Question for written answer P-015487/2015
to the Commission
Rule 130
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Subject: Particulate filters

The transport sector is one of the the largest producers of PM10 and PM2.5 particulate matter and is creating environmental and health emergency situations.

In Europe alone, an estimated 403 000 deaths per year are caused by particulate matter (PM).

To eliminate the problem, the EURO 5 standard introduced the diesel particulate filter (DPF). It would appear, however, that the filters block the PM at the initial emission stage, but that subsequently, during the regeneration phase, the PM is expelled through combustion, generating uncontrolled emissions of nanoparticles and ultrafine particles (PM 1 and 0.1), thereby circumventing Directive 2008/50/EC.

Particulate matter with a diameter of less than 2.5 micrometres is more dangerous because it can easily penetrate into the body through the upper respiratory tract, causing damage to internal organs and contributing to the formation of plaques that clog up the circulatory system.

Can the Commission therefore say whether it will align legislation on the type-approval of motor vehicles with European rules on air quality standards?

Can the Commission confirm that it will include regeneration and cold starts in the test procedures for emissions under real driving conditions, by 2017 at the latest?

Can the Commission say whether it is considering any alternative measures to address the problem of particulate matter measuring less than 2.5 micrometres in the transport sector?