European
Commission

Legislative proposal Motorcycles end-of-series COVID-19

IMCO 28 September 2020

Internal market,
Industry,
Entrepreneurship
and SMEs

Background

o COVID-19 has caused a sizeable drop in sales of motorcycles during the lockdown period. Up to 60% of sales take place during March and July.

o Manufacturers therefore have an important number of Euro 4 vehicles in stock that will not meet the Euro 5 requirements that will apply to all new vehicles as of 1 January 2021.

o Regulation (EU) 168/2013 on L-Category provides for the possibility for manufacturers sell so called "end-of series" vehicles, but this is limited to maximum 10% of the average sales of the two preceding years.

o At the end of March, around 560,000 Euro 4 motorcycles were in stock. In 2019, around 1,3 million vehicles were sold in the EU.

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Content of the proposal

o A new article (Art 44 bis) allows special end-of-series rules.

  o The amount of vehicles that can benefit is limited to the vehicles in stock on 15 March 2020.

  o Those vehicles can be sold for a period of 1 year only (instead of 2 years for "normal end-of-series").

  o National authorities have 1 month to decide on manufacturers requests

  o Vehicles concerned will clearly be identified (special mention in the Certificate of Conformity).

  o Reporting obligation for Member States by 1 July 2021

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FAQ

o Will this delay the introduction of Euro 5?

> o No. The proposal will not postpone the entry into force of the Euro 5 on 1 January 2021. It does not incentivize manufacturers to continue the production of Euro 4 vehicles.

o Will the existing provision on end-of-series be applicable?

> o Yes. The new Article is a derogation from the standard Article on end-of-series. This means that manufacturers can decide to apply one or the other but not both.

o How to calculate the number of vehicles in stock on 15 March?

> o It is up to the manufacturers to provide sufficient evidence and records on the vehicles concerned,

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