

Basic information	
2014/0012(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Regulation	Procedure lapsed or withdrawn
Reduction of pollutant emissions from road vehicles Amending Regulation (EC) No 715/2007 2005/0282(COD) Amending Regulation (EC) No 595/2009 2007/0295(COD) Subject 2.10.03 Standardisation, EC/EU standards and trade mark, certification, compliance 3.20.05 Road transport: passengers and freight 3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles 3.70.02 Atmospheric pollution, motor vehicle pollution	

Key players		
Council of the European Union		
European Commission	Commission DG	Commissioner
	Internal Market, Industry, Entrepreneurship and SMEs	TAJANI Antonio
European Economic and Social Committee		

Key events			
Date	Event	Reference	Summary
31/01/2014	Legislative proposal published	COM(2014)0028 	Summary
06/02/2014	Committee referral announced in Parliament, 1st reading		
20/10/2014	Committee referral announced in Parliament, 1st reading		
23/09/2015	Vote in committee, 1st reading		
23/09/2015	Committee decision to open interinstitutional negotiations with report adopted in committee		
29/09/2015	Committee report tabled for plenary, 1st reading	A8-0270/2015	Summary
29/09/2020	Proposal withdrawn by Commission		

Technical information	
Procedure reference	2014/0012(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Regulation

Amendments and repeals	Amending Regulation (EC) No 715/2007 2005/0282(COD) Amending Regulation (EC) No 595/2009 2007/0295(COD)
Legal basis	Treaty on the Functioning of the European Union TFEU 114
Other legal basis	Rules of Procedure EP 165
Mandatory consultation of other institutions	European Economic and Social Committee
Stage reached in procedure	Procedure lapsed or withdrawn
Committee dossier	ENVI/9/00089

Documentation gateway				
European Parliament				
Document type	Committee	Reference	Date	Summary
Committee draft report		PE546.598	31/03/2015	
Committee opinion	TRAN	PE554.829	19/06/2015	
Committee opinion	IMCO	PE552.114	16/07/2015	
Committee report tabled for plenary, 1st reading/single reading		A8-0270/2015	29/09/2015	Summary
European Commission				
Document type		Reference	Date	Summary
Legislative proposal		COM(2014)0028 	31/01/2014	Summary
Document attached to the procedure		SWD(2014)0032 	31/01/2014	
Document attached to the procedure		SWD(2014)0033 	31/01/2014	
National parliaments				
Document type	Parliament /Chamber	Reference	Date	Summary
Contribution	DE_BUNDESRAT	COM(2014)0028	19/03/2014	
Contribution	IT_SENATE	COM(2014)0028	25/03/2014	
Contribution	PT_PARLIAMENT	COM(2014)0028	26/03/2014	
Contribution	FR_ASSEMBLY	COM(2014)0028	03/11/2015	
Other institutions and bodies				
Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES1604/2014	29/04/2014	

Additional information

Source	Document	Date
European Commission	EUR-Lex	

Reduction of pollutant emissions from road vehicles

2014/0012(COD) - 31/01/2014 - Legislative proposal

PURPOSE: to reduce pollutant emissions from road vehicles.

PROPOSED ACT: Regulation of the European Parliament and of the Council.

ROLE OF THE EUROPEAN PARLIAMENT: the European Parliament decides in accordance with the ordinary legislative procedure and on an equal footing with the Council.

BACKGROUND: the proposal aims to reduce pollutant emissions from road vehicles and to put emphasis on those areas where market and regulatory failures hinder addressing the overarching challenges situated within the context of the EU's air quality and the Better Regulation Agenda.

IMPACT ASSESSMENT: The measures are balanced with respect to their environmental effect and burden for the industry. Cost-effectiveness of the measures is supported by accompanying Impact Assessment.

CONTENT: the proposal introduces a number of amendments to the Regulation (EC) 715/2007 and Regulation (EC) 595/2009 with respect to the reduction of pollutant emissions from road vehicles.

The new proposal seeks, inter alia, to introduce an appropriate emission limit for nitrogen dioxide (NO₂): modern diesel vehicles emit high and increasing amounts of NO₂ as a share of the total NO_x emissions which were not anticipated when Regulation (EC) No 715/2007 was adopted. Most air quality problems in affected urban areas appear to be related to direct NO₂ emissions. Therefore, an appropriate emission limit should be introduced.

As regards ammonia (NH₃), the emission limit set for NH₃ in Regulation (EC) No 595/2009 of the European Parliament and of the Council is a requirement designed to limit the slip of ammonia from NO_x after treatment technologies which use a urea reagent for the reduction of NO_x. According to the proposal, the application of the NH₃ limit value should therefore only be applied to those technologies and not to positive ignition engines.

Delegated powers to the Commission: in order to achieve EU air quality objectives and to ensure a continuous effort to reduce vehicle emissions, the power to adopt delegated acts will be delegated to the Commission in respect of:

- the detailed rules on the application of Regulation (EC) No 715/2007 to vehicles of categories M1, M2, N1 and N2 with a reference mass exceeding 2 610 kg but with a maximum vehicle mass not exceeding 5 000 kg;
- the specific procedures, tests and requirements for type approval;
- the requirements for the implementation of the prohibition on the use of defeat devices that reduce the effectiveness of emission control systems;
- the measures necessary for the implementation of the obligation of a manufacturer to provide unrestricted and standardised access to vehicle repair and maintenance information;
- the replacement of the information on the mass of CO₂ emissions in the certificate of conformity with information on total mass of CO₂ emissions equivalents;
- the increase or removal of the limit value of total hydrocarbons emissions for positive ignition vehicles;
- the amendment of Regulation (EC) No 715/2007 for the purposes of recalibrating the particulate mass based limit values and introducing particle number based limit values that would correlate broadly with the petrol and diesel mass limit values;
- the adoption of a revised measurement procedure for particulates and a particle number limit value, a limit value for emissions of NO₂ and limits for tailpipe emissions at cold temperatures for vehicles approved as complying with the Euro 6 emission limits.

The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

Reduction of pollutant emissions from road vehicles

The Committee on the Environment, Public Health and Food Safety adopted the report by Albert DESS (EPP, DE) on the proposal for a regulation of the European Parliament and of the Council amending Regulations (EC) No 715/2007 and (EC) No 595/2009 as regards the reduction of pollutant emissions from road vehicles.

The parliamentary committee recommended that the European Parliament's position adopted at first reading following the ordinary legislative procedure amends the Commission proposal as follows.

Test procedure: Members demanded that emission control systems and test cycles should be designed in **real driving conditions**, especially in urban areas where driving conditions vary.

The Commission The Commission should introduce a real driving emissions test for all vehicles type-approved or registered **from 2015**, with a conformity factor reflecting only the possible tolerances of the emissions measurement procedure in place by 2017.

Diesel vehicles: given that modern diesel vehicles emit high and increasing amounts of NO₂ as a share of the total NO_x emissions, the Commission should therefore consider, after a detailed and thorough impact assessment, whether **legislative measures setting separate limits for NO₂, in addition to the existing NO_x emission limits** or new NO_x emission limits, are necessary.

Fuel consumption meters: the report underlined that the potential to reduce fuel consumption, and therefore pollutant and greenhouse gas emissions, through efficient driving behaviour, so-called 'eco-driving', was insufficiently exploited.

Members therefore recommended the **introduction of mandatory fuel consumption meters for vehicles** which provide the driver with accurate, permanently visible information about the real fuel consumption of the vehicle, including at least the following data:

- instantaneous fuel consumption (l/100 km or mpg),
- average fuel consumption (l/100 km or mpg),
- fuel consumption when idling (l/hour or m/hour),
- an estimation of the range of the vehicle based on the current fuel level.

The new requirements should come into force from **2018** for approval of new models, and from **2019** for all new vehicles.

Gear shift indicators: the Commission should also consider extending the mandatory installation of gear shift indicators from only passenger cars to **all light and heavy-duty vehicles**. On the basis of this assessment, the Commission would present, as appropriate, a legislative proposal to extend the scope of [Regulation \(EC\) No 661/2009](#) of the European Parliament and of the Council, to other categories of vehicles.

Limits for tailpipe emissions at cold temperatures: the Commission shall submit, where appropriate, to the European Parliament and to the Council a proposal, under the **ordinary legislative procedure** (and not by means of a delegated act), to amend and supplement table 4 of Annex I in order to set out limits for tailpipe emissions at cold temperatures for vehicles approved as complying with the Euro 6 emission limits set out in table 2 of Annex I.

The limits for tailpipe emissions at cold temperatures shall be set on the basis of an impact assessment concerning carbon monoxide (CO), hydrocarbons (HC), nitrogen oxides (NO_x), nitrogen dioxide (NO₂).

Alignment to the Lisbon Treaty (delegated acts): such delegation of power should be conferred on the Commission from the entry into force of this Regulation for a **four year period** (and, not as proposed, for an indeterminate period) and could be tacitly extended for periods of an identical duration.