

*Antonio Tajani*  
*Vice-President of the European Commission*

*Brussels, 26. 03. 2013*  
*Cab 7/ VS*

*Dear Janez,*

*Thank you for your letter in which you refer to correspondence we have received from the Danish Environment Minister. I am aware of the concerns of Member States in reference to the performance of vehicles in real-life driving and the implications it has on meeting air quality standards introduced by the European Commission.*

*In view of the discrepancies between emissions recorded during vehicle registrations and those in real life driving conditions, and the consequences for Member States' environmental performance, we initiated in 2011 the 'real driving emissions' project with the aim of defining a robust test procedure by 2014. This, in combination with much more stringent limits for regulated pollutants in the Euro 6 legislation, marks a major step towards a significant reduction of not only nitrogen oxides, but also other harmful substances emitted by vehicles.*

*As already indicated in the CARS 2020 Communication, adopted by the College, the mandatory introduction of the new procedure should not be delayed further than the stated three years after the entry into force of the Euro 6 legislation.*

*I would also like to draw your attention to the fact that this year a new standard for heavy-duty vehicles has been introduced (Euro VI). With this new legislation, pollutant emissions of trucks and buses operating in the European market will be reduced significantly.*

*We must not forget that the introduction of the 'real driving emissions procedures' for light-duty vehicles from 2014 without not-to-exceed limits, already gives the possibility to Member States to promote vehicles with low emission levels. Information recorded during the type-approval process can serve as a reference for granting benefits (both financial and non-financial) to cities, regions and countries for vehicles fulfilling more stringent requirements. With this tool, Member States will be able to shape their environmental policy.*

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*Building further on the opportunities provided by the introduction of the 'real driving emissions' procedure, the development of a 'smog label' containing information on the pollution emissions of the new vehicles can be explored and further discussed. One should keep in mind, however, that the cost-effectiveness of such a solution might not be as high as in vehicle labelling based on fuel consumption. This stems from the fact that all new vehicles sold after the introduction of the Euro 6 legislation will need to meet the regulatory emission limits, while reaching the CO<sub>2</sub> emission targets is based on a fleet average calculation, leaving the possibility of a wider gap between individual vehicles.*

*We both agree that the introduction of Euro standards will have a significant impact on improving air quality. However, this will be apparent only after a certain period of time, together with a widespread use of vehicles using the latest emission abatement technologies and with alternative, clean powertrains. To this end, we have adopted Guidelines on financial incentives for clean and energy efficient vehicles aimed at assisting Member States in the development of demand side incentives for 'clean' vehicles. We perceive this as one way to ensure fleet renewal and introduction of a higher number of vehicles outperforming current European legislation.*

*I have asked DG ENTR Director General, Daniel Calleja Crespo, to contact Karl Falkenberg to discuss any outstanding issues. I will be happy to meet in person, should there be any further questions still to be resolved.*

*Yours sincerely,*

A handwritten signature in black ink, appearing to read 'Antonio Tajani', followed by a horizontal line.

Antonio Tajani

*Copies:*      *Connie Hedegaard, Commissioner for Climate Action*  
                 *Catherine Day (SG)*  
                 *Karl Falkenberg, Alan Seatter, Soledad Blanco, Thomas Verheye (DG ENV)*  
                 *Jos Delbeke (DG CLIMA)*  
                 *Daniel Calleja, Antti Peltomäki, Carlo Pettinelli, Philippe Jean (DG ENTR)*