Announcement and
 Call for Papers

12th Dessau Gas Engine Conference

Dessau-Roßlau, May 06-07, 2021

We have the pleasure of inviting you to the 12th Dessau Gas Engine Conference which will take place in the city of Dessau-Roßlau, Germany, on May 06-07, 2021.

Papers are invited for

- Advanced gas engine concepts
- All kinds of gas engines for transport and industrial uses
- Aspect of design and development of gas engines and gas engine accessories
- Fuel gas injection, mixture preparation and ignition systems, engine design, control and monitoring, engine simulation and diagnostics
- Alternative gaseous fuels, incl. hydrogen, LNG, LPG, biogas etc.
- Reliability, experience during application

Conference languages are German and English. Simultaneous translation will be available.

DATES AND DEADLINES

31 August 2020

Closing date: Submission of abstracts (you will find the form at www.wtz.de)

15 January 2021

Closing date: Submission of the printable full paper

WTZ Motorentechnik GmbH
 Mühlenreihe 2a, 06862 Dessau-Roßlau
 GERMANY
 E-Mail: Saack@wtz.de
www.wtz.de

12th Dessau
 Gas Engine-Conference
 on May 06 - 07, 2021
 VERANSTALTUNGSZENTRUM
 GOLFPARK DESSAU

New Opportunities

Dear Reader,

The coronavirus pandemic has led to a fall in global CO₂ emissions. However, the same is not true for NO_x and particulate levels, at least not everywhere. Over the last years, the subject of driving bans has been a hot topic, but some of the participants in the debate with only a small knowledge of the subject have had a disproportionate influence on public opinion. The automotive industry has been denied the opportunity to help shape the future of mobility, as well as independent experts – often for ideological reasons. Driving bans seem to be a common response to NO_x and particulate levels in urban areas. The crisis has opened up the opportunity to evaluate their effectiveness, because traffic volumes have fallen significantly.

A look at two capital cities of federal German states shows that, for example, in Stuttgart the air was often cleaner before the crisis than during the lockdown. In the city's Bad Cannstatt district, the NO_x figures have been above 50 mg/m³ on more days since March 16 than before that date. The picture for particulates is similar. In Mainz, there were plans to close the entire major Rheinachse route to diesel vehicles with engines up to Euro 5 in order to reduce air pollution. The Environment Department is sticking to its plans, but is now being blocked both by the opposition in the city council and the coalition partner. They are calling for the publication of the pollution measurements. Both of these examples and the situation in Berlin show that modern combustion engines with effective exhaust treatment systems do have less influence on air quality in conurbations than previously been assumed and that other causes, including the weather, play a much greater role.

At the Petersberg Climate Dialogue, Chancellor Angela Merkel and Federal

Environment Minister Svenja Schulze backed the EU Green Deal and called for an emphasis on the environment during the economy's restart. This is a good thing if the approach is applied consistently and in a technology-neutral way on the basis of sound technical knowledge. If we are to protect the climate and reduce air pollution on a global scale in a sustainable way, we need to understand that e-mobility is not the only answer and that synthetic fuels are an essential part of the solution. "In the case of climate change, we already have the vaccine," said Schulze. Exactly, and one key ingredient is e-fuels from sustainable sources used in a clean, modern vehicle fleet.

To end on a more positive, personal note: MTZ achieved an great second place in its category at the prestigious German "Specialist Publication of the Year" awards.

I hope you enjoy reading this issue of MTZ.

Dr. Alexander Heintzel
 Editor in Chief