

ADOPTED TEXT No. **684**

*'Small Act'*

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# NATIONAL ASSEMBLY

CONSTITUTION OF 4 OCTOBER 1958

FOURTEENTH LEGISLATURE

**2015-2016 ORDINARY SESSION**

**26 February 2016**

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## EUROPEAN RESOLUTION

*on the revision of the measuring procedures  
of automotive atmospheric pollutant emissions*

*Is considered as final, pursuant to Rule 151-7 of the Rules of Procedure, the resolution with the following content:*

See numbers: **3396** and **3485**.

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## **Single article**

The National Assembly,

In the light of Article 88-4 of the Constitution,

In the light of the Treaty on the Functioning of the European Union and especially its Article 191,

In the light of the regulation (EC) no. 715/2007 of the European Parliament and of the Council of 20 June 2007 on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information,

In the light of the directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles,

In the light of the directive 2001/81/EC of the European Parliament and of the Council of 23 October 2001 on national emission ceilings for certain atmospheric pollutants,

In the light of the directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air for Europe,

In the light of the regulation (EC) no. 692/2008 of the Commission of 18 July 2008 implementing and amending Regulation (EC) no. 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information,

In the light of the proposal for a regulation of the European Parliament and of the Council amending Regulations (EC) no. 715/2007 and (EC) no. 595/2009 as regards the reduction of pollutant emissions from road vehicles COM (2014) 28,

In the light of the draft Commission regulation (EU) amending regulation (EC) no. 692/2008 as regards emissions from light passenger and commercial vehicles (Euro 5/6) (DO40155/01) of 23 September 2015,

In the light of the draft Commission regulation (EU) amending regulation (EC) no. 692/2008 as regards emissions from light passenger and commercial vehicles (Euro 6) (DO42120/03) of 23 November 2015,

In the light of the European Parliament resolution of 27 October 2015 on emission measurements in the automotive sector (2015/2865(RSP),

In the light of the conclusions adopted on 8 July 2014 by the European Affairs Committee on combatting atmospheric pollution,

In the light of the conclusions adopted on 27 October 2015 by the European Affairs Committee on the measurements of atmospheric pollutant emissions in the automotive sector,

In the light of the report [2015] on the quality of air in Europe published on 30 November 2015 by the European Environment Agency,

Considering that atmospheric pollution is continuing to affect the general health of the residents of the European Union and reduces their quality of life and life expectancy;

Considering that air pollution also has a considerable economic impact and that atmospheric pollutants also have major harmful effects on plant life and ecosystems;

Considering that the European Union has committed to strengthen its legislation, especially that on the emissions of motor cars and heavy goods vehicles, which form the main source of atmospheric pollutants harmful to health, by setting in 2007 maximum emission limits, the Euro 5 and Euro 6 standards being applied successively so as to give the necessary visibility and time for adaptation to automotive sector manufacturers;

Considering that the Euro 6 standard applies to new vehicles type-approved since 1 September 2014 and to all vehicles sold since 1 September 2015;

Considering that the adoption of a new test cycle based on the measurement of emissions in real traffic driving conditions must be aimed at ensuring effective compliance with the emission limit standards established by EU legislators under reasonable conditions and with reasonable deadlines;

Considering that the capacity of the European Union to ensure compliance in its territory with the environmental standards it introduces and that the acceptability of said standards are also underpinned by their mode of adoption, which must be as transparent as possible;

1. Welcomes the outcome of the debates started in 2011 on the renovation of the test cycles and approves the setting in place of a new test cycle based on the measurement of emissions in real traffic driving conditions;

2. Reiterates its desire that the test cycle in real traffic driving conditions should have a significant impact on obtaining approval;

3. Accepts that this definition of a new test cycle founded on the measurement of emissions in real traffic conditions should be based on a mechanism of 'limits not to be exceeded' based on a compliance factor but:

- regrets that it is accompanied by an indefinite postponement of the effective implementation of the maximum thresholds for the emission of atmospheric pollutants defined in 2007, since it is envisaged only to commit to make an annual review of the final compliance factor in the light of technical progress;

- questions the relevance of the levels adopted, given their mode of adoption;

4. Calls for a definition of compliance factors that takes into account only the technological constraints related to the measurements and desires a swift and transparent adoption of said factors;

5. Does not underestimate the on-going inquiries being conducted nationally, but emphasises the varying involvement of the Member States, the uncertainties that remain as regards the number of vehicles concerned as well as the uneven nature of the solutions proposed to consumers, which is unacceptable;

6. Calls for the setting in place of European control mechanisms guaranteeing a same level of requirement in all the Member States;

7. Calls on the European Commission to exercise its powers of 'guardian of the treaties' to the full in order to ensure implementation of EU law;

8. Welcomes the setting in place by the European Parliament of an investigation committee to examine the allegations of infringement of EU law and maladministration in the application of the latter as regards the measurement of emissions in the automotive sector.

*In Paris, 26 February 2016.*

*The President,*

*Signed:* CLAUDE BARTELONE