

International Conference on Future Worldwide Emission Requirements and EURO V for Passenger Cars, Light Duty Vehicles

10-11 December 2003

Milan, Italy

Approximately 400 delegates from industry, academia and the legislature attended the *International Conference on Future Worldwide Emission Requirements and EURO V for Light Duty Vehicles* organised by the Commission's Joint Research Centre (DG JRC) in Milan, Italy on 10 and 11 December 2003, in relation to the UNFCCC COP-9.

The conference was opened by the President of Regione Lombardia, who noted the Lombardy region's long association with the motor industry, the involvement of JRC in emissions matters in the Milan region, and the signing on 10 December of a Memorandum of Understanding between the JRC and the US, Japanese and Chinese environmental protection agencies.

In the opening Plenary, Bernd Lange (MEP) said that the Parliament's priorities are that limit values for diesel engines should be lowered and that ultrafines be considered for both. He said that further NO_x and PM reductions are required for heavy-duty diesels and off-cycle emissions must be addressed and that better OBD systems should prevent cycle beating. MEP Lange urged the Commission to prepare a EURO V proposal by mid-2004 at the latest.

The integrated Research approach on "Emissions - Air Quality - Health Effects" was promoted by the Commission's Joint Research Centre (DG JRC).

Peter Gammeltoft of DG Environment noted that CAFÉ – the Commission's thematic strategy for Clean Air For Europe – is looking at the whole range of emissions sources. Ships, for instance, are a major area of concern and the Commission will be looking at new control measures. He noted the need for balanced proposals versus the desire to take early action, especially on PM. He said that one issue with new vehicle standards is the long penetration time, so other measures may need to be examined.

David Haugen of the US Environmental Protection Agency (OTAQ) described the US legislation for light duty, heavy duty and off-road mobile applications; and said these legislations have proven to be very cost-effective.

T. Ohashi, President of Japanese National Traffic Safety and Emissions Lab (NTSEL) talked about projects on next generation heavy-duty low emission vehicles, and said that prototypes will be shown at the 2004 Tokyo Motor Show.

W. Yian, Deputy Director of the State Environmental Protection Agency (SEPA) in China, showed annual growth rates for his country of 11-13% for cars (15-20% in large cities) and 30-35% for motorcycles (40 million motorcycles in 2003). He said this means a huge market potential since only 1.1 persons in 1000 have a private car with 37 million driving licenses. China is strengthening emissions legislation (EURO I in 2000-2001, EURO II in 2004-2005 and EURO II for diesels from September 2003) and will converge with EU legislation about 2010 and strengthen annual vehicle testing.

Various technical presentations took place in parallel sessions on "New Emission Measurement and testing Systems", "From Emissions to Air Quality", "New Fuels, Engines and After-Treatment Technologies" and "Health Effects".

The closing session at the end of the 2nd day featured a 'round table' with legislators and industry, highlighting the need for next steps for European emission legislation.