Basic information

2001/0255(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Directive	Procedure completed
Air pollution: CO2 emissions, fuel consumption of N1 light commercial vehicles (amend. Directives 70/156/EEC and 80/1268/EEC) Repealed by 2005/0282(COD) **Subject** 3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles 3.70.02 Atmospheric pollution, motor vehicle pollution	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
ENVI Environment, Public Health, Consumer Policy	GOODWILL Robert (PPE-DE)	20/11/2001

Former committee responsible	Former rapporteur	Appointed
ENVI Environment, Public Health, Consumer Policy	GOODWILL Robert (PPE-DE)	20/11/2001

Former committee for opinion	Former rapporteur for opinion	Appointed
ITRE Industry, External Trade, Research, Energy	The committee decided not to give an opinion.	
RETT Regional Policy, Transport and Tourism	The committee decided not to give an opinion.	

Council of the European Union

Council configuration	Meetings	Date
Transport, Telecommunications and Energy	2531	2003-10-09

European Commission

Commission DG	Commissioner
Internal Market, Industry, Entrepreneurship and SMEs	

Key events

Date	Event	Reference	Summary
24/10/2001	Legislative proposal published	COM(2001)0543	Summary
12/11/2001	Committee referral announced in Parliament, 1st reading		
18/06/2002	Vote in committee, 1st reading		Summary
18/06/2002	Committee report tabled for plenary, 1st reading	A5-0232/2002	
24/09/2002	Decision by Parliament, 1st reading	T5-0425/2002	Summary
09/10/2003	Council position published	05997/1/2003	Summary
22/10/2003	Committee referral announced in Parliament, 2nd reading		
27/11/2003	Vote in committee, 2nd reading		Summary
27/11/2003	Committee recommendation tabled for plenary, 2nd reading	A5-0432/2003	
16/12/2003	Decision by Parliament, 2nd reading	T5-0561/2003	Summary
11/02/2004	End of procedure in Parliament		
12/02/2004	Final act signed		
19/02/2004	Final act published in Official Journal		

Technical information

Procedure reference	2001/0255(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Amendments and repeals	Repealed by 2005/0282(COD)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 (after Amsterdam) EC 095
Stage reached in procedure	Procedure completed
Committee dossier	ENVI/5/16794

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single reading		A5-0232/2002	18/06/2002	
Text adopted by Parliament, 1st reading/single reading		T5-0425/2002 OJ C 273 14.11.2003, p. 0022-0074 E	24/09/2002	Summary
Committee recommendation tabled for plenary, 2nd reading		A5-0432/2003	27/11/2003	
		T5-0561/2003		

Text adopted by Parliament, 2nd reading		OJ C 091 15.04.2004, p. 0026-0068 E	16/12/2003	Summary

Council of the EU

Document type	Reference	Date	Summary
Council statement on its position	12901/2003	26/09/2003	
Council position	05997/1/2003 OJ C 305 16.12.2003, p. 0001-0010 E	09/10/2003	Summary

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(2001)0543 OJ C 051 26.02.2002, p. 0317 E	24/10/2001	Summary
Commission communication on Council's position	SEC(2003)1187	17/10/2003	Summary

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES0345/2002 OJ C 125 27.05.2002, p. 0006	20/03/2002	

Additional information

Source	Document	Date
European Commission	EUR-Lex	

Final act

Directive 2004/0003
OJ L 049 19.02.2004, p. 0036-0041 Summary

Air pollution: CO_2 emissions, fuel consumption of N1 light commercial vehicles (amend. Directives 70/156/EEC and 80/1268/EEC)

2001/0255(COD) - 11/02/2004 - Final act

PURPOSE : to amend Directive 80/1268/EEC, as last amended by Directive 1999/100/EC, in order to extend the scope of the Directive to N1 vehicles (light commercial vehicles). LEGISLATIVE ACT : Directive 2004/3/EC of the European Parliament and of the Council amending Council Directives 70/156/EEC and 80/1268/EEC as regards the measurement of carbon dioxide emissions and fuel consumption of N1 vehicles. CONTENT : Council Directive 80/1268/EEC relating to the carbon dioxide emissions and fuel consumption of motor vehicles is one of the separate directives under the type-approval procedure laid down by Council Directive 70/156/EEC. Under the Community strategy to reduce carbon dioxide (CO2) emissions from

passenger cars, the harmonised measurement methodology, as laid down in Directive 80/1268/EEC, has been used as a basic instrument. With a view to permitting subsequent measures to reduce fuel consumption and CO2 emissions in the sector of light commercial vehicles, this Directive extends the scope of that Directive to include vehicles of category N1 as well. These are light utility vehicles which do not exceed 3.5 tonnes in weight. The Commission has carried out a study to investigate the possibilities and implications of a harmonised procedure for measuring the specific CO2 emissions from vehicles of category N1. In this respect, it is considered technically acceptable and most cost-effective to apply the existing emissions test of Council Directive 70/220/EEC also to the measurement of fuel consumption and CO2 emissions for that category of vehicles. Many small-volume manufacturers buy from suppliers engines which are type-approved with respect to emissions according to Council Directive 88/77/EEC. A considerable number of those manufacturers do not have the necessary infrastructure or expertise to perform the exhaust or CO2 emissions testing. Therefore this Directive grants an exemption for small-volume manufacturers, since the additional costs they would incur in order to comply with this Directive would be disproportionately high. ENTRY INTO FORCE : 19/02/2004. DATE OF TRANSPOSITION : 19/02/2005.

Air pollution: CO_2 emissions, fuel consumption of N1 light commercial vehicles (amend. Directives 70/156/EEC and 80/1268/EEC)

2001/0255(COD) - 17/10/2003 - Commission communication on Council's position

The Council common position takes either direct or indirect account of all three amendments tabled by the European Parliament. In addition, in Article 3, Council has deferred a decision regarding multi-stage vehicles until the Commission evaluates the practical operation of this Directive with respect to the family concept and also assesses the possibility of applying the Directive in a representative manner to multi-stage vehicles and those vehicles that are equipped with an engine that has been type approval for pollutant emissions according to Directive 88/77/EEC. The Commission is concerned that Council found it necessary to increase the complexity of the Directive by introducing the family concept in addition to the 6% criteria for extension of type-approval. Aside from the fact that the Commission, according to its right of initiative in conformity with the Treaty, can appreciate the timing and content of any proposal to be submitted, the evaluation of the practical operation of this Directive according to Article 3 will depend heavily on the information that the Commission receives from the Member States. The Commission is concerned that the obligation of the Member States to provide the information to the Commission is not mentioned in Article 3. The Commission has expressed its views regarding the delays in the implementation of this Directive. However, in order to lay down the legislation in order for any further steps to be considered, the Commission, in general, accepts the common position. It therefore invites the two institutions to reach an agreement on the amendments to Directives 80/1268/EEC and 70/156/EEC as soon as possible.

Air pollution: CO_2 emissions, fuel consumption of N1 light commercial vehicles (amend. Directives 70/156/EEC and 80/1268/EEC)

2001/0255(COD) - 24/09/2002 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted the resolution drafted by Robert GOODWILL (EPP-ED, United Kingdom) regarding the carbon dioxide emissions and fuel consumption of N1 vehicles. (Please refer to the document dated 18/06/02).

Air pollution: CO_2 emissions, fuel consumption of N1 light commercial vehicles (amend. Directives 70/156/EEC and 80/1268/EEC)

2001/0255(COD) - 16/12/2003 - Text adopted by Parliament, 2nd reading

The European Parliament adopted the resolution drafted by Robert GOODWILL (EPP-ED, United Kingdom) and approved the common position.

Air pollution: CO_2 emissions, fuel consumption of N1 light commercial vehicles (amend. Directives 70/156/EEC and 80/1268/EEC)

2001/0255(COD) - 09/10/2003 - Council position

The Common Position, broadly in line with the Commission proposal, has been unanimously adopted by the Council. The main changes to the Commission proposal were the introduction of a vehicle family concept and the changes to the dates of transposition and of entry into force of this Directive. The Council has: - completed Article 1 : an Article 1 (b) has been added on the information on CO2 emissions/fuel consumption of N1 vehicles to be mentioned in the EC Certificate of Conformity; - created 2 new Articles (Art. 3 and 4), introducing namely the concept of "vehicle family" : This new Article requests the Commission, not later than two years after the entry into force of this Directive, to: a) present a study on the possibilities to obtain representative CO2 emissions and fuel consumption data for completed multi-stage vehicles and vehicles whose emissions are measured according to Directive 88/77/EEC in order to take into account the "cost-efficiency" aspects of these measurements; b) present an evaluation of the vehicle family concept introduced in this Directive; c) if appropriate, present draft measures on the adaptation of this Directive to technical progress to the Committee established by Art. 13 of Directive 70/156/EEC. Moreover, the new Article 4 is the consequence of the adoption of an EP amendment and stipulates that, where a vehicle produced by a specialist coach builder falls within the criteria of one of the families of vehicles of the manufacturer

of the base vehicle, the coach builder may use the data on fuel efficiency and CO2 production supplied by that manufacturer; - postponed various dates of entry into force : the Council has pushed-back the application of this Directive for new type approvals and for all types of class II and III vehicles by one year and has also postponed the application of the Directive to multi-stage vehicles; - provide that Member States shall transpose the Directive 12 months after the entry into force of this Directive; - included the common definitions for the three weight classes of N1 vehicles; - introduced 2 new paragraphs in the Annex concerning the modification of Annex I of Directive 80/1268/EC (extension of type-approval, the approval of vehicle of category N1 within a family); - introduced in the Annex a modification of Annex II of Directive 80/1268/EEC.

Air pollution: CO_2 emissions, fuel consumption of N1 light commercial vehicles (amend. Directives 70/156/EEC and 80/1268/EEC)

2001/0255(COD) - 24/10/2001 - Legislative proposal

PURPOSE : to amend Directive 80/1268/EEC, as last amended by Directive 1999/100/EC, in order to extend the scope of the Directive to N1 vehicles (light commercial vehicles). CONTENT : currently, this Directive only applies to M1 vehicles (passenger cars). The proposal introduces harmonised mandatory requirements for the measurement of carbon dioxide and fuel consumption of N1 vehicles. It is therefore a first prerequisite to enable, monitor, and evaluate possible future fuel economy related measures for N1 vehicles in the EU. The dynamometer test method ("type I test") for the determination of exhaust emissions specified in Annex III of Directive 70/220/EEC is applicable to M1 and N1 vehicles. As an alternative, diesel vehicles of category N1 can be granted type-approval for exhaust emissions pursuant to Directive 88/77/EEC. The very same test method as in Directive 70/220/EEC is used in Directive 80/1268/EEC for the measurement of fuel consumption and CO2 emissions, but it is currently only applicable to passenger cars. Therefore, the application of the test method can be extended straight-forward to cover N1 vehicles as well, in accordance with Directive 70/220/EEC. It is proposed that the new provisions should apply: - from 1 July 2003 for new type-approvals (of category N1); - from 1 January 2006 for existing type-approvals of vehicles in category N1, class I, and 1 January 2007 for existing type-approvals in category N1, class II and III. The dates which apply to existing type-approvals have been aligned with the corresponding dates of Directive 98/69/EC relating to emissions of M1 and N1 vehicles in order to avoid recurring type-approval of a particular vehicle type, which would needlessly increase the costs associated with the proposal. The measurement procedure, which is already used for emissions testing of N1 vehicles according to Directive 70/220/EEC, does not take into account the increased weight of the vehicle as a result of the carriage of goods.