This document was adopted by the Council of Ministers on 30-31 May 2000 in Prague.
DEVELOPMENT OF THE MULTILATERAL QUOTA

Cover Note

The ECMT Council of Ministers, meeting in Warsaw in May 1999, agreed “that the quota should take into account, in the future and in the most appropriate manner, EURO 3 standards, once they have been explicitly defined [CEMT/CM(99)12].

The European Union Council on Environment, held on 13 and 14 December 1999 agreed upon the proposals concerning exhaust emissions for road vehicles as established by common accord in April 1999 [Directive 1999/96/EC of 13 December 1999, J.O. L.44 of 16 February 2000]. The Table below provides the main characteristics concerning emissions standards for heavy vehicles.

EURO 3 standards will come into force in October 2000, for new heavy diesel lorries and EURO 4 standards will be implemented as from October 2005. From this date, all new diesel vehicles should also be fitted with “particle traps”.

The most important figure, as far as EURO 3 standards are concerned, is that for NOx emissions. In EURO 1 standards (which correspond to ECMT “green” lorries), the limit for NOx emissions was set at 9.0 g/kW/h. EURO 2 reduced it to 7.0. Under EURO 3 standards, the limit will come down to 5.0.

In the event that a new vehicle category is introduced in the multilateral quota system, it seems appropriate to reflect on the possible suppression of one existing category (traditional lorries) which, at present, benefit from international transport licences. This would, on the one hand, simplify management of the system. On the other hand, it would conform with the ideas developed in the framework of sustainable transport and protection of the environment, because within the ECMT area, only those vehicles which are the most efficient, as far as noise, exhaust emissions and safety are concerned, would be permitted in international traffic.

Along the same lines, if such a decision is taken, when EURO 4 standards come into force (October 2005 and in theory they could be applied to the ECMT quota from January 2006), it could be opportune to consider the suppression of a further category, the green lorry (EURO 1 standard). Stricter safety standards than those introduced in the quota together with EURO 2 standards could also be introduced at the same time as EURO 4 standards.

Finally Ministers are required, every year, to consider the renewal of the special quota allowed (for a maximum period of three years) some Member countries. This procedure is also covered in the draft Resolution.
EUROPEAN EMISSION STANDARDS FOR HEAVY DUTY VEHICLES (LORRIES) APPLYING TO VEHICLE SERIES PRODUCTION

<table>
<thead>
<tr>
<th></th>
<th>A partir du/As from</th>
<th>g/kWh</th>
<th>Particules/Particulate matter</th>
<th>Fumées/Smokes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>CO*</td>
<td>NOx*</td>
<td>VOCs*</td>
</tr>
<tr>
<td>EURO 1</td>
<td>1.10.1993</td>
<td>4.9</td>
<td>9</td>
<td>1.23</td>
</tr>
<tr>
<td>EURO 2</td>
<td>1.10.1996</td>
<td>4</td>
<td>7</td>
<td>1.1</td>
</tr>
<tr>
<td>EURO 3</td>
<td>1.10.2000</td>
<td>2.1</td>
<td>5</td>
<td>0.66</td>
</tr>
<tr>
<td>EURO 4</td>
<td>1.10.2005</td>
<td>1.5</td>
<td>3.5</td>
<td>0.46</td>
</tr>
</tbody>
</table>

* CO = Monoxide de carbone/Carbon monoxide
NOx = Oxyde de nitrogène/Nitrogen oxide
VOCs = Composants Volatiles Organiques/Volatile Organic Compounds
RESOLUTION

The Council of Ministers, meeting in Prague, on 30 and 31 May 2000,

RECALLS the agreement reached in 1999 “that the quota should take into account, in the future and in the most appropriate manner, EURO 3 standards, once they have been explicitly defined [CEMT/CM(99)12];


UNDERLINES that, in conformity with the principles developed in the framework of sustainable transport and the protection of the environment, it would be appropriate to allow in international traffic, only those vehicles which are the most efficient, as far as noise, exhaust emissions and safety are concerned;

NOTES that, with a view to simplifying the system, whilst long and short term licences may both continue to circulate, it might be appropriate to limit the categories of vehicles which are eligible for ECMT licences;

DECIDES TO:

-- introduce a special quota for a "EURO 3 safe" lorries as of 1 January 2002;

-- give Member countries, from that date onward, the possibility to choose between a quota for "green lorries", a quota for "greener and safe lorries" and a quota for "EURO 3 safe" lorries;

-- gradually give priority to the "EURO 3 safe" lorry quota, as opposed to the "greener and safe lorry" and the "green lorry" quotas, according to an exchange rate to be decided upon during the ECMT Council of Ministers to be held in 2001, bearing in mind that, from 1 January 2002, only “green”, “greener and safe” and “EURO 3 safe” lorries will benefit from ECMT licences;

-- “reward” the countries which have adapted their international vehicle fleet to high environmental and safety standards, by giving them a bonus to be defined also at the Council of Ministers in 2001;
NOTES that no Delegation opposed, in 1998 and 1999, the principle of a special quota* for Bosnia-Herzegovina and Moldova in 1998, and for Albania and FYR Macedonia in 1999 on “humanitarian” grounds, in view of these countries’ economic and political circumstances, and on condition that it would be for a limited period of time -- 3 years maximum -- based on particularly serious economic situations due to natural catastrophes or war, together with the impossibility, or great difficulty, of using other freight transport modes than roads, and that such a special quota would be reconsidered every year;

CONFIRMS that, following the procedure adopted in 1998, Albania, Bosnia-Herzegovina, FYR Macedonia and Moldova will continue to receive a special quota, as in 2000, and for a supplementary year beginning 1\textsuperscript{st} January 2001;

INSTRUCTS the Committee of Deputies to:

-- establish, for the Council of Ministers to be held in May 2001, the exchange rate for quotas between the various categories of vehicles existing in the ECMT multilateral quota valid in 2002 and the additional bonuses to be allocated;

-- specify the requirements for the "EURO 3 safe" lorry, following the same approach as that developed for the adoption of the “green” lorry and the “greener and safe” lorry schemes [CEMT/CM(96)5 and CEMT/CM(97)20/Final];

-- keep the same approach for the future development of the quota, when implementing “EURO 4” standards, i.e. maintain only three categories of vehicles -- those which respect the highest environmental and safety standards -- benefiting from ECMT licences;

-- report in 2001 on the development of the economic situation, in particular as far as transport is concerned, of the four countries benefiting at present from a special quota, taking into account the fact that two of them -- Bosnia-Herzegovina and Moldova -- should normally no longer benefit from any special quota as from 1\textsuperscript{st} January 2002.

* Although this special quota is not valid in Austria.