

18. The technologies available for the control of nitrogen oxides from motor vehicles are summarized in tables 3 and 6. It is convenient to group the technologies by reference to existing or proposed national and international emission standards differing in stringency of control. Because current regulatory test cycles only reflect urban and metropolitan driving, the estimates of relative NO_x emissions given below take account of higher speed driving where NO_x emissions can be particularly important.

19. The additional production cost figures for the various technologies given in tables 3 and 6 are manufacturing cost estimates rather than retail prices.

20. Control of production conformity and in-use vehicle performance is important in ensuring that the reduction potential of emission standards is achieved in practice.

21. Technologies that incorporate or are based on the use of catalytic converters require unleaded fuel. Free circulation of vehicles equipped with catalytic converters depends on the general availability of unleaded petrol.

Petrol-fuelled and diesel-fuelled passenger cars (M_1)

22. In table 2, four emission standards are summarized. These are used in table 3 to group the various engine technologies for petrol vehicles according to their NO_x emission reduction potential.