



COUNCIL OF THE EUROPEAN COMMUNITIES
GENERAL SECRETARIAT



PRESS RELEASE

7833/87 (Presse 135)

1187th Council meeting

- Environment -

Brussels, 21 July 1987

President: Mr Christian CHRISTENSEN
Minister for the Environment and
for Nordic Affairs
of the Kingdom of Denmark

The Governments of the Member States and the Commission of the European Communities were represented as follows:

Belgium:

Mrs Miet SMET State Secretary for the Environment

Denmark:

Mr Christian CHRISTENSEN Minister for the Environment and for Nordic Affairs

Mr Mogens BUNGAARD-NIELSEN State Secretary,
Ministry of the Environment

Germany:

Mr Klaus TOEPFER Federal Minister for the Environment,
Nature Conservation and Reactor
Safety

Greece:

Mr Evangelos KOULOUMBIS Minister for Public Works, Regional
Planning and the Environment

Spain:

Mr Javier SAENZ COSCULLUELA Minister for Public Works and
Town Planning

France:

Mr Alain CARIGNON Minister attached to the Ministry
for Infrastructure, Housing, Town
and Country Planning and Transport,
with responsibility for the
Environment

Ireland:

Mr Dennis O'LEARY Deputy Permanent Representative

Italy:

Mr Giorgio POSTAL State Secretary for the Environment

Luxembourg:

Mr Robert KRIEPS

Minister for the Environment

Netherlands:

Mr Ch. R. van BEUGE

Deputy Permanent Representative

Portugal:

Mr Carlos PIMENTA

State Secretary for the Environment
and Natural Resources

United Kingdom:

Lord BELSTEAD

Minister of State,
Department of the Environment

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o

Commission:

Mr Stanley CLINTON-DAVIS

Member

EMISSIONS OF POLLUTANTS FROM MOTOR VEHICLES

- Gaseous emissions from private cars (Luxembourg agreement)
- Gaseous emissions from heavy commercial vehicles

The Council agreed in principle, by a qualified majority under Article 100 A, to a common position, pursuant to the new Article 149 inserted by the Single Act, on the Directives on gaseous emissions from private cars and gaseous emissions from heavy commercial vehicles. The common position will be formally established and forwarded to the European Parliament under the co-operation procedure.

It will be recalled that, for gaseous emissions from private cars, the Council's common position concerns the following standards:

Category of vehicles	Dates of implementation (new models/new cars)	Emission standards (grammes/test)
More than 2 litres	1.10.1988/1989	CO25:HC-NOx 6.5 NOx 3.5
1,4 - 2 litres	1.10.1991/1993	CO30:HC-NOx 8
Less than 1,4 litres	A. 1.10.1990/1991 B. The European standard and the date of its implementation will be decided in 1987 and the date of implementation will not be later than 1992/1993.	CO45:HC-NOx 15 NOx 6

For gaseous emissions from heavy commercial vehicles, the following standards were decided on as a first stage, to apply from 1 October 1990:

	<u>CO</u>	<u>HC</u>	<u>NOx</u>
Emission standards (grammes/Kwh)	11,2	2,5	14,4

- Particulate emissions from private cars

The President concluded that considerable progress had been made and the Permanent Representatives Committee was asked to press on with discussion of the remaining problems so that the Council could act in the near future.

LEAD CONTENT OF PETROL

The Council adopted the Directive amending Directive 85/210/EEC with regard to the complete withdrawal of leaded regular petrol from national markets in those Member States which wish to speed up the introduction of unleaded petrol in order to provide greater protection for their population from emissions of lead.

CHLOROFLUOROCARBONS

The Council took note of progress in negotiations on the Protocol concerning CFC emissions into the atmosphere and agreed to determine its definitive position in the light of the outcome of the final negotiations to be held in September.

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NOTE BJO (87) 202 AUX BUREAUX NATIONAUX
CC AUX MEMBRES DU SERVICE DU PORTE-PAROLE

PREPARATION ENVIRONMENT COUNCIL - JULY 21 1987 (M. Berendt)

Community decisions to set stricter standards for vehicle exhaust emissions from both private cars and heavy vehicles are currently blocked by Denmark. The decision on clean cars has been held up since July 1985, when nine Member States were able to agree new standards after intensive and difficult negotiations, but the Danish minister blocked adoption in a bid to achieve still stricter standards. Spain and Portugal subsequently gave their agreement. The Presidency has now convened the Council meeting of July 21 in an attempt to break the deadlock, and has stated its willingness to use the possibility of qualified majority voting opened up by the Single European Act.

As from July 1, the legal basis of the proposals has changed from Article 100 to 100A, and the Commission has accordingly submitted a new proposal to the Council on private cars which embodies the near-agreement of 1985. If the Council takes a qualified majority vote in favour of the proposal, then under the new procedure it will be adopting a "common position" at its first reading which will be forwarded to the European Parliament under the cooperation arrangements.

The Parliament would have three months to approve, reject or modify the decision. If it chose to reject the common position, then the Commission would have one month to re-examine the proposal and the Council would have to confirm its position within three months in its second reading by unanimity. If the Parliament approved or modified, the Council would remain free to take its final decision by qualified majority vote.

The standards envisaged under the 1985 text would take effect according to the following timetable:

Category of vehicles	Dates of implementation (new models/new cars)	Emission norms (grammes/test)
More than 2 litres	1.10.1988/1989	CO25:HC+NOx:6.5 NOx:3.5
1.4 - 2 litres	1.10.1991/1993	CO30:HC+NOx:8
Less than 1.4 litres	A) 1.10.1990/1991	CO45:HC+NOx:15 NOx:6
	B) The European standard and the date of its implementation will be decided in 1987 and the date of implementation will not be later than 1992/1993.	

Although general agreement was reached in May on exhaust emissions from trucks and buses over 3.5 tonnes, Denmark maintained its reserve. A qualified majority vote may be taken under Article 100A to be followed by the second reading procedure outlined above. When this directive is adopted, it will introduce emission standards for heavy vehicles at the Community level for the first time, to come into effect on April 1 1988 for new models and October 1 1990 for all new vehicles.

The German government is pressing for a Council decision still blocked by France, on a measure to allow a Member State to ban the sale of leaded regular petrol. The French government is not satisfied with the legal basis for this proposal (which is currently on environmental grounds) and is seeking progress on a further vehicle emission proposal, concerning diesel particulates from private cars, as a condition of lifting its reserve. Further technical work is currently being undertaken on this proposal.

Also on the agenda of the Council is a report from the Commission on the chlorofluorocarbons negotiations under the ozone layer convention.

Amitiés



G. ANOUIL

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NOTE BIO (87) 202 (SUITE 1 ET FIN) AUX BUREAUX NATIONAUX
CC. AUX MEMBRES DU SERVICE DU PORTE-PAROLE

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CONSEIL ENVIRONNEMENT DU 21.7.1987 (E. REUTER)

LA FETE NATIONALE BELGE A ETE UNE JOURNEE FASTE POUR L'EUROPE VERTE. LE CONSEIL, REUNI PENDANT L'APRES-MIDI SOUS LA PRESIDENCE DU MINISTRE DANOIS, CHRISTIAN CHRISTENSEN, A RELANCE, EN EFFET, LE DOSSIER DES GAZ D'ECHAPPEMENT DES VOITURES. LA MISE EN OEUVRE DE L'ACTE UNIQUE - POUR LA PREMIERE FOIS - A PERMIS DE CONTOURNER LE BLOCAGE DU QUASI ACCORD DE LUXEMBOURG DE 1985. CE PAQUET DE NORMES ET DE VALEURS D'EMISSIONS POLLUANTES DES MOTEURS AUTOMOBILES FAISAIT L'OBJET D'UNE RESERVE DANOISE. LA BASE JURIDIQUE ETANT MAINTENANT CHANGEE - ARTICLE 100 A) SUITE A L'ENTREE EN VIGUEUR DE L'ACTE UNIQUE - LA DELEGATION DANOISE A ETE MINORISEE ET LE CONSEIL A CONSTATE QU'IL Y AVAIT UNE POSITION COMMUNE SUR LAQUELLE ON POUVAIT MAINTENANT CONSULTER LE PARLEMENT EUROPEEN SELON LES MODALITES DE LA NOUVELLE PROCEDURE DE COOPERATION. LE PARLEMENT DISPOSE DE 3 MOIS POUR PRENDRE POSITION ET ON PEUT DONC RAISONNABLEMENT ESTIMER QUE LE CONSEIL SERA EN MESURE DE PRENDRE UNE DECISION FINALE EN DECEMBRE, C.A.D. ENCORE EN TEMPS SUFFISAMMENT UTILE POUR RESPECTER LE CALENDRIER DE MISE EN OEUVRE DES NOUVELLES NORMES RETENU EN 1985.

IL FAUT NOTER QUE LA QUESTION D'UNE EVENTUELLE DEROGATION QUE LE DANEMARK SOLLICITERAIT POUR ETRE AUTORISE A APPLIQUER DES NORMES PLUS CONTRAIGNANTES NE SE POSERA EFFECTIVEMENT QU'UNE FOIS LA DECISION FINALE DU CONSEIL PRISE A LA MAJORITE QUALIFIEE.

LE CONSEIL A EGALEMENT ADOPTE UNE MODIFICATION CONCERNANT LA DIRECTIVE SUR LA TENEUR EN PLOMB DE L'ESSENCE. CECI PERMETTRA A L'ALLEMAGNE D'INTERDIRE LA VENTE DE L'ESSENCE ORDINAIRE AVEC PLOMB. M. CLINTON DAVIS A PLAIDE POUR UNE CAMPAGNE D'INFORMATION SUR LA

DISPONIBILITE DE L'ESSENCE SANS PLOMB DANS LA COMMUNAUTE ET POUR UNE MULTIPLICATION DES STATIONS D'ESSENCE VENDANT DE L'ESSENCE SANS PLOMB (IL Y EN A PLUS DE 10.000 EN RFA, MAIS ENVIRON 100 SEULEMENT EN FRANCE).

EN CE QUI CONCERNE LA POSITION COMMUNE DE LA COMMUNAUTE DANS LES NEGOCIATIONS INTERNATIONALES SUR LA PROTECTION DE LA COUCHE D'OZONE CONTRE LES DEGATS CAUSES PAR LES CHLOROFLUOROCARBONES, LE CONSEIL A DECIDE QUE LA COMMUNAUTE PARTICIPERAIT AUX TRAVAUX DE MONTREAL EN SEPTEMBRE ET FERAIT ENSUITE LE POINT SUR LA POSITION FINALE A PRENDRE.

M. CLINTON DAVIS A INFORME LE CONSEIL DE CE QUE LA COMMISSION ALLAIT ORGANISER UN GRAND SEMINAIRE SUR LA MISE EN OEUVRE DES DIRECTIVES CEE DANS LE DOMAINE DE L'EAU. M. CLINTON DAVIS A EGALEMENT SENSIBILISE LES MINISTRES SUR LA DIFFICILE SITUATION BUDGETAIRE QUI AFFECTAIT DE FACON DRAMATIQUE L'ACTION DE LA COMMUNAUTE DANS LE DOMAINE DE L'ENVIRONNEMENT. ALORS QU'ON SE

TROUVAIT AU MILIEU DE L'ANNEE DE L'ENVIRONNEMENT, LA DOTATION BUDGETAIRE PREVUE POUR 1988 SE TROUVAIT EN DIMINUTION DE PRESQUE DE MOITIE PAR RAPPORT A L'ANNEE PRECEDENTE, 17 MID ECU AU LIEU DE 38 MID ECU REPRESENTANT AU MOINS UN MILLIEME DU BUDGET DE LA COMMUNAUTE.

AMITIES,
G. ANOUIL - COMEUR