



Policy context

GD on control techniques for mobile sources

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General context

The Gothenburg Protocol (GP) was revised in 2012

*The GP contains a provision to apply BAT to mobile sources, taking into account **guidance adopted by the EB***

The revision of the GP also called for an update of the current guidance document (GD) for mobile sources

The current GD for mobile sources dates from 1999 and is outdated

An update of the GD to reflect current knowledge and advancements in engine and exhaust control techniques is more than welcome.

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Technical report and draft updated GD

The technical report is an excellent and very comprehensive source of information for policymakers.

It provides information on:

- Available techniques to control emissions from road and non-road mobile sources (the full range of engines and vehicle types)
- An analysis of these techniques and identification of potential BAT
- Exhaust emissions, non-exhaust emissions
- Technical measures, non-technical measures for existing and new
- Focus on pollutants covered by GP (in particular NOX, VOC, PM)

Together with the updated GD, it can steer policy makers in taking action where needed and most effective

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Emission contribution of mobile sources

Mobile sources contribute varying amounts of emissions, depending on the pollutant and category

The relevance of a specific mobile source category to total emissions varies between the different areas of the UNECE region: North America (NAM), Western Europe (WEU, Central and Eastern Europe (CEE), and the Eastern Europe, Central Caucasus and Asia Region (EECCA)

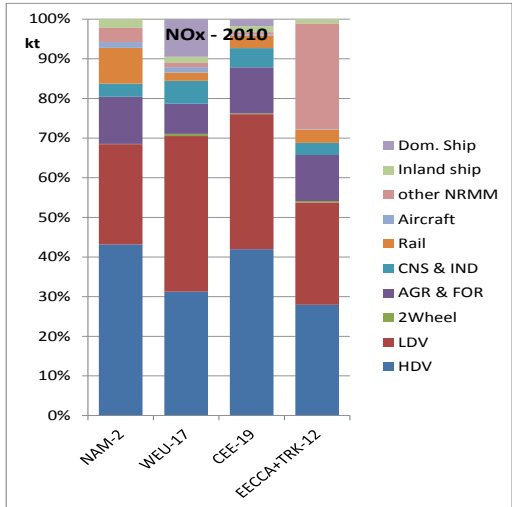
Following charts (see technical report) provide an overview about current emission shares of mobile sources in the 4 major regions of UNECE

It provides an idea where and for which mobile source categories the updated information on mobile sources can be most useful for policy makers

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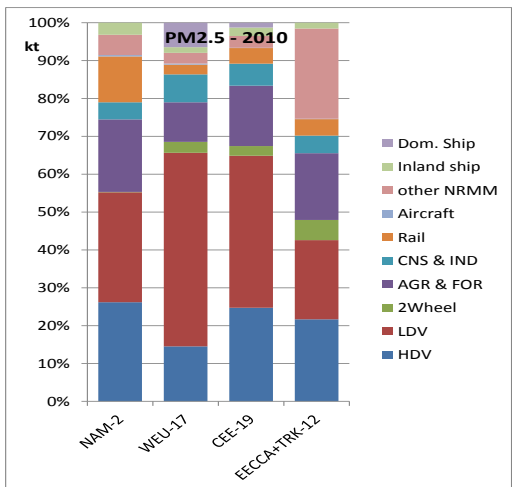
Emission contributions of mobile sources (NOx)



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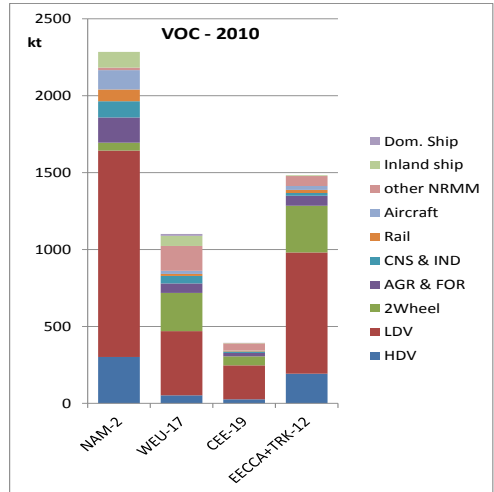
Emission contributions of mobile sources (PM2.5)



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Emission contributions of mobile sources (VOC)



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Policy recommendations

Policy recommendations reported to the Commission

1. Control measures for vehicles, machines and vessels

- Lifting limitations to enable wide implementation of techniques
- improve compliance testing (including for NRMM)
- address unregulated emission sources and pollutants (e.g. PM from maritime shipping, evaporative from small gasoline engines ...)
- more attention to non-exhaust emissions of PM

2. Fuel choices

- wider availability of high quality and clean fuels (low on S and ash ...)
- further research on alternative fuels (biodiesel, DME ...)

3. Non-technical measures and issues of implementation

- measures targeting phase out or upgrade of existing long-living stock

4. Upcoming issues (trade-offs, gaps)

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