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## **EUROMOT POSITION**

**20 January 2015**



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### **Amendment proposal for the definitions in the “Proposal for a Directive of the European Parliament and of the Council on the limitation of emissions of certain pollutants into the air from medium combustion plants – General Approach” as of 12 Dec 2014**

The Euromot amendment proposal on Article 3 is as follows:

Article 3, Definitions

*Text proposed by the Council*

*Amendment*

For the purposes of this Directive the following definitions shall apply:

...

(5) ‘combustion plant’ means any technical apparatus in which fuels are oxidised in order to use the heat thus generated;

(6) ...

(7) ...

(8) ‘engine’ means a gas engine, diesel engine or dual fuel engine;

For the purposes of this Directive the following definitions shall apply:

...

(5) ‘combustion plant’ means any **identifiable single unit** of technical apparatus in which fuels are oxidized in order to use the heat thus generated;

(6) ...

(7) ...

(8) ‘engine’ means a **single** gas engine, diesel engine or dual fuel engine **that provides mechanical power output from a crank shaft**;

*(continued on next page)*

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**ENGINE IN SOCIETY**

A European Interest Representative (EU Transparency Register Id. No. 6284937371-73)

A Non Governmental Organisation in observer status with the UN Economic Commission for Europe (UNECE) and the International Maritime Organisation (IMO)

(9) ‘gas engine’ means an internal combustion engine which operates according to the Otto cycle and uses spark ignition to burn fuel;

(9) ‘gas engine’ means an internal combustion engine which operates according to the Otto cycle and uses **an external ignition device such as a spark plug as ignition source to burn fuel;**

*Justification*

*The definition of combustion plant should make clear that the directive applies to each single unit.*

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