



Press Release

Date: April 22, 2003

The Air Quality Committee of the Central Environment Council has drafted a Recommendation to be presented to the Ministry of the Environment on the "Future Policy for Motor Vehicle Exhaust Emission Reduction", proposing emission targets for motorcycles (including motor driven cycles). The Central Environment Council hopes to receive public comments on this draft Recommendation by 21st May.

Public comments will be taken into account in the formulation of the finalized Recommendation. In response to the final Recommendation and on the basis of the Air Pollution Control Law, the Ministry of the Environment will establish new emission limits and take necessary measures to push forward with its policy for the reduction of exhaust emissions from motor vehicles.

Outline of the Future Policy for Motor Vehicle Exhaust Emission Reduction (Draft Sixth Recommendation)

Motorcycle Emission Reduction Policy

[Background]

- * The air pollution by suspended particulate matter (SPM), nitrogen dioxide (NO₂) and other exhaust substances remains grave in Japan.
- * Motorcycles are responsible for approximately 20% of the total hydrocarbon (HC) emission by motor vehicles.
- * Emission reduction technologies for four-wheeled vehicles have made remarkable progress, and by applying these technologies it has become possible to further reduce emissions from motorcycles. Moreover, motorcycle emission regulations are scheduled to be tightened in Europe and North America.

Note: The reduction of HC emission from motor vehicles has beneficial effects on reducing the concentrations of NO₂, SPM, photochemical oxidant, and other harmful pollutants in the atmosphere.

[Targets and Targeted Time]

- * Effective in 2006 or 2007, depending on motorcycle models, HC emission will be reduced by 75 to 85%, nitrogen oxides (NO_x) by 50%, and carbon monoxide (CO) by 85% as compared to the current emission regulation in Japan.
- * These targets will provide the world's most stringent level for motorcycles.
- * In view of the large HC emission contribution of motorcycles, emphasis will be placed on the greatest possible reduction of HC emission; the targets for NO_x/CO emission reduction are set within the scope of enabling the maximum HC reduction.

As for PM, since latest motorcycles emit practically no PM, it is not included in the motorcycle emission reduction policy, as is the case in Europe and North America.

New Exhaust Emission Targets for Motorcycles (Proposal)

Category	Nitrogen oxides	Hydrocarbon	Carbon monoxide	Target year
Cl.1 motor driven cycles (-50cc)	0.15g/km	0.5g/km	2.0g/km	2006
Cl.2 motor driven cycles (50-125cc)	0.15g/km	0.5g/km	2.0g/km	2007
Mini motorcycles (125-250cc)	0.15g/km	0.3g/km	2.0g/km	2006
Small motorcycles (250cc-)	0.15g/km	0.3g/km	2.0g/km	2007