



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
– Information from the Belgian delegation

Delegations will find in Annex an information note from the Belgian delegation 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

- Information from the Belgian delegation -

*Real-driving emissions and manipulations of emission control systems in cars -
Need for new regulations*

For years, the European Union and its Member States have been faced with air quality problems detrimental to both environment and health. The challenges arising from air pollution have led to a body of European legislation setting, inter alia:

- binding limit values for the air concentration of several pollutants;
- maximum ceilings per Member State for the emission of several pollutants;
- emissions standards for cars, light-duty and heavy-duty vehicles.

Similarly, the European Union and its Member States have begun reducing emissions of CO₂ from the transport sector by, inter alia:

- sharing the reduction effort between sectors covered by the ETS and other sectors such as the transport sector;
- setting emissions standards for cars and light commercial vehicles.

This legislation is regularly reviewed in order to further address air quality and climate change challenges in line with both our international commitments and our European policy goals.

The recent event involving manipulation of emission control systems in cars underlines the need for:

- coherence between our legislation and our international commitments and European policy goals;
- coherence between our overall air quality values and the necessary emissions reductions from the transport sector;

- coherence between our overall climate ambition and the necessary emissions reductions from the transport sector;
- the introduction and implementation no later than 2017 of a revised test cycle and procedures reflecting real driving emissions;
- increased harmonization of the verification regimes for compliance with the standards set;
- a strong coordination role for the Commission regarding investigations at the national level and ad hoc procedures to identify defeat devices.

