

N AECC Newsletter

Association for Emissions Control by Catalyst

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Affiliated to CEFIC

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INTERNATIONAL REGULATORY DEVELOPMENTS

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EUROPE**1. ACEA notes that EU Cars are meeting Greenhouse Targets**

The average CO₂ emission level of ACEA new car fleet registered in the EU in 2001 has been reduced to 164 g/km, from 169 g/km in 2000 (which represents a reduction of 2.5%). These figures are included in the 2001 Monitoring Report of the 1999 Commitment on CO₂ Emission Reduction of Passenger Cars. The key objective of this Commitment is to achieve a 140 g/km CO₂ level by 2008.

Commenting on the 2001 figures, Jean-Martin Folz, President of ACEA and Chairman of PSA Peugeot Citroën, said: “These results are encouraging and show that the European automotive industry is continuing to deliver what it has agreed”. In line with another objective of the ACEA commitment, over 306 000 cars with CO₂ emission levels under 120 g/km were sold in 2001, accounting for more than 2.5% of total sales.

This good performance has been made possible by the continuous introduction of new technologies, the progressive introduction of diesel cars on the market and by the ongoing progress in fuel efficiency.

2. Russia moving forward on Lead Free Petrol

Russian Federal Law has not yet mandated a ban on production of leaded petrol in Russia although this is under discussion. However, according to official data of the Ministry of Energy of Russia the production of leaded petrol was stopped at all refineries in 2001. The lead additive is not produced in Russia either; but some producers are

beginning to use MMT (a manganese additive) instead. Unfortunately the lack of strict legislative norms and strict control of fuel quality at fuel stations means there is still the possibility of the sale of leaded petrol in the Russian market.

3. United Kingdom adopts “Powering Future Vehicles” Strategy

The UK Department for Transport, Treasury, Department of the Environment and Rural Affairs and Department of Trade and Industry, jointly launched the “Powering Future Vehicles” strategy on 31st July. The strategy is aimed at promoting the UK’s shift to low-carbon vehicle technologies and fuels, to reduce transport’s impact on the global and local environment and improve transport standards.

The strategy establishes a framework for the decision-making and action needed to facilitate the development, introduction and consumer take-up of low-carbon vehicles and fuels. It also sets out ambitious Government targets to ensure that by 2012, 10% of new cars sold in the UK will be low carbon vehicles, defined as 100 or less grams of CO₂ per km at the tailpipe (compared with the current new car average of 178 g/km). It also sets the target that by 2012, 600 new buses joining the fleet yearly (around 20%) will also be low-carbon, defined as 30% less than current average.

UK government is supporting the shift to low-carbon by linking the graduated Vehicle Excise Duty introduced in 2001 and the graduated company car taxation, introduced in 2002 to CO₂ emissions.

4. Ships found to be Significant Contributor to Pollution

Ships travelling in European Union waters contribute between 20 and 30% of all airborne sulphur dioxide and nitrogen oxides and significant amounts of PM10, the European Commission said in a report published on 6th August. The study was conducted by the European Commission as it plans to boost coastal shipping in the EU as a way to help reduce the growing road transport sector and meet the EU's commitment under the Kyoto Protocol to reduce greenhouse gas emissions by 8% by 2008-2012, based on 1990 levels.

5. United Kingdom unveils New Targets for reducing Air Pollutants

The UK set new targets for cutting air pollution on 5th August. Under the government's new measures, air pollution from particulate matter would be reduced by 50% by 2004, to an average of 20 micrograms per cubic meter over the year. Regarding daily pollution levels, the number of times a year levels of 50 micrograms per cubic meter of particulate matter could be exceeded would be reduced from 35 to 7.

Target levels of the carcinogen benzene, produced by automobile engines, will also be cut. Carbon monoxide targets will be tighter too, and targets will be set for the first time for polycyclic aromatic hydrocarbons, produced by coal and wood burning fires, aluminium manufacturing and cars.

Local authorities that fail to meet the new targets will be forced to introduce special measures to do so. More than

100 local authorities in England have declared air quality management areas and the new targets will probably mean the establishment of many more. Where local councils refuse to act, the Environment Agency itself has the power to intervene.

NORTH AMERICA

6. California votes to lower Auto Greenhouse Gas Emissions from Cars

Lawmakers in California passed the strongest legislation in US to regulate emissions of the main pollutants that can cause warming of the planet's climate, a step that would require automakers to sell cars that give off the least possible amount of greenhouse gases. By the narrowest of margins, the State Assembly passed the California Climate Bill, which for the first time gives the agency that regulates air pollution in the state the power to limit emissions of carbon dioxide and other greenhouse gases.

Environmental advocates called the bill the most significant step ever taken to control greenhouse gases in the US, which is the world's leading source of such pollutants but which has refused to ratify the Kyoto agreement to restrict their emission.

The measure would not take effect until 2005, and the first models that would come under its restrictions would be sold in 2009. Even so, environmental groups said this was the most important step to cut emissions of heat-trapping gases since global climate change first came to public attention some 20 years ago.

7. Study finds Alaska Glaciers melting at Higher Rate

A new study indicates that glaciers in Alaska are melting faster than previously thought, providing further evidence of global warming, according to researchers. Scientists have long warned that global warming could eventually raise sea levels to a dangerous point by melting ice sheets and glaciers.

A panel of scientists that regularly reports to the United Nations on global warming issues has projected that sea level will rise between 75 mm (3 inches) and 730 mm (about 2½ feet) during this century. But glaciers melting faster than expected could increase that projection. The study found that the Alaskan glaciers were thinning enough to produce a sea-level rise of about 0.14 mm per year and melting almost twice as fast as the Greenland ice sheet, the researchers said.

8. White House pushes for Ethanol Mandate in Energy Bill

The Bush administration has urged US Senate and House lawmakers negotiating an energy bill to triple the amount of ethanol-blended gasoline and biodiesel used each year in American cars, trucks and sport-utility vehicles. Farm state lawmakers support more use of corn-based ethanol and soybean-made biodiesel because it benefits their constituents and makes gasoline produce less pollution, but California and New York lawmakers fear the fuel additive is difficult to ship and would result in higher gasoline prices.

9. Environment Canada aligns Sulphur Rules with US

The “Sulfur in Diesel Fuel” regulations, issued under the Canadian Environmental Protection Act, reduce by 95% allowable sulphur levels in on-road diesel fuel in Canada and complement regulations already in place to reduce sulphur levels in gasoline. Implementation of the new standards is aligned in both timing and level with corresponding requirements being imposed in the United States.

The new regulations, published on 31st July 2002 limit the allowable level of sulphur in fuel for on-road diesel vehicles to a maximum of 15 ppm (parts per million), a 97% reduction from the current limit of 500 ppm. The lower limit will permit the introduction of advanced emission control systems for buses, trucks, and other on-road diesel engined vehicles, reducing emissions of other air pollutants from diesel engines.

The 15 ppm limit takes effect on 1st June 2006, for producers and importers, and 1st September 2006, for retail fuel sellers.

10. EPA finalises Non-Conformance Penalties for Diesel Manufacturers

EPA has finalised a rule establishing penalties that could be used by manufacturers of heavy-duty diesel engines unable to meet 2004 and later model year emission standards. The penalties range from a few hundred dollars for an engine close to meeting the emission standards, to more than \$12,000 for an engine emitting the maximum pollution allowed. The penalties also apply to engines covered under the 1998 settlement reached by the Department of Justice and EPA with six major manufacturers of diesel engines.

11. US proposes Pollution Cuts for Motorcycles and Boats

The Bush administration has proposed a 50% cut in pollution from motorcycles and an 80% reduction for petrol-fuelled recreational boats. The standards would take effect in 2006 for new motorcycles and in 2008 for boats.

“When final, these new standards would have clean air gains equivalent to reducing pollution from 9.4 million cars annually,” said EPA administrator Christie Whitman.

Motorcycles and boats account for 12% of hydrocarbon emissions and 3% of carbon monoxide emissions from all mobile sources.

While many of the 5 million motorcycles currently on the road are cleaner than required, the average motorcycle still emits about 20 times more pollution per mile than a new car, according to EPA. The proposed standards for new motorcycles will not affect their highway performance, the agency said.

The boat standards will cover yachts, sport boats, fishing boats, jet boats and other types of pleasure craft and boats with outboard engines. EPA has already set emission standards for most marine categories. Exhaust emissions standards were set for some outboard engines and personal watercraft in 1996.

EPA proposed emission guidelines for diesel-powered recreational boats in 2001 and commercial marine vessels earlier this year. EPA expects those standards to be finalised early next year.

ASIA PACIFIC**12. Study finds India Supreme Court Ruling will halve Particulate Emissions from Goods Vehicles**

A Centre for Science and the Environment (CSE) study shows that the Supreme Court ruling that prohibits the entry of polluting trucks into Delhi and mandates Euro II compliance for the city’s trucks and goods vehicles will dramatically reduce particulate pollution levels in the capital. More than 65 000 trucks and other goods vehicles will be barred from entering Delhi after the Court order is enforced.

The combined move of barring the entry of polluting trucks and other goods vehicles, allowing entry only to Euro II compliant vehicles, and mandating only a Euro II compliant city fleet will reduce particulate matter emissions from these vehicles by 55% cent.

FORTHCOMING CONFERENCES

28th International Scientific Conference on Internal Combustion Engines

8-11 September 2002, Jurata, Poland
<http://www.ilot.edu.pl/STRANG/KONES.htm>

Conference will cover achievements in research, development and design of compression-ignition and spark-ignition as well as other combustion engines.

AECC will present a paper on emission control technologies.

SAE On-Board Diagnostics (OBD) TOPTEC: Worldwide Regulatory Update

24-25 September 2002, Turin, Italy
www.sae.org/contedu/toptec_obd.htm

A TOPical, TEChnical symposium presenting the latest developments and on-going research in OBD technology.

Fuel Cells: Science and Technology 2002

25-26 September 2002, London

Details from:
<http://www.fuelcelladvance.com>

From the organisers of the Grove Fuel Cell Symposium

11th Aachen Colloquium, Automobile and Engine Technology

7-9 October 2002, Aachen, Germany

Details on: <http://www.rwth-aachen.de/ac-kolloquium/index.html>

The congress will provide a wide range of technical presentations addressing the current challenges of the vehicle and powertrain industry.

Ricardo and AECC joint paper 'Particle Emissions from a EU3 HD Diesel Engine with Catalyst-based Diesel Particulate Filter and Selective Catalytic Reduction System: Size,

Number, Mass & Chemistry' will be presented on 8 October.

BAQ 2002 – “Better Air Quality in Asian and Pacific Rim Cities”

16-18 December 2002, Hong Kong
<http://www.cse.polyu.edu.hk/~activi/BAQ2002/Index.htm>

Organised by Hong Kong Polytechnic University and will cover technical, policy and institutional aspects related to air quality and its management and control techniques.

SIAT 2003

15-18 January 2003, Pune, India

Details from ARAI website:

<http://www.araiindia.com>

Call for papers. Programme includes exhaust emission control techniques including durability aspect for Euro III and beyond.

AVL Commercial Powertrain conference

03-04 April 2003, Graz, Austria

Details from <http://www.avl.com/icpc>

The conference will focus on exploring the similarities and synergies between three different markets: commercial vehicles, agricultural tractors and construction equipment.

24th International Vienna Motor Symposium

15-16 May 2003, Vienna, Austria

Details from: <http://www.oevk.at>

More details will be available on their homepage as from mid December 2002.

The symposium will cover Latest Results in Worldwide Engine Development, Future Legislation, New Engines and Fuels, Components, Electronics, Drive Train.

**Joint JSAE/SAE International Fuels
and Lubricants Symposium**

19-22 May 2003, Yokohama, Japan

Details from: <http://jsae.or.jp/intconf/>

With the participation of European industry. Programme includes Combustion, Emissions, Lubricants and Fuels. Abstracts for papers required by 30 September 2002.

**‘Transport and Air Pollution’ and
‘Environment & Transport’ -
International Scientific Symposia**

16-18 and 19-20 June 2003, Avignon,
France

www.inrets.fr/services/services.e.html

Organised by INRETS. Call for papers. Dates for abstracts and papers are listed on the web site.

**Clean Air 2003 – Seventh
International Conference on Energy
for a Clean Environment**

7-10 July 2003, Lisbon, Portugal

Details from:

<http://navier.ist.utl.pt/cleanair>

*Abstracts for papers required by 24
January 2003*

The conference will deal with the reduction of local and global environment degrading emissions and aims at a better integration of supply and demanding side, while covering all the end users sectors with emphasis on industry and transport.