



## Euro 5 amendment EC proposal

### LEGISLATIVE TEXT

Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Regulation (EU) No 168/2013 as regards the application of the Euro 5 step to the type-approval of two- or three- wheel vehicles and quadricycles. COM (2018) 137 final, 2018/0065 (COD) of 19 March 2018

### FOREWORD

Adopted in 2013 by the European Parliament and the Council, the European motorcycle type-approval framework (Regulation (EU) No 168/2013) has introduced Euro 4 vehicles into the market as of January 2016 and should, as currently written in the text, introduce a new step, Euro 5, as of 2020.

At the time of the adoption of this Regulation, the European Parliament and the Council requested the European Commission to re-evaluate the feasibility of this further environmental step closer to its application date. On this basis, the European Commission performed a comprehensive effects study, taking into account issues encountered by approval authorities and stakeholders in applying the Regulation to date.

On this basis, the European Commission is now proposing modifications and clarifications to ensure its smooth application.

This paper represents the opinion of the Motorcycle Industry in Europe, as represented by its industry association, ACEM.

## ACEM POSITION

ACEM stresses the need for a swift and positive decision on the proposed Regulation. Manufacturers of vehicles, but also type-approval authorities, depend entirely on legal certainty in order to design and manufacture products which will be made available to consumers on 1st January 2020. The adoption of the amending Regulation should not be delayed in order to provide the Industry and the Member States authorities sufficient time to correctly implement the Euro 5 requirements for new vehicle types.

Overall ACEM welcomes the conclusion of the EC Study as well as its core recommendations. The Motorcycle Industry in Europe supports the European Commission's proposal, as the proposed modifications should help the market players in reaching the Euro 5 targets by 2020, as planned, while providing the necessary lead time (until 2024) for a small number of technical challenges which cannot be met today or by that date.

## ON OBD STAGE II

Regarding the requirement to install a stage II on-board diagnostic system (OBD), the EC study concluded that this package can go ahead largely as it is, but further technical development is required for some elements to ensure its correct implementation. ACEM agrees with the European Commission's findings:

- ACEM supports the recommendation by the EC that **catalyst monitoring cannot be ready for 2020** as originally planned but could be envisaged for 2024.
- ACEM supports the recommendation by the EC that the most stringent OBD stage II environmental test thresholds shall be required from 2024, instead of 2020 as originally planned. Mopeds (L1e and L2e categories) as well as Heavy All Terrain Quads (L7e-B category) are today exempted from the requirement for a stage II OBD system. ACEM supports the proposal for an **extension of such an exemption** to the enduro (L3e-AxE) and trial (L3e-AxT) motorcycle subcategories as these niche vehicles have a short lifetime and are very similar in nature and use to heavy all-terrain quad (L7e-B) vehicles.

## ON DURABILITY

The European Commission proposes to phase out the 'mathematical durability procedure' set out in Article 23(3) (c) of Regulation (EU) No 168/2013 (by end of 2024), whereby the emission result of a vehicle run-in over a minimum distance of 100 km of use is multiplied by a mathematical deterioration factor.

ACEM recognizes that the use of the mathematical durability procedure requires stable, initial measurement figures. Therefore, ACEM can accept the proposed increased run-in distance.

## ON TAILPIPE EMISSIONS LIMITS

Euro 5 limits for L-category vehicles are numerically identical to those for Euro 6 cars. ACEM supports the conclusion of the study to maintain these limit values.

**ACEM also welcomes the conclusion of the study as well as the recommendation and proposal of the European Commission to postpone the application of Euro 5 emissions limits** for certain L-category vehicles (L6e-B, L2eU, L3e-AxT and L3e-AxE<sup>1</sup>).

A postponement is essential for the manufacturers of these vehicles, which are mainly SMEs, as they require more lead time to ensure a smooth, cost effective and non-business-disruptive transition.

Taking into consideration the total yearly emissions of these niche vehicles (these vehicles represent less than 1% of the total L-category vehicle fleet), **ACEM calls on the co-legislators to extend the proposed postponement to 2024** as initially planned by DG GROW and based on the findings and outcomes of the EC environmental effect study<sup>2</sup>. While giving more time for SMEs to adapt, this would give also further clarity in the application of the type-approval framework by aligning dates with the OBD II requirements above.

## ON SOUND LEVEL LIMITS

ACEM supports the EC proposal to remove inconsistencies in the date of application of the sound level limits for Euro 5 in Annex IV to Regulation (EU) No 168/2013. These should be clarified to ensure that the existing limits (Euro 4) stay applicable until the new limits for Euro 5 can be established.

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1 Light quadrimobiles, 3 wheels utility mopeds, Trial motorcycles and Enduro motorcycles

2 "Effect study of the environmental step Euro 5 for L-category vehicles", written by TNO, Emisia SA, LAT, Heinz Steven, May 2017, in Publication Office of the European Union, ISBN number: 978-92-79-70203-7

## ABOUT ACEM

The European Association of Motorcycle Manufacturers (ACEM) represents manufacturers of mopeds, motorcycles, three-wheelers and quadricycles (L-category vehicles) in Europe.

ACEM members include 17 manufacturing companies: BMW Motorrad, Bombardier Recreational Products (BRP), Ducati Motor holding, Harley-Davidson, Honda, Kawasaki, KTM, KYMCO, MV Agusta, Peugeot Scooters, Piaggio, Polaris Industries, Renault, Royal Enfield, Suzuki, Triumph Motorcycles and Yamaha.

ACEM also represents 17 motorcycle industry associations in 14 different European countries. About 300,000 jobs depend on the L-category industry in Europe. There are about 35.3 million motorcycles and scooters on Europe's roads (2015 figures).

To find out more about ACEM please visit [www.acem.eu](http://www.acem.eu)

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