

PRESS RELEASE

European Parliament agrees on NRMM regulation on requirements relating to emission limits and type-approval for internal combustion engines for non-road mobile machinery NRMM (COM (2014) 581 – C8-0168/2014 – 2014/0268 (COD)).

EBU deeply regrets that Commission, Council and Parliament have not followed its proposal to introduce new emission standards for inland vessels in full alignment with EPA Tier4 standards.

Yesterday the European Parliament has agreed on the new NRMM regulation. After long discussions Parliament has come to a decision. The new regulation is compulsory for new engines; up to 300 KW the first of January 2019, above 300 KW the first of January 2020.

EBU deeply regrets that Commission, Council and Parliament have not followed its proposal to introduce new emission standards for inland vessels in full alignment with EPA Tier4 standards. Those standards are state of the art regarding possible emission limits. This proposal was based on the difficulties inland shipping will have to comply with this regulation as the inland shipping market is depending on the maritime engines, that are excluded from the scope of the NRMM regulation. Engine manufacturers are able to build engines complying with most of the emissions set out in this regulation except soot. Reaching the so called 'Particulate Matter' (PM) and 'Particulate Number' (PN) limits is, according to engine manufacturers, not possible for engines above 300KW. For engines below 300 KW there will be expected no major problems. The PM could be captured by a relatively simple particulate filter. For PN there are no demands on these engines. For engines above 300 KW the PM standard is seven times more stringent (0,1 compared to 0,015) than for engines below 300 KW. Measuring of this PN is something technicians are not familiar with. They don't know how to measure and for now we have to wait what's possible in this field.

What is going to happen is unclear and will lead to a lot of uncertainty. According to EBU's President, Dr. Gunther Jaegers, this might lead to a 'cubanisation of the fleet, leaving the sector with standards that cannot be fulfilled. Ship-owners will be forced to repair and revise their existing engines because new ones are either not available or the separate after treatment system does not fit into the engine room. The fact that even LNG-fueled

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engines will need after treatment will lead to a full stop of the development of LNG as a fuel in inland navigation. The result will be a major setback for the whole industry and a huge risk which is clearly not in the interest of EBU's members. Instead of setting achievable goals as it was done for the railroad the improvement of environment and clean air will be sacrificed on the theoretical idea without foundation in real life"

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