

European Communities

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EUROPEAN PARLIAMENT

# Working Documents

1984-1985

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5 May 1984

DOCUMENT 1-203/84

## Report

drawn up on behalf of the Committee on the  
Environment, Public Health and Consumer Protection

on the proposal from the Commission of the European  
Communities to the Council (Doc. 1-616/83 - COM(83)  
392 final) for a Council Directive amending Directive  
70/157/EEC on the approximation of the laws of the  
Member States relating to the permissible sound  
level and the exhaust systems of motor vehicles

Rapporteur: Mr A. SHERLOCK

PE 89.476/fin.  
Or Ne



By letter of 15 July 1983, the President of the Council requested the European Parliament, pursuant to Article 235 of the EEC Treaty, to deliver an opinion on the proposal for a Council directive amending Directive 70/157/EEC on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust systems of motor vehicles.

On 12 September 1983 the President of the European Parliament referred this proposal to the Committee on the Environment, Public Health and Consumer Protection as the committee responsible and to the Committee on Economic and Monetary Affairs for an opinion.

On 22 September 1983 the Committee on the Environment, Public Health and Consumer Protection appointed Mr Sherlock rapporteur.

The Committee considered the proposal at its meeting of 17 April 1984 and decided unanimously to recommend to Parliament that it approve the Commission's proposal without amendment.

The motion for a resolution as a whole was also unanimously adopted.

The committee then decided to propose to Parliament that it apply Rule 34 of the Rules of Procedure.

The following took part in the vote: Mr Collins, chairman; Mr Sherlock, rapporteur; Mr Alber, Mr Bernard (deputizing for Mr Bombard), Mr Ceravolo (deputizing for Mr Spinelli), Mrs Dury (deputizing for Mrs Van Hemeldonck), Mr Enright (deputizing for Mrs Weber), Mrs Lentz-Cornette, Mr Muntingh, Mr Pearce (deputizing for Mr Forth), Mr Petersen (deputizing for Mrs Seibel-Emmerling), Mrs Schleicher, Mrs Spaak, Mrs Squarcialupi, Mr Veronesi (deputizing for Mrs Le Roux) and Mr Verroken (deputizing for Mr Ghergo).

The report was tabled on 27 April 1984.

The deadline for tabling amendments to this report will be indicated in the draft agenda for the part-session at which it will be debated.

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The Committee on the Environment, Public Health and Consumer Protection hereby submits to the European Parliament the following motion for a resolution together with explanatory statement:

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MOTION FOR A RESOLUTION

closing the procedure for consultation of the European Parliament on the proposal for a Council Directive amending Dir. 70/157/EEC on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust systems of motor vehicles

The European Parliament,

- having regard to the proposal from the Commission to the Council (COM(83) 392 fin.) (1),
- having been consulted by the Council pursuant to Article 235 of the EEC Treaty (doc. 1-616/83),
- having regard to the motion for a resolution tabled on 7 April 1981 by Mr Alber and others (Doc. 1-126/81)
- having regard to the report of the Committee on the Environment, Public Health and Consumer Protection and the opinion of the Committee on Economic and Monetary Affairs (Doc. 1-203/84)
- having regard to the result of the vote on the Commission's proposal,

A. whereas this proposal must be regarded as an intermediate step to be followed at a later stage by further measures aiming at the revision of the Community's motor vehicle regulations as a whole,

B. whereas these measures require further scientific, technical and economic studies especially as far as increased control of the noise of duty vehicles and a more representative test method for vehicles in urban traffic conditions are concerned,

1. Welcomes the Commission's proposal as an intermediate step in the application of the global approach in the field of Community specifications concerning the noise level of motor vehicles;

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(1) O.J. No. C 200, 27.7.83, p. 5

2. Points out that the permissible sound levels of motor vehicles have been harmonized since 1970 and have been substantially reduced already in 1977;
3. Reaffirms that efforts in this direction should continue as part of a long term plan, based however on scientific, technical and economic research;
4. Agrees with the idea that the limit values for the permissible sound levels should vary in accordance with the new specified vehicle categories;
5. Invites the Commission to submit also as soon as possible proposals relating to the reduction and control of the noise level of motorcycles and mopeds;
6. Points out that the reduction of noise levels which will result from the Commission's proposal justifies the estimated increased costs;
7. Instructs the President to forward this resolution and the committee's report to the Commission and the Council.

EXPLANATORY STATEMENT

Having regard to the objectives in respect of the combating of noise nuisance as set out in the environmental action programmes, the Committee on the Environment, Public Health and Consumer Protection fully endorses the proposal under consideration, the object of which is a further mandatory reduction in the sound levels of the various categories of motor vehicles specified in Article 2.

MOTION FOR A RESOLUTION DOCUMENT 1-126/81  
tabled by Mr ALBER, Mrs LENTZ-CORNETTE,  
Mrs MAIJ-WEGGEN, Mr MERTENS, Mr VERROKEN,  
Mrs RABBETHGE, Mr K.H. HOFFMANN and Mr POTTERING

pursuant to Rule 25 of the Rules of Procedure

on the reduction of motor vehicle exhaust and noise emission  
levels

The European Parliament,

- having regard to the European Community's environment action programme of November 1973 and the follow-up programme adopted by the Council on 17 May 1977,
- having regard to the recent efforts to bring about a long-term improvement in the quality of life,
- having regard to the directives and regulations that have been adopted with the object of improving the quality of the environment,

calls on the Commission

1. To re-examine the directive on motor vehicle exhaust emissions and set new, lower limit values to apply throughout the Community, in line with the latest technology;
2. To propose measures for the further reduction of motor vehicle noise.



OPINION

of the Committee on Economic and Monetary Affairs

Draftsman: Mrs Desouches

At its meeting of 19/20 September 1983, the Committee on Economic and Monetary Affairs appointed Mrs Desouches draftsman of the opinion.

It considered the draft opinion at its meeting of 28 - 30 November 1983 and adopted the conclusions unanimously at the same meeting.

The following took part in the vote: Mr Moreau, chairman; Mrs Desouches, rapporteur; Mr Albers, (deputizing for Mr Rogers), Mr Bernard (deputizing for Mrs Theobald-Paoli); Mr von Bismarck, Mr Bonaccini, Mr Delorozoy, Mr de Goede, Mr Heinemann, Mr Herman, Mr Hopper, Mr Leonardi, Mr Nyborg, Mr Papantoniou, Mr Wedekind and Mr Welsh.

## Conclusions

The Committee on Economic and Monetary Affairs,

1. Draws attention to the fact that it is a matter of importance for industry that the provisions regarding motor vehicles should be drawn up at Community level, so that production can be geared to the scale of the European market;
2. Notes that the laws relating to the permissible sound levels and exhaust systems of motor vehicles have been harmonized since 1970 and that the permissible sound levels have been lowered under subsequent directives and considers that efforts in this direction should continue as part of a long-term plan;
3. Takes note of the Council declaration made in connection with the 1977 directive, which pledged the Community to endeavour to implement the most stringent measures possible in this field by the mid-eighties and which in turn prompted the Commission to draw up this proposal;
4. Agrees with the idea that the limit values for the permissible sound levels should vary in accordance with the different vehicle categories; considers it most urgent, however, to limit the sound level of motorcycles and mopeds not covered by the proposal before us; [ in view of their current pollution levels].
5. Draws attention, however, to the costs of the proposed reduction in the sound levels, which will result in a considerable increase in the purchase price of vehicles, total operating costs and fuel consumption (e.g.: vehicles intended for the carriage of passengers and equipped with not more than nine seats: purchase price + 1-4%, fuel consumption + 2.4%, total operating costs +3%; vehicles with an engine power of not less than 150 KW: purchase price +4-10%, operating costs + 1.5%, fuel consumption +1%); wonders whether these costs are, as the Commission suggests, commensurate with the end-result sought;
6. Points out that the harmonization proposals relating to other aspects of motor vehicles also involve additional costs which the Commission does not consider to be excessive - as in the case of the proposal relating to measures to be taken against air pollution by gases from positive-ignition engines of motor vehicles (Doc. 1-192/82); considers, however, that taken together the extra costs resulting from the various harmonization proposals with regard to motor vehicles would in fact amount to a substantial increase;

7. Considers that when sound level values are established it would furthermore be desirable to take account of the current standards in the Community's most important export markets and of the effect these values would have on the competitiveness of the European industry; points out, however, that the proposal contains no information on this matter;
8. Considers that a better idea could be obtained of the full implications with regard to cost if the harmonization of the various aspects of motor vehicles were placed in the context of the Commission's current work on the revision of the Community's motor vehicle regulations as a whole; calls on the Committee on the Environment, Public Health and Consumer Protection to examine whether the proposed measures are in fact so urgent that they should be dealt with in advance of the revision of the regulations on motor vehicles as a whole;
9. Notes that the Commission anticipates problems in applying the proposed values to high-performance cars and cross-country vehicles and also to the new generation of direct-injection diesel engines which are now at the development stage; expresses its reservations with regard to the solution (review of the method of measurement) put forward by the Commission; considers that an approach which makes it necessary to revise existing directives before a new directive can be implemented is hardly consistent with the requirements of efficiency;
10. Notes the Commission's observation that the method now used for establishing sound levels under current Community provisions is not sufficiently representative; urges therefore, that a representative method should be worked out as quickly as possible in order to ensure that the provisions make as effective a contribution as possible to the achievement of the desired end-result, namely the limitation of noise nuisance;
11. Calls, finally, on the Committee on the Environment, Public Health and Consumer Protection to consider carefully what effect the proposed restriction on the sound levels of new motor vehicles will have on the total noise nuisance, most of which is caused by motor vehicles which have already been on the road for some time; consideration must be given to whether the reduction of noise levels which would result from the Commission proposal justifies the increased costs which must ultimately be borne by the consumer.

