



**INT/910**  
**Emissions and type-approval / Impact of COVID**

**OPINION**

European Economic and Social Committee

**Proposal for a Regulation of the European Parliament and of the Council  
amending Regulation (EU) 2016/1628 as regards its transitional provisions in order to address  
the impact of the COVID-19 crisis**

[COM(2020) 233 final – 2020/0113 (COD)]

Rapporteur: **Gerardo LARGHI**

Consultation	Council of the European Union, 08/06/2020 European Parliament, 17/06/2020
Legal basis	Article 114 of the Treaty on the Functioning of the European Union
Section responsible	Single Market, Production and Consumption
Bureau decision	09/06/2020
Adopted at plenary	11/06/2020
Plenary session No	552
Outcome of vote (for/against/abstentions)	226/0/2

## 1. **Conclusions and recommendations**

- 1.1 The EESC welcomes the proposal for a regulation, which it deems to be an appropriate and proportionate reaction to the consequences of the COVID-19 crisis.
- 1.2 The proposal fulfils the dual objective of ensuring the proper functioning of the internal market while providing for a high level of public safety and environmental protection.

## 2. **Gist of the Commission proposal**

- 2.1 Regulation (EU) 2016/1628<sup>1</sup> sets out new emissions limits ("Stage V"), which are designed to reduce the emissions of air pollutants from engines for non-road mobile machinery (NRMM), and provides some lead time to make this transition.
- 2.2 The COVID-19 pandemic has been causing major disruption of the supply chain, with an impact on the ability of NRMM manufacturers to meet some of the deadlines imposed by the regulation.
- 2.3 The proposal aims to postpone by twelve months the dates for producing and marketing NRMM and tractors fitted with transition engines, thereby helping manufacturers to face a disruption that could not have been foreseen.

## 3. **General comments**

- 3.1 The EESC reiterates its belief that reducing harmful emissions of carbon monoxide, nitrogen oxides, hydrocarbons and particulates from engines intended for agricultural and forestry tractors is a vital step towards achieving the EU's air quality targets.
- 3.2 In its opinion<sup>2</sup> on Regulation (EU) 2016/1628, the EESC recommended rapid approval of the new regulation in view of the strong public health concerns about nanoparticles resulting from combustion processes and the high level of protection that can be achieved by implementing the proposed Stage V for NRMM engines.
- 3.3 The EESC is nevertheless well aware that the COVID-19 crisis has created extraordinary circumstances which have an impact on various areas. The crisis has caused complete interruptions in the supply of parts and components, leaving manufacturers with stocks of engines and unfinished products.
- 3.4 As a consequence, many engine and machinery manufacturers will not be able to meet the deadlines set out by the regulation without suffering serious economic damage.

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<sup>1</sup> Regulation (EU) 2016/1628 of the European Parliament and of the Council of 14 September 2016 on requirements relating to gaseous and particulate pollutant emission limits and type-approval for internal combustion engines for non-road mobile machinery, amending Regulations (EU) No 1024/2012 and (EU) No 167/2013, and amending and repealing Directive 97/68/EC ([OJ L 252, 16.9.2016](#), p. 53) – EESC Opinion: [OJ C 251, 31.07.2015, p. 31](#).

<sup>2</sup> [OJ C 251, 31.7.2015, p. 31](#).

3.5 In addition, the EESC is fully aware that the crisis was not, and could not have been, foreseen.

3.6 The EESC therefore supports the extension of one year provided by the proposal, which in its view is a reasonable and proportionate measure aimed at guaranteeing the smooth functioning of the internal market as well as a high level of public safety and environmental protection.

Brussels, 11 June 2020

Luca Jahier

The president of the European Economic and Social Committee

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