## Basic information

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| **2000/0136(COD)**<br><br>COD - Ordinary legislative procedure (ex-codecision procedure)<br>Directive | Procedure completed |
| Reduction of the level of pollutant emissions from two- and three-wheel motor vehicles<br><br>Amending Directive 97/24/EC 1993/0470(COD)<br>Repealed by 2010/0271(COD)<br><br>**Subject**<br><br>3.70.02 Atmospheric pollution, motor vehicle pollution | |

## Key players

### European Parliament

| Committee responsible | Rapporteur | Appointed |
|---|---|---|
| DELE EP Delegation to Conciliation Committee | LANGE Bernd (PSE) | 29/01/2002 |

| Former committee responsible | Former rapporteur | Appointed |
|---|---|---|
| ENVI Environment, Public Health, Consumer Policy | LANGE Bernd (PSE) | 12/07/2000 |
| ENVI Environment, Public Health, Consumer Policy | LANGE Bernd (PSE) | 12/07/2000 |

| Former committee for opinion | Former rapporteur for opinion | Appointed |
|---|---|---|
| JURI Legal Affairs and Internal Market | The committee decided not to give an opinion. | |
| ITRE Industry, External Trade, Research, Energy | The committee decided not to give an opinion. | |
| RETT Regional Policy, Transport and Tourism | VAN DAM Rijk (EDD) | 12/09/2000 |

### Council of the European Union

| Council configuration | Meetings | Date |
|---|---|---|
| Justice and Home Affairs (JHA) | 2366 | 2001-07-13 |
| Agriculture and Fisheries | 2410 | 2002-02-18 |
| Environment | 2321 | 2000-12-18 |
| Environment | 2334 | 2001-03-08 |

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|---|---|---|---|
| | Fisheries | 2435 | 2002-06-11 |

European Commission

| Commission DG | Commissioner |
|---|---|
| Internal Market, Industry, Entrepreneurship and SMEs | |

**Key events**

| Date | Event | Reference | Summary |
|---|---|---|---|
| 22/06/2000 | Legislative proposal published | COM(2000)0314 | Summary |
| 07/07/2000 | Committee referral announced in Parliament, 1st reading | | |
| 18/12/2000 | Debate in Council | | |
| 23/01/2001 | Vote in committee, 1st reading | | Summary |
| 23/01/2001 | Committee report tabled for plenary, 1st reading | A5-0015/2001 | |
| 13/02/2001 | Debate in Parliament | | |
| 14/02/2001 | Decision by Parliament, 1st reading | T5-0080/2001 | Summary |
| 23/05/2001 | Modified legislative proposal published | COM(2001)0145 | Summary |
| 13/07/2001 | Council position published | 07598/1/2001 | Summary |
| 05/09/2001 | Committee referral announced in Parliament, 2nd reading | | |
| 20/11/2001 | Vote in committee, 2nd reading | | Summary |
| 20/11/2001 | Committee recommendation tabled for plenary, 2nd reading | A5-0406/2001 | |
| 11/12/2001 | Debate in Parliament | | |
| 12/12/2001 | Decision by Parliament, 2nd reading | T5-0683/2001 | Summary |
| 18/02/2002 | Parliament's amendments rejected by Council | | |
| 19/03/2002 | Formal meeting of Conciliation Committee | | |
| 19/03/2002 | Final decision by Conciliation Committee | | Summary |
| 19/03/2002 | Report tabled for plenary, 3rd reading | A5-0163/2002 | |
| 30/04/2002 | Joint text approved by Conciliation Committee co-chairs | 3615/2002 | |
| 29/05/2002 | Debate in Parliament | | |
| 30/05/2002 | Decision by Parliament, 3rd reading | T5-0260/2002 | Summary |
| 11/06/2002 | Decision by Council, 3rd reading | | |
| 12/07/2002 | Final act signed | | |
| 19/07/2002 | End of procedure in Parliament | | |
| 20/09/2002 | Final act published in Official Journal | | |

## Technical information

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| **Procedure reference** | 2000/0136(COD) |
| **Procedure type** | COD - Ordinary legislative procedure (ex-codecision procedure) |
| **Procedure subtype** | Legislation |
| **Legislative instrument** | Directive |
| **Amendments and repeals** | Amending Directive 97/24/EC 1993/0470(COD)<br>Repealed by 2010/0271(COD) |
| **Legal basis** | EC Treaty (after Amsterdam) EC 095 |
| **Stage reached in procedure** | Procedure completed |
| **Committee dossier** | CODE/5/15838 |

## Documentation gateway

**European Parliament**

| Document type | Committee | Reference | Date | Summary |
|---|---|---|---|---|
| Committee report tabled for plenary, 1st reading/single reading | | A5-0015/2001 | 23/01/2001 | |
| Text adopted by Parliament, 1st reading/single reading | | T5-0080/2001<br>OJ C 276 01.10.2001, p. 0053-0135 | 14/02/2001 | Summary |
| Committee recommendation tabled for plenary, 2nd reading | | A5-0406/2001 | 20/11/2001 | |
| Text adopted by Parliament, 2nd reading | | T5-0683/2001<br>OJ C 177 25.07.2002, p. 0085-0181 E | 12/12/2001 | Summary |
| Report tabled for plenary by Parliament delegation to Conciliation Committee, 3rd reading | | A5-0163/2002 | 19/03/2002 | |
| Text adopted by Parliament, 3rd reading | | T5-0260/2002<br>OJ C 187 07.08.2003, p. 0021-0102 E | 30/05/2002 | Summary |

**Council of the EU**

| Document type | Reference | Date | Summary |
|---|---|---|---|
| Council position | 07598/1/2001<br>OJ C 301 26.10.2001, p. 0043 | 13/07/2001 | Summary |

**European Commission**

| Document type | Reference | Date | Summary |
|---|---|---|---|
| Legislative proposal | COM(2000)0314<br>OJ C 337 28.11.2000, p. 0140 E | 22/06/2000 | Summary |
| Modified legislative proposal | COM(2001)0145<br>OJ C 240 28.08.2001, p. 0146 E | 23/05/2001 | Summary |

| | | | |
|---|---|---|---|
| Commission communication on Council's position | SEC(2001)1331 | 10/08/2001 | Summary |
| Commission opinion on Parliament's position at 2nd reading | COM(2002)0058 | 04/02/2002 | Summary |

**Other institutions and bodies**

| Institution/body | Document type | Reference | Date | Summary |
|---|---|---|---|---|
| EESC | Economic and Social Committee: opinion, report | CES0040/2001<br>OJ C 123 25.04.2001, p. 0022 | 25/01/2001 | |
| CSL/EP | Joint text approved by Conciliation Committee co-chairs | 3615/2002 | 30/04/2002 | |

**Additional information**

| Source | Document | Date |
|---|---|---|
| European Commission | EUR-Lex | |

**Final act**

Directive 2002/0051
OJ L 252 20.09.2002, p. 0020-0030 Summary

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

2000/0136(COD) - 30/05/2002 - Text adopted by Parliament, 3rd reading

The European Parliament approved the joint text of the Conciliation Committee with regard to pollutant emissions from two and three-wheel motor vehicles. (Please refer to the document dated 19/03/02.)

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

2000/0136(COD) - 13/07/2001 - Council position

The Council forwarded its common position vis-a-vis certain components and characteristics of two-or three-wheel motor vehicles on 16 July 2001. As regards emission limits the common position largely endorses the limit value for hydrocarbons for the motorcycles above 150cc (1g/k, instead of 1.2 g /km). This is in line with the priorities of the Commission and the AUTO-OIL II programme which indicates that the emissions of hydrocarbons, as a precursor for ozone are the main priority for this stage of limit values for motorcycles. Mandatory application of these provisions will apply from 1 January 2004 to 1 July 2004 respectively. This fits in with the position of the European Parliament and allows manufacturers some more flexibility when adapting all their vehicle types to the new requirements. Further, the common position includes a separate time table for the application for trial motorcycles. The so called enduro motorcycles will fit in with this time table. Dates for application of these requirements will be 1 January 2004 for new types and 1 July 2005 for all types. Concerning tax incentives, the Council agrees with Commission proposals in this field and will allow the introduction of 'permissive values'. This will enable Member States to stimulate more advanced environmental technologies through the granting of fiscal incentives. The permissive values and the associated test procedure have been aligned by the Council to the Euro 3 limits for passenger cars that are presently in force. In terms of future work, the Commission has been given the mandate by the Council to come forward with proposals on further emission reductions for mopeds, measurement of particulate and associate emission limits, measurement of CO2 emissions and durability requirements. In terms of the world-wide harmonised test cycle which is currently being developed through a co-ordinate action at the level of UN-ECE, the Council has given the Commission the go ahead to work on this and to implement any necessary changes by 2006. Other aspects of future work include in-service

compliance, inspection and maintenance, OBD and evaporative emission control. Generally speaking these provisions are in line with Parliamentary amendments. Differences do exist however on detailed provisions as well as on the time frame for implementation. The Council, in line with parliamentary amendments, has also introduced a prohibition on the use of defeat devices and irrational control strategies, as well as provisions on the information to be supplied by the manufacturer that would enable the technical service to check the emission control devices.

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

2000/0136(COD) - 14/02/2001 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted the report by Mr Bernd Lange (PES, D). The House adopted the amendments which were tabled by the committee responsible. (Please refer to the previous text).

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

2000/0136(COD) - 12/12/2001 - Text adopted by Parliament, 2nd reading

The European Parliament adopted, with amendments, the report drafted by Mr Bernd LANGE (PES, D) concerning the common position. (Please refer to the previous text). The Parliament passed a set of amendments which tighten up the draft legislation currently on the table. It wants in particular to make the emission limits that will apply from 2006 mandatory instead of voluntary.

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

2000/0136(COD) - 23/05/2001 - Modified legislative proposal

The Parliament's amendments can be placed into four groups: - introduction of a mandatory Euro 3 stage. These amendments are rejected by the Commission. Since this has been seen to be an important issue for the Parliament, the Commission will strive to take appropriate steps to introduce a Euro 3 stage based on the newly developed world harmonised test cycle during further discussions in Council or second reading in the Parliament; - amendments relating to durability, defeat devices, in-use conformity testing and on-board diagnostics (OBD). These are important tools to ensure the maintenance of emission treatment equipment, i.e. catalytic converters, during real life conditions. However, the implementation of such requirements might have considerable implications that need to be carefully assessed with regard to cost-effectiveness, technical feasibility and practical consequences when applied to the motorcycle sector. The Commission also supports measures for cycle by-pass prevention that have also been introduced during discussions in Council. The Commission agree in principle to investigate some of these measures but rejects amendments that pre-empt any final decision on implementation. - amendments relating to carbon dioxide emissions. These are mostly accepted in principle. The share of motorcycles in total road transport emissions is very small (about 2%) but might increase in the future. The introduction of a harmonised CO2 measurement is indeed a first necessary step. Miscellaneous amendments. Some are accepted, such as the possibility of introducing financial incentives to re-equip older vehicles, and the limitation of economic impact on small manufacturers when investigating future measures. Other amendments relating to future work, are acceptable in principle or partly but need to be investigated before implementing definitive proposals. The Commission reserves the right of initiative on some of these issues: - a temporary derogation for trial bikes - introduction of requirements regarding the inspection and maintenance of motorcycles. The intent is acceptable, but not the date of January 2003. - particulate limit values for diesel tricycles and quadricycles from 2006 - measures on replacement catalysts. - examine evaporative emissions and OBM The postponement of the "all types" date for Euro 2 is not acceptable.

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

2000/0136(COD) - 04/02/2002 - Commission opinion on Parliament's position at 2nd reading

Following the second reading of this proposed Directive, the European Parliament tabled 27 amendments, of which the Commission accepted 7 totally, 2 in principle, 3 partly and rejected 15 completely. The Commission has classified the amendments into six groups. Firstly, those introducing a mandatory '2006' stage. Under these amendments, Parliament has sought to introduce further reductions in emission limits, applicable from 2006, whereby motorcycles should achieve the same level of emission control as the current "EURO III" limits for passenger cars. The Commission however, is of the view that the test cycles proposed by the Parliament (i.e. EURO III limits) are technically inferior to the recently formulated motorcycle tests, which are currently being evaluated. The Commission therefor rejects all those amendments related to the mandatory introduction of limits by 2006. It is, on the other hand, prepared to assist in finding an agreement between the institutions on this matter. The second set of amendments relate to the EURO II application dates for mopeds. Here, the Parliament has sought to set the application date for new type approvals of moped under the EURO II application as 1 January 2003. Since this has already been covered by an existing Directive (97/24/EC), the Commission has decided to reject this amendment. The third set of amendments relate to durability requirements. The Commission has again decided to reject all amendments relating to durability, since it prefers the wording set out in the Council. The fourth set of amendments relate to the use of conformity requirements, in which the

Parliament has sought to specify the introduction of in use conformity requirements by proposing 2006/07 as an application date. The Commission can accept these amendments partly but has deleted references to the date and has added "if appropriate". The fifth set of amendments relate to CO2 emissions. Under this section, the Commission has agreed to include motorcycles when considering future measures to combat climate change. However, on the question of test procedures the Commission has rejected this specific amendment since it does not address requirements for small motorcycles and mopeds, already requested by the Council. Similarly, an amendment seeking to incorporate motorcycles in the strategy to reduce CO2 emissions from passenger cars is rejected on the grounds that it pre-empts proposals currently under preparation in the Commission. Lastly, the Commission has accepted either fully, partly or in principle, the following miscellaneous amendments: - Allowing Member States to introduce financial incentives to re-equip older vehicles. - Concerning defeat devices and cycle bypass prevention. - Amendments, which are editorial in nature. - Two amendments seeking Commission proposal on particulate matter standards for tricycles and quadricycle.

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

2000/0136(COD) - 10/08/2001 - Commission communication on Council's position

The Council's common position that improved test procedures be based, as much as possible, on those currently being devised by UN-ECE is supported by the Commission. Limit values established therein should form the platform for the next generation of regulations foreseen by 2006. The Commission accepts that the Council common position has given it a tight mandate and framework for the consolidation of future works. This aspect of the common position is very much in line with Parliamentary amendments. Within this context, the Commission agrees that measures to ensure more effective in-use emissions performance, including the necessary control systems are to be given priority. To conclude, the Commission can in general support the Council's common position and invites the two institutions to reach an agreement as soon as possible.

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

2000/0136(COD) - 19/07/2002 - Final act

PURPOSE : to reduce pollutant emissions from motor vehicles. COMMUNITY MEASURE : Directive 51/2002/EC of the European Parliament and of the Council on the reduction of pollutant emissions from two- and three- wheel motor vehicles and amending Directive 97/24/EC. CONTENT : By qualified majority the Council adopted, with the United Kingdom delegation abstaining, the Directive on the reduction of the level of pollutant emissions from two and three-wheeled motor vehicles and amending Directive 97/24/EC. The Directive sets stricter limits than those contained in Directive 97/24 /EC for two and three-wheeled motor vehicles, applicable from 2003 for new types of vehicles and from 2004 for all vehicles, to help reduce the emission of hydrocarbons. The Directive contains the following elements: -a set of optional values to be introduced for the purpose of tax incentives. Such incentives must satisfy certain conditions to avoid distortions of the internal market; -inclusion of an additional stage in 2006 for the application of emission limits, based on further analysis and the development of a new test cycle, with the aim of reducing emissions of NOx and hydrocarbons and, possibly, of particulates. The following aspects of the Directive should also be noted: -the compulsory nature of emission limits, which will be applied starting from the additional stage; -checks on vehicles in circulation to ensure compliance with the limit values. Conformity testing of in service two- and three- wheel vehicles will be introduced from 01/01/2006. Specific requirements for the correct operation of emission control devices during the normal working life of those vehicles will be introduced as from 01/01/06 for up to 30 000 kms. -taking into account emission and consumption levels in the Community strategy for reducing transport-related CO2 emissions. -provisions relating to conditions for testing and retrofitting older vehicles. -the introduction of a new worldwide test cycle as an alternative type-approval for the additional stage in 2006. In a declaration, the Commission reaffirms its commitment to ensuring optimal environmental protection. Consequently, in its proposal aimed at including a new type-approval test cycle for motorcycles during the second stage in 2006, the Commission will also examine the date on which this test will become the only test procedure for the EC type approval system. Moreover, the Commission takes note of the decision of the co-legislators according to which it is requested to submit a proposal defining "normal life" and establishing supplementary provisions. On this occasion, the Commission recalls that according to its right of initiative, in conformity with the Treaty, it is for the Commission to appreciate the timing and the content of any such proposal to be submitted. DATE OF TRANSPOSITION : 01/04/03 ENTRY INTO FORCE : 20/09/02.

# 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.