



European Skippers' Organisation
Organisation Européenne de Bateliers
Europese Schippersorganisatie
Europäische Schifferorganisation
Europejska Organizacja Armatorów Śródlądowych

Sint Anna Business Centre
Sint Annadreef 68B
B-1020 Brussels

www.eso-oeb.org
secretariat@eso-oeb.org

PRESS RELEASE

Brussels, 7 July, 2016.

European Parliament agrees on NRMM regulation on requirements relating to emission limits and type-approval for internal combustion engines for non-road mobile machinery (COM (2014) 581 – C8-0168/2014 – 2014/0268 (COD)).

ESO regrets that the Commission, Council and Parliament have not followed the proposal of the inland shipping industry to comply with the American standards for new emission for inland vessels.

On July 5th the European Parliament has agreed on the new NRMM regulation, as proposed by the Commission and Council. The new regulation is compulsory for new engines; from January 2019 for the engines up to 300 KW and from January 2020 for engines above 300 KW. The result is seen as a balance between environmental protection and the competitiveness of European enterprises. The latter resulted in adopting the American standard and the former by adding additional requirements for particles for engines above 300 KW.

As inland shipping industry we fully support the ambition for greening. Yet we plea for a realistic approach. We have argued in favor of aligning with the American standard, given that the European market for inland shipping engines is too small to set a deviating standard, as was originally anticipated by the Commission. Most marine engine producers are American and others follow their standard. It's unlikely that they will make the additional investments needed to develop a new engine for such a small market. We had serious concerns that these engines would not become available or that they would be very expensive. We are pleased that the Council and Parliament took these arguments seriously.

We are rather apprehensive as for the particle limits i.e. the Particulate Number (PN). Particulate Matter (PM) limits were included in previous norms. Yet counting the number of particles is something quite new for marine engines. This new limit applies to engines above 300 KW. It requires the development of a new or adjusted particulate filter which can become very costly.

What will happen is unclear. In the event that the costs for a new engine (above 300 KW) will be very high, most likely entrepreneurs will prefer to overhaul their engines. This is not necessarily a bad thing, as there are many technological possibilities to green older engines, yet it is not what was foreseen by the European institutions. Another possible consequence may be that entrepreneurs will install a number of smaller engines instead of a big one. In that way they do not have to comply with the PN limit for >300 KW.

In general, ESO believes that more attention should be given to getting the circumstances right for greening the existing engines. This requires acceptable ways of measuring the actual emissions in practice, sufficient funding possibilities and – last but not least- that greening is part of the business model for inland shipping and its customers, i.e. the shippers.