

Stationary gas turbines and internal combustion (IC) engines

12. NO_x emissions from stationary gas turbines can be reduced either by combustion modification (dry control) or by water/steam injection (wet control). Both measures are well established. By these means, emission values of 150 mg/m^3 (gas, 15% O_2) and 300 mg/m^3 (oil, 15% O_2) can be met. Retrofit is possible.

13. NO_x emissions from stationary spark ignition IC engines can be reduced either by combustion modifications (e.g., lean-burn and exhaust gas recirculation concepts) or by flue gas treatment (closed-loop 3-way catalytic converter, SCR). The technical and economic feasibility of these various processes depends on engine size, engine type (two stroke/four stroke), and engine operation mode (constant/varying load). The lean-burn concept is capable of meeting NO_x emission values of 800 mg/m^3 (5% O_2), the SCR process reduces NO_x emissions well below 400 mg/m^3 (5% O_2), and the three-way catalytic converter reduces such emissions even below 200 mg/m^3 (5% O_2).

Industrial process furnaces - Cement calcination

14. The precalcination process is being evaluated within the region of the Commission as a possible technology with the potential for reducing NO_x concentrations in the flue gas of new and existing cement calcination furnaces to about 300 mg/m^3 (10% O_2).

Non-combustion processes - Nitric acid production

15. Nitric acid production with a high pressure absorption (>8 bar) is capable of keeping NO_x concentrations in undiluted effluents below 400 mg/m^3 . The same emission performance can be met by medium pressure absorption in combination with a SCR process or any other similar efficient NO_x reduction process. Retrofit is possible.

II. CONTROL TECHNOLOGIES FOR NO_x EMISSIONS FROM MOTOR VEHICLES

16. The motor vehicles considered in this annex are those used for road transport, namely: petrol-fuelled and diesel-fuelled passenger cars, light-duty vehicles and heavy-duty vehicles. Appropriate reference is made, as necessary, to the specific vehicle categories (M_1 , M_2 , M_3 , N_1 , N_2 , N_3) defined in ECE Regulation No. 13 pursuant to the 1958 Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicles Equipment and Parts.

17. Road transport is a major source of anthropogenic NO_x emission in many Commission countries, contributing between 40 and 80 per cent of total national emissions. Typically, petrol-fuelled vehicles contribute two-thirds of total road transport NO_x emissions.