

**RESOLUTION No. 95/4 ON THE INTRODUCTION OF THE GREENER AND
SAFE LORRY IN THE CONTEXT OF THE MULTILATERAL QUOTA SYSTEM**

[CEMT/CM(95)4/FINAL]

The Council of Ministers of the ECMT, meeting in Vienna on 7 and 8 June 1995,

CONSIDERING THAT:

- the integration of the new Member countries in ECMT can help to create comparable social and economic conditions throughout Europe;
- the ECMT multilateral quota can be considered as an important instrument to integrate the new Member countries, since it provides access to the European market, while at the same time trying to harmonize social, technical and environmental requirements;
- the protection of the environment, in particular in the field of transport, has become increasingly important with the growth of the transport market on the one hand and the increasing ecological problems on the other hand;
- some ECMT Member countries, especially the new Member countries, want to see the multilateral quota increased, whereas other countries, in particular Germany and Austria, refuse a further increase in the multilateral quota unless substantial progress is made with respect to social, technical and environmental standards;
- a solution has therefore to be sought to take equal account of efforts to integrate the new Member countries and of efforts to protect the environment;
- the importance of simplifying the multilateral quota system was stressed at the Council of Ministers in Annecy;

RECALLING THAT:

- the present system of the multilateral quota distinguishes between the “conventional” quota, for which the lorries do not have to meet special requirements, and the quota for the “green lorries”, which have to fulfil minimum requirements regarding noise and exhaust emissions;
- some Member countries of the European Union have not yet accepted the green lorry scheme, because so far only the green lorry provisions concerning exhaust emissions have entered into force in the European Union (Directive 91/542/EEC), whereas the green lorry provisions concerning noise emissions will not be fully in force before 1 October 1996;
- practically all new Member countries of ECMT have already now opted for the green lorry systems;

NOTING HOWEVER THAT:

- some Member Countries of the European Union have stressed, on numerous occasions, that they will not be able to withdraw their reservations until the provisions contained in the Community's Directives have been fully implemented, that is to say, after 1 October 1996;

DECIDES TO:

- maintain the present system until 1 January 1997, while encouraging the countries that have expressed reservations other than those related to the introduction of the "green lorry" to withdraw them during this time;
- introduce a special quota for a "greener and safe" lorry as of 1 January 1997;
- give Member countries, from that date forward, the possibility to choose between the "conventional" quota, the quota for the "green lorry" and the quota for the "greener and safe lorry";
- to gradually give priority to the "greener and safe lorry", as opposed to the "green lorry" and the classic quotas: that is to say, the possibility of exchanging:
 - one licence valid for a "green" lorry against two licences valid for the "greener and safe" lorries over the territory covered by the ECMT, or
 - one licence valid for a "traditional" lorry against four licences valid for the "greener and safe" lorries over the territory covered by the ECMT,

following reasoning similar to that used at time of the introduction of the green lorry [CEMT/CM(93)12Final/REV1];

- to mandate the Group on Road Transport to make proposals to the Committee of Deputies at the meeting in April 1996, with a view to submission to the Council of Ministers in May-June 1996, on a new multilateral quota, taking into account the implementation, as at 1 January 1997, of a special quota for "greener and safe lorries";

REQUESTS ECMT Member countries to inform the Secretariat in writing until 31 October of each year of the desired shares of each kind so that the licences can be printed in due time;

SPECIFIES the requirements for the "greener and safe lorry" as follows:

1. *Noise emissions:*

(as laid down in Directive 92/97/EEC)

78 dB(A) for vehicles < 150 kW

80 dB(A) for vehicles > 150 kW

2. *Exhaust emissions:*

(as laid down in Directive 91/542/EEC or in ECE Regulation No. 49/02, approval B, "EURO 2")

CO 4.0 g/kWh

HC 1.1 g/kWh

NOx 7.0 g/kWh

particle 0.15 g/kWh

3. *Minimum technical and safety requirements:*

1. Vehicles and their trailers must have a minimum tread depth of 2 mm on all tyres.
2. Vehicles and their trailers must have a rear underrun protection device (according to ECE Regulation N° 58/01 or Directive 70/221/EEC, as last amended by Directive 81/333/EEC).
3. Vehicles and their trailers must have lateral underrun protection guards, in accordance with ECE Regulation N° 73/00 or Directive 89/297/EEC.
4. Vehicles must have hazard warning signal, in accordance with ECE Regulation N° 6/01 or Directive 76/759/EEC and a red warning triangle, in accordance with ECE Regulation N° 27/03.
5. Vehicles must use a tachograph, in accordance with EEC Regulation 3821/85, as last amended by EEC Regulation N° 3688/92.
6. Vehicles must have speed limitation devices according to ECE-regulation 89 or according to Directive 92/24/EEC.
7. Heavy and long vehicles must have retroreflecting rear marking plates according to ECE Regulation N° 70.
8. Vehicles must have anti-lock brakes (in accordance with ECE Regulation 13/06 or Directive 71/320/EEC, as last amended by Directive 91/422/EEC).
9. Vehicles must have a steering device in accordance with ECE Regulation 79/01 or Directive 70/311/EEC, as last amended by Directive 92/62/EEC.
10. Vehicles must fulfil the requirements concerning the roadworthiness test as laid down in EC Directive 77/143/EEC. In particular, the Directives 92/54/EEC and 94/23/EEC (brakes), as well as Directive 92/55/EEC (smoke: entry into force for diesel engines 1 January 1996) have to be taken into account.

In compliance with the Directive, the roadworthiness test has to be passed every year, so that the certificate of compliance must not be older than 12 months;

REQUESTS that the competent bodies or authorities use the documents shown in Annex I (concerning noise and exhaust emissions) and in Annex II (concerning the roadworthiness test according to Directive 77/143/EEC and the antiblocking system) to certify that the above mentioned criteria for emission and technical standards are fulfilled;

STRESSES the fact that:

- the general requirements for the multilateral quota as laid down in Resolution No. 91/2 continue to apply in all circumstances;
- the requirements for the green lorry as set out in Resolutions Nos. 91/2 and 92/1 remain unchanged;

- ECMT licences for the greener and safe lorry can only be used by vehicles which comply with the technical specifications set out in this Resolution and are valid only if they are accompanied by fully completed certificates indicating compliance with these technical standards;
- the certificate concerning the roadworthiness test and proving compliance with Directive 77/143/EEC must not be older than 12 months;

UNDERLINES the link between the provisions concerning the “greener and safe” lorry and the increase in the multilateral quota;

INSTRUCTS the Committee of Deputies to:

- report back within a year following its implementation on the greener and safe lorry system;
- submit another report within two years following the introduction of this new system, specifying whether the simplification of the system has been achieved to a satisfactory degree, to what extent the existing multilateral quota is actually used, whether a further increase of the quota is required, and whether a further improvement in environmental and safety standards is considered necessary.