

PRESS RELEASE

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European Parliament adopts new emission legislation for Nonroad Mobile Machinery engines

EUROMOT acknowledges the vote in the European Parliament on 5th July 2016, adopting with a very strong majority a Stage V for exhaust emissions from non-road mobile machinery (NRMM) engines.

New emission limits for engines used in land-based machinery, such as agricultural and construction equipment, in inland waterway vessels, in rail vehicles and in outdoor powered equipment will be introduced successively in the EU member states from 2019 onwards.

In the 15 year journey since the NRMM Directive 97/68/EC became effective for selling new engines, through to the introduction of stage IV emission limits in 2014, the mass of NOx and particulates emitted from certain new non-road diesel engines has already been reduced by more than 95%.

Amendment 80 (A8-0276/80) adopted by the European Parliament challenges manufacturers to go further, is more comprehensive in the breadth of scope, and results in Europe having the most stringent package of NRMM engine exhaust emission limits in the world.

The EU is taking the worldwide lead in regulating emissions from NRMM engines by the introduction of particle number (PN) limits for a number of key engine categories. It is estimated that more than 96%¹ of all future new diesel-powered construction, agricultural and industrial NRMM for the EU market will be in-scope of the PN limit. In addition, engines greater than or equal to 300 kW for installation in inland waterway vessels and all engines for installation in railcars will be in-scope of the PN limit. The unique EU requirements for inland waterway engines remain a particular concern for this small niche market sector.

Whilst manufacturers can now move forward with certainty on the limit values and introduction dates that must be achieved, EUROMOT notes that the timely publication of the complementary Commission supplementing legislation is essential in order for manufacturers to know the full details of the engine type approval requirements with which they will need to comply to be able to supply Stage V engines.

EUROMOT urges the Commission to take all necessary steps to adopt this supplementing legislation by the 31 December 2016 deadline endorsed by the co-legislators.

¹ 96% based upon proportion of new machines in each power band given in the 2007 European Commission – Joint Research Centre report

EUROMOT is the European Association of Internal Combustion Engine Manufacturers. It is committed to promoting the central role of the IC engine in modern society, reflects the importance of advanced technologies to sustain economic growth without endangering the global environment and communicates the assets of IC engine power to regulators worldwide. For more than 25 years we have been supporting our members - the leading manufacturers of internal combustion engines in Europe, USA and Japan - by providing expertise and up-to-date information and by campaigning on their behalf for internationally aligned legislation. The EUROMOT member companies employ all over the world about 200,000 highly skilled and motivated men and women. The European market turnover for the business represented exceeds 25 bn euros.

Our EU Transparency Register identification number is 6284937371-73.

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