



**COUNCIL OF  
THE EUROPEAN UNION**

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**NOTE**

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from : General Secretariat  
to : Delegations

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Subject : Implementation of EURO V/VI  
- Information from the Netherlands delegation

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Delegations will find annexed a note from the Netherlands delegation on the above subject, which will be dealt with under "other business" at the meeting of the Council (Environment) on 15 March 2010.

## Implementation of EURO V/VI

### Background

A recent research project showed that, in urban driving conditions, actual NO<sub>x</sub> emissions from Euro V trucks are three times higher than previously estimated and only marginally better than those from Euro III trucks, even though the type-approval limit value is 60% lower. These new findings are in line with the results of similar research conducted recently in Sweden. As a result, the Netherlands and other Member States may have difficulty meeting national emission ceilings, air quality limit values and European policy targets for nature conservation. There are strong indications that the disappointing levels of NO<sub>x</sub> emissions from Euro V trucks are due in part to inadequate engine calibration software. The automotive industry acknowledges that Selective Catalytic Reduction (SCR) systems are barely effective in urban driving conditions, but does not consider this a problem because the vehicles and engines concerned comply with the official type-approval standards. A possible way forward may be for the European Commission to negotiate at short notice an agreement with the industry on modifying the calibration software of existing and new Euro V vehicles, thus limiting the adverse effects on the environment.

The use of a portable measurement system (PEMS) may largely reduce the differences between actual emissions and type-approval emissions. The automotive industry believes it is unreasonable to expect NO<sub>x</sub> abatement technology in trucks to effectively reduce NO<sub>x</sub> emissions in all circumstances, such as when fully loaded or not loaded, in urban driving conditions and on long - haul transport. The Netherlands, however, considers this a reasonable demand that cannot be sidelined pending a future amendment to the Euro standards. Currently, the European Commission is preparing their proposal for the EURO VI comitology decision. The Netherlands requests the Commission to include the use of PEMS in order to reduce effectively NO<sub>x</sub> emissions under all driving conditions. The Netherlands invites other Member States to support this initiative.