

# Conclusion

- 1 Is it necessary to tighten the vehicle emission limits to save the individual mobility?
- 2 Is it necessary to tighten the limits for trucks?
- 3 Is it necessary to tighten the limits for spark ignition cars?
- 4 Should the diesel limits be aligned to the spark ignition values?
- 5 Is it reasonable to introduce limits for fine particle emissions?
- 6 What are the demands for the future fuels?

	EU Comm.	FIA	ACEA	UBA	Oil Industry
<b>Tighten Limits for Ind. Mobility</b>	Yes	Yes		Yes	Yes
<b>Tighten Limits for Trucks</b>	Yes, but later	Yes		Yes	
<b>Tighten Limits for Petrol Cars</b>	No	No	No	No	No
<b>Diesel Limits aligned to Petrol Cars</b>	No	Yes		Yes	
<b>Limits for Fine Particle Emissions</b>	Yes if technically possible	No for Euro 5, in future to be considered	No	Yes for fine, to be measured for ultrafine	
<b>Demands for Future Fuels</b>	Yes	Yes	Yes	Yes for alternative fuels	Yes
NOx Diesel Cars [mg/km]	$\geq 200$	80...125	no aftertreatment	80	
PM Diesel Cars [mg/km]	5	5		2,5	
NOx Trucks [mg/kWh]				0,5 (ETC)	
PM Trucks [mg/kWh]				3 (ETC)	