

NOTIFICATION

GUIDANCE FOR RESPECTING THE RELEVANT EUROPEAN UNION STANDARDS IN THE CASE OF INVESTMENTS IN AGRICULTURAL VEHICLES UNDER IPARD II, FOR THE THIRD CALL, **AMENDED**

Investments in agricultural vehicles, including tractors, must respect the relevant European Union standards as regards environmental protection.

Expenditure for buying a tractor is considered as eligible under IPARD II, taking into account the following conditions:

- 1) In all IPARD II programmes, it is stated that out of the total amount of allocated EU funds, for measure 1 “Investments in physical assets of agriculture holdings”, a maximum of 20% can be spent on tractors.
- 2) These investments, under measure 1, shall respect the relevant European Union legislation as regards environmental protection¹, in particular as regards gaseous and particulate pollutant emissions limits².
Therefore, all EU co-financed tractors, except those indicated in the Annex, shall be fitted with engines complying with Stage V pollutant emission limits.³
- 3) For ‘supplies’ (for example tractors) with a contract value of less than EUR 100 000 (without VAT), there is no limitation regarding the country of origin of the supplies. In addition, tractors from countries outside the EU are eligible. However, all must respect the EU legislation.

Given this situation, we would ask applicants to respect the **current generic requirement**, namely that all tractors placed in the market⁴ (with the exceptions contemplated in the Annex) shall comply with Stage V pollutant emission limits, from the launch date of the third call for IPARD applications.

¹There is a specific section for the automotive industry relating to tractors:
https://ec.europa.eu/growth/sectors/automotive/legislation/tractors_en.

²Regulation (EU) No 167/2013 of the European Parliament and of the Council on of 5 of February 2013 on the approval and market surveillance of agricultural and forestry vehicles, and Commission delegated regulation (EU) 2018/985 supplementing Regulation (EU) No 167/2013 of the European Parliament and of the Council as regards environmental and propulsion unit performance requirements for agricultural and forestry vehicles and their engines and repealing Commission Delegated Regulation (EU) 2015/96

³As set out in Annex II to 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.

⁴Placing in the market defined in Article 3(39) of Regulation (EU) No 167/2013.

Annex

Currently applicable generic requirement is that all tractors placed in the market shall be fitted with an engine compliant with Stage V pollutant emission limits.

Notwithstanding this generic requirement, **narrow track tractors (NTTs)**⁵ fitted with engines in the power range between 56 kW and 130 kW and compliant with Stage IIIB pollutant emission limits⁶ can be placed in the market until 31/12/2019 in accordance with, and subject to the limitations of, the **flexibility provisions** set out in Article 13 of Regulation (EU) 2018/985.

What is more, from that date until 31/12/2021, these NTTs fitted with Stage IIIB engines in the power range between 56 kW and 130 kW can still be placed on the market as far as the engines are produced by 31/12/2019 and the tractors are produced by 30/6/2021. These engines are defined as **transition engines**⁷.

Addition information in accordance with Regulation (EU) 2020/1040⁸:

Eventually, with amendment of the transitional provisions of Regulation (EU) 2016/1628 in order to address the impact of the COVID-19 crisis introduced by Regulation (EU) 2020/1040, until 31/12/2021, all other tractors fitted with engines in the power range below 56 kW or above 130 kW can still be placed on the market as far as the engines are produced by 31/12/2018 and the tractors are produced by 30/6/2021. These engines are defined as transition engines⁷

Additional information in accordance with Regulation (EU) 2021/1068:

Due to the continued supply chain and production disruptions caused by the COVID-19 second and third waves, manufacturers would not be able to meet the 2021 deadlines applicable to the machinery fitted with transition engines in the power range between 56kW and 130kW, and above 300kW without sustaining serious economic damage.

Regulation (EU) 2021/1068 therefore postponed these dates to avoid that the transition engines could no longer be fitted in the machinery in time and therefore have to be scrapped.

For those engines, production was possible until **1 January 2022** and placing on the market until **1 September 2022**.

⁵Narrow-track tractors are tractors falling under categories T2, C2 and T4.1, as defined in Article 4 of regulation (EU), No. 167/2013.

⁶As set out in point 4.1.2.5. of Annex I to Directive 97/68/EC of the European Parliament and of the Council of 16 December 1997 on the approximation of the laws of the Member States relating to measures against the emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery

⁷Transition engines are defined in Article 3(32) of Regulation (EU) 2016/1628.

⁸ Regulation(EU) 2020/1040 of the European parliament and of the Council of 15 July 2020 amending Regulation (EU) 2016/1628 as regards its transitional provisions in order to address the impact of the COVID-19 crisis.