



COMMISSION OF THE EUROPEAN COMMUNITIES

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Amended proposal for a
EUROPEAN PARLIAMENT AND COUNCIL DIRECTIVE
amending Directive 88/77/EEC on the approximation of the
laws of the Member States relating to the measures to be taken against the emission of
gaseous and particulate pollutants from diesel engines for use in vehicles

(presented by the Commission pursuant to Article 189 a (2)
of the EC-Treaty)

EXPLANATORY MEMORANDUM

On 19 December 1994, the Commission sent to the Council a proposal for a directive of the European Parliament and the Council amending Directive 88/77/EEC relating to measures against the emissions from diesel engines for motor vehicles.

On 20 September 1995, the European Parliament approved the proposal in the first reading, subject to 3 amendments, which the Commission has accepted.

The objective of the amendments is to limit the exemption for "small" diesel engines to meet the EURO-2 particulate standard to 2 years compared to the 4 year period proposed by the Commission. The consequence of the amendments is that there will be no interim particulate emission standard, as proposed by the Commission, thereby saving industry from having to undertake two different homologation procedures within a short period of time.

The Commission agrees with the concerns of the Parliament that the severe EURO-2 standards should apply as soon as possible also to small diesel engines. Since the shortened exemption period proposed by the Parliament appears to be just about industrially feasible to allow adaptation of the concerned engines to the higher EURO-2 standards, the Commission accepts the Parliament's amendments as an alternative to its initial proposal.

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gaseous and particulate pollutants from diesel engines for use in vehicles

ORIGINAL TEXT⁽¹⁾

AMENDED TEXT

Recital 8

Whereas, on the other hand, the ambitious limit value for particulate emissions set in Directive 91/542/EEC for stage 2 cannot, at the present state of technology, be met by most small diesel engines of less than 85 kW by 1995; whereas a significant reduction in particulate emissions can nonetheless be achieved from October 1995 for those vehicles; whereas, for small diesel engines with a cylinder swept volume lower than 0.7 dm³ and a rated power speed higher than 3,000 min⁻¹, the limit value for particulate emissions set in Directive 91/542/EEC should be introduced from 1999 instead; whereas this additional time period will allow the industry to make the necessary changes to ensure compliance with the deferred limit value;

Whereas, on the other hand, the ambitious limit value for particulate emissions set in Directive 91/542/EEC for stage 2 cannot, at the present state of technology, be met by most small diesel engines by 1995; whereas, for these small diesel engines with a cylinder swept volume lower than 0.7 dm³ and a rated power speed higher than 3,000 min⁻¹, the limit value for particulate emissions set in Directive 91/542/EEC should be introduced from 1997 instead; whereas this additional time period will allow the industry to make the necessary changes to ensure compliance with the deferred limit value;

⁽¹⁾ OJ C 389, 31.12.1994, p. 22

Annex I, paragraph 1

1. Item 6.2.1: the following footnote (**) is added to the figure "0.15" of the last line of the table (B(1.10.1995)), last column (Mass of particulates (PT) g/kWh):
"(**): until 30 September 1999 the value applied to the particulate emissions of engines having a cylinder swept volume of less than 0.7 dm³ and a rated power speed of more than 3,000 min⁻¹, is 0.25 g/kWh."
1. Item 6.2.1: the following footnote (**) is added to the figure "0.15" of the last line of the table (B(1.10.1995)), last column (Mass of particulates (PT) g/kWh):
"(**): the value of 0.15 g/kWh is applied to the particulate emissions of engines having a cylinder swept volume of less than 0.7 dm³ and a rated power speed of more than 3,000 min⁻¹ starting from 1 October 1997."

Annex I, paragraph 2

2. Item 8.3.1.1.: the following footnote (**) is added to the figure "0.15" of the last line of the table (B(1.10.1995)), last column (Mass of particulates (PT) g/kWh);
"(**): until 30 September 2000 the value applied to the particulate emissions of engines having a cylinder swept volume of less than 0.7 dm³ and a rated power speed of more than 3,000 min⁻¹, is 0.25 g/kWh."
2. Item 8.3.1.1.: the following footnote (**) is added to the figure "0.15" of the last line of the table (B(1.10.1995)), last column (Mass of particulates (PT) g/kWh);
"(**): the value of 0.15 g/kWh is applied to the particulate emissions of engines having a cylinder swept volume of less than 0.7 dm³ and a rated power speed of more than 3,000 min⁻¹ starting from 1 October 1998."

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