



**European  
Community**

# PRESS RELEASE

**EUROPEAN COMMUNITY INFORMATION SERVICE**

2100 M Street Northwest, Suite 707, Washington D.C. 20037 • Telephone: (202) 296-5131

FOR IMMEDIATE RELEASE

April 29, 1970

## COMMON MARKET ADOPTS STRICT ANTI-AIR POLLUTION RULES FOR MOTOR VEHICLES

WASHINGTON, D.C., April 29 -- The European Common Market, following in the steps of the United States, has adopted strict rules to fight air pollution caused by motor vehicles.

The European Communities Council of Ministers on March 20 adopted three directives affecting the motor industry. The first, and most important, dealt with measures to control air pollution by exhaust fumes from internal combustion engines; the second, fuel tanks and rear bumpers; and the third, the positioning of rear license plates.

These directives supplement those adopted February 6 on the harmonization of regulations governing motor vehicle components, mechanical specifications, and permissible levels of exhaust noise. As a result of these five directives, a strong start has been made towards harmonizing member states' laws covering the motor industry and ensuring free movement of vehicles in the Community. Technical barriers, which are similar to customs barriers, are thus also disappearing. In addition, the Council should soon be ruling on measures concerning steering, ease of access and exit, horns, turn signals, and brakes.

### Air Pollution Directive Adopts European Over American Standards

The directive on air pollution by gas engines was sought in order to forestall

the enactment, or the coming into force, of a number of national laws in the member states, whose differences would have caused serious obstacles to trade in motor vehicles.

The Council adopted the European methods of air pollution measurement, rather than the American, after comparison of the operating cycles and standards used as measurement showed that the European procedures were most suitable for European conditions. The American cycle is based on the use of the large-cubic-capacity American vehicle on American urban road systems, neither of which resemble what is found in Europe. The power/weight ratio of European mass-production vehicles is lower than that of American vehicles and does not allow compliance with the acceleration conditions required by the American cycle. The American regulations are meant for a much more homogeneous range of vehicles than exists in Europe and apply primarily to the unburnt hydrocarbons, while in Europe the emphasis is on cutting down carbon monoxide emissions. Other technical considerations also entered into the Council's choice.

The directive specifies three types of test to which vehicles must be submitted: the type I test is to monitor the average toxic gas emission in a congested urban area after starting from cold; the type II test concerns carbon monoxide emission when the engine is idling (the volumetric carbon monoxide content in the exhaust gases must not exceed 4.5 per cent), the type III test relates to crankcase gas emissions.

An important procedure in the directive allows for prompt adaptation of the requirements to technological change, so that people will be guaranteed permanent and optimum protection.