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Brussels, **12. 03. 2013**
Ref. Ares (2013)

Ms Ida Auken
Danish Ministry of the Environment
Borsgade 4
1215 Kobenhavn
DENMARK

Dear Minister, *Dear Ida,*

Thank you for your letter dated 14 January 2013, in which you express concerns on pollutant emissions of Euro 6 vehicles under real driving conditions. As stated in the CARS 2020 Communication, the Commission is fully aware of the situation. The Commission recognises the importance of ensuring an effective reduction of real driving NOx emissions in order to meet current and future objectives set out in air quality legislation. As a result and in order to implement the requirements of Regulation (EC) 715/2007, the Commission launched in January 2011 the development of a future test procedure, to be integrated in the type approval framework, directly assessing the NOx emissions of light duty vehicles under real driving conditions.

Indeed, as you state in your letter, the Commission is currently developing a new "real driving emissions" (RDE) test procedure that should measure the pollutant emissions of Euro 6 vehicles under real driving conditions, rather than on a fully pre-defined test cycle, e.g. by using portable emission measurement systems (PEMS). The Commission intends to apply this RDE test procedure at type approval in two steps:

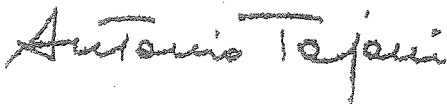
- (1) As from the mandatory Euro 6 dates (2014/15) the new RDE test procedure should be implemented without mandatory emission limits; results should only be recorded in the certificate of conformity (CoC) of the vehicle.
- (2) At the latest from 2017/18 robust not-to-exceed (NTE) emission limits should be applied to the results of the RDE test procedure ensuring that real driving emissions are close to the regulatory emission limits.

The maximum of three additional years to introduce binding NTE limits was indicated in the CARS 2020 Communication because in many cases a significant redesign of diesel vehicles will be required to achieve Euro 6 NOx emission limits under normal driving conditions. However, the Commission recognises your concerns and those of other Member States, and is currently assessing whether manufacturers can realistically comply with the new limits before 2017/18. The final timetable will be adjusted accordingly. Please note also that already in phase (1), the systematic recording of RDE test results will provide incentives to manufacturers to improve the RDE performance of their vehicles, because this information may be used by Member States and local authorities to achieve better compliance with the regulatory air quality objectives. The intended legislation should therefore already show some effect on local air quality before phase (2).

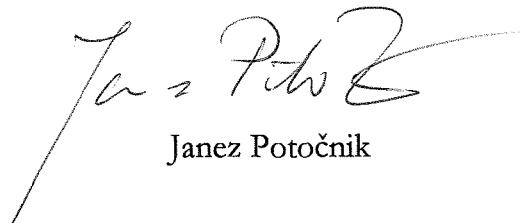
By these means we will ensure that future generations of vehicles do not repeat the performance failures of the past. In parallel, we are examining the options (both at EU and national level) to deal with those vehicles in the existing fleet which do not comply with the legal emission limits in normal driving conditions.

In your letter you also mention the American market. We would however like to emphasise that on this market almost no light duty diesel vehicles, which are the major source of exorbitant real driving NOx emissions in Europe, exist. Therefore conclusions from the US cannot easily be transposed to Europe.

Yours sincerely,



Antonio Tajani



Janez Potočnik