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Geneva, 24 April 2003

## **IRU RESOLUTION ON ENVIRONMENT-FRIENDLY COACHES AND TRUCKS**

*adopted by the IRU General Assembly in Brussels on 24 April 2003*

### **IRU Resolution on environment-friendly coaches and trucks, adopted by the IRU General Assembly in Brussels on 24 April 2003**

Environment-friendly coaches and trucks with low emissions of particulates, hydrocarbons, NOx and carbon monoxide form an important part of the IRU's 3 "i" strategy (innovation, incentives and infrastructure) for implementing at-source measures to effectively achieve sustainable development in the road transport sector.

Two important developments are currently taking place in this area:

- The entry into service of commercial vehicles with Euro 4 diesel motors (even before the EU legal deadline of 2005);
- The finalisation of EU legislation on the introduction of low-sulphur diesel fuel.

There is a close relationship between standards for motors and fuels. Euro 4 represents the next step in a series of ever-more demanding standards for diesel engines which, according to the European Commission, will achieve by 2005 the following reductions in emissions, compared to the base year of 1990:

- Particulates - 42 %
- Nitrogen oxides (NOx) - 54 %
- Carbon monoxide (CO) - 60 %
- Hydrocarbons - 72 %

Massive expenditure on cleaner (and more expensive) new vehicles and on fuel-saving driver training represents a considerable *investment* by the road transport industry in favour of sustainable development.

However, the IRU must highlight that:

- Most of the technical solutions needed to meet Euro 4 and the even stricter Euro 5 standards require low-sulphur diesel fuel (e.g. a sulphur content of 10 parts per million or less);
- Transport Operators are prepared to purchase vehicles that meet the latest Euro standard even before they are obliged to, but they will not make this pre-emptive investment unless the required fuel is made available;
- Low sulphur diesel is required to be universally available in the European Union only as from 2009, 1 year after the deadline for Euro 5;

- The most sophisticated emission cleaning techniques need an urea-based additive “add blue”;
- Fast penetration of such innovative, environment-friendly technology should be promoted.

The IRU and its Members Associations call on European and national authorities to:

- Ensure that low-sulphur diesel fuel is available in sufficient quantities with a balanced geographical coverage as from 2004;
- Synchronize the legal deadlines for the introduction of Euro 5 and universal availability of low sulphur diesel;
- Organise the distribution of “add blue” on a balanced geographical basis;
- Accelerate the introduction of cleaner vehicles by offering real business incentives, such as tax reductions for fuel and vehicles that meet the latest environmental standards (Euro 4 & 5). In this context, the IRU salutes the appeal from the European Parliament to promote and support reduced taxes for low-sulphur diesel.

In light of the above, it is regrettable that the resolution adopted by the ECMT Ministers of Transport on sulphur-free fuels does not call for any business incentives to encourage the road transport industry to invest in the latest generations of reduced-emission vehicles.

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