



Council of the
European Union

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NOTE

From: General Secretariat of the Council
To: Delegations

Subject: Real-driving emissions and manipulations of emission control systems in cars - serious problems impeding improvements of air quality in the European Union

- Request by the Austrian and Danish delegations, supported by the Netherlands, French, Greek, Slovenian and Luxembourg delegations, for information from the Commission

Delegations will find in Annex a note from the Austrian and Danish delegations, supported by the Netherlands, French, Greek, Slovenian and Luxembourg delegations, requesting information from the Commission on the above subject, to be dealt with under "Any other business" at the Environment Council meeting on 26 October 2015.

Real-driving emissions and manipulations of emission control systems in cars - serious problems impeding improvements of air quality in the European Union

- Request by the Austrian and the Danish delegations, supported by the Netherlands, French, Greek, Slovenian and Luxembourg delegations, for information from the Commission -

NOx real-driving emissions and manipulations of emission control systems in diesel cars - serious problems impeding improvements of air quality in the European Union

Emissions from the transport sector are of growing importance in total emissions of pollutants and greenhouse gases in Europe. Emissions are mainly caused by road transport, in particular by diesel vehicles. Vehicle emission performance is therefore crucial to compliance with legislation on total emission ceilings (NEC Directive), on air quality and potential greenhouse gas emissions.

In recent years a growing discrepancy has been observed between vehicle emissions during test procedures and real driving emissions.

The recent revelations concerning the manipulation of the exhaust after-treatment systems of lightweight diesel passenger vehicles have given rise to great concern within the European Union. While various Council formations are undertaking an assessment of the situation, the environmental dimension needs to be clearly assessed and highlighted. The case could have a direct bearing on the total emissions of a country, and might have an impact on efforts by all Member States to fulfill their obligations under the NEC Directive and meet air quality standards in the EU.

The issues of manipulation and possible reactions by the European Union, as well as the need for proper incorporation of real driving emissions in vehicle emission testing procedures, are crucial to achieve EU air quality objectives. Maximum transparency is now of vital importance. Firstly, it will be necessary to take all the steps required to establish how many cars and which manufacturers are affected within the Member States. Secondly, introduction of the Real Driving Emissions (RDE) testing procedure within the European Union needs to be taken forward more quickly.

This will enable us to re-establish confidence with consumers, and to ensure that our efforts to reduce emissions and improve air quality within all Member States are not being undermined.

Efforts towards these aims are already underway within the EU. Nevertheless, given the major environmental implications, the Member States aligned with this note wish to invite the Commission, at the Environment Council, to:

- I. give a concise overview of the actions and measures being taken to clarify the magnitude of the manipulation of diesel cars so that maximum transparency is ensured and to prevent similar cases in the future and to assess its impact on air pollutant emissions and relevant regulations, in particular the NEC Directive and European air quality standards;
- II. brief the Council on efforts to solve the problem of the growing discrepancy between test cycle emissions and real driving emissions and on the current state of play in the negotiations regarding the new World Light Duty Test Procedure (WLTP) and the real driving emission (RDE) conformity factors in the Technical Committee on Motor Vehicles (TCMV). In this regard the date of entry into force of the new WLTP, the proper incorporation of the RDE conformity factors and the final decision date in the TCMV are of particular interest;
- III. provide information on the possibilities for reducing diesel vehicle NO_x emission standards to the level for petrol vehicles in the relevant EU legislation.
