



# **AECC Technical Seminar on Emissions from NRMM**

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## CARS2020 Action Plan

Key messages on pollutant emissions are also relevant for NRMM:

- *Many Member States struggle to meet air quality requirements;*
- *Particularly in urban areas ("hotspots") & mainly for particulate matter, nitrogen oxides and ozone;*
- *Given these problems, there is a need to proceed with measures to further reduce emissions at source.*





# EU Air Policy Review

- *Additional impetus expected from the review of the Thematic Strategy on Air Pollution (DG ENV lead);*
- *Due to more rapid progress in other sectors, relative contribution from NRMM engines increasingly important;*
- *Likely to single out NRMM as a sector with considerable reduction potential.*





## Recent developments: diesel exhaust

- *Diesel engine exhaust now classified as carcinogenic to humans (Group 1) by WHO;*
- *Additional reason to assess the adequacy of the current emission legislation for NRMM;*
- *EP & Council asked the Commission to address the issue of diesel particles in the next revision of 97/68/EC.*



## Potential elements of a Commission response

- ***Extend the scope of 97/68/EC to additional power classes and applications:***
  - o *Compression ignited engines in lower (< 19 kW) and higher (> 560 kW) power bands;*
  - o *Stationary engines;*
  - o *Spark ignited engines > 19 kW;*
  - o *Snowmobile engines.*
- ***Include in service conformity provisions;***
- ***Stage IV for engines between 19-37 kW & inland waterway vessels;***
- ***Euro VI limit values as a point of orientation for future Stage V.***



## Next steps towards the revision

- *December 2012 – Launch of a public consultation (concrete dates still tbd);*
- *January 2013 – Stakeholder hearing in Brussels (concrete date still tbd);*
- *Preparation of the impact assessment report will start in parallel.*



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**Thank you for your attention!**

