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New Euro 5 and 6 Emission Standards are Extremely Challenging

The stringent limit values for nitrogen oxide and particulate matter set in the Euro 5 and 6 proposals affirmed today in the European Parliament are extremely challenging for the European automotive industry to comply with. “The European car industry will do its utmost to meet the extremely ambitious targets within the set time frame”, said Ivan Hodac, secretary-general of the European Automobile Manufacturers Association (ACEA). “What concerns us, is that the proposed limit values will not only be extremely difficult to meet, but will have a significant counter-productive effect on reducing CO2 emissions from passenger cars. They also pose a serious risk for the market of small diesel cars.” Sales of diesel cars had reached 50,3% in the first 9 months of 2006, compared to 14,6% in 1991.

The Parliament vote still needs to be confirmed by the EU Member States. A political agreement is expected early during the German EU Presidency

The European car industry regrets that the new emission standards have not been based on proper and transparent impact assessments. Amongst other issues, this has led to an underestimation of Euro 5 and 6 related costs by about 33%. The price of diesel cars will rise by up to 900 € Furthermore, due to technical requirements and a predicted market shift from diesel to gasoline cars, ACEA expects a significant negative impact of 6% on CO2 emissions.

“Vehicle emissions have fallen dramatically; diesel engines now emit 95% less NOx and particulate matter than 25 years ago”, said Hodac. The European Clean Air for Europe Programme predicts that “in the future other sectors, for which there is currently less strict legislation will cause the majority of emissions”. This applies for example to shipping, industrial processes and domestic woodstoves. “An important environmental challenge regarding vehicle emissions is speeding up car fleet renewal”, said Hodac.

ACEA represents the thirteen major European car, truck and bus manufacturers. They produce 18 million vehicles per year, provide direct employment to 2 million people and support the job of another 10 million workers. Members are: BMW Group, DAF Trucks, DaimlerChrysler, FIAT, Ford of Europe, General Motors Europe, MAN Nutzfahrzeuge, Porsche, PSA Peugeot Citroen, Renault, Scania, Volkswagen and Volvo Trucks.

For further information, please contact Sigrid de Vries, Director Communications ACEA +32 2 738 73 45 or sv@acea.be. Please also visit www.acea.be