

## **Statement of Mr. Bert de VRIES on behalf of inland navigation sector within CESA the Community of European Shipyards' Associations**

### *1. compatibility of old and new engines with low sulphur fuel*

The information we received from the Association of Engine Distributors in Holland (VIV), supplying both new and used engines, is absolutely clear and is supported by CESA:

*quote:*

Diesel fuel with low sulphur (i.e. 10 – 50 ppm) will not create any technical problems with the existing and new diesel engines of the various engine brands and will definitively support as well the joint efforts of improving the exhaust emissions levels in our country. This can only be accomplished in combination with a better overall fuel quality wherein at least the lubricity and cetane number are included. We recommend using the EN 590 as a base for future standards.

We also understood that in many cases the manufacturers already include an advice for using the EN 590 fuel quality in their manuals for the new generation of diesel engines.

*unquote*

### *2. compatibility of heating systems (household, cargo) with low-sulphur fuel*

We have no information on these systems, but cannot imagine that the use of low sulphur fuel (i.e. 10 – 50 ppm) would create any problems. The contrary would be more likely: more pollution within the heating system, requiring more maintenance. The emissions from heating systems would become definitively cleaner with low sulphur fuel

### *3. existing relevant studies and research and additional research needs*

See previous information from VIV association.

Furthermore we would like to refer to the environmental impact study made within the European CREATING project, the main results of which were presented to CCNR and in CREATING News of October 2006. The very first recommendation from this study is to introduce low sulphur fuel as soon as possible, being a *conditio sine qua non* for many further emission reductions.

### *4. roadmap for further proceedings*

To our opinion, an intermediate step between the present maximum allowed sulphur content and the introduction of low sulphur fuel would not benefit inland navigation in keeping pace with road haulage regarding emission reductions.