Basic information

1996/0164A(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Directive	Procedure completed
Air pollution: emissions from motor vehicles, Auto-oil programme (amend. Directive 70/220/EEC) **Subject** 3.70.02 Atmospheric pollution, motor vehicle pollution	

Key players

European Parliament

Former committee responsible	Former rapporteur	Appointed
ENVI Environment, Public Health and Consumer Protection	LANGE Bernd (PSE)	07/05/1996
ENVI Environment, Public Health and Consumer Protection	LANGE Bernd (PSE)	07/05/1996

Former committee for opinion	Former rapporteur for opinion	Appointed
BUDG Budgets		
ECON Economic and Monetary Affairs, Industrial Policy	HAUTALA Heidi (V)	29/08/1996
ENER Research, Technological Development and Energy	FERBER Markus (PPE)	02/10/1996
TRAN Transport and Tourism	TAMINO Gianni (V)	01/10/1996

Council of the European Union

Council configuration	Meetings	Date
Competitiveness (Internal Market, Industry, Research and Space)	2094	1998-05-18
Environment	2017	1997-06-19
Environment	1956	1996-10-15
Social Affairs	2030	1997-10-07

Key events

Date	Event	Reference	Summary

18/06/1996	Legislative proposal published	COM(1996)0248	Summary
20/09/1996	Committee referral announced in Parliament, 1st reading		
15/10/1996	Debate in Council		
26/02/1997	Modified legislative proposal published	COM(1997)0077	Summary
19/03/1997	Vote in committee, 1st reading		Summary
19/03/1997	Committee report tabled for plenary, 1st reading	A4-0116/1997	
09/04/1997	Debate in Parliament		Summary
05/06/1997	Modified legislative proposal published	COM(1997)0255	Summary
07/10/1997	Council position published	09887/1/1997	Summary
23/10/1997	Committee referral announced in Parliament, 2nd reading		
04/02/1998	Vote in committee, 2nd reading		Summary
04/02/1998	Committee recommendation tabled for plenary, 2nd reading	A4-0044/1998	
17/02/1998	Debate in Parliament		Summary
18/05/1998	Parliament's amendments rejected by Council		
29/06/1998	Formal meeting of Conciliation Committee		
29/06/1998	Final decision by Conciliation Committee		Summary
11/08/1998	Joint text approved by Conciliation Committee co-chairs	3619/1998	
10/09/1998	Report tabled for plenary, 3rd reading	A4-0314/1998	
15/09/1998	Debate in Parliament		
17/09/1998	Decision by Council, 3rd reading		
13/10/1998	Final act signed		
13/10/1998	End of procedure in Parliament		
28/12/1998	Final act published in Official Journal		

Technical information

Procedure reference	1996/0164A(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Directive
Legal basis	EC Treaty (before Amsterdam) E 100A
Stage reached in procedure	Procedure completed

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single reading		A4-0116/1997 OJ C 132 28.04.1997, p. 0007	19/03/1997	
Text adopted by Parliament, 1st reading/single reading		T4-0164/1997 OJ C 132 28.04.1997, p. 0125-0170	10/04/1997	Summary
Committee recommendation tabled for plenary, 2nd reading		A4-0044/1998 OJ C 080 16.03.1998, p. 0005	04/02/1998	
Text adopted by Parliament, 2nd reading		T4-0075/1998 OJ C 080 16.03.1998, p. 0082-0101	18/02/1998	Summary
Report tabled for plenary by Parliament delegation to Conciliation Committee, 3rd reading		A4-0314/1998 OJ C 313 12.10.1998, p. 0010	10/09/1998	
Text adopted by Parliament, 3rd reading		T4-0463/1998 OJ C 313 12.10.1998, p. 0023-0030	15/09/1998	Summary

Council of the EU

Document type	Reference	Date	Summary
Council position	09887/1/1997 OJ C 351 19.11.1997, p. 0013	07/10/1997	Summary

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(1996)0248	18/06/1996	Summary
Modified legislative proposal	COM(1997)0077 OJ C 106 04.04.1997, p. 0011	26/02/1997	Summary
Modified legislative proposal	COM(1997)0255 OJ C 257 22.08.1997, p. 0006	05/06/1997	Summary
Commission communication on Council's position	SEC(1997)1897	16/10/1997	Summary
Commission opinion on Parliament's position at 2nd reading	COM(1998)0211	02/04/1998	Summary
Commission opinion on Parliament's position at 2nd reading	COM(1998)0397	24/06/1998	

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES0473/1997 OJ C 206 07.07.1997, p. 0113	24/04/1997	Summary

CSL/EP	Joint text approved by Conciliation Committee co-chairs	3619/1998	11/08/1998	

Additional information		
Source	**Document**	**Date**
European Commission	EUR-Lex	

Final act	
Directive 1998/0069 OJ L 350 28.12.1998, p. 0001	Summary

Air pollution: emissions from motor vehicles, Auto-oil programme (amend. Directive 70/220/EEC)

1996/0164A(COD) - 10/04/1997 - Text adopted by Parliament, 1st reading/single reading

In adopting the report by Mr Bernd LANGE (PSE, D), the European Parliament calls for a two-stage approach to the imposition of binding (and not simply indicative) emission limits as from 2000 and 2005. It advocates tax incentives to encourage immediate compliance with stricter limits on pollutant emissions, the replacement of old vehicles or the retrofitting of anti-pollution devices, stricter emission control procedures and the promotion of substitute fuels. As regards public and collective passenger transport and the distribution of goods in urban areas, it calls for 10% of the vehicles concerned to use renewable energy sources as fuel. Parliament calls on the Commission to put forward, by 31 December 1998 at the latest, an amended proposal regulating the reduction of CO2 emissions which would make mandatory: - as from 1 January 2005, the 5-litre average car for new petrol cars and the 4.5-litre average car for new diesel cars; - as from 1 January 2010, the 3-litre average car for new petrol and diesel cars. The Commission is also asked to submit, by 1 January 1998 at the latest, a report on the development of on-board diagnostic systems on the basis of which it will submit a proposal for an addition to this directive.

Air pollution: emissions from motor vehicles, Auto-oil programme (amend. Directive 70/220/EEC)

1996/0164A(COD) - 15/09/1998 - Text adopted by Parliament, 3rd reading

Adopting the reports by Mr Bernd LANGE (PSE, D) and Mrs Heidi HAUTALA (V, FIN), the European Parliament approved: - the joint proposal to reduce air pollution from motor vehicles (454 votes to 3 with 7 abstentions); - the joint proposal to reduce air pollution from motor vehicles in relation to light commercial vehicles (465 votes to 11 with 3 abstentions). - the joint proposal on the quality of petrol and diesel fuels (474 votes to 10 with 3 abstentions). Under the agreement, Parliament achieved its major objective of making fuel quality standards for diesel mandatory for 2000 and pollution emission limits mandatory for 2005 (Council had wanted to have only indicative arrangements for 2005). In exchange, Parliament accepted the less stringent figures proposed by the Council for the specifications themselves (although these were a considerable improvement on the figures originally put forward by the Commission). Parliament rejected the Commission?s original ?cost-effective? approach as limited and inadequate and the principle of taking account of benefits to health (reduction in respiratory, cardio-vascular and other diseases) and to the environment when assessing the cost of measures to improve air quality was included under the terms of the agreement with the Council. In accordance with the wishes of the European Parliament, the three directives provide for a regulatory committee which limits the powers of the Council in favour of the Commission. In addition, the powers of the committee will be limited so that the limit values approved may only be modified by means of the co-decision procedure. A) Quality of fuels: The agreement between the European Parliament and the Council will allow the air quality to be improved by adding oxygen to diesel fuel and significantly reducing the content of sulphur, benzene, olefins and aromatics. Following pressure exerted by Parliament: fuels which comply with the standards set for 2005 will progressively be introduced on the market from the year 2000. In addition, the agreement states that fiscal incentives may promote the introduction of more advanced fuels. As soon as vehicles using the new fuels appear in one or two Member States, which will no doubt be soon, there will be the added force of market pressure for the fuels to go on general sale and be made available to motorists travelling in other Member States. Under the terms of the Directive, the marketing of leaded petrol will be banned on 1 January 2000, except where climatic conditions warrant it or severe socio-economic problems would result, in which case the deadline may be delayed to 1 January 2005. Similarly, subject to derogations valid until 1 January 2003, unleaded petrol and diesel fuel marketed after 1 January 2000 will need to meet stricter environmental specifications and stricter specifications will enter into force on 1 January 2005 (subject, however, to derogations which apply until 1 January 2007). Member States may benefit from these derogations if they cannot meet the required specifications. To do so they must submit a request to the Commission, which may only grant these derogations under strict conditions and only for limited periods. In addition, Member States may in specific

areas impose stricter environmental specifications than those provided under the Directive if atmospheric pollution is a serious and recurrent problem. B) Limit values of emissions: In the case of passenger vehicles, Parliament emphasised the need to install on-board diagnostic (OBD) systems which can monitor the durability of anti-pollution equipment. It also required unrestricted transmission of data to repair workshops and spare part manufacturers on request. However, at the request of the Council, the durability test provided for (type V) will be maintained. Anti-pollution equipment must remain efficient for at least 80,000 km or five years from the year 2000 but, at Parliament?s request, the ?kilometrage? parameter will be extended to 100,000 km from 2005 (despite the fact that the European Parliament would have preferred it to be extended to 120,000 km). Type-approval and the certificate of compliance will be refused to any vehicle which does not comply with the Directive. Petrol or diesel engines in service (as opposed to new engines) are also covered by the Directive. The agreement also includes Parliament?s amendment on the establishment of a test procedure to check low ambient temperature emissions after a cold start. A voluntary agreement needs to be concluded with the car industry on reducing CO2 emissions. Parliament has called on the Commission to plan the introduction of compulsory legislation if negotiations fail. The Council shares Parliament?s opinion, the objective of which is to reduce the average fuel consumption of passenger vehicles to 120g of CO2 per km. C) Other aspects of the compromise: - fiscal incentives can be used to encourage the more rapid commercialisation of vehicles fitted with advanced anti-pollution equipment; - encouragement of more rapid replacement of cars with old engines; - possibility for Member States to introduce measures encouraging the equipment of old motor vehicles with anti-pollution devices; - the Commission should also study the role of chemical additives to fuels in reducing emissions; - Parliament would like to see additional efforts made with a view to the commercialisation of vehicles that are more respectful of the environment; - approval of a Directive to combat emissions from light commercial vehicles. This text covers vehicles used for the distribution of goods in towns, where an improvement in air quality is most urgent. Numerous provisions in the ?passenger transport? directive could also be applied to delivery vans. However, as these vehicles are tuned differently, numerous parameters would need to be adjusted. D) Follow-up: the agreement provides for follow-up work on these standards in a different form in the future. The current Directives will be examined in the light of a proposal to be submitted by the Commission by the end of 1999. They will be examined periodically. However, given that the standards provided for 2005 will now be mandatory, the field covered by this proposal has been drastically reduced, in accordance with the wishes of the European Parliament. This follow-up work will apply to technical progress and the oil supply situation and will concentrate, among other things, on the period after 2005. This means that the Commission cannot make any proposals to alter the parameters which are mandatory for 2005. They can only be ?adapted? (by which Parliament understands ?improved?). The Commission may also propose specific parameters for fuels used by fleets of buses, taxis and commercial vehicles (which make a significant contribution to urban pollution) and parameters which apply to liquefied petroleum gas, natural gas and biofuels.

Air pollution: emissions from motor vehicles, Auto-oil programme (amend. Directive 70/220/EEC)

1996/0164A(COD) - 02/04/1998 - Commission opinion on Parliament's position at 2nd reading

Of the 67 amendments proposed by Parliament the Commission has accepted four in their entirety and six in part. The amendments concern in particular: - measures favouring the use of alternative technologies, faster fleet renewal and retrofitting of older vehicles; - the APHEA study on pollution effects on health; - requirements with regard to OBD systems; - the extension of the Type II emission test to petrol cars with a mass less than 3.5 tonnes; - requirements with regard to in-use compliance testing; - evaporative emissions measurement. The Commission did not however accept amendments dealing with the following aspects: - the replacement of the 'indicative limit values' proposed by the Commission for 2005 by stricter and mandatory values; - a tightening of the limit values applicable for 2000 for tailpipe emissions, a tightening of OBD thresholds, an extension of durability requirements from 80 000 km to 160 000 km, the earlier implementation (in 2000 instead of 2002) of low temperature emission requirements and the earlier implementation (2000 instead of 2005) of OBD requirements for diesel vehicles; - a change in method for the introduction of the control of conformity of production of in-use vehicles and the introduction of OBD requirements; - an extension of low temperature testing to light commercial vehicles; - a liberalisation of the framework for emission based fiscal incentives granted by Member States to promote an earlier introduction of low emission vehicles.

Air pollution: emissions from motor vehicles, Auto-oil programme (amend. Directive 70/220/EEC)

1996/0164A(COD) - 18/06/1996 - Legislative proposal

OBJECTIVE: in accordance with the results of the Auto-Oil programme, the proposal for a directive seeks to tighten emissions standards applicable to private cars and enhance them by adding fresh requirements. SUBSTANCE: the proposal for a European Parliament and Council directive provides for a two-stage reduction in limit values for exhaust emissions: (1) a 20-40% reduction in the various pollutants (CO, HC, NOx, plus particulates for diesel) applicable, as from the year 2000, to new types of vehicle and, as from 2001, to all new vehicles; (2) indicative limit values applicable as from 1 January 2005. Before 31 December 1999 the Commission will submit to the Council and Parliament a report on the industrial feasibility of enforcing these limits, in the light of the latest technological progress. In addition, the proposal: - provides for a revision of the current test procedure for evaporative emissions in order to represent real conditions more faithfully and exploit state-of-the art laboratory techniques; - stipulates that private petrol-driven cars should be equipped with an on-board diagnostic system (OBD) in an effort to ensure that emissions remain within legal limits throughout the life of the vehicle; - provides for new measures to improve the testing of the conformity of motor vehicles with durability requirements (as part of the EC type-approval procedure).

Air pollution: emissions from motor vehicles, Auto-oil programme (amend. Directive 70/220/EEC)

1996/0164A(COD) - 26/02/1997 - Modified legislative proposal

The main changes made by the Commission to its original proposal concern the following points: (1) objective of the proposal: the original proposal is to be amplified by adding measures dealing with light commercial vehicles (international category N1). Given that the limit values applicable to light commercial vehicles were definitively adopted by Directive 96/69/EC, moves should be made to ensure parallelism between the emissions standards for cars and those for light commercial vehicles after the year 2000; (2) the legal basis: the proposed measures modify the previous Commission proposal, which was based on Article 100a of the EC Treaty. Accordingly, these measures are submitted pursuant to Article 189a(2) of the EC Treaty; (3) the limit values applicable to light commercial vehicles in the year 2000/2001: in view of the results of the Auto-Oil programme, the Commission proposes to make the emissions standards applicable to light commercial vehicles more binding and to enhance them by adding fresh requirements. It is proposed that these measures should apply: - as from the year 2000, to new types of vehicle in class I, - as from the year 2001, to new types of vehicle in classes I and II, - as from the year 2001, to all new vehicles in class I, - as from the year 2002, to all the vehicles in classes I and II. There are also plans to implement, as from 2005, a second set of regulatory measures applicable to new types of vehicle. These measures will have to be confirmed by the Council and Parliament in the light of a fresh Commission proposal to be submitted in 1998. The new limit values proposed for the period as from 2000/2001 represent reductions of the following magnitude by comparison with the '1997 stage' emissions standards: - 40% in respect of nitrous oxides, 40% in respect of hydrocarbons and 30% in respect of carbon monoxide for petrol-driven light commercial vehicles; - 20% in respect of nitrous oxides, 65% in respect of hydrocarbons, 40% in respect of carbon monoxide and 35% in respect of particulates for diesel-driven light commercial vehicles. (4) on-board diagnostic (OBD) systems for light commercial vehicles: the Commission proposes that the requirements in respect of OBD systems should also apply to light commercial vehicles. The requirements applicable to diesel-powered light commercial vehicles would initially be optional; (5) second stage - 2005 - for light commercial vehicles and tax incentives: the proposal also fixes indicative limit values to be applied during a second stage in the reduction of emissions from these vehicles in the year 2005. The Member States may take these indicative values as a basis for granting tax incentives in order to encourage the early marketing of non-polluting vehicles. (6) finally, the Commission proposes to amend Article 5 of Directive 70/220/EEC in order to bring the annexes to that directive into line with technical progress and to remove the possibility of extending the type-approval of M1 or N1 vehicles to M2 or N2 vehicles whose reference mass does not exceed 2840 kg.

Air pollution: emissions from motor vehicles, Auto-oil programme (amend. Directive 70/220/EEC)

1996/0164A(COD) - 24/04/1997 - Economic and Social Committee: opinion, report

The Committee supports the aim of improving air quality which these draft directives seek to achieve. The Committee also believes that such measures need to be supported by others in areas such as building up public transport and improving traffic management. The Committee urges the Commission to support the automobile manufacturing industry under the Framework Research Programmes and a selective fiscal approach aimed at sustainable private vehicle use, with incentives for "clean cars" and for the implementation of the Auto/Oil Programme. The Committee questions the need to set up a system of control of compliance of vehicles in use. It would therefore urge the Commission to study alternative formulas, such as a voluntary agreement in this sphere with the European car industry. The Committee considers the proposal, as presented by the Commission, to revise the fuel quality and emission limit values by 31 December 1998 to be superfluous, principally because it is necessary to wait and see the combined effect of all the measures adopted on the air quality of urban areas in Europe before assessing whether or not further measures are required. Any such further measures would have to be duly justified in cost-effectiveness terms. The Committee welcomes the fact that the Auto/Oil II Programme for the period up to 2005 is already being drawn up. The Committee agrees with the Commission on the need to have reference targets, which are scientifically and economically verifiable. It therefore urges the Commission and the industry to speed up progress on the Auto/Oil II Programme so that appropriate reference targets can be established before the year 2000. The Committee considers that tax-based environmental incentives are only acceptable if they serve to accelerate the application of stricter standards, approved at Community level, if they are calculated as a fraction of the incremental cost of complying with such measures, and if they do not lead to distortions of competition.

Air pollution: emissions from motor vehicles, Auto-oil programme (amend. Directive 70/220/EEC)

1996/0164A(COD) - 05/06/1997 - Modified legislative proposal

OBJECTIVE: The Commission's amended proposal incorporated, in whole or in part, 22 of the 88 amendments adopted by the European Parliament at first reading. The amendments incorporated notably related to the following aspects: - tax incentives, subject to minor changes drafted by the Commission; - requirements of on-board diagnostics (OBD) systems; - the evaporative emissions test procedure; - insertion of a recital recalling that Member States should take measures to encourage faster progress towards replacing existing vehicles with low-emission vehicles. However, the Commission was unable to accept the amendments concerning, in particular, the following aspects: - tightening of the limit values applicable from the year 2000 and a change to the reference fuel used for approval testing; - replacement of indicative limit values proposed by the Commission for 2005 with even stricter values, compliance with which would be mandatory (it may be noted that the Commission has committed itself to undertaking an Auto-Oil 2 programme, one of the objectives of which is to confirm or revise the 2005 limit values at the earliest possible stage); - a new test procedure to reduce emissions during cold temperature conditions; - a different approach for in-use compliance testing; - the mandatory fitting of on-board diagnostic systems (OBD) on diesel vehicles from the year 2000; - extension of the durability requirement from 80 000 km to 160 000 km; - changes to the terms of reference of the Auto-Oil 2 programme.

Air pollution: emissions from motor vehicles, Auto-oil programme (amend. Directive 70/220/EEC)

1996/0164A(COD) - 07/10/1997 - Council position

The common position is by and large in accordance with the Commission proposal while adopting the most important amendments tabled by Parliament. The main points of the common position are as follows: - Amendment of the title of the directive: it no longer contains a reference to amending Council Directive 70/220/EEC since the Council no longer draws up general provisions concerning vehicle conformity; - Stricter emission conditions: the Council has adopted the Commission's approach but moved back from 31 December 1998 to 30 June 1999 the deadline for submission by the Commission of proposals concerning stricter emission limits; - Tests for the measurement of exhaust gases and evaporation: the common position confirms the changes in the test procedures, the limit values and the deadlines proposed by the Commission regarding the compulsory phase 2000 and the indicative phase 2005; - Tax incentives: the Council has amended the proposed system to the effect that incentives for the second phase would only be authorized from 1 January 2000 so as to reduce the number of standards likely to be applied simultaneously on European territory; - Monitoring of emissions from vehicles: the principal difference in respect of the initial proposals is a more stringent requirement concerning inspections by manufacturers of vehicles used on the territory of the Union; - On-board diagnostic (OBD) systems: the Council simplified Annex XI replacing certain legislative provisions such as the list of malfunction codes and rules of access and interoperability by reference to corresponding ISO standards. It took the view that OBD systems should be compulsory for diesel vehicles from 1 January 2005. It added a further point seeking to ensure access to technical information for operators outside the manufacturer's network. Finally it recalled the need to define as soon as possible an appropriate type-approval procedure for emission control components intended for the components market and which concern the functioning of OBD systems; - A new test under cold conditions: the common position introduced a new test under cold conditions (-7C) by and large similar to that proposed by Parliament. A further deadline of two years was recorded regarding the entry into force of the general standards to enable official testing centres and manufacturers to acquire the necessary equipment to carry out the test. Finally, the principles and implementation procedures of the auto-oil programme proposed by the Commission were confirmed. The deadline for tabling further proposals on expiry of the programme was put back for six months to 30 June 1999.

Air pollution: emissions from motor vehicles, Auto-oil programme (amend. Directive 70/220/EEC)

1996/0164A(COD) - 16/10/1997 - Commission communication on Council's position

The Commission accepts the joint position. It welcomes the fact that the Council took its decision unanimously, taking account of the principal amendments by Parliament while maintaining the coherence of the initial proposal. It calls on the two institutions to: - conclude rapidly the legislative procedures so as to give the operators concerned enough time to prepare for implementation of the measures; - act swiftly on the measures proposed for light commercial vehicles, bringing such measures into line with decisions regarding private automobiles.

Air pollution: emissions from motor vehicles, Auto-oil programme (amend. Directive 70/220/EEC)

1996/0164A(COD) - 18/02/1998 - Text adopted by Parliament, 2nd reading

Adopting the recommendation for second reading by Mr Bernd Lange (PSE, D), Parliament retabled most of the amendments adopted at first reading, which the Council had not incorporated into its common position. Parliament calls for measures to fill the vacuum left by the lack of Community legislative provisions on CO2 emissions from motor vehicles. Thus, proposals aiming to bring about a further reduction of emissions after 2005 should take account of elements such as: the causal relationship between emissions and harm to environmental quality; improvement in the test procedure for particulate emissions; emissions from direct-injection petrol engines including particulate emissions; the potential for reducing vehicle emissions by new propulsion technologies and alternative fuels; identification of pollutant and CO2 emissions from vehicles using new forms of propulsion or alternative fuels. Tax incentives should be provided to encourage the use of vehicles with the most advanced anti-pollution equipment. Other amendments advocate more rapid replacement of old vehicles and retrofitting of older vehicles with emission control devices. The Commission is also called upon to submit by 30 June 1998 a report on the development of on-board diagnostics giving its opinion on the need for an extension of the OBD procedure. Parliament also considers that more effort should be made to market vehicles running on hydrogen and/or solar energy or methane. With regard to public passenger transport and goods distribution in urban areas, it considers that 10% of these vehicles should use renewable energy sources as fuel.

Air pollution: emissions from motor vehicles, Auto-oil programme (amend. Directive 70/220/EEC)

1996/0164A(COD) - 13/10/1998

OBJECTIVE: on the basis of the results of the Auto-Oil programme, the Directive seeks to tighten the emission standards applicable to motor vehicles. COMMUNITY MEASURE: Directive 98/69/EC of the European Parliament and the Council relating to measures to be taken against air pollution by emissions from motor vehicles and amending Directive 70/220/EEC. CONTENT: the Directive seeks to make compulsory for the year 2000 and the year 2005 stricter limit values for air polluting emissions from motor vehicles. In addition, it contains improvements in methods of measuring exhaust and evaporative emissions and lays down new standards with the purpose of ensuring the durability of anti-pollution systems, in particular by the introduction of: - on-board diagnostic (OBD) systems which can detect malfunctions in anti-pollution equipment and signal these to the driver, as well as register these defects to permit technical control stations to check the operation of the system and diagnose any eventual repairs that might be required; - measures regarding conformity of in-service vehicles which have as their purpose to ensure that the vehicle complies with the anti-pollution

measures provided for in this Directive for 80,000 km or 5 years (the ?kilometrage? parameter will be extended to 100,000 km from 2005). The Directive also provides for the establishment of a test procedure to check low ambient temperature emissions after a cold start. Other aspects of the Directive: - fiscal incentives can be used to encourage the more rapid commercialisation of vehicles fitted with advanced anti-pollution equipment; - encouragement of more rapid replacement of cars with old engines; - possibility for Member States to introduce measures encouraging the equipment of old motor vehicles with anti-pollution devices; - additional efforts with a view to the commercialisation of vehicles that are more respectful of the environment; The Directive makes provision for follow-up work on these standards. After 31 December 1999, the Commission will submit proposals for legislation to come into force after 2005 dealing, in particular, with the following aspects: - modification of the durability requirements; - fuel quality standards; - the contribution to the attainment of long-term Community objectives on air quality; - potential and feasibility of local measures to reduce vehicle emissions; - the particular situation of captive fleets; - requirements for the operation of an on-board measurement system. The Directive makes provision for a regulatory committee which limits the power of the Council in favour of the Commission. Limit values can only be modified via the co-decision procedure. ENTRY INTO FORCE: 28 December 1998. DEADLINE FOR TRANSPOSITION: 28 September 1999.