COUNCIL OF THE EUROPEAN UNION

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INFORMATION NOTE

From: Netherlands delegation
To: Council
Subject: Implementation of EURO VI standards: Outcome of proceedings in the Motor Vehicles Committee (meeting on 12 October 2010)

– Information by the Netherlands delegation

Delegations will find annexed a note from Netherlands delegation on the above mentioned subject, which will be dealt with under "any other business" at the meeting of the Council (Transports, Telecommunications and Energy) on 15 October 2010.
Implementation of Euro VI standards

Information from the delegation of the Netherlands

In our shared vision of a sustainable future for transport, one of the key elements is to tackle pollution at source. Ambitious cuts in vehicle emissions should result in cleaner, more efficient transport, improving both air quality, contributing to noise reduction and reducing CO2 levels. With regard to air quality, the recent adoption of the Euro VI norm, due to enter into force from the end of 2012, has been an important step forward in this respect, laying down common EU rules on heavy motor vehicles and their engines with regard to pollutant emissions.

The Netherlands strongly advocates a rapid move towards the widespread use of Euro VI buses and lorries. In our view we should at the same time ensure that the strict limit values continue to be met during the period of use of Euro VI trucks and buses. Recent research has shown that under certain circumstances actual NOx emissions are in practice much higher than previously estimated.

If actual emission levels turn out to be higher than estimated, this could lead to serious problems in meeting national emission ceilings, air quality limit values and European policy targets for nature conservation. Besides the potentially damaging effects on health and preservation of natural values, such excesses could also seriously impede construction plans for new infrastructure and increase overall costs.

Effective and reliable introduction of the Euro VI norm is therefore of utmost importance to bridge the gap between type approval and practice. Above all, this calls for the establishment of robust implementation measures that will secure ‘in service conformity’ of heavy motor vehicle engines. Later this month, the Technical Committee on Motor Vehicles is due to vote on a first phase implementation package for Euro VI. The Netherlands welcomes this first step, but also urgently appeals to both the Commission and the Member States not to delay the second step, i.e. to work ambitiously towards the adoption of a second phase implementation package. Only by means of this two-phased approach can we ultimately ensure full compliance of Euro VI lorries and buses with the limit values as set by the appropriate regulation.