

**“All new diesel cars from German manufacturers sold in Germany will have particle filters until 2008/2009.”**

Stefan Rodt, Federal Environmental Agency (UBA), Berlin

Substantial progress has recently been achieved in Germany regarding the promulgation of particle filters.

The success story of particle filters in diesel passenger cars began in 1998 with the FAP system and first relevant sales numbers of this system in the year 2000. Meanwhile 12 car manufacturers offer particle filters on the German market in more than 50 diesel car models. The application of a particle filter has even been demonstrated for the smallest diesel car, the SMART. There are almost 150 European type approvals for diesel cars with particle filters, most of them certified with a PM emission of 1 or 2 mg/km.

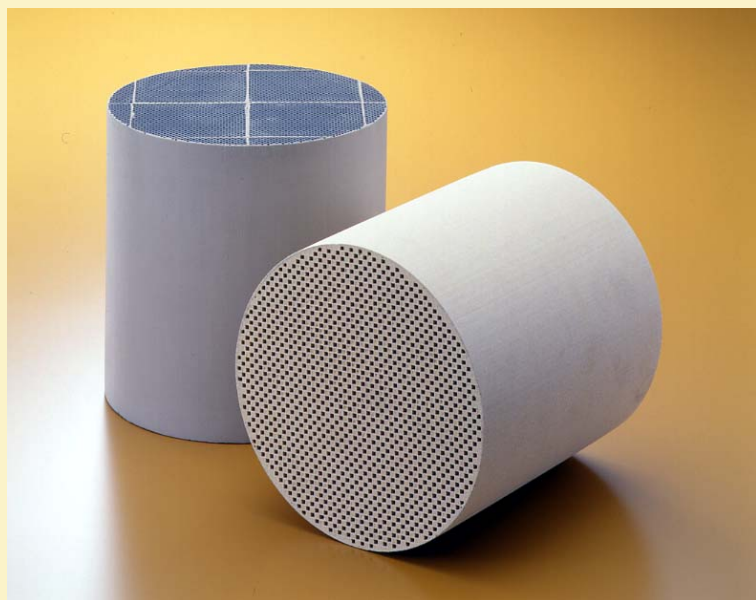
Public-opinion polls have shown that the environmental impact as well as the lowest possible carcinogenicity of exhaust gases are most important criteria for customers when buying a car, ranking even significantly higher than retail price and performance. Consequently 69 % of interviewed persons are willing to accept extra expenses for a particle filter, 54 % would change the automaker they preferred so far, if this automaker does not offer particle filters.

After a meeting of the German Chancellor with representatives of VDA on 13<sup>th</sup> July 2004 in Stuttgart, the German Automotive Industry declared i.a. that “...following the trends of the market, all new diesel cars from German manufacturers sold in Germany will have particulate filters until 2008/2009...”. Some press releases from different sources issued in this context are quoted in the presentation. The German position in the upcoming discussion about the PM limit for EURO 5 will be 2,5 mg/km.

The current status of government aids for diesel cars with particle filters in Europe shows that France, Germany, the Netherlands, Sweden and Switzerland are considering the introduction of incentives from 2005 on, while the United Kingdom has the CleanUp-Programme in place already since the year 2000.

# „All new diesel cars from German manufacturers sold in Germany will have particulate filters until 2008/2009.“

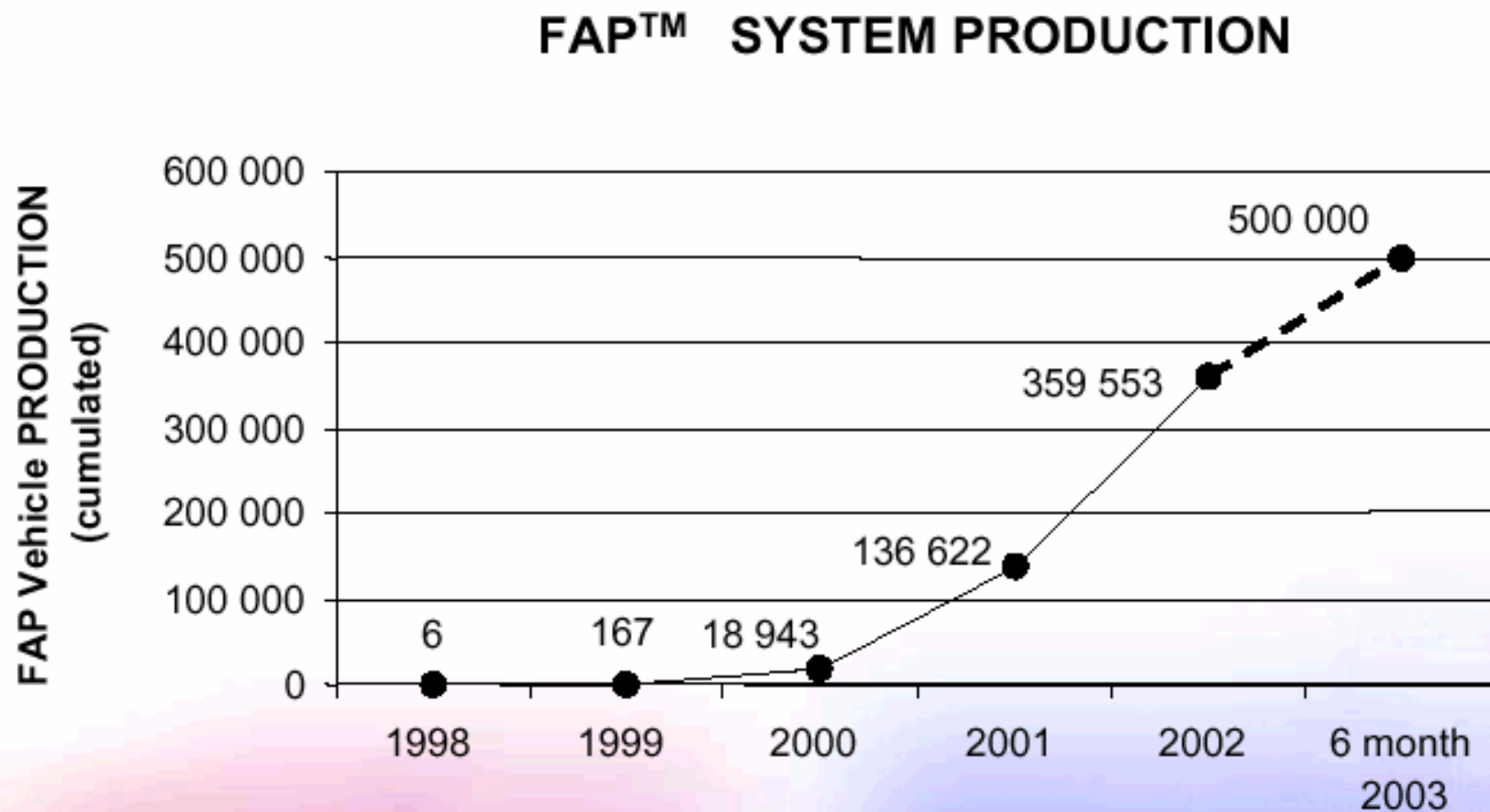
(VDA, July 13, 2004)










## .....what happened on 13th July 2004 ?

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It started with the FAP system in 2000.....








## Diesel passenger cars with particulate filter (1) – July 2004

Hersteller	Modell	Leistung (kW)	Emissions-Grenzwert	Preis ab (Euro)	Auslieferung ab*	Serie/ Aufpreis (Euro)	VCD Punkte** Auto-Umweltliste
	A4 TDI (mehrere Motorvarianten) A8 3.0 TDI DPF	172	Euro 4 Euro 4	k.A. 80.500	4. Q. 2004 sofort	Aufpreis 600-1.000 Aufpreis 600-1.000	
	525d 525d Touring 530d 530d Touring	130 130 160 160	Euro 4 Euro 4 Euro 4 Euro 4	38.550 40.950 41.650 44.050	sofort sofort sofort sofort	serienmäßig serienmäßig serienmäßig serienmäßig	4,73 4,48 4,58 4,33
	Xsara Picasso HDi 110 FAP C5 2.0 HDi X FAP C5 2.2 HDi SX FAP C5 2.0 HDi VSX FAP Kombi C8 2.0 HDi X FAP C8 2.2 HDi SX FAP	80 79 98 79 80 98	Euro 4 Euro 3, Euro 4 in 2004 Euro 3, Euro 4 in 2004 Euro 3, Euro 4 in 2004 Euro 3, Euro 4 in 2004 Euro 3, Euro 4 in 2004	23.180 21.880 24.180 26.650 27.180 29.550	Sommer 2004 sofort sofort sofort sofort sofort	serienmäßig serienmäßig serienmäßig serienmäßig serienmäßig serienmäßig	6,05 4,97 4,51 4,99 4,15 3,75
	Ulysee 2.2 JTD Lancia Phedra 2.2 16 V JTD	94 94	Euro 3, Euro 4 in 2004 Euro 3, Euro 4 in 2004	27.500 32.400	sofort sofort	serienmäßig serienmäßig	3,88 3,75
	Focus C-MAX TDCi 1.6 (PF) Focus C-MAX TDCi 2.0 (PF)	80 100	Euro 4 Euro 4	k.A. 23.750	Herbst 2004 sofort	Aufpreis ca. 580 Aufpreis ca. 580	6,87 5,70
	A-Klasse C 200 CDI /T DPF C 220 CDI /T DPF E 200 CDI DPF E 220 CDI DPF E 280 CDI DPF E 320 CDI DPF S 320 CDI DPF	k.A. 90 110 90 110 130 150 150	Euro 4 Euro 4 Euro 4 Euro 4 Euro 4 Euro 4 Euro 4	k.A. 29.116 31.282 34.684 37.294 42.340 45.066 62.234	September 2004 sofort sofort sofort sofort Sommer 2004 sofort sofort	Aufpreis Aufpreis 580 Aufpreis 580 Aufpreis 580 Aufpreis 580 serienmäßig Aufpreis 696 Aufpreis 696	5,70 5,24 5,30 5,24
	Astra 1.9 CDTI Astra 1.9 CDTI Vectra 1.9 CDTI Ecotec Vectra 1.9 CDTI Ecotec Caravan Vectra 1.9 CDTI Ecotec Vectra 1.9 CDTI Ecotec Caravan Signum 1.9 CDTI Ecotec Signum 1.9 CDTI Ecotec	88 110 88 88 110 110 88 110	Euro 4 Euro 4 Euro 4 Euro 4 Euro 4 Euro 4 Euro 4 Euro 4	k.A. k.A. 24.045 25.295 24.845 26.095 25.595 26.395	September 2004 September 2004 sofort sofort sofort sofort sofort sofort	Aufpreis Aufpreis serienmäßig serienmäßig serienmäßig serienmäßig serienmäßig serienmäßig	5,90 5,45 5,81 5,36 5,45 5,36

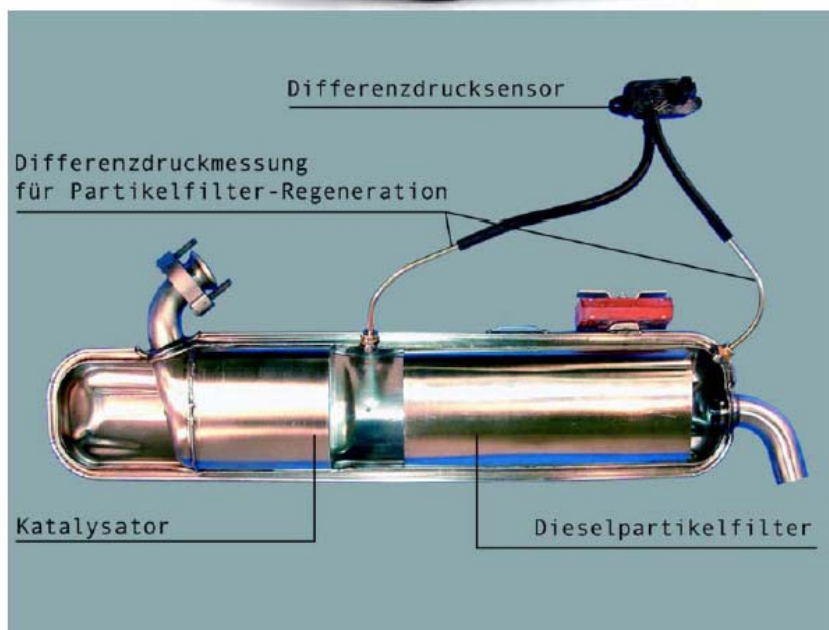
Source: DUH, 05.07.2004

## Diesel passenger cars with particulate filter (2) – July 2004

Hersteller	Modell	Leistung (kW)	Emissions-Grenzwert	Preis ab (Euro)	Auslieferung ab*	Serie/ Aufpreis (Euro)	VCD Punkte** Auto-Umweltliste
	206 Tendance HDi FAP 110	80	Euro 4	16.400	sofort	serienmäßig	6,36
	206 SW Tendance HDi FAP 110	80	Euro 4	17.800	sofort	serienmäßig	6,36
	307 Tendance HDi FAP 110	80	Euro 4	19.350	sofort	serienmäßig	6,47
	307 Tendance HDi FAP 135	100	Euro 4	20.550	sofort	serienmäßig	6,47
	307 Break Grand Filou HDi FAP 110	80	Euro 4	20.900	sofort	serienmäßig	6,41
	307 SW Prémium HDi FAP 135	100	Euro 4	23.800	sofort	serienmäßig	6,08
	406 Coupé HDi 135 FAP	98	Euro 3	28.290	sofort	serienmäßig	4,71
	407 Esplanade HDi FAP 110	80	Euro 4	22.100	sofort	serienmäßig	5,78
	407 SW HDi FAP 110	80	Euro 4	23.400	September 2004	serienmäßig	
	407 Esplanade HDi FAP 135	100	Euro 4	23.600	sofort	serienmäßig	5,47
	407 SW HDi FAP 135	100	Euro 4	24.900	September 2004	serienmäßig	
	607 HDi FAP 135	98	Euro 3	31.150	sofort	serienmäßig	4,96
807 HDi Esplanade FAP 110	79	Euro 3	27.350	sofort	serienmäßig	4,42	
807 HDi FAP 130 Van	94	Euro 3	28.500	sofort	serienmäßig	3,75	
	Vel Satis 2.2 dCi	110	Euro 4	k.A.	Mitte 2004	serienmäßig	4,36
	Avensis D-Cat	85	Euro 4	24.300	sofort	Aufpreis 800	5,48
	S40 2.0 D (PF)	100	Euro 4	k.A.	2004	serienmäßig	
	V50 2.0 D (PF)	100	Euro 4	24.950	Sommer 2004	serienmäßig	5,73
	Golf V	77	Euro 4	k.A.	Ende 2004	Aufpreis 565	
	Golf V	103	Euro 4	k.A.	Ende 2004	Aufpreis 565	
	Passat 2.0 TDI /Variant (DPF)	100	Euro 4	26.200	sofort	serienmäßig	5,65

**Mercedes-Benz: „More than 80% of MB diesel cars ordered by German customers are equipped with particulate filter.“**

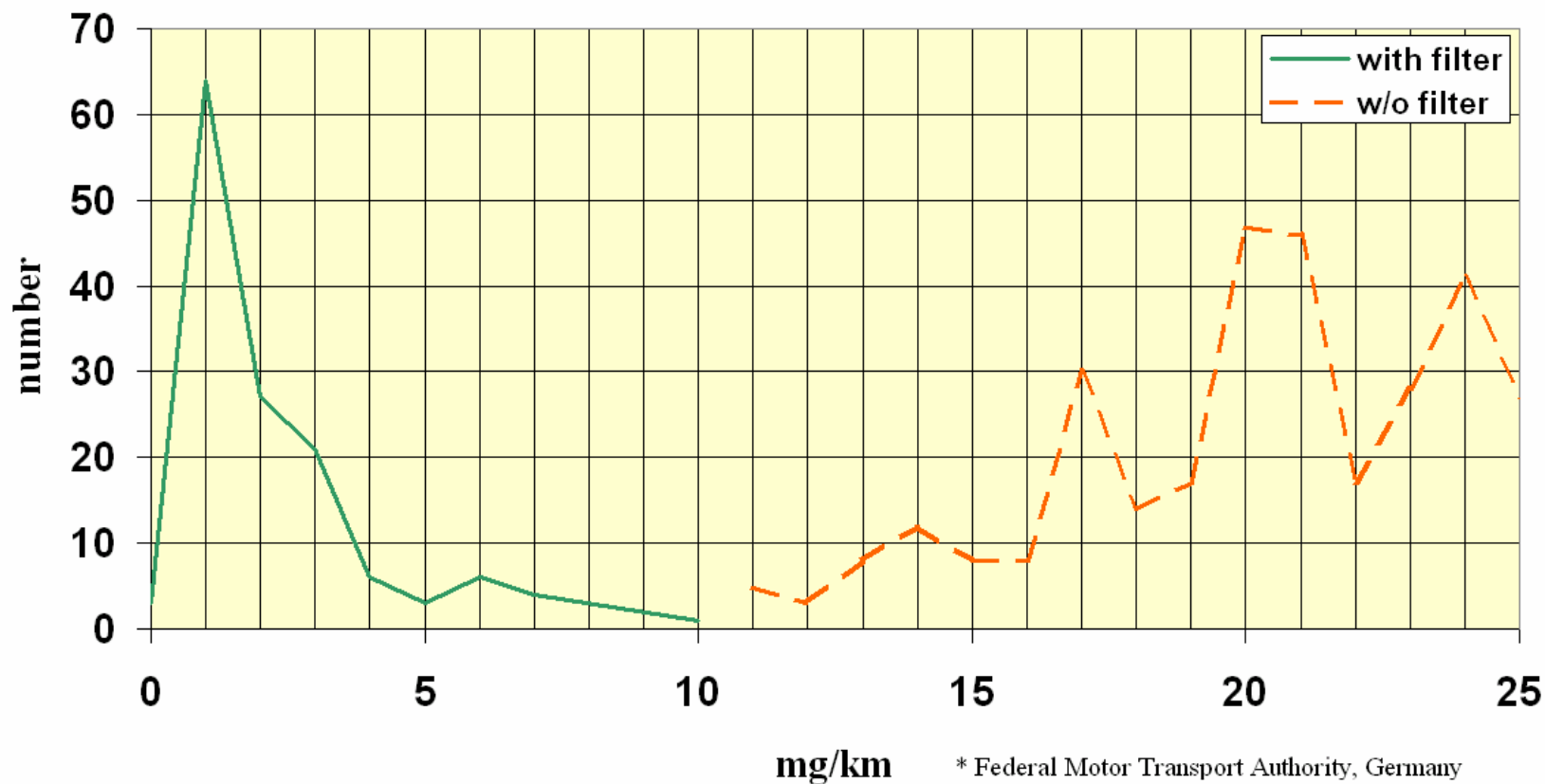
Source: DUH, 05.07.2004



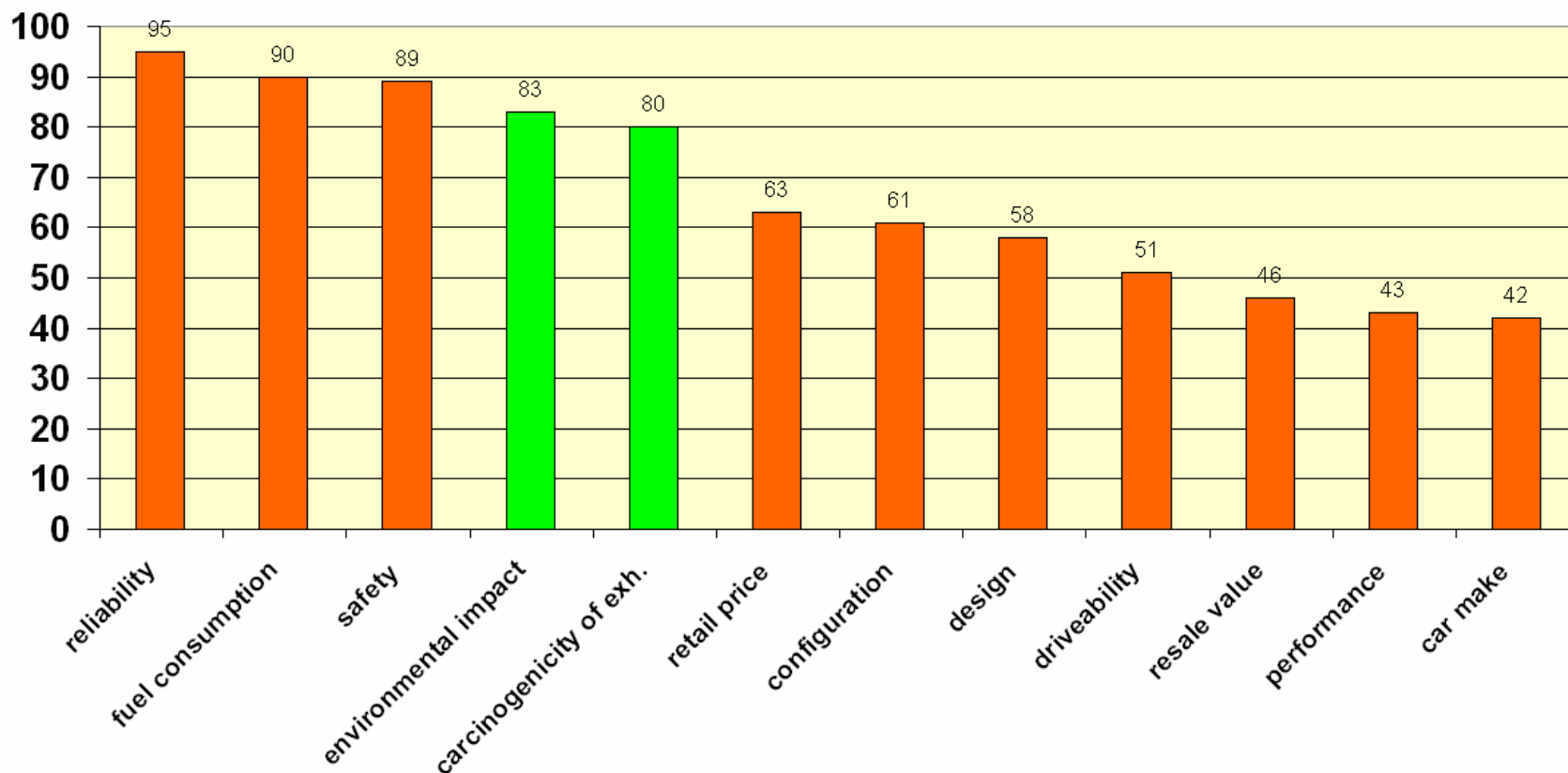
.....the application of a trap system has been demonstrated even for the smallest diesel car (DC SMART, 799 cc)

Source: DUH, July 2004

### Distribution of PM type approval data of passenger cars with and w/o particulate filter (KBA \*, July 2004)



## Most important criteria when buying a car, responses in % of interviewed persons (forsa, june 2004)





**Most important criteria when buying a car,  
responses in % of interviewed persons (forsa, june 2004)**

**Willing to accept extra  
expenses for a particulate filter  
when buying a new car, even if  
tax incentives are not yet in  
force at this point of time: 69 %**

**Would change the automaker  
preferred so far, if this  
automaker does not offer  
particulate traps: 54 %**

## What happened on 13th July 2004 and afterwards ?

The German Chancellor Mr. Schröder met with representatives of VDA\* on 13th July in Stuttgart. As there are no official minutes of this meeting, some press releases are quoted:

- VDA, 13th July 2004:

„...following the trends of the market, all new diesel cars from German manufacturers sold in Germany will have particulate filters until 2008/2009...

...Tax incentives based on EURO 5 will lead to a share of new diesel cars with traps of 25% by the end of 2006 resp. 75% by the end of 2007...

...This way diesel cars will become sootfree until the end of the decade...

...Any further tightening of NO<sub>x</sub>-limits will lead to increased fuel consumption...“

\*German Association of the Automotive Industry

- **BMU\*, 13th July 2004:**  
„...The Minister for the Environment welcomes the understanding of the automotive industry and the outcome of this conversation...  
...Now the way is paved for a European PM limit of 2,5 mg/km from 2010 on within the scope of new EURO 5 standards. It is now up to the EU Commission to make this limit binding before the end of this year...  
...Independantly we can promote clean diesel technology from the beginning of 2005 on...“
- **The spokesman of the Government, 14th July 2004:**  
„...From 2005 on, those who buy a diesel car complying with the stringent PM limit of 2,5 mg/km shall receive a tax release of 600 €  
This has been agreed by the Parliament...“

\* Federal Ministry for the Environment, Nature Conservation and Nuclear Safety

- **VDA, 14th July 2004:**

„...The German Automotive Industry decidedly objects the interpretation of the Minister for the Environment, who was not present on 13th July....

...The specification of EURO 5 standards has by no means been predetermined...

...During the conversation [on 13th July] a PM limit of 2,5 mg/km was not addressed at all...“

- **BMU, 20th July 2004:**

„...In order to facilitate the conversion to trap technology, the incentivation will start based on 8,5 mg/km and this limit will be tightened to 2,5 mg/km from 2008 on...

...With the commitment of the automotive industry the way is free for a European PM limit of 2,5 mg/km from 2010 on, as proposed by the Ministry for the Environment...“

- **VDA, 26th July 2004:**  
„...The outcome of the conversation on 13th July should not be interpreted as an agreement to 2,5 mg/km over and over again...  
...Indeed 8,5 mg/km have been adopted as the PM limit for tax incentives in Germany...“
- **The Minister for the Environment together with the Minister of Finance, 2nd August 2004:**  
„...From next year on the Federal Government will promote diesel cars with traps by means of tax incentives...“
- **VDA, 2nd August 2004:**  
„...The German Automotive Industry has never asked for tax incentives for particulate traps, but will be open-minded, as long as these are based on the future EURO 5 standards...“

**Status of tax incentives for diesel cars with traps**  
**in european countries (07/2004)**

Country	Incentive	Main requirement	Starting from	Remarks
France	Up to 800 €	Low fuel consumption plus "trap"	2005 ?	Plans withdrawn ?
Germany	[300/600 €] release of annual tax	[PM ≤ 8,5/2,5 mg/km], based on EURO 5 ?	2005/2008	Stages in parallel or in succession ?
Netherlands	400 – 500 € reduction of VAT	"With trap", or PM ≤ 5,0 mg/km ?	2005	Planned, compensation of trap system price
Sweden	Change in circulation tax suggested	t.b.d., based on EURO 5 ?	t.b.t.	Under discussion
Switzerland	Bonus of import tax of ca. 2 – 4 % related to car price	Stringent PM emission limit including PM number limit	2007 ?	Under discussion
UK	Up to 75% of retrofit trap system price (max. 3890 €) i.e. for taxis	Related to certain technologies, different requirements	since 2000	CleanUp-Programme for commercial vehicles

Source: UBA 07/2004

*Thank You for Your Attention !*