the reference mass currently used for the vehicles in question. - As far as the limit values are concerned: . the limit values proposed for class I vehicles are the same as those laid down in Directive 94/12/EC for passenger cars; . the limit values for class II and III vehicles are as strict as those which apply to class I, given the specific technical features of the vehicles in these two classes. - As far as test conditions applicable to vehicles with a low power-to-weight ratio are concerned, no new specific provision has been included and it is proposed that the directive should apply in two years' time to existing vehicles which received type approval before it entered into force. - The Member States will be able to grant tax incentives in order to encourage the sale of vehicles which meet the requirements adopted at Community level. - Finally, it is proposed that the Commission be instructed to submit proposals on new reductions in emissions from light commercial vehicle engines by June 1996. These proposals will be based on the multi-directional approach to reducing emissions applied in Directive 94/12/EC.

Air pollution: measures to be taken against emissions from motor vehicles (amend. Directive 70/220/EEC)

1994/0286(COD) - 22/12/1995 - Council position

The common position of the Council follows the amended proposal of the Commission, except on two points: - The Council has made more stringent the limit values proposed by the Commission: . for the combined mass of hydrocarbons and oxides of nitrogen, they were reduced by 0.1 g/km for all types of engine (petrol, diesel, direct-injection diesel) of vehicle classes II and III; . for particulate pollutant emissions from diesel engines, they were reduced by 0.02 g/km for vehicle class II and by 0.03 g/km for vehicle class III; . for direct-injection engines of vehicle classes II and III, the limit values for the mass of particulates were reduced by 0.05 g/km; - Since the date of implementation of new measures proposed by the Commission (1 October 1995) was exceeded, the Council has extended the time limit to 1 October 1996, with a view to allowing the Member States six months in which to transpose the directive into national law.

Air pollution: measures to be taken against emissions from motor vehicles (amend. Directive 70/220/EEC)

1994/0286(COD) - 08/10/1996 - Final act

OBJECTIVE: to reduce emissions of pollutants from light commercial vehicles and similar vehicles to as low a level and over just as short a time as those from private cars. COMMUNITY MEASURE: European Parliament and Council Directive 96/69/EC amending Directive 70/220/EEC on the approximation of the laws of the Member States relating to measures to be taken against air pollution from emissions from motor vehicles. SUBSTANCE: the directive aims in particular to introduce a new stage in the reduction of pollutants emitted by light commercial vehicles by bringing their emission limit values into line with those laid down for private cars in directive 94/12/EC pending a fundamental revision of the Community approach to pollution by automobiles for the year 2000. The Council has provided for a later tightening of the limit values applicable to vehicles in classes II and III of the N1 category as well as to direct-injection diesel engines designed for use in such vehicles. As far as tax incentives are concerned, the directive provides that Member States may grant tax incentives up to 1 October 1997 for vehicles in Class I (light commercial vehicles with a reference mass of 1 250 kg or less) and up to 1 October 1998 for vehicles in Class II (light commercial vehicles with a reference mass exceeding 1 250 kg but no greater than 1 700 kg) and Class III (light commercial vehicles with a reference mass exceeding 1 700 kg) to motor vehicles which comply in advance with the requirements of Directive 70/220/EEC as amended by this Directive. ENTRY INTO FORCE: 21/11/1996. DEADLINE FOR TRANSPOSITION: 01/10/1996

Air pollution: measures to be taken against emissions from motor vehicles (amend. Directive 70/220/EEC)

1994/0286(COD) - 09/05/1996 - Text adopted by Parliament, 2nd reading

The European Parliament adopted a recommendation for second reading by Mrs Undine Uta BLOCH VON BLOTTNITZ (V, D) on the common position amending Directive 70/220/EEC on the approximation of the laws of the Member States relating to measures to be taken against air pollution from emissions from motor vehicles. The purpose of the amendments adopted by the European Parliament was to introduce a reference to the European Parliament which was omitted from the common position and to delete the final subparagraph of Article 2 (3) of this common position. By doing this, Parliament refused to delay the entry into force of the directive for vehicles with a power-to-weight ratio of no more than 30 kW/t and a maximum speed not exceeding 130 km/h.

Air pollution: measures to be taken against emissions from motor vehicles (amend. Directive 70/220/EEC)

1994/0286(COD) - 18/12/1995

The Council reached agreement on the substance of its common position concerning the proposal for amending Directive 70/220/EEC on the approximation of the laws of the Member States relating to measures to be taken against air pollution from emissions from motor vehicles.

Air pollution: measures to be taken against emissions from motor vehicles (amend. Directive 70/220/EEC)

1994/0286(COD) - 22/06/1995

Pending Parliament's opinion the Council held a debate on the proposals amending Directives 70/220/EEC and 88/77/EEC and providing for: - in the case of the first Directive, a further stage in the reduction of pollutants emitted by light commercial vehicles, through alignment of their emission limit values on those set in Directive 94/12/EC for passenger cars pending, with a view to stage 2000, a fundamental rethink of the Community approach to motor vehicle pollution.

Air pollution: measures to be taken against emissions from motor vehicles (amend. Directive 70/220/EEC)

1994/0286(COD) - 22/12/1995

The Council, following the substantive agreement reached at the Environment Council on 18 December 1995, adopted, with the Luxembourg delegation abstaining, a common position on the proposal for a directive amending Directive 70/220/EEC on the approximation of the laws of the Member States relating to measures to be taken against air pollution by emissions from motor vehicles.

Air pollution: measures to be taken against emissions from motor vehicles (amend. Directive 70/220/EEC)

1994/0286(COD) - 12/01/1996 - Commission communication on Council's position

The Commission approved the common position, which retained the key aspects of the amended proposal, including the EP's amendments which were accepted by the Commission. The Commission hoped that the EP and the Council would adopt the directive as soon as possible so that work on the requirements for the stage from the year 2000 could be carried out in accordance with the forecasts for these vehicles and so that a proposal could be officially presented to the institutions before the middle of 1996.