



**COUNCIL OF
THE EUROPEAN UNION**



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10165/07 (Presse 122)

Motor vehicles emissions (Euro 5 and 6)

The Council, accepting all the amendments suggested by the European Parliament in its first reading opinion, adopted a regulation on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles and on access to vehicles repair and maintenance information (*PE-CONS 3602/2/07 REV2 + 9156/07 + ADD 1*).

The regulation harmonises the technical requirements for the type approval of motor vehicles with regards to emissions, while ensuring a high level of environmental protection.

The thematic strategy on air pollution, adopted by the Commission communication of 21 September 2005, concludes, namely, that to achieve EU air quality objectives, further reductions in emissions from the transport sector will be needed. The Euro 5 and 6 standards are one of the measures designed to reduce emissions of particulate matter and ozone precursors such as nitrogen oxides and hydrocarbons.

P R E S S

Achieving EU air quality objectives requires a continuing effort to reduce vehicle emissions. The industry should be provided with clear information on future limit values. For that reason, the regulation includes, in addition to Euro 5, the Euro 6 stage of emission limit values.

A considerable reduction in nitrogen oxide emissions from diesel vehicles is necessary to improve air quality and comply with limit values for pollution. This requires reaching ambitious limit values at the Euro 6 stage, without foregoing the advantages of diesel engines in terms of fuel consumption and hydrocarbon and carbon monoxide emissions. Setting such a step for reducing nitrogen oxide emissions at an early stage will provide long-term, Europe-wide planning security for vehicle manufacturers.

In setting emissions standards, the regulation took into account the implications for markets and manufacturers' competitiveness, the direct and indirect costs imposed on business and the benefits that accrue in terms of stimulating innovation, improving air quality, reducing health costs and increasing life expectancy, as well as the implications for the overall impact on carbon dioxide emissions.

In order to facilitate the introduction and to maintain the existence of alternative fuel vehicles, which can have low nitrogen oxide and particulate emissions, and at the same time to encourage reduced emissions from petrol-powered vehicles, the regulation introduces separate limit values for total hydrocarbons and total non-methane hydrocarbons.

The regulation establishes a standardised method of measuring fuel consumption and carbon dioxide emissions of vehicles, which is necessary to ensure that no technical barriers to trade arise between Member States. Furthermore, it provides for supplying customers and users with objective and precise information.

Member States should be able, by means of financial incentives, to accelerate the placing on the market of vehicles which satisfy the requirements adopted at Community level as long as such incentives comply with the provisions of the Treaty, in particular the rules on state aid, in order to avoid distortions of the internal market.

The regulation will enter into force on the third day following its publication. It will apply 18 months from the date of entry into force.