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IRU DECLARATION ON THE INTRODUCTION OF EURO 5 STANDARDS

As set out in its three "i" Sustainable Development strategy, the IRU and its Members consider innovative, at-source measures as the most cost-effective way to reduce the impact of road transport on the environment. For this reason, the IRU has always supported Euro Standards as an efficient system to ensure a massive reduction in vehicle emissions.

When Euro standards were introduced, incentive measures were progressive, but unfortunately, they nearly all stop at Euro 2, whereas currently, the Euro 3 standard is mandatory and Euro 4 and Euro 5 are in sight (see annex 1).

Indeed, no broadening of incentive measures has been foreseen to facilitate the acquisition of Euro 3 standard vehicles, and nothing has been provided, to date, to help the purchase or use of Euro 4 and Euro 5 vehicles, which provide a reduction in gas emissions of more than 50% in NOx to 75% in particles, respectively, compared to the Euro 2 standard.

In fact, according to government commitments made in the framework of Agenda 21, it is their duty to encourage the protection of the environment through the implementation of incentives. For this reason, it is not acceptable or understandable that the purchase of Euro 4 and particularly Euro 5 vehicles is not accelerated and facilitated by the introduction of effective incentive measures, by governments in all countries.

Considering that:

- Investments in environmental measures should be encouraged;
- Euro 4 and Euro 5 emission levels are identical, except for the welcomed NOx reduction:
Euro 4: 1.5 CO g/kWh - 0.46 HC g/kWh - 3.5 NOx g/kWh - 0.02 PM g/kWh
Euro 5: 1.5 CO g/kWh - 0.46 HC g/kWh - 2.0 NOx g/kWh - 0.02 PM g/kWh
- The interval between the introduction of Euro 4 and Euro 5 is relatively short, i.e. three years;
- The technology to comply with the Euro 5 standard (i.e. the catalyst reduction system) is already available;

Many manufacturers will be putting Euro 5 vehicles on the market earlier than foreseen by legislation (see annex 2).

The IRU and its Members, declare:

- they are ready to acquire Euro 5 vehicles as soon as these are available on the market;
- that governments must, without delay, provide the technical conditions for the distribution of the necessary fuels and additives for an anticipated acquisition of Euro 4 and especially Euro 5 vehicles;
- finally, that governments must, without delay, propose effective incentives to transport operators to accelerate and facilitate the acquisition of Euro 4 and particularly Euro 5 vehicles, to be able to better protect the environment with the most effective available technology.

COMPARISON OF INCENTIVE MEASURES, IN VARIOUS COUNTRIES, FACILITATING THE ACQUISITION AND USE OF VEHICLES IN COMPLIANCE WITH EURO STANDARDS

I. Eurovignette in Belgium, the Netherlands, Luxemburg, Denmark and Sweden

Directive 1999/62/CE uses Euro standards for vehicles as a factor to be taken into account for setting toll levels.

	≤ 3 axles	≥ 4 axles
Euro 0	960 €/ year	1.550 €/ year
Euro 1	850 €/ year	1.400 €/ year
Euro 2 et plus	750 €/ year	1.250 €/ year

II. RPLP Switzerland

Fees for heavy goods vehicles are linked to the total authorised weight, the number of kilometres travelled and the emission category.

Tariffs 2005		
Fee category	Euro standard	Tonnes/km
I	Euro 0, 1	0.0185 €/tkm
II	Euro 2	0.0162 €/tkm
III	Euro 3, 4 and over	0.0138 €/tkm

III. Fréjus and Mont-Blanc tunnels in France / Italy

Tariffs 2005	France => Italy	
Return trip Valid 15 days	2 axles	≥ 3 axles
Euro 0 and 1	181.70 €	368.40 €
Euro 2 and 3	171.30 €	347.40 €

Tariffs 2005	Italy => France	
Return trip Valid 15 days	2 axles	≥ 3 axles
Euro 0 and 1	182.30 €	369.70 €
Euro 2 and 3	171.90 €	348.60 €

IV. LKW Maut in Germany

Tariff	≤ 3 axles	≥ 4 axles
Euro 0 and 1	0.13 € / km	0.14 € / km
Euro 2 and 3	0.11 € / km	0.12 € / km
Euro 4 and over	0.09 € / km	0.10 € / km

V. Go Maut in Austria

Austria does not take Euro standards into account to set road tax levels.

2 axles	3 axles	≥ 4 axles
0.130 € / km	0.182 € / km	0.273 € / km

VI. Vignette in Hungary

Hungary does not take Euro standards into account to set road tax levels.

Category D1	Category D2	Category D3
124 € / year	360 € / year	531 € / year

Category D1: Two wheeled vehicles and cars less than 3.5 tonnes, including trailers

Category D2: Vehicles with allowed weight over 3.5 tonnes but less than 7.5 tonnes, as well as vehicle and trailer groups (convoy) and bus/coach over 3.5 tonnes, including all types of trailer.

Category D3: All vehicles which cannot be classed in categories D1 or D2.

VEHICLE MANUFACTURERS READINESS FOR THE INTRODUCTION OF EURO 5 VEHICLES

The IRU Secretariat General survey carried out during November 2004 is mentioned here-under.

Manufacturer	Euro 5
Renault Trucks	Delivery of Euro 4 standard vehicles from summer 2006. No market introduction in the short term for Euro 5 vehicles but the possibility of an anticipated introduction is being actively pursued.
Iveco	Euro 4 and Euro 5 vehicles will be available greatly in advance of the legal date. Euro 4 utility vehicles, equipped with SCR technology will be put on the market in 2005, rapidly followed by a Euro 5 version.
MAN	Emphasis on Euro 4. Euro 5 planned for 2008.
Scania	First Euro 5 vehicles, based on SCR technology, planned for the beginning of 2006.
VOLVO	Euro 5 will be available from 2008.
Evobus	No planning yet for Euro 5 vehicles.
Mercedes/Daimler Chrysler	Euro 4 and 5 will be available at the same time, i.e. around July, with recommendation to customers to buy the Euro 5 vehicles.

To summarise, we have noted from our discussions with vehicle manufacturers that for obvious marketing reasons, they do not wish to publish the dates at which the new Euro 5 vehicles will be available. However, according to our estimates, it seems most likely that most of them will accept orders for Euro 5 vehicles as of spring for delivery in autumn 2005.
