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NOTE

From:	General Secretariat of the Council
To:	Delegations
Subject:	Real driving emissions (RDE)
	 Information from the Commission, requested by the French delegation

Delegations will find in the <u>Annex</u> a note from <u>the French delegation</u> requesting information from the Commission on the above subject, which will be discussed under 'Any other business' at the Environment Council meeting on 4 March 2016.

6035/1/16 REV 1 spu/CI/fc

DG E 1A EN

Real driving emissions (RDE)

- Information from the Commission, requested by the French delegation -

The parameters for the real driving emissions (RDE) test with regard to emissions of nitrogen oxides (NOx) were adopted by the experts in the Technical Committee on Motor Vehicles (TCMV) on 28 October 2015. At its plenary session on 3 February 2016 the European Parliament decided not to oppose this highly controversial decision. The file is included as an 'A' item for the Council meeting on 12 February 2016.

Negotiations are ongoing on the revision of the Euro 5/6 Regulation on emissions of air pollutants from motor vehicles. This Regulation lays down in particular the decision-making process for establishing and revising the real driving emissions (RDE) test procedure.

The Environment Council meeting on 4 March 2016 comes at a key moment, for the following two reasons:

- firstly, the negotiations will resume in the form of trilogues on the revision of the Euro 5/6 Regulation and that text provides an opportunity to define the procedure for and objectives of these real driving emissions tests,
- secondly, the Commission is preparing to propose an RDE measurement procedure for particulates: it is important to ensure there is an appropriate decision-making process for this new test.

Furthermore, it seems appropriate for ministers to exchange views on this subject at the Council meeting. This 'other business' item would reaffirm the European Union's commitment to reducing air pollutant emissions from vehicles.

As part of the revision of the Euro 5/6 Regulation, the procedures should be adapted in line with the Lisbon Treaty. To that end, France would like these real driving emissions tests, which are intended to safeguard the overall environmental objectives of the system, to be subject to the ordinary legislative procedure. This is a major issue in the trilogue negotiations on the revision of the Euro 5/6 Regulation.

With regard to the RDE system for particulates, the European Commission intends to propose that the Member States' experts examine a new proposal at a meeting of the Technical Committee on Motor Vehicles (TCMV) in March 2016. This would supplement the RDE test to cover particulate emissions (RDE/particulates), pursuant to the Euro 5/6 Regulation in force and therefore under the committee procedure ('PRAC', the same procedure used for the introduction of the RDE test for nitrogen oxides).

In view of the factors mentioned above, the French authorities would like ministers at the Environment Council meeting on 4 March 2016 to be able to exchange views on the arrangements for adopting RDE tests to measure particulate emissions.