



Euro 5 Draft Proposal Fails to Address Some Key Concerns of the European Automotive Industry

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The European Commission today adopted the draft proposal on Euro 5 emission standards, which differs very little from the preliminary draft unveiled last July.

While the draft proposal contains a number of positive aspects, it fails to address the concerns that ACEA expressed in the opinion submitted during the stakeholder consultation held last summer. In particular:

- The proposed 25 % reduction in NOx limits for gasoline engines against Euro 4 standards is a challenging and costly target, not justified by the findings of the Auto Oil II and CAFE programmes. Reaching it poses significant technical challenges and may impact negatively on fuel consumption and efficiency and hence, on CO2 emissions. Increasing cost burden to the consumer may slow down the desirable renewal of the existing fleet.
- Extending the durability and in-use compliance periods over which manufacturers must confirm the operation of emission control devices such as catalytic converters and particulate traps poses an additional, unpractical burden on manufacturers and appears as a disguised further tightening of emission standards. Provisions on durability testing procedures should be clarified.
- The abolishment of the exception that enabled M1 passenger cars with a mass of over 2.5 tonnes to be type-approved as N1 (light commercial) vehicles, proposed to target a specific vehicle segment (SUVs), does not differentiate other type of vehicles such as 7-people transport vans, rescue and utility vehicles, ambulances, etc and may lead to a switch to gasoline engines for all of them, to the detriment of fuel consumption and CO2 emissions.
- The proposed 18-month lead-time from the entry into force of the new Regulation is not sufficient for the industry to bring the new technology into full production, which requires at least 3 years. This minimum period between publication and entry into force of the new regulation should be respected.

Commenting on the draft proposal presented by the EU Commission today, Ivan Hodac, Secretary General of ACEA, stated: *"We regret that the EU Commission did not take on board the solid arguments put forward by the industry and we are anxious to study the impact assessment as we remain unconvinced of the justification of certain aspects of this regulation. The industry will continue to work constructively with the Commission, Parliament and the Member States to improve the proposal, in order to come up with a regulation which is able to achieve both societal demands and industry competitiveness objectives and is in line with the guidelines recently established by the CARS 21 initiative"*.