

# N AECC Newsletter

Association for Emissions Control by Catalyst  
Av. de Tervueren 100, B-1040 Brussels

Affiliated to CEFIC

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**July – August 2001**

## **INTERNATIONAL REGULATORY DEVELOPMENTS**

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## **EUROPE**

### **1. Germany on Track for Low Sulphur Fuels**

European oil companies are gearing up to a German tax incentive in favour of ultra-low sulphur fuels by buying and selling increasing volumes of cleaner diesel and petrol. From 1 November motor fuels sold in Germany with a sulphur content higher than 50 parts per million (ppm) will be subject to an additional duty of three pfennigs per litre.

This tax will be extended to fuels with sulphur content of more than 10ppm from 1 January 2003.

Ultra-low sulphur diesel (ULSD) and ultra-low sulphur petrol (ULSP) - also 50ppm sulphur - are already widely sold by petrol retailers in Britain, encouraged by government tax incentives.

ULSD is also widely available in the Netherlands, while ULSP is sold at petrol forecourts across Scandinavia.

### **2. Summer Heat causes Smog over Paris**

Air pollution in Paris and its surroundings reached high levels in June as a heat wave created smog over parts of France, prompting speed restrictions in the region. The pollution was due to the combined effects of heat, exhaust from cars and emissions from industry.

Levels of ozone above the safety threshold of 180 micrograms per cubic meter were recorded in several locations in the Ile de France region.

The areas around Rouen, Le Havre, Strasbourg, Avignon and Nimes were also affected. Local officials also announced

anti-pollution measures similar to those in Paris.

### **3. Belgium sets forth Green Priorities for Presidency**

Belgian Environment Minister Magda Aelvoet laid out her plans for the country's six-month presidency of the European Union Council of Environment Ministers. In an address to the European Parliament's Environment Committee on 12 July, she promised a focus on measures to achieve "sustainable production and consumption patterns".

Another focus of the presidency will be sustainable transport. She said the Presidency would focus on the establishment of pollution and noise levels for civil aviation.

A joint informal meeting of EU environment and transport ministers will take place in September in Leuven and Louvain-la-Neuve and will be co-chaired by Transport Minister Isabelle Durant, another Green Party representative.

Belgium will also try to get ministerial agreement on proposed EU directives on emissions from pleasure boats and motorcycles, and on the proposal to phase out sulphur in road fuels starting in 2005.

### **4. Successful Test on DPF By ADAC And UBA**

The German auto touring club (ADAC) and the German Umweltbundesamt (UBA) have released results of the long-term durability test of the Peugeot 607 HDi, the first commercially available car equipped with a DPF. After 80 000 km on an emission chassis dynamometer the durability of the system is, they announce, proven. Trapping efficiency of the system is still 99.9 %, so

the PSA 607 tested emitted 10 000 times less particulate than a modern diesel vehicle without a trap.

The president of the UBA Prof. Dr. Andreas Troge said that it could not be said now that the DPF system does not work in long-term tests. For the buyer of a car the additional cost of such a system that is in series production is not really significant and the automotive industry should use the opportunity to equip modern diesel engines with this or equivalent technology to terminate the discussion about the health effects of particulate matter from diesel engines.

Prof. Troge said that the German government would use its influence on the European Community so that diesel emission limits would be set at the same level as petrol cars. He said that based on the efficiency of the system the DPF system will set the standard and that trucks and other diesel engine applications should be equipped with a DPF or equivalent technology as quickly as possible.

## **5. European Environment Agency accepts New Members**

Six countries have joined the European Environment Agency (EEA); the first time a EU body has taken on EU candidates as full members. The first to join the EEA are Bulgaria, Latvia, Slovenia, Slovakia, Malta and Cyprus. The other seven candidate countries are expected to join in the coming months.

## **NORTH AMERICA**

### **6. NAS Report says Global Warming is Real and Worsening**

A panel of top American scientists declared in early June that global warming is a real

problem and is getting worse. In a report from the National Academy of Sciences, 11 leading atmospheric scientists, including previous sceptics about global warming, reaffirmed the mainstream scientific view that the earth's atmosphere is getting warmer and human activity is largely responsible.

The report was requested by the White House in anticipation of the international meeting on global warming in Bonn in July. Mr. Bush and many in his cabinet, who discussed the subject at length prior to the President's visit to Europe, have been trying to hammer out a proposal on limiting the pollutants that cause global warming.

### **7. US Carbon Dioxide Emissions rose 2.7% in 2000**

US carbon dioxide emissions from burning fossil fuels, the emissions blamed for causing global warming, rose by 2.7% in 2000, according to preliminary data released by the US Department of Energy.

### **8. Jeffords takes over Senate Environment Committee**

Senator James Jeffords of Vermont, who gave Democrats control of the Senate last month when he defected from the Republicans, became chairman of the Senate Environment and Public Works Committee, vowing to challenge President George W. Bush's record on environmental protection.

### **9. California Oxygenate Waiver denied by US EPA**

The Bush administration has rejected California's request for a waiver from federal rules requiring cleaner petrol, giving a major boost to the US ethanol industry.

The Environmental Protection Agency said California must obey Clean Air Act requirements for cleaner-burning fuel, even

though the state is phasing out MTBE because it may contaminate groundwater.

## **10. EPA moving toward Non-Road Rulemaking**

The US EPA has indicated its intention to issue a White Paper as early as September, to initiate the regulatory process which it hopes will lead to a substantial tightening of requirements for large non-road diesel engines and diesel fuel. Several options are on the table but EPA seems to be leaning toward a programme with the following primary attributes:

- Eliminate the already adopted Tier 3 NOx requirements for 2006
- Cancel Tier 3 PM requirements scheduled to be introduced in 2006
- Require all non-road diesel fuel to achieve a 15 PPM sulphur limit before 2008 (temporary exemptions expected to be provided for small refiners)
- Set 2008 PM limits similar to those adopted last year for on-road diesels such that all new non-road heavy diesel engines will be equipped with particulate filters
- Phase in NOx limits starting in 2008 similar to those adopted last year for on road diesels.

## **ASIA-PACIFIC**

### **11. Oman requires Catalytic Converters on all Cars**

The Omani cabinet is to impose the compulsory use of catalytic converters on all cars. The use of catalytic converters will be enforced after the necessary coordination within government. The step is part of the programme aimed at reducing vehicle

emissions and follows the decision to ban the sale of leaded petrol in Oman after 1 August 2001.

### **12. Ban on Leaded Gasoline takes effect in Jakarta**

A ban on the use of leaded petrol in the Indonesian capital Jakarta and surrounding areas took effect on 1 July as part of efforts to reduce pollution. The government say it will enforce the use of unleaded petrol across Indonesia by October 2003.

There are some two million vehicles operating in Jakarta, making it one of the most polluted cities in the world. The capital is home to more than 10 million people.

### **13. Vietnam switches to Unleaded Gasoline**

On 1 July Vietnam made a switch from leaded to unleaded petrol. While numerous countries have eliminated leaded petrol over the past ten years, few have moved as decisively and as quickly as Vietnam.

### **14. China's Government orders all Vehicles to meet Standards**

A government notice was posted on 27 June requiring the immediate cessation of production of 187 models of cars and five models of buses using carburettors. Due to their air pollution and high fuel consumption, the cars using carburettors are being completely replaced by those with electronic injectors.

The 187 car models involve more than 41 manufacturers. Production of these models must stop immediately and from 1 September sales will be forbidden.

The State Council has decided that cars manufactured in 2001 or later must use electronic injectors and exhaust catalysts.

## **15. Tokyo proceeding with Retrofit Effort**

The Diesel Advisory Committee released on 11 June its recommended retrofit programme.

The main features are in summary:

- If a 1989 truck or bus wishes to operate in Tokyo in 2003 and 2004, it must be equipped with a PM control device that reduces emissions by a minimum of 60%. In 2005, all these trucks must be off the road but diesel buses which wish to continue to operate must have a device installed which results in a minimum PM reduction of 70%
- If a 1994 truck or bus wishes to operate in 2003 and 2004, it must have a device installed that would have reduced its certification level for PM to 0.25 g/kw-hr. To operate beyond 2005 it must have a device that reduces PM by at least 74%.

## **AFRICA**

### **16. Conference on Phase Out of Lead in Gasoline for Sub Saharan Africa**

A World Bank “Regional Conference on the Phase-Out of Leaded Gasoline in Sub-Saharan Africa” was held in Dakar, Senegal in June and attended by delegates from 25 Sub Saharan African Countries along with representatives from WHO, UNEP, European Union and US EPA.

The Conference resulted in 5 sub regional action plans as well as the Dakar Declaration which states the consensus of participants to join efforts to phase lead out of petrol in Sub Saharan Africa as soon as

possible but no later than 2005 and to recommend governments to reduce the lead content of petrol to average not more than 0.4 grams/litre by 2002 and 0.2 grams/litre by 2003.

The conference focused on lead in petrol because of:

- Health risks associated with lead
- The need to remove lead from petrol as an essential first step in any clean air programme and to use catalytic converters that can reduce CO, HC and NOx by over 90%.

## **GENERAL**

### **17. Heart Attack Risk seen from Small Particles**

According to a recently published report, published by the American Heart Association, exposure for as little as two hours to elevated levels of fine particulate air pollution raises the likelihood of a heart attack, especially among people already at risk for cardiac disease.

Researchers tracked pollution levels in the Boston region and interviewed 722 people four days after they entered hospitals with a heart attack in 1995 and 1996. They found that patients experienced a 48% rise in heart attack risk in the 2 hours after exposure to high levels air pollution. The patients experienced an increased risk even 24 hours after exposure.

## **FORTHCOMING CONFERENCES**

### **13<sup>th</sup> International Conference “Internal Combustion Engine versus Fuel Cell – Potential and Limitations as Automotive Power Sources”**

6-7 September 2001, Graz, Austria

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

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

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

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

### **SAE TOPTEC “On-Board Diagnostics”**

2-3 October 2001, Barcelona

Details from SAE on Tel: +1 (742) 772-7148 or Email to [profdev@sae.org](mailto:profdev@sae.org)

### **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)

### **Universities of Leeds and Minnesota 18<sup>th</sup> Annual Short Course in Diesel Particulates and NOx Emissions**

22-26 October 2001, EPA Conference Center, Ann Arbor, Michigan

Details from:

[www.leeds.ac.uk/fuel/shortc/sc.htm](http://www.leeds.ac.uk/fuel/shortc/sc.htm)

*A specialist course designed for diesel automotive and petroleum engineers and research workers engaged in the development of low particulate and NOx emission diesel engines and their fuels and lubricants.*

### **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

Information from Frances Webb, PennWell Global Energy Group, Tel: + 44(0) 1628 810562, Fax: + 44(0) 1628 810762, Email: [francesw@pennwall.com](mailto:francesw@pennwall.com)

**“Particulate Control in Internal Combustion Engines”**

12 December 2001, IMechE, London

*Covers all types of internal combustion engines for car, truck, bus, power generation and marine applications.*

Offers of papers to [k\\_sotnick@imeche.org.uk](mailto:k_sotnick@imeche.org.uk)

**“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.*

**11th International Conference “Verkehr und Umwelt”**

19-21 June 2002, Graz, Austria

*Call for papers.*

Details on: <http://fkma.tu-graz.ac.at>