

# N AECC Newsletter

**Association for Emissions Control by Catalyst**

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Affiliated to CEFIC

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**May – June 2001**

## **INTERNATIONAL REGULATORY DEVELOPMENTS**

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## EUROPE

### 1. European Environment Council

EU Environment Ministers have accepted all the amendments adopted by the European Parliament on 15 May 2001 for cold-start requirements for light commercial lorries and light-duty buses. The European Parliament voted to accept the report from Bernd Lange to amend the Commission's proposed limit values for tests at -7°C by setting tighter CO and HC limit values for Light Commercial Vehicles in categories N<sub>1</sub>, class II and III and vehicles designed to carry more than six occupants. The Lange amendments are shown in *[brackets]*

Test temperature 266 K (-7°C)			
Category	Class	Mass of carbon monoxide (CO) L <sub>1</sub> (g/km)	Mass of hydrocarbons (HC) L <sub>2</sub> (g/km)
M <sub>1</sub>	-	15	1,8
N <sub>1</sub>	I	15	1,8
N <sub>1</sub>	II	27 <i>[24]</i>	3,2 <i>[2,7]</i>
	III	34 <i>[30]</i>	4,0 <i>[3,2]</i>

The United Kingdom indicated its intention to abstain. This is the first time in the environmental field that a final decision on a directive has taken after its first reading in the European Parliament.

### 2. Emissions from Lawnmowers

The air pollution from cutting grass for an hour with a petrol-powered lawn mower is about the same as that from a 150 km car ride, according to a new study from Sweden, which recommends using catalytic converters on mowers. The report, in the June issue of "Environmental Science & Technology", is the first to compare lawn mower pollution with car mileage, according to the researchers.

One significant pollutant from mowers is

PAHs, said Roger Westerholm from Stockholm University, who claims such emissions can be cut more than 80 percent using catalytic converters.

Westerholm found that the worst case of lawn mower PAH emissions totalled more than 4,000 micrograms per hour using unleaded fuel without a catalytic converter. Average emissions dropped to nearly 800 micrograms over the same time period with the addition of a catalytic converter, he said.

In the tests the researchers used regular unleaded fuel in a typical 4-stroke, 4 hp mower engine and found, after one hour, that the PAH emissions are similar to a modern petrol-powered car driving approximately 150 km.

### 3. Environment Committee report on Emissions from Recreational Craft

The European Parliament's Committee on the Environment adopted a report in Brussels on 19 June aiming to restrict the scope of a proposed Directive on legislative, regulatory and administrative provisions for polluting emissions from recreational craft. The Committee's amendments also aim to clarify certain provisions of the Directive - presented by the Commission on October 12, 2000 - including a system of in-use compliance testing, which should reassure both the industry and individual boating enthusiasts.

The new proposal aims to amend the Directive by introducing limits for carbon monoxide, hydrocarbons, nitrogen oxide and polluting particulate emissions, with different values according to nominal power for two and four stroke and compression engines; The debate on this report (co-decision procedure, first reading) is

scheduled for the 2-5 July plenary session in Strasbourg.

#### **4. ACEA report on CO<sub>2</sub> reductions**

ACEA report that European car manufacturers have brought new vehicles onto the market whose average CO<sub>2</sub> emissions have been reduced from 174g/km in 1999 to levels that do not exceed 169g CO<sub>2</sub>/km in 2000.

They say this is in line with their commitment to reduce CO<sub>2</sub> emissions from new cars under the voluntary agreement between the European Commission and the European auto industry. They emphasised the key technologies for fuel consumption savings have been the successful introduction of direct injection systems as well as the “new generation” of “technically-advanced” diesels with new high pressure injection systems. Current research has, however, highlighted the extreme sensitivity of this technology to sulphur in diesel and petrol fuels.

#### **5. EU & US talk on Environment but stay Deadlocked**

The European Union and the United States remained deadlocked on environmental policies after their first high-level meeting since Washington issued a controversial new energy plan.

“The situation is unchanged. We disagree on the climate issue,” Sweden's Environment Minister Kjell Larsson said after meeting U.S. Director of the Environmental Protection Agency Christine Todd Whitman.

He said the new energy plan - criticised by the EU for promoting use of fossil fuels oil and coal and for doing too little to promote conservation - made it impossible for the United States to return to a global pact to

curb global warming.

“I'm very disappointed that we can't continue to work globally within the Kyoto process,” Larsson said. The EU says the plan will aggravate global warming and does little to encourage conservation.

#### **NORTH AMERICA**

#### **6. Bush announces National Energy Policy**

On 17 May 2001, President Bush announced his national energy policy. The policy would promote oil and gas exploration and drilling, as well as increase reliance on coal and nuclear power to address energy needs while placing little emphasis on conservation or the development of alternative sources of energy. The plan gives strong preference to energy production over environmental considerations. While not specifically rolling back important rules such as the recently adopted low sulphur diesel fuel requirements, some of its provisions leave open that possibility as well as increasing the likelihood of easing of the New Source Review (NSR) requirements for power generating facilities.

Jan Pronk, head of the United Nations forum on climate change, said the new energy policy would add to global warming and would “make it extremely difficult, perhaps impossible” to meet the original targets for cutting greenhouse gases.

#### **7. New York and Connecticut sue EPA over Toxics Rule**

New York, Connecticut and three national environmental groups have filed a lawsuit in federal court alleging the U.S. Environmental Protection Agency failed to offer an adequate plan to cut toxic pollution from cars, trucks and other mobile sources.

The lawsuit said an EPA final rule released in March would leave hundreds of millions of Americans unnecessarily exposed to known human carcinogens like benzene.

Earthjustice, representing the Sierra Club, Natural Resources Defense Council and the U.S. Public Interest Research Group, say the agency was mandated by the Clean Air Act to reduce by 1995, the threat of toxic air pollutants from cars, trucks, buses, boats, snowmobiles, lawn equipment and motor vehicle fuels.

The March rule does not place new controls on the emissions, however, leading to the legal action, they said.

According to the environmental groups, the EPA estimates that mobile sources emitted 1.6 million tons of toxins in 1996. That exposure meant more than 250 million people nationwide were subject to an unacceptable cancer risk.

In addition to benzene, other toxins thought to be carcinogens and asthma triggers are formaldehyde, acetaldehyde and diesel particulate matter.

The groups said that, based on currently available control technologies, the California Air Resources Board has adopted regulations that require the use of emission control devices for several types of petrol non-road engines such as boats, personal watercraft and large industrial engines.

## **8. Navistar calls on Mexico to lower Sulphur in Diesel Fuel**

US truck and bus maker International called for Mexico's state-owned oil monopoly to begin producing a lower-sulphur diesel fuel so that it can introduce its new low-emissions diesel engines.

International, a unit of Chicago-based

Navistar International Corporation, said it would introduce its so-called "green diesel" technology in buses in California this September.

The company said it cannot begin to make and sell buses or trucks using this technology in Mexico until Petroleos de Mexico (Pemex) the government-run producer and refiner of oil, begins making a diesel fuel with 15 ppm sulphur or lower.

International said the lowest sulphur diesel currently available in Mexico is 500 ppm.

## **9. Senator Jefford leaves Republican Party; Democrats to control Senate**

Senator James M. Jefford (I-VT) has announced that he is leaving the Republican Party to become an independent. For the first time in history, a defection of one member from one party has given control of the Senate to the other Party. Jefford's decision gives the Democratic Party a 50-49-1 majority in the Senate and the ability to control the agenda for hearings and legislation. Senator Jefford, a strong supporter of environmental issues, will become Chairman of the powerful Senate Environment and Public Works Committee. The Bush Administration will now face a much tougher task in their attempts to push legislation with adverse impacts on the environment.

## **10. Mack and Cummins announce Compliance with EPA Consent Decree**

Mack has indicated that it plans to meet the October 2002 Consent Decree deadline for meeting the 2004 on-road HDE standards following an earlier announcement by Cummins. Each plans to use cooled-EGR. EPA is developing a non-conformance

penalty regulation which could be used to allow non-conforming engines to continue to be sold but with a cost penalty.

## **MIDDLE EAST**

### **11. Oman shifts to Unleaded Gasoline**

Oman will sell only unleaded petrol at its pumps from August 1 according to a government announcement. This is in line with a decision by the six-nation Gulf Cooperation Council (GCC) to only sell “green” fuel by 2002.

Oman will be the second GCC member to introduce unleaded fuel. Saudi Arabia, the world's largest oil producer, has been selling it since January.

The GCC comprises Bahrain, Qatar, Saudi Arabia, Oman, the United Arab Emirates and Kuwait.

## **ASIA**

### **12. Hong Kong sets more stringent Emission Standards**

The Hong Kong government is to impose more stringent vehicle emission standards for certain types of motor vehicles and OBD on certain petrol vehicles. It will also require no new diesel taxis to be registered, according to amended air pollution control regulations.

Under the regulations, Euro III emission standards, or the equivalent US or Japanese standards, will be applied to vehicles which weigh above 3.5 tonnes and are first registered on or after 1 October 2001 and also to certain classes of motor vehicles under 3.5 tonnes and first registered on or after 1 January 2002.

The amendment regulations were due to be tabled at the Legislative Council for

negative vetting on 6 June.

## **GENERAL**

### **13. Atmosphere's Principal Scavenger in Decline**

The atmosphere's ability to cleanse itself naturally has weakened over the past decade, possibly because of a change in the mix of pollutants emanating from industrialised nations, researchers announced in a recent issue of the journal “Science”. Atmospheric levels of the atmosphere's main cleansing agent, hydroxyl radical (OH) - which scrubs the air of carbon monoxide, methane, sulphur dioxide and nitrogen dioxide - rose during the 1980s but fell by even larger amounts during the 1990s, according to their study.

An international team of researchers led by Massachusetts Institute of Technology atmospheric scientist Ronald Prinn has studied OH levels since 1978. The chemical promotes the destruction of air pollutants and many gases involved in ozone depletion and the greenhouse effect. From 1978 to 2000, the concentration of OH in the southern hemisphere was up to a third higher than that of the northern hemisphere, the study showed. Globally, it increased from 1978 until around 1988 and then declined.

The cause of the fluctuation is unclear, the researchers said. But because the decrease in the global concentration of OH is driven by changes in the northern hemisphere - where most of the world's industrialisation and emission of human-made gases takes place - the findings likely stem from man-made rather than natural causes, they said.

The chemical exists only fleetingly in the lower atmosphere and cannot be measured directly. But its existence can be inferred

from long-term global measurements of a man-made gas that it obliterates, the study found.

The researchers said factors may include the changing mix of air pollutants in the northern hemisphere such as nitrogen oxides and carbon monoxide, along with aerosols that may be removing hydroxyl radical and its related molecules from the atmosphere. The aerosols also may be reflecting and absorbing the sun's ultraviolet radiation, which could lower OH production, the researchers said.

## **FORTHCOMING CONFERENCES**

### **“SIMEA 2001”**

26-28 June 2001, São Paulo, Brazil

Details from AEA Brazil, Email: [simea@aea.org.br](mailto:simea@aea.org.br) Web: [www.aea.org.br](http://www.aea.org.br)

*Covers wide range of automotive topics including emissions.*

### **“World Bus & Clean Fuel Exp 2001”**

31 July-2 August 2001, San Diego

Details from: <http://www.iqpc.com/1575a>

### **“Hart World Fuels Conference” – Latin America & Caribbean**

13-15 August 2001, Rio de Janeiro, Brazil

Details on: [www.chemweek.com](http://www.chemweek.com)

### **2001 SAE Future Transportation Technology Conference**

20-22 August 2001, Hilton-Costa Mesa, California

Details from: <http://www.sae.org/calendar/ft/cfp01.pdf>

### **Seventh Grove Fuel Cell Symposium**

11-13 September 2001, QE II Conference Centre, London

Details on: [www.grovesfuelcell.com](http://www.grovesfuelcell.com)

### **“Prosper 2001” – International Congress on innovation in urban passenger transit systems aimed at energy saving and environmental improvement**

19-20 September 2001, Karlsruhe, Germany

Details of Congress on [www.prosper.ttk.de](http://www.prosper.ttk.de) .  
Call for papers Email [Colin.Jefferson@uwe.ac.uk](mailto:Colin.Jefferson@uwe.ac.uk)

*Topics include hybrids, low and zero emission systems, clean and fuel efficient engines and fuel cells.*

### **SAE Fall Fuels & Lubricants Meeting and Exhibition**

24-27 September 2001, San Antonio, Texas

Details on [www.sae.org/ffl](http://www.sae.org/ffl)

### **MACC 2001 “Material Aspects in Catalytic Converters”**

3-4 October 2001, ICM, Munich

Details on [www.macc.dgm.de](http://www.macc.dgm.de)

*Covers all material aspects of performance and life of catalytic converters.*

### **International Commercial Powertrain Conference “Synergy for Progress”**

18-19 October 2001, Academy of Sciences, Budapest

Details from AVL, Fax: +43 316 351314, Email: [event@avl.com](mailto:event@avl.com)

### **SAE International Truck & Bus Meeting & Exhibition**

12-14 November 2001, Chicago

Details on [www.sae.org/truck](http://www.sae.org/truck)  
*Covers emission testing and control.*

**“Spark Ignition Engine, Transmissions,  
Hybrid Applications: New  
Developments?”**

13-14 November 2001, Paris

Details from SIA on: [www.sia.fr](http://www.sia.fr)

*Covers emission topics.*

**3<sup>rd</sup> International Conference on Health  
Effects of Vehicle Emissions**

26-28 November 2001, Hilton Birmingham  
Metropole, NEC Birmingham, UK

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**“FISITA 2002 – World Automotive  
Congress”**

2-7 June 2002, Helsinki

Details from FISITA on:  
[www.fisita2002.com](http://www.fisita2002.com)

*Congress themes include The Environment,  
New Generation of Vehicles and Policy &  
Regulation.*