



PRESS RELEASE

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European Commission proposes new Regulation for Nonroad Mobile Machinery (NRMM) Engines

The European Internal Combustion Engine Industry has discussed in their 2014 Annual Meeting on 1st October in Waiblingen, Germany, the recently proposed new NRMM Regulation. The Proposal would cut emissions of major air pollutants from engines in nonroad mobile machinery as well as the complexity of the legal framework for the sector, and would result in Europe having the most stringent package of nonroad mobile machinery engine emission limits in the world. EUROMOT broadly welcomes the legislative proposal, though has concerns about certain elements of the package:

- Industry calls for swift reading of the proposed Regulation in Parliament and Council in order to secure sufficient lead time ahead of introduction dates for stage V.
- Engine manufacturers are concerned they would no longer be able to supply replacements for damaged or worn-out engines and do not believe proposed limits for inland waterway vessel engines strike the right balance.

Achievements

In the 15 year journey since before the NRMM mother directive 97/68/EC became effective for selling new engines, through to the introduction of stage IV emission limits in 2014, our industry has through the creativity of our engineers and substantial investments in R&D developed new technologies which made possible a dramatic reduction in the environmental impact that arises from the use of CI and SSI nonroad mobile machinery engines: the mass of NOx and particulates emitted from certain new nonroad diesel engines has reduced by more than 95%. The proposal for a stage V nonroad emission regulation - COM(2014) 581 final - adopted by the European Commission on 25th September challenges manufacturers to go further, is more comprehensive in the breadth of scope, and, if subsequently agreed by European Parliament and Council in co-decision, would result in Europe having the most stringent package of nonroad mobile machinery engine emission limits in the world.

What would the new proposal achieve?

The new regulation would replace the existing nonroad emission directive 97/68/EC. It would introduce 'stage V' which comprises an expansion of the scope and a further reduction in the permitted pollutant emissions for a broad range of engines in mobile machines (Note that stationary machinery operating in a fixed location would be covered by the newly proposed Medium Combustion Plant (MCP) Directive - COM(2013) 919 final). Whereas for general nonroad machinery such as construction, agricultural and industrial equipment, the existing directive only regulates petrol and diesel engines with a limited range of power, the new regulation would include new mobile engines of all powers from zero to infinity, for equipment from chainsaws through to the largest mining equipment and everything between, operated not just on petrol and diesel but on a range of liquid and gaseous fuels including LPG and LNG. Significantly, for the core engine categories in the power range of 19 – 560 kW, the number of fine particles emitted would be limited for the first time, in addition to the mass. Engines for rail applications and for inland waterway vessels would continue to be included in the new regulation, but also with the expanded range of fuel types. Engines for all-terrain vehicles (ATVs), side-by-side vehicles and snowmobiles would be added to the scope for the first time. Depending upon the category, new engine families would be required to be type approved to stage V from 01 January 2018 onwards.

What is the view of EUROMOT?

"With such a diverse range of machines included in the scope, one technical solution does not work for all applications" noted Dr Peter Scherm, General Manager of EUROMOT. "The Commission has generally succeeded in proposing a regulation that recognises this diversity, setting limit values that challenge manufacturers to further reduce the impact on the environment, whilst setting different limit values according to the size and function of the engine category, taking into consideration the cost effectivity of the chosen limit. We believe it is essential that Council and Parliament also recognise this diversity during their deliberations."

- A particular area where EUROMOT believes the proposal goes too far is in the limits proposed for large inland waterway engines. "To be effective, actions for reducing emissions from the inland waterway fleet must be affordable by the individual operator, not just show maximum benefit on the macro scale" said Dr Peter Scherm. "They must fit in to a viable business model with an acceptable level of risk to allow a functioning market with an appropriate level of competition to be maintained. The proposed limit values are far lower than those required in the marine sector anywhere in the world. EUROMOT is concerned that the overly ambitious emission limits that are proposed for this niche sector could be detrimental to the viability of inland shipping."
- EUROMOT is also concerned that the proposed new regulation prevents manufacturers providing new like-for-like replacement of worn-out or damaged engines built prior to stage V, unlike for the onroad sector where this is permitted. Dr Peter Scherm explained that "In many cases purchasing a nonroad machine is a long-term investment in high-value capital equipment. The company that operates it needs to be confident that the engine can be effectively maintained and, where necessary, quickly replaced during the life of the machine."

- Critically, it is now extremely important to ensure that the debates in the European Parliament and Council get underway and the co-decision process reaches a first-reading conclusion in a timely manner. Dr Peter Scherm added that “Discussions on the next stage of emission regulation for these various categories in the new regulation have already taken many years. If manufacturers are to deliver stage V engines according to the ambitious timeline of this proposed regulation they need the conclusion and rapid publication of the co-decision regulation by the start of 2016 and the complete set of delegated and implementing acts by the first half of 2016 at the very latest, and preferably sooner.”

Additional information:

Please see the EUROMOT fact sheet on ‘frequently asked questions’ provided with this press release.

EUROMOT represents and promotes the leading manufacturers of internal combustion engines used in a broad range of nonroad, marine and stationary applications: construction, mining and material handling equipment, agricultural and forestry equipment, commercial marine and seagoing vessels, workboats and pleasure boats, rail traction, lawn/garden and recreational equipment, power generation. Our members employ all over the world about 200,000 highly skilled and motivated men and women, their annual engine-related turnover exceeds 25 bn euros.

EUROMOT has been working for many years with regional and international regulatory bodies, eg the European Commission, Council and Parliament, the US Environmental Protection Agency (EPA), the United Nations' Economic Commission for Europe (UNECE) and International Maritime Organization (IMO), and with national governments to provide reliable know-how on advanced internal combustion engine technologies in general and, in particular, on the feasibility of environmental as well as cost-effective product regulations.

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