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TO IMMEDIATE UKREP BRUSSELS  
TELEGRAM NUMBER 234 OF 2 JULY  
AND TO IMMEDIATE STOCKHOLM  
INFO ROUTINE OTHER EC POSTS  
COREPER 3 JULY: VEHICLE EMISSIONS

P.S.  
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1. OBJECTIVE. WHILE INDICATING LIKELIHOOD THAT UK'S AD REFERENDUM RESERVE WILL BE RAISED, TO MAKE CLEAR THAT THE AGREEMENT REACHED BY LAST WEEK'S ENVIRONMENT COUNCIL IS A DIFFICULT ONE FOR THE UK TO ACCEPT AND THAT WE WILL NEED SATISFACTORY RESOLUTION OF A NUMBER OF IMPORTANT OUTSTANDING TECHNICAL POINTS.

2. LINE TO TAKE.

(A) UK HAS CONSIDERED CAREFULLY THE CENTRAL PACKAGE ON CATEGORIES, VALUES AND IMPLEMENTATION DATES PUT TOGETHER ON 27/28 JUNE. WE BELIEVE THAT THIS WILL BE A VERY AMBITIOUS SET OF TARGETS FOR INDUSTRY TO ACHIEVE AND THAT THEIR ABILITY TO DO SO WILL DEPEND, IN PART, ON SATISFACTORY SETTLEMENT OF A NUMBER OF OUTSTANDING TECHNICAL POINTS IN THE DRAFT DIRECTIVE.

(B) BELIEVE THAT THE UK WILL BE PREPARED TO LIFT ITS AD REFERENDUM RESERVE ONCE A NUMBER OF TECHNICAL ISSUES HAVE BEEN SETTLED. SATISFACTORY SOLUTIONS WILL BE REQUIRED ON:

- (I) TOLERANCE FOR CARS WITH AUTOMATIC TRANSMISSION
- (II) ARRANGEMENTS FOR DIRECT INJECTION DIESEL WHICH MUST ENSURE COHERENCE BETWEEN GASEOUS EMISSION LEVELS AND PROPOSALS DUE SHORTLY FOR PARTICULATES TO AVOID PROBLEMS ENCOUNTERED IN US
- (III) DEFINITION OF OFF ROAD VEHICLES
- (IV) METHOD OF CALCULATING US TEST CYCLES IN EUROPEAN TEST HOUSES
- (V) PARAMETERS FOR IMPLEMENTING AN OPTIONAL DIRECTIVE



CONTAINING A SERIES OF STANDARDS FOR DIFFERING CATEGORIES OF VEHICLES.

3. BACKGROUND. MINISTERS AGREED ON 1 JULY THAT THE BALANCE OF ADVANTAGE LAY IN CONFIRMING THE AGREEMENT REACHED PROVISIONALLY IN LUXEMBOURG, THAT WE SHOULD INDICATE THAT THE UK WAS LIKELY TO RAISE ITS RESERVE IN DUE COURSE BUT THAT IN THE MEANTIME THE COUNCIL WORKING GROUP SHOULD MEET AGAIN TO RESOLVE A NUMBER OF TECHNICAL ISSUES, SOME OF WHICH ARE FELT PARTICULARLY KEENLY BY BRITISH LEYLAND.

4. YOU SHOULD NOT DISGUISE THE DIFFICULTIES WE FACE IN AGREEING TO THE STANDARDS REACHED IN LUXEMBOURG.

5. OF THE TECHNICAL POINTS IN PARAGRAPH 2 ABOVE, (I) AND (II) ARE FAMILIAR TO YOU. (III) IS OF CONCERN TO LANDROVER. (IV) RELATES TO THE UNFAVOURABLE CRITERIA PROPOSED BY THE COMMISSION TO APPLY THE US TEST CYCLE IN WHICH VEHICLES ARE NORMALLY TESTED AT 50,000 MILES TO EUROPEAN TEST HOUSES WHICH TEST VEHICLES AT 3,000 KILOMETRES. ON (V) OUR CONCERN IS TO SECURE ARRANGEMENTS WHICH WILL ALLOW INDIVIDUAL MEMBER STATES TO DECIDE WHETHER TO IMPLEMENT THE DIRECTIVE IN FULL BUT WILL NOT ALLOW THEM TO ESTABLISH LESS STRINGENT STANDARDS AT CAPACITY BANDS WHICH SUIT ONLY THEIR OWN MANUFACTURERS.

6. FOR STOCKHOLM. THE STOCKHOLM GROUP OF TEN IS DUE TO MEET ON 4 JULY. WE UNDERSTAND THE SCANDANAVIAN COUNTRIES ARE LIKELY TO WANT TO ADOPT THE NEW EC STANDARDS FOR INDUSTRIAL/CONSUMER REASONS ALTHOUGH THIS WILL DOUBTLESS BE PRESENTED GRUDGINGLY FOR DOMESTIC CONSUMPTION. IF YOU CONSIDER IT APPROPRIATE, YOU COULD MAKE CLEAR TO THE SWEDES, BEFORE THE 4 JULY MEETING, THAT ONLY DENMARK IS LIKELY TO HAVE AN OUTSTANDING RESERVE ON THE VALUES IN THE CENTRAL PACKAGE AGREED LAST WEEK IN LUXEMBOURG YOU SHOULD, HOWEVER, BE CAUTIOUS ABOUT THE PROSPECT FOR EARLY ADOPTION OF A NEW DIRECTIVE AS THERE ARE SEVERAL IMPORTANT TECHNICAL ISSUES TO BE RESOLVED.

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