

**Not to be released until  
September 4, 2:30 p.m.**

2018, September 4

## CIMAC Press Conference at SMM

The global large engine industry is facing challenges global warming poses to the transportation and power sectors and embraces the necessity to become a zero environmental impact technology. CIMAC, the leading global non-profit Association of the Internal Combustion Machinery Industry, and the industries represented by it have always stood for technological progress; and have supported regulatory efforts to push the technological edge and the legal framework towards cleaner and more efficient transportation.

Consequently, CIMAC announced today the formation of a new Greenhouse Gas Strategy Group that will

- develop common positions of the global large engine industry regarding the implementation of the IMO GHG Strategy (for shipping);
- develop common positions of the global large engine industry regarding the implementation of the Paris Agreement (for land-based applications);
- be the information and communication channel for the CIMAC member companies on GHG emission reduction developments;
- prepare and communicate internally and externally the global large engine industry's positions on the positive role large engines can have in a post-fossil fuel world.

Ocean transport already today is by far the most energy efficient means of transportation. It takes more than 700 grams of fuel to fly 1 ton of cargo for one kilometer, and still more than 90 grams to truck the ton the same distance; in contrast, shipping can do it for less than 7 grams per ton per kilometer<sup>1</sup>.

Efficient technical solutions have been developed and implemented by our industry to cope with

- NO<sub>x</sub>-emissions: cool combustion and Miller-timing of the engines have reduced the formation of NO<sub>x</sub> dramatically to meet the IMO II levels of 2008; SCR (Selective Catalytic Reduction) technology or Exhaust Gas Recirculation are available and utilized to meet most stringent emission limits applicable to IMO III Emission Control Areas (ECA's). CIMAC has been advocating the enactment of the IMO III regulations in 2016 and promotes the creation of additional NO<sub>x</sub>-Emission Control Areas;
- SO<sub>x</sub>-emissions: our technology is ready to utilize low – or no – Sulphur fuel, alternatively, scrubbing technology has been developed and can be applied on-board to wash SO<sub>x</sub> from the exhaust gas;
- CO<sub>2</sub>-emissions: the internal combustion engine provides the most flexible and most fuel-efficient energy conversion technology for transportation and single cycle power

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<sup>1</sup> Deutsche Bahn Kennzahlen 2017 [https://www.deutschebahn.com/de/konzern/konzernprofil/zahlen\\_fakten/kennzahlen\\_2017-1774538](https://www.deutschebahn.com/de/konzern/konzernprofil/zahlen_fakten/kennzahlen_2017-1774538)

production; our industry has continuously and successfully pushed the fuel efficiency of reciprocating engines, thereby reducing their specific CO<sub>2</sub> footprint. Fuel efficiency of 50% is within reach.

Nonetheless, it is an ambitious target to achieve a 50% reduction of CO<sub>2</sub> or even 70-100%, as announced by IMO in April 2018. While we believe this is possible in principle by increased efficiency in combination with alternative fuels, we see the need for commitment of all stakeholders, and strong support from politics, is it with regard to the efforts in R&D or the legal framework.

## About CIMAC

CIMAC is the leading global non-profit Association of the Internal Combustion Machinery Industry consisting of National Member Associations and Corporate Members in 26 Countries in America, Asia and Europe.

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