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Diesel Emissions Conference

&

AdBlue[®] Forum

23-25 June 2009

Crowne Plaza, Belgium

Post Conference Report

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Conference Overview

The world's economy is battling against the worst recession in decades; the automotive industry has been a major casualty, seeing a dramatic fall in sales. Amidst this extraordinarily dark economic climate, Integer's 5th European Diesel Emissions Conference and 2nd AdBlue® Forum played host to almost 170 of the industry's most respected and influential professionals. Despite the current economic climate, the conference continued last year's huge success and promoting important developments and hosting several key industry announcements. When resources are scarce, there are opportunities which are viewed as luxuries and opportunities which are viewed as essential. The success of the conference proved that the information our exceptional speakers contribute regarding diesel emission reduction and AdBlue® supply infrastructure is essential.

Diesel Emissions Conference

Fittingly, the conference opened with Ivan Hodac, Secretary General, ACEA (European Automobile Manufacturer's Association) giving his perspective on achieving emissions *and* cost reduction during unprecedented times. The uncertainty regarding legislation has been one of the greatest challenges the market has faced. Just before the networking break Petter Asman from the European Commission sought to clear up those uncertainties. The European Commission spoke once more the following day, Giorgio Martini, Joint Research Centre, providing clarity on CO2 emission standards.

Given their position at the top of the diesel emission supply chain, hearing about strategies and technological preferences of the vehicle manufacturers are of immense value to all within the industry. Diesel Emissions Conference Europe 2009 did not disappoint and delivered the following leading figures from both the truck and off-road markets;

Jonas Hofstedt, *Senior Vice President, Powertrain Development, Scania*

Dr Helmut Endres, *Chief Technical Officer & VP, Powertrain Engineering, Navistar*

Mattias Nordin, *Vice President, Technology Platforms, Volvo Construction Equipment*

Matt Rushing, *Director, Product Management, Tractors, AGCO Sisu Power*

Mike Hawkins, *President, Euromot and Senior Director, Engine Legislation and Aftermarket, Case New Holland*

Giovani Margaria, *Senior Manager, External Relations and Communications, Technical Regulations, Iveco Spa*

Bruno Chazallete, *Director, Soft Offer & Fuel Strategic Planning, Renault Trucks*

Manfred Schuckert, *Senior Manager, Business Environment, Commercial Vehicles, Daimler AG*

Mats Franzén, *Manager Engine Strategy and Planning, Volvo Truck*

Meinrad Signer, *Deputy General Manager, Iveco Motorenforschung AG*

The presentations and panel discussions were exceptional. A particularly notable moment of the conference was when Mr. Hofstedt, Senior Vice President of Powertrain Development for Scania, announced that the company would only be using SCR technology in their trucks for Euro VI, a significant development from their EGR based strategy This left Navistar, represented

at the conference by their Chief Technology Officer, Dr Endres, the sole manufacturer to favor EGR in meeting the upcoming emissions regulations.

With the vast majority of the truck industry using SCR technology it was of great interest to learn about alternatives to traditional SCR technology which requires AdBlue®. Mr. Singh, Manager of Business Operations at Eaton announced that they were at the test stage and preparing to launch their LNT technology. A relative newcomer to the market, Amminex, represented by Mr. Johannessen, Chief Technology Officer, presented their solid Ammonia, 'AdAmmine' tablet which provides greater consistency throughout the engine cycle. A relatively well known, but as yet under developed/utilized technology, hybrid, was also presented. Mats Franzén, Manager Engine Strategy and Planning, Volvo Truck and Thomas Körfer, Chief Engineer, Diesel Systems, FEV Motorentechnik GmbH both delivered particularly strong technical papers discussing the results they have seen during hybrid testing.

AdBlue® Forum

The extent to which SCR vehicles are on the road and in use obviously has a direct effect on AdBlue® consumption. It was therefore of particular interest to the delegates at the AdBlue Forum to hear from the Deputy General Manager of Iveco Motorenforschung AG, Meinrad Signer as to how the future application of SCR technology in commercial vehicles and off-road machinery will impact the demand for AdBlue®?

Integer Research's core business is an information provider and consultant to the fertilizer, wire and cable, and steel markets. Our conferences grew organically out of our consultancy work in the fertilizer industry where studies looking at nitrogen based fertilizer have led to the use of urea within the automotive sector (AdBlue®). As such we are uniquely placed to provide unbiased analytical insight to the AdBlue® market. This year, Director of Automotive Emissions, Tim Cheyne presented an analysis of the opportunities and challenges for the AdBlue® market, including the degree to which the AdBlue® industry has developed, the impact of Urea prices, and future demand in Europe and the US.

This was followed by Mr. Teun de Bruijn, President of GreenChem, announcing that the company had become a major division of Agrofert. This was the first time Mr. de Bruijn had spoken of the move in public. Mr. de Bruijn also provided the GreenChem perspective on the growth of diesel exhaust fluid market globally.

Since the conception of AdBlue® the subjects of infrastructure, supply, equipment, and quality have been the cornerstones of discussion. The AdBlue® Forum provided some of the most respected figures in the market to give their perspective and appraisal;

Dr. Jakob Seiler, Technical Specialist, Leader of AdBlue® working group, German Association of the Automotive Industry (VDA)

Teun de Bruijn, CEO, GreenChem

Jean-Luc Pradal, Executive VP of Sales & Marketing, GPN

Bert van Tilt, *Air1 Director, Europe, YARA*

Jose Alfonso Fernandez de Gabriel, *Director of Business Development and Marketing, Repsol*

Alan Cardew, *Managing Director, Bott AdBlue® Filling Systems*

Andreas Frisch, *CEO, Horn GmbH & Co. KG*

Gediminas Vasauskas, *Business Development, Gaschema*

EPA 2010 will signal enormous growth in the US, 'DEF' industry. With many European based organizations looking to expand to this market AdBlue® Forum welcomed Kevin Ferrick, Licensing Program Manager, American Petroleum Institute, to educate the audience regarding US certification. Yara, already highly active in the US market also provided their insight as to how the DEF supply infrastructure in the US has been adapted to accommodate the commercial vehicle market. The presentation was delivered by Chad Dombroski, Air1 Director.

Summary and Thank you

Once again Diesel Emissions Conference & AdBlue® Forum Europe provided exceptional, thought provoking industry comment, debated by some of the sector's most influential figures. The conference succeeded in bringing together many diesel emissions and AdBlue® industry stakeholders from across Europe at a time when the automotive industry is experiencing an extremely difficult operating climate; both an economic downturn and regulatory change. Many new relationships were formed, valuable information was shared and important developments were made which will go a long way towards helping the industry achieve profitable emissions reduction and economic recovery. We look forward to building on this success for an even larger gathering next year.

Integer would like to take this opportunity to thank everybody who attended and contributed to the debate in and out of the conference hall. We would like to extend particular thanks to all our sponsors for their generous support and belief in the value of such an event during these testing times. In 2010 Integer plans to raise the bar once more.

Testimonials

Please see below a few testimonials from this year's conference:

"Very interesting about developments around diesel emission technologies and legislation."

Jacques Voogt, Director, Eco-Innova.

"An opportunity to level information among players. Opportunity to turn rumours into official statements."

Luca Cerini, Product Manager, BASF

"Unique source of information for all involved in AdBlue® business."

Alicia Baloghova, Product Manager, Duslo A.S

"Very informative and interesting presentations with a lot of opinions and views from different manufacturers and producers. "

Vitali Jekimenko, Managing Director, Premium Kaubandus

"It was good opportunity to learn the latest AdBlue® market situation in E.U."

Takanori Baba, Deputy General Manager, Mitsui & Co. Ltd

"One of the best in SCR conferences!"

Nick Nishihata, Director Nitta Moore Company

"Important conference to understand the trends and develop right components in view of the legislation at the right time to market."

Rolando Adriano, Dayco Europe

"Strong Technical Feedback and discussion excellent opportunity to network, good cross section of off and on highway industries."

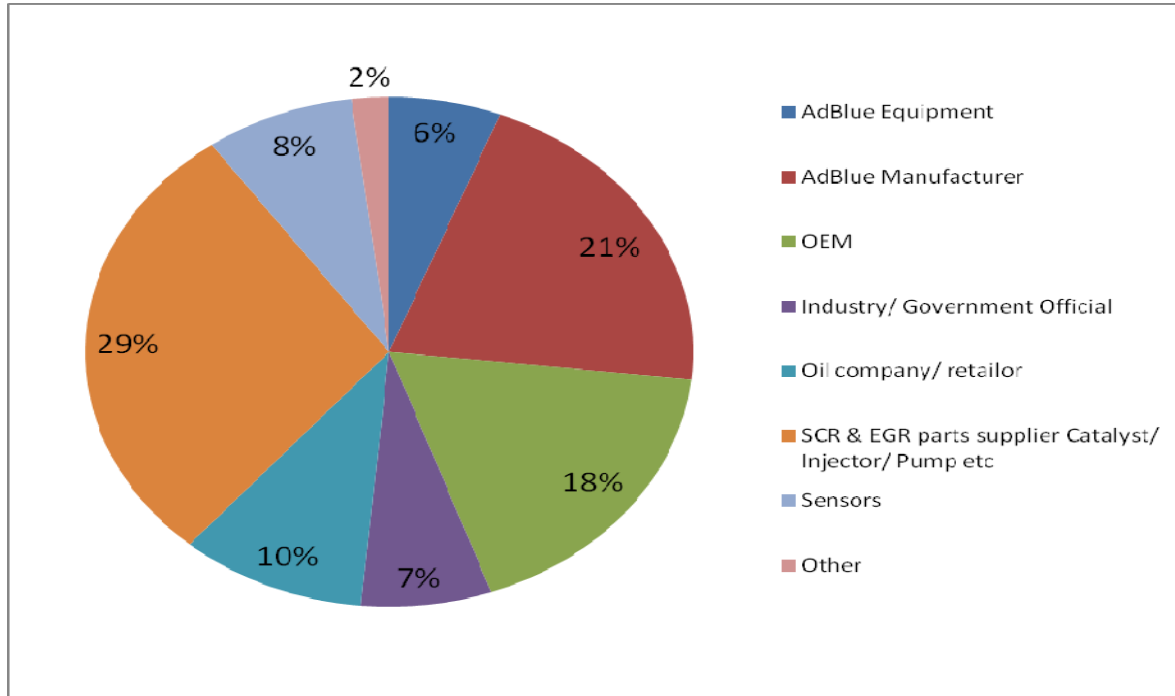
Mike Hawkins, Senior Director, Case New Holland

"Good forum for indentifying technical trends and building up contacts."

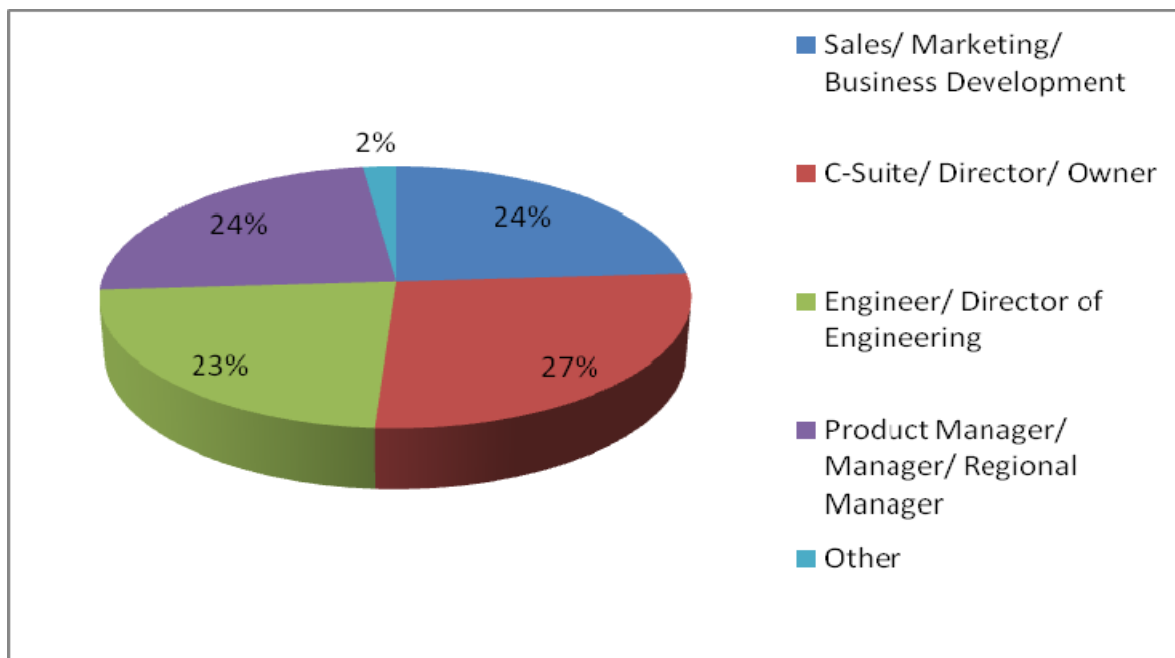
Bodo Klecka, Director Marketing, BOA Group

Delegate Demographics

Which industry segments attend the Diesel Emission Conference & AdBlue® Forum Europe 2009?



Please see below the job functions of the delegates who attend Diesel Emission Conference & AdBlue® Forum?



Appendix

CONFERENCE PROGRAM

Diesel Emissions Conference Europe 2009

“The road to profitable Euro VI/Stage III B compliance”

DAY ONE – Tuesday 23rd June

8.55	Chairman’s opening remarks - Ian Cameron, Editor, Diesel Progress
9.00	<p>Opening keynote comment. Achieving emissions <i>and</i> cost reduction during unprecedented times</p> <p>Managing new legislation, changing fuel prices and a failing economy in one go – How to move forward without the luxury of lessons learnt.</p> <p>Ivan Hodac, Secretary General, ACEA (European Automobile Manufacturer’s Association)</p>
KEYNOTE SESSION: Euro VI – The final challenge for commercial vehicles in Europe?	
9.15	<p>Europe Case study. The Scania view on Euro VI</p> <ul style="list-style-type: none"> • Euro VI - a realistic option for European vehicle manufacturers or a step too far? • How is Scania planning to meet Euro VI emissions limits? What technology combinations will be deployed in Scania’s low emissions diesel systems? • Will active DPF regeneration be needed to meet Euro VI and if so, why? • What impact will Euro VI have on Scania’s competitiveness and how does Scania see the

	<p>future market for low emissions diesel trucks in Europe?</p> <p>Jonas Hofstedt, Senior Vice President, Powertrain Development, Scania</p>
9.45	<p>US Casestudy. Benefitting from the early introduction of EPA 2010 – Learning from Navistar’s experience in the US</p> <ul style="list-style-type: none"> • Meeting EPA2010 – test cycles, technology choices, fuel economy and emissions results • Looking at the differences between EPA 2010 and Euro VI • How are Navistar planning to meet OBD requirements in the US? • Looking back at the 2007 emissions strategy and the outlook for 2010 <p>Dr Helmut Endres, Chief Technical Officer & VP, Powertrain Engineering, Navistar</p>
10.15	<p>Euro VI and beyond – clearing up the uncertainties</p> <ul style="list-style-type: none"> • The introduction of particle number limit value and other provisions on durability, OBD, fuel consumption measures and off cycle emissions – What is expected of OEMs? • Where will emissions legislation go from 2013? Will there be a Euro VII or some other form of legislation? • How does the European Commission plan to incentivize pre-Euro VI application? • How will air quality improvements be tied to CO2 reduction initiatives in the future? <p>Petter Asman, DG Enterprise, Automotive Industry, European Commission</p>
10.45	<i>Networking refreshments</i>
Session 2: Emissions reduction strategy in off road diesel vehicles	
11.30	<p>Meeting Stage III B and Stage IV standards for non-road diesel vehicles</p> <ul style="list-style-type: none"> • Preparing for Jan 2011 – Volvo CE’s emissions business strategy • Real-world off road operating experience – What lessons has Volvo CE learnt from testing different operating conditions? • What will changes in technology usage for emissions compliance mean for OEM customers? • Evaluating future machines on price, performance and maintenance <p>Mattias Nordin, Vice President, Technology Platforms, Volvo Construction Equipment</p>

12.00	<p>The AGCO Experience with implementing SCR for off-road vehicles</p> <ul style="list-style-type: none"> • Why AGCO pursued this technology – meeting today’s needs • What were the challenges with e3 technology in Europe? In the USA? • What was the EPA experience like in the USA? <p>Matt Rushing, Director, Product Management, Tractors, AGCO Sisu Power</p>
12.30	<p>Panel discussion. Emissions reduction technology for non-road vehicles – assessing the best available product options</p> <ul style="list-style-type: none"> • What new technologies need to be added to the proven building blocks to meet Stage III B – EGR, SCR or HCCI? How do each perform in terms of fuel consumption • What about aftertreatment? DPF, DOC and regeneration strategy • Getting the most out of field test programs to ensure optimized fuel consumption, emissions reduction and value for the customer • What can be gained from the US experience of meeting Tier 4? <p>Moderator:</p> <p>Ian Cameron, Editor, Diesel Progress</p> <p>Panelists:</p> <p>Mattias Nordin, Vice President, Technical Platforms, Volvo Construction Equipment</p> <p>Mike Hawkins, President, Euromot and Senior Director, Engine Legislation and Aftermarket, Case New Holland</p> <p>Matt Rushing, Director, Product Management, EAME & EAPAC Tractors, AGCO</p> <p>Michael Himmen, Head of Marketing & Sales, Non-Road, HJS Fahrzeugtechnik GmbH & Co KG</p>
13.00	<p>Networking lunch and exhibition viewing</p>
<p>Session 3: Advancing global emissions regulations</p>	
14.30	<p>Achieving worldwide harmonized emissions standards for increased productivity and efficiency</p> <ul style="list-style-type: none"> • How will the current global CV crisis impact on the timing and implementation of Euro VI and other global harmonized regulations? • Easing the cost of delivering disparate engine technologies to different parts of the world • What impact will the introduction of the World Harmonised Heavy Duty Certification (WHDC) have on system design? <p>Giovani Margaria, Senior Manager, External Relations and Communications, Technical Regulations, Iveco Spa</p>

Session 4: 10% by 2020 - Alternative Fuels	
15.00	<p>Casestudy. Using NExBTL on conventional diesel buses in Finland – Assessing emissions reduction and technical performance</p> <ul style="list-style-type: none"> Analysing the data from a large bus fleet test program – 300 buses operating in normal city traffic with NExBTL diesel blend 30-100% and conventional old diesel engines What are the main conclusions that can be drawn in terms of fuel efficiency, emissions reduction and vehicle performance? What is the future of BTL for emissions reduction? <p>Harri Turpeinen, Vice President, Corporate Stakeholder Relations, Neste Oil</p>
15.30	<i>Afternoon refreshments and exhibition viewing</i>
Session 5: Future emissions technology I	
16.00	<p>Meeting stringent worldwide on and off highway emission limits with LNT technology – A good alternative to SCR?</p> <ul style="list-style-type: none"> Announcing the latest durability results from Eaton’s Fuel Reformer/LNT/SCR aftertreatment system Look at progress made in the area of compact packaging, transient performance – results from vehicle testing Assessing the commercial viability of the LNT system – How does it compare to Urea SCR. <p>Vishal Singh, Manager, Business Operations , Eaton Corporation</p>
16.30	<p>SCR Vs EGR in North America – A question of efficiency</p> <ul style="list-style-type: none"> SCR’s chances of success in the US How will future energy prices effect technology choices SCR truck sales in the recession – A sober view <p>Alistair Wallace, Senior Analyst, Integer Research</p>
17.00	<i>Networking drinks reception</i>

DAY TWO – Wednesday 24th June	
9.00	Chairman’s opening remarks - Tim Cheyne, Director, Integer Research
Session 6: Achieving CO2 reduction targets in the context of Euro VI	
9.00	<p>Measuring CO2 and pollutant emissions from HD Vehicles in real world driving conditions</p> <ul style="list-style-type: none"> • Analyzing real world CO2 emissions from different heavy duty vehicles and the impact of varying climatic conditions, wind drag and tire friction • Engine and vehicle testing: two complementary worlds • Research at the JRC to minimize the impact of Euro VI on fuel consumption and GHG emissions <p>Giorgio Martini, Joint Research Centre, European Commission</p>
9.30	<p>The CO2 challenge for heavy duty vehicle manufacturers</p> <ul style="list-style-type: none"> • What are the major factors that influence fuel consumption and CO2 emissions • Examining the potential for CO2 reduction in heavy duty vehicles through downsizing and hybridization • Tried and tested - CO2 reductions strategies and fuel economy improvements at Renault Trucks <p>Bruno Chazallete, Director, Soft Offer & Fuel Strategic Planning, Renault Trucks</p>
10.00	<p>Aligning ‘green’ and ‘global’ strategies</p> <ul style="list-style-type: none"> • The need to consider local market conditions and requirements when aiming for maximum fuel efficiency and minimum diesel emissions • What changing market demands are global truck manufacturers experiencing and what are the best response strategies? • Understanding converging global regulatory requirements for heavy duty diesel vehicle development <p>Manfred Schuckert, Senior Manager, Business Environment, Commercial Vehicles, Daimler AG</p>
10.30	<i>Networking Morning refreshments</i>
Session 7: Diesel hybrids – potential for fuel savings	
11.00	<p>Case study. Fuel savings with diesel hybrid trucks - Volvo’s on the road experience</p> <ul style="list-style-type: none"> • Assessing the benefits of Hybrids - Looking at whole life cost savings and fuel efficiency • What is the customers expectation and what has been the acceptance rate of Volvo’s

	<p>hybrids.</p> <ul style="list-style-type: none"> • Real results on the road - The fuel savings of stop/start technology in vehicles operating in an urban environment • Pushing the use of fuel saving technology to the next stage <p>Mats Franzén, Manager Engine Strategy and Planning, Volvo Truck</p>
11.30	<p>Challenging CO2 Emissions: Fuel saving potential with diesel hybrid trucks under future stringent emission standards</p> <ul style="list-style-type: none"> • Assessing the benefits of Hybridized Diesel Powertrains : looking at real world cost savings and fuel efficiency • Additional merits of diesel hybrid drivetrains under upcoming stringent emission legislation • Focus: mega-cities and urban environment • Drivers and barriers for Implementation of the technology to the next stage <p>Thomas Körfer, Chief Engineer, Diesel Systems, FEV Motorentechnik GmbH</p>
12.00	<p><i>Networking Lunch and exhibition viewing</i></p>
<p>Session 8: Future emissions technology II</p>	
13.30	<p>Assisted DPF-regeneration – a necessary technology for Euro VI?</p> <p>Bruno Tronchetti Provera, President, Pirelli Eco Technology</p>
14.00	<p>High-porous Aerify DPF for downsized and multi-functional HD Diesel Applications</p> <ul style="list-style-type: none"> • What are the impacts of high porosity and permeability of Aerify DPF for HD applications? • Fuel economy affected by DPF for a given HD Diesel engine calibration • Performance of high-porous Aerify DPF in particle number tests • Aerify DPF as a carrier of multiple catalytic functionalities <p>Ingo Mikulic, Application Leader, Dow Automotive</p>
14.30	<p>Compact ammonia storage systems for automotive SCR NOx control</p> <ul style="list-style-type: none"> • Safe solid storage and controlled release of ammonia for SCR • Compact system concepts for passenger cars and commercial vehicles/trucks • System performance during cold climate conditions • Efficient NOx removal of NOx during city driving/low-temperature exhaust • Integration advantages of direct ammonia gas dosing compared to liquid reductant

	Tue Johannessen , Chief Technology Officer, Ph.D, Amminex A/S
15.00	<i>Afternoon refreshments and exhibition viewing</i>
Session 9: Future emissions technology III	
15.30	<p>Combining emissions control technologies for optimal Nox and PM reduction</p> <ul style="list-style-type: none"> • Can Euro VI be met with SCR alone? • Fitting the SCR catalyst upstream of the soot filter to take advantage of more rapid heat up • Demonstrating Euro VI emissions on a Euro 4/5 base engine <p>Dr. Par Gabrielsson, Business Development Manager, Automotive Catalysts, Haldor Topsoe</p>
16.00	<p>Panel discussion. Evolution of diesel engine aftertreatment systems to meet future Euro VI emissions limits</p> <ul style="list-style-type: none"> • Looking at the different technologies available to meet Euro VI and assessing cost and their impact on fuel efficiency • What effect will Euro VI have on the market for diesel catalysts and associated raw materials? • To what extent will Euro VI engine systems and aftertreatment equipment depend on superior diesel fuel quality? <p>Moderator: Tim Cheyne, Director, Integer Research,</p> <p>Panelists:</p> <p>John May, Technical Manager, AECC</p> <p>Andy Walker, HDD Global Technology Director, Johnson Matthey</p> <p>Tue Johannessen, Chief Technology Officer, Ph.D, Amminex A/S</p> <p>Ingo Mikulic, Application Leader, Dow Automotive</p>
16.45	End of conference day 2

AdBlue Forum - Thursday 25th June

09.00	<p>Chairman's introduction</p> <p>Alan Cardew, Managing Director, Bott AdBlue Filling Systems</p>
Session 1	Global AdBlue® Market Forecast
09.10	<p>Opening Keynote How will the future application of SCR technology in commercial vehicles and off-road machinery impact the demand for AdBlue®?</p> <ul style="list-style-type: none"> • How are different types of commercial vehicles preparing to meet Euro VI emissions standards? • What are the key technologies for off-road machinery to meet future emissions standards? • Assessing the potential and effectiveness of applying SCR to commercial vehicles and off-road machinery to reduce emissions • Analysing the changing demand for AdBlue in view of Euro VI and Tier/Stage 4 <p>Meinrad Signer, Deputy General Manager, Iveco Motorenforschung AG</p>
9.40	<p>Analysis: AdBlue and DEF - Opportunities and challenges</p> <ul style="list-style-type: none"> • How far has the European AdBlue and SCR market developed? • How are international urea prices and distribution costs expected to affect AdBlue® markets • What predictions can be made about peak AdBlue® supply and demand in Europe and where the market will be by 2012 • Prospects for DEF in North America <p>Tim Cheyne, Managing Director, Integer Research Ltd.</p>
10.10	<p>Analysis: Where will the global opportunities for AdBlue supply be over the next decade?</p> <ul style="list-style-type: none"> • Forecasting peak AdBlue® demand in Europe and mapping market growth • Where will the emerging markets be and what will be the main barriers to entry? • How can urea suppliers contribute to the continuous efforts to develop a sustainable AdBlue® supply infrastructure <p>Teun de Bruijn, President, GreenChem</p>
10.40	Networking activities and morning refreshments
Session 2	Ensuring AdBlue® quality in a mature European market
11.30	Case study

	<p>VDA's AdBlue® quality measures and understanding new requirements of AdBlue® infrastructure for passenger cars</p> <ul style="list-style-type: none"> • The need for new measures to ensure AdBlue® quality and key difficulties in the continuously growing European market • Considerations and the implementation of new quality measures • Understanding the associated audit programme • The requirements of AdBlue® infrastructure for passenger cars <p>Dr. Jakob Seiler, Technical Specialist, Leader of AdBlue working group, German Association of the Automotive Industry (VDA)</p>
12.00	<p>Panel discussion Ensuring AdBlue® quality in the European market: With more new AdBlue® producers in the market, it is crucial for end-users to ensure the quality of AdBlue® from various suppliers. This panel provides the opportunity for all stakeholders in AdBlue® business to share their views on this issue and discuss new VDA measures, AdBlue® sensor technology and standards for assurance and enforcement of AdBlue® quality.</p> <p>Moderator: Tim Cheyne, Director, Integer Research</p> <p>Dr. Jakob Seiler, Technical Specialist, Leader of AdBlue working group, German Association of the Automotive Industry (VDA) Teun de Bruijn, CEO, GreenChem Jean-Luc Pradal, Executive VP of Sales & Marketing, GPN Bert van Tilt, Air1 Director, Europe, YARA</p>
12.45	Networking lunch
Session 3	Developing SCR infrastructure for the growing European markets
14.30	<p>Creating the AdBlue® supply network in Spain and looking at AdBlue® improvements</p> <ul style="list-style-type: none"> • From Euro V to Euro VI: increasing the availability of AdBlue® in Spain • How can AdBlue® quality be improved? • Future development: standardisation of AdBlue® <p>Jose Alfonso Fernandez de Gabriel, Director of Business Development and Marketing, Repsol</p>
15.00	<p>Panel discussion AdBlue® infrastructure and equipment challenges in Eastern Europe and other emerging markets What storage equipment, transport infrastructure, personnel training, and testing devices will be needed to ensure AdBlue® reaches the customer in the right condition? Also, how much risk is there of contamination from incorrect handling and storage of AdBlue? This panel session will identify these challenges as well as the commercial opportunities for equipment and service providers particularly in Eastern Europe and other emerging markets.</p> <p>Alan Cardew, Managing Director, Bott AdBlue Filling Systems</p>

	<p>Andreas Frisch, CEO, Horn GmbH & Co. KG Gediminas Vasauskas, Business Development, Gaschema Juha Jokinen, Director, Business Development & Projects, Yara</p>
15.40	Networking coffee break
Session 4	Diesel Exhaust Fluid (AdBlue) market in the US
16.20	<p>Case study Introducing American Petroleum Institute’s Diesel Exhaust Fluid Certification Program</p> <ul style="list-style-type: none"> • Why API established its DEF Certification Program? API’s role and the program’s benefits: how the program helps to ensure availability of DEF meeting industry-recognised standards; helps to reduce NOx emissions; provides rigorous monitoring of API-certified products in marketplace • DEF standard and program requirements • Application of the API DEF Certification Mark • Understanding API DEF Audit Program <p>Kevin Ferrick, Licensing Program Manager, American Petroleum Institute</p>
16.50	<p>Case study How has the DEF supply infrastructure in the US been adapted to accommodate the commercial vehicle market?</p> <ul style="list-style-type: none"> • Looking at the current US DEF supply infrastructure and how it is developing to meet the 2010 diesel emissions standards • Identifying key market drivers affecting the way DEF is supplied • Where are the key business opportunities in developing a DEF infrastructure in the US? <p>Chad Dombroski, Air1 Director, Yara North America</p>
17.20	Chairman’s closing remark
17.30	End of Conference