

Geneva, 8 May 2006

IRU RESOLUTION ON ADBLUE DISTRIBUTION TO ENABLE VEHICLES USING SCR TECHNOLOGY TO COMPLY WITH EURO IV AND EURO V STANDARDS

The resolution has been adopted unanimously by correspondence by the IRU General Assembly, Dubai, 14 March 2006

In accordance with its strategy for sustainable development, the IRU has always supported strict vehicle emission standards such as EURO standards as efficient systems to ensure a massive reduction in vehicle emissions at source, in order to effectively reduce the environmental impact of road transport.

Over the last few years, so as to meet the new EURO IV and EURO V standards, which will enter into force on 1 October 2006 for new EURO IV type approvals and on 1 October 2009 for new EURO V type approvals, manufacturers have developed two different technologies.

On the one hand, the Exhaust Gas Recirculation (EGR) technique is expensive to fit when the vehicle is manufactured but requires no further specific measures for use by transport operators. On the other hand, the Selective Catalytic Reduction (SCR) technology reduces exhaust gases by injecting a urea-based additive which is known under the AdBlue® trademark.

The SCR technology reduces fuel consumption compared to engines equipped with the EGR technology; however, it requires permanent use of the AdBlue® additive stored in an additional tank. This additive does have some disadvantages: it is corrosive, has a crystallisation point of -11.5°C and its chemical stability is not constant.

Due to the resulting decrease in fuel consumption most European manufacturers of heavy duty commercial vehicles – even those who have (EGR) EURO IV engines available – have decided to adopt the SCR technology so as to meet the EURO IV and V standards.

However, the findings of an IRU survey on AdBlue® additive distribution have demonstrated that the geographical coverage of the network of diesel filling stations supplying the AdBlue® additive is inadequate. In fact, the AdBlue® additive is only available in canisters and only at a few filling stations.

Furthermore, according to Directive 2005/78/EC, any incorrect operation of the engine system with respect to NOx emission control (for example due to lack of the required additive) will automatically activate a torque engine limiter, with a non-erasable fault code identifying the reason for its activation. To permit the use and proper operation of EURO IV and EURO V vehicles, it is therefore essential to ensure an extensive geographical coverage of AdBlue® at the pumps of the main diesel filling stations.

For this reason, appropriate measures should be taken by governments and oil companies to ensure the availability of AdBlue® at the pumps of filling stations on the same basis as those measures taken in 1989 to facilitate the introduction of lead-free petrol for vehicles with catalytic converters.

Today, however, neither the authorities, nor the oil companies have taken any measures to ensure the required distribution of AdBlue® to major diesel filling stations and the network is thus insufficient.

The IRU urges national governments and the competent authorities to take the necessary measures to guarantee the wide scale availability of AdBlue® – an indispensable additive to ensure the proper operation of vehicles equipped with SCR technology and their appropriate environmental performance, to meet the needs of EURO IV and EURO V standards.

To this end, the IRU calls upon governments and the competent authorities to:

- **accelerate the introduction of AdBlue® at the pumps of major filling stations on an extensive geographical scale;**
- **distribute information immediately to transport operators on the service stations providing AdBlue® in those countries where the network of such stations on national and international roads is not very dense;**
- **encourage oil companies and AdBlue® distributors to tackle the problems of chemical stability in order to ensure its usage at the highest and lowest outside temperatures met on the main trunk roads, the availability of AdBlue® at the pumps of major filling stations on an extensive geographical scale and to provide information accordingly.**

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