



## Ministry of the Environment and Conservation, Agriculture and Consumer Protection of the State of North Rhine-Westphalia

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### **Position on the forthcoming Euro VI emission limits for heavy-duty vehicles**

The Rhine/Ruhr region in North Rhine-Westphalia is among Europe's largest and most industrialised urban centres. Traffic density and the concentration of industry leads to considerable air pollution.

Measurements taken in 2006 at 54 sampling points along roads with high traffic volumes showed that 50 sites exceeded the nitrogen dioxide limit value due to come into force in 2010. Limits were generally not exceeded at sites along less-frequented roads.

Further investigation has revealed a disproportionate contribution of heavy-duty vehicles to the pollution. On large inner-city thoroughfares, where HDV account for 1-2 per cent of traffic, they are responsible for 20-35 per cent of NO<sub>x</sub> emissions.

Even though NO<sub>x</sub> emissions from motor vehicles showed an overall decline by 5 per cent between 2000 and 2006, NO<sub>2</sub> emissions at the sample points increased by about 14 per cent in the same period. The reason for this is the increasing number of diesel-powered cars and the fact that more and more of them are fitted with oxidising catalytic converters and CRT particulate filters, leading to diesel engines emitting more harmful nitrogen dioxide and less nitric oxide.

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- Given the health effects of nitrogen dioxide, it is absolutely necessary to drastically cut the emission of nitrogen oxides from motor vehicles. And since heavy-duty vehicles seem to be among the main culprits, NO<sub>x</sub> emission limits need to be imposed that are as low as possible. In order to significantly reduce pollution at inner-city sites with high traffic volumes, it is vital that tightening NO<sub>x</sub> emission limits leads to a reduction in nitrogen dioxide emissions as well.
- In view of the time remaining before the NO<sub>2</sub> value limit comes into force in 2010, we demand that the future EURO VI limit become effective forthwith, and that avenues be opened up for timely financial support of early activities.

sgd, Dr. Sylke Termath

For and on behalf of the Minister