

PERSPECTIVE ON THE FUTURE DEVELOPMENT OF DIESEL EMISSION STANDARDS IN EUROPE

Stefan Rodt

Federal Environmental Agency (Germany)

The European emission standards have been reduced substantially by more than 90 percent during the last 15 years, and achieving the air-quality targets is in reach once EURO 4/5-vehicles will have penetrated the fleet around the year 2010. There are two key remaining tasks. First, diesel cars need to meet the same pollutant emissions as gasoline cars. Second, rather than just limiting the mass of particulate emissions, emissions standards should also account for the health impacts of the particulates.

The share of diesel cars in the fleet has been increasing to over 35 percent in Germany, highlighting the need for action to control diesel emissions. Although particulate traps have successfully been tested and retrofitted in heavy-duty vehicles in large numbers and some car types are in serious production with traps (210,000 sold in Europe until the end of 2002), the introduction of this technology or an equivalent technology with an efficiency well above 90 percent is still uncertain on a broad basis. Based on the boundary conditions given in Europe and in Germany, a proposal for the further development of emission standards for diesel passenger cars (EURO 5) and corresponding amendments for the EURO 5 heavy-duty engine standards is presented.