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Committee on the Environment, Public Health and Food Safety

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PE 376.385v01-00

AMENDMENTS 1-6

Draft report

(PE 372.132v01-00)

Matthias Groote

on type approval of motor vehicles with respect to emissions and on access to vehicle repair information, amending Directive 72/306/EEC and Directive .././EC</Titre>

Proposal for a regulation (COM(2005)0683 – C6-0007/2004 – 2005/0282(COD))

Text proposed by the Commission

Amendments by Parliament

Compromise amendment by Matthias Groote, Martin Callanan, Holger Kraemer

Amendment 1

(Compromise amendment replacing Amendments 18, 79, ITRE 3, ITRE 8, ITRE 9)
Article 3, point 1 a and b and c (new)

(1a) "vehicles designed to fulfil specific social needs" means special purpose vehicles as defined in the framework type-approval directive [XXXX/XX/EC] in category M1, with a reference mass exceeding 2.0 tonnes, diesel vehicles fulfilling specific social needs and diesel family vehicles

(1b) "diesel vehicles fulfilling specific social needs" means vehicles in category M1, with a reference mass exceeding 2.0

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tonnes which also fulfil the requirements for MIG and also vehicles which are used for commercial purposes and built specifically to accommodate wheelchair use. For the purpose of this regulation these vehicles will be considered as N1 vehicles.

(1c) "diesel family vehicles" means vehicles in category M1 designed for 7 or more seats, including the driver's seat, excluding off-road vehicles as defined by the framework type-approval directive [XXXX/XX/EC]. For the purpose of this regulation these vehicles will be considered as N1 vehicles

Or. en

Compromise amendment by Matthias Groote, Martin Callanan, Holger Kraemer

Amendment 2

(Compromise amendment replacing Amendments 83-92, ITRE 10, TRAN 10, 23)

Article 4, paragraphs 2

2. Manufacturers shall ensure that type approval procedures for verifying conformity of production, durability of pollution control devices and in-use compliance are met. In-use compliance measures shall be checked for a period of up to 5 years or 100 000 km, whichever is the sooner. Durability testing of pollution control devices undertaken for type approval shall cover **160 000** km.

2. The technical measures taken by the manufacturer must be such as to ensure that the tailpipe and evaporative emissions are effectively limited, pursuant to this Regulation, throughout the normal life of the vehicles under normal conditions of use. Therefore, in-use compliance measures shall be checked for a period of up to 5 years or 100 000 km, whichever is the sooner. Durability testing of pollution control devices undertaken for type approval shall cover 160 000 km. To comply with this the manufacturers should have the possibility to make use of test bench ageing, subject to the implementing conditions laid down in accordance with the procedure set out in Article 37(2) of Directive (XXXX/XX/EC).

Or. en

Amendment 3

(Compromise amendment replacing Amendments 120-145, TRAN 14, TRAN 15, ITRE 14, ITRE 15, 31)

Article 9, paragraphs 2 and 3

2. With effect from ***[18 months plus one day from the date of entry into force]***, and from ***[30 months from the date of entry into force]*** in the case of category N₁ class II and III, the national authorities shall refuse, on grounds relating to emissions or fuel consumption, to grant EC type approval or national type approval in respect of new types of vehicle which do not comply with this Regulation and its implementing measures.

3. With effect from ***[36 months from the date of entry into force]***, and from ***[48 months from the date of entry into force]*** in the case of category N₁ class II and III, national authorities shall, in the case of new vehicles which do not comply with this Regulation and its implementing measures, consider certificates of conformity to be no longer valid for the purposes of [Article 25] of Directive [XXXX/XX/EC] and shall, on grounds relating to emissions or fuel consumption, refuse registration and prohibit the sale and entry into service of such vehicles.

2. With effect from ***1 September 2009, except for category M vehicles with a technically permissible maximum laden mass exceeding 2 500 kg and which are designed to fulfil specific social needs***, and from ***1 September 2010*** in the case of category N₁ class II and III ***and the category M vehicles referred to above***, the national authorities shall refuse, on grounds relating to emissions or fuel consumption, to grant EC type approval or national type approval in respect of new types of vehicle which do not comply with this Regulation and its implementing measures, ***in particular with the Annexes with the exception of the Euro 6 limit values set out in Table 1a of Annex I.***

3. With effect from ***1 January 2011, except for category M vehicles with a technically permissible maximum laden mass exceeding 2 500 kg and which are designed to fulfil specific social needs***, and from ***1 January 2012*** in the case of category N₁ class II and III ***and the category M vehicles referred to above***, national authorities shall, in the case of new vehicles which do not comply with this Regulation and its implementing measures, ***in particular with the Annexes with the exception of the Euro 6 limit values set out in Table 1a of Annex I***, consider certificates of conformity to be no longer valid for the purposes of [Article 25] of Directive [XXXX/XX/EC] and shall, on grounds relating to emissions or fuel consumption, refuse registration and prohibit the sale and entry into service of such vehicles.

Or. en

Compromise amendment by Matthias Groote, Martin Callanan, Holger Kraemer

Amendment 4

(Compromise amendment replacing Amendments 148-152, 32, 160/161)

Article 9, paragraphs 3 a and b new

3a. With effect from 1 September 2014, and from 1 September 2015 in the case of category N1 class II and III, the national authorities shall refuse, on grounds relating to emissions or fuel consumption, to grant EC type approval or national type approval in respect of new types of vehicle which do not comply with this Regulation and its implementing measures and in particular with the Annexes including the Euro 6 limit values set out in Table 1a of Annex I.

3b. With effect from 1 September 2015, and from 1 September 2016 in the case of category N1 class II and III, national authorities shall, in the case of new vehicles which do not comply with this Regulation and its implementing measures, and in particular with the Annexes including the Euro 6 limit values set out in Table 1a of Annex I, consider certificates of conformity to be no longer valid for the purposes of [Article 25] of Directive [XXXX/XX/EC] and shall, on grounds relating to emissions or fuel consumption, refuse registration and prohibit the sale and entry into service of such vehicles.

Or. en

Compromise amendment by Matthias Groote, Martin Callanan, Holger Krahrmer

Amendment 5
(Compromise amendment replacing Amendments 179-190, TRAN 23)
ANNEX I, TABLE 1

Text proposed by the Commission

Table 1: Euro 5 Emission Limits

Category		Reference mass (RM) (kg)	Limit values											
			Mass of carbon monoxide (CO)		Mass of hydrocarbons (HC)		Mass of oxides of nitrogen (NO _x)		Combined mass of hydrocarbons and oxides of nitrogen (HC + NO _x)		Mass of particulates (PM)		Number of particulates ⁽¹⁾ (PM)	
			L ₁ (mg/km)		L ₂ (mg/km)		L ₃ (mg/km)		L ₂ + L ₃ (mg/km)		L ₄ (mg/km)		L ₅ (#/km)	
Class		PI	CI	PI	CI	PI	CI	PI	CI	PI ⁽²⁾	CI	PI	CI	
M	—	All	1000	500	75	—	60	200	—	250	5.0	5.0		
N ₁	I	RM ≤ 1305	1000	500	75	—	60	200	—	250	5.0	5.0		
	II	1305 < RM ≤ 1760	1810	630	100	—	75	260	—	320	5.0	5.0		
	III	1760 < RM	2270	740	120	—	82	310	—	380	5.0	5.0		

Key: PI = Positive Ignition, CI = Compression Ignition

(1) A number standard is to be defined *at a later stage*.

(2) Positive ignition particulate mass standards apply only to vehicles with direct injection engines that operate either partially or wholly in lean burn mode.

Amendment by Parliament

Table 1: Euro 5 Emission Limits

		Reference mass (RM) (kg)	Limit values													
			Mass of carbon monoxide (CO)		Mass of <i>total</i> hydrocarbons (<i>THC</i>)		<i>Mass of non-methane hydrocarbons (NMHC)</i>		Mass of oxides of nitrogen (NO _x)		Combined mass of <i>total</i> hydrocarbons and oxides of nitrogen (<i>THC</i> + NO _x)		Mass of particulates (PM)		Number of particulates ⁽¹⁾ (PM)	
			L ₁ (mg/km)		L ₂ (mg/km)		L ₃ (mg/km)		L ₄ (mg/km)		L ₂ + L ₄ (mg/km)		L ₅ (mg/km)		L ₆ (#/km)	
Category	Class		PI	CI	PI	CI	<i>PI</i>	<i>CI</i>	PI	CI	PI	CI	PI ⁽²⁾	CI	PI	CI
M ⁽³⁾	—	All	1000	500	100	—	68	—	70	180	—	230	5.0	5.0		
N ₁ ⁽⁴⁾	I	RM ≤ 1305	1000	500	100	—	68	—	70	180	—	230	5.0	5.0		
	II	1305 < RM ≤ 1760	1810	630	130	—	90	—	85	235	—	295	5.0	5.0		
	III	1760 < RM	2270	740	160	—	108	—	95	280	—	350	5.0	5.0		

Key: PI = Positive Ignition, CI = Compression Ignition

(1) A number standard is to be defined *as soon as possible and at the latest upon entry into force of Euro 6*.

(2) Positive ignition particulate mass standards apply only to vehicles with direct injection engines that operate either partially or wholly in lean burn mode.

(3) *Except vehicles with a technically permissible maximum laden mass of over 2 500 kg and which are designed to fulfil specific social needs.*

(4) *Including vehicles referred to in footnote (3).*

Or. en

Justification

This amendment replaces amendment 42 as the table had to be adjusted with regard to the NO_x values to take account of the fact that the emission legislation has traditionally used certain ratios between the different classes of vehicles.

Compromise amendment by Matthias Groote, Martin Callanan, Holger Krahmer

Amendment 6
(Compromise amendment replacing Amendments 191-195)
ANNEX I, TABLE 1 A (new)

Amendment by Parliament

Table 1a: Euro 6 Emission Limits

		Reference mass (RM) (kg)	Limit values													
			Mass of carbon monoxide (CO)		Mass of total hydrocarbons (THC)		Mass of non-methane hydrocarbons (NMHC)		Mass of oxides of nitrogen (NOx)		Combined mass of hydrocarbons and oxides of nitrogen (THC + NO _x)		Mass of particulates (PM)		Number of particulates ⁽¹⁾ (PM)	
			L ₁ (mg/km)		L ₂ (mg/km)		L ₃ (mg/km)		L ₄ (mg/km)		L ₂ + L ₄ (mg/km)		L ₅ (mg/km)		L ₆ (#/km)	
Category	Class		PI	CI	PI	CI	PI	CI	PI	CI	PI	CI	PI ⁽²⁾	CI	PI	CI
<i>M</i>	—	<i>All</i>	1000	500	100	—	68	—	70	70	—	170	5.0	5.0		
<i>N₁</i>	<i>I</i>	<i>RM ≤ 1305</i>	1000	500	100	—	68	—	70	70	—	170	5.0	5.0		
	<i>II</i>	<i>1305 < RM ≤ 1760</i>	1810	630	130	—	90	—	85	85	—	150	5.0	5.0		
	<i>III</i>	<i>1760 < RM</i>	2270	740	160	—	108	—	95	95	—	178	5.0	5.0		

Key: PI = Positive Ignition, CI = Compression Ignition

(1) A number standard is to be defined at this stage.

(2) Positive ignition particulate mass standards apply only to vehicles with direct injection engines that operate either partially or wholly in lean burn mode.

Or. en

Justification

This amendment replaces amendment 43 as the table had to be adjusted with regard to the NOx values to take account of the fact that the emission legislation has traditionally used certain ratios between the different classes of vehicles.