

# EGEA WG2

Monday 6th July 2015



# Emissions Agenda : 10h to 13h

- **Opening and welcome**
- **CITA SET Study: update on latest state of affairs**
- **PTI Roadworthiness Directive 2014/45/EU: tailpipe vs. OBD**
- **Initiatives on emissions at national level: round-up**
- **Eco-Entretien**
- **Current & potential initiatives on emissions at EU level: round-up session**
- **Any other business**

# Opening and welcome



# CITA SET Study: update on latest state of affairs

- **Draft version available**
- **Ready for approval by the Bureau Permanent**
- **Meeting with European Commission postponed**
- **Conclusion:**
- **Petrol vehicles:**
  - Euro 3 vehicles: current limit is suitable.
  - **Euro 4 or later** :revised limit of **0.1%** CO should be used for the fast idle test.
  - Euro 4 or later stricter of limit of **0.05%** could be introduced for Euro 4 or later vehicles, but might require new equipment to test to this level.
  - Current limit is suitable for the natural idle test.
- **Diesel vehicles:**
  - Euro 3 vehicles, the current limit is suitable
  - **Euro 4** vehicles: limit of **1.0 m<sup>-1</sup>** is suggested generally. ~~it is important that vehicle specific limits are used — i.e. the plate values should be used.~~
  - **Euro 5** or later vehicles: general limit is practical to apply to all diesel vehicles. It is recommended that a limit of **0.2 m<sup>-1</sup>** is used in the future.

# CITA SET Study: update on latest state of affairs

- **Conclusion:**
- **EOBD:** no clear correlation between an emissions test and OBD check for ether petrol or diesel vehicles: **Scanning and tailpipe** measurement will have the best benefit and ability to find most of the emission behaviour affecting failures on modern passenger cars
- Any vehicles with a “P0...” DTC should fail the test. Some trouble code might only effect cold-start emissions (e.g. glow plug function) which would not show up in a FAS test. But it is still important that these vehicles are rectified to avoid excessive cold start emissions.
- The use of OBD will also provide additional information :
  - Engine coolant temperature
  - Engine speed
- For diesel vehicles, the following parameters should also be recorded:
  - Maximum engine speed
  - Rising time

## PTI Roadworthiness Directive 2014/45/EU: tailpipe vs. OBD

- « The use of tailpipe or OBD for emission inspections under certain conditions and depending on their Euro emission class 5 or 6, Euro 5 tailpipe or conditional, Euro 6 free choice between tailpipe or OBD”

Country	Tail Pipe	OBD
France (6 and VI)	Any time	Any time (warning)
GERMANY	Only if OBD failed	At 1st
NL	Only if OBD failed	At 1st
BELGIUM	Any time	Any time ( <i>warning</i> )
ITALY		
UK		
SPAIN		

## Initiatives on emissions at national level: round-up

- **France asked to act on Air Pollution**
- The European Commission asked France in its April Infringement package released on 29 April 2015 to comply with EU PM10 air quality limits. The latest figures from the French authorities show that the air pollution problem persists, with the maximum daily limits for PM10 being exceeded in ten zones: Paris, Lyon, Grenoble, Marseille, Martinique, the Arve valley, Provence-Alpes-Côte d'Azur, Nice, Toulon, and Douai Béthune-Valenciennes. This new reasoned opinion follows a complementary letter of formal notice sent by the Commission in February 2013. If France fails to act within two months, the Commission may take the matter to the EU Court of Justice.
- **Old Diesel Cars Scrapping Scheme in France**
- On 31 March 2015 a new Order was published in the French Official Journal that defines a scrapping scheme for old Diesel cars that are replaced by clean vehicles. As of 1 April 2015 the purchase of a clean passenger car to replace a Diesel car of 14 years or more is entitled to the following subsidy: €10000 for an electric car emitting 20 g/km CO<sub>2</sub> or less; or €6500 for a plugin hybrid car emitting between 21 and 60 g/km CO<sub>2</sub>. In addition, buyers who are not subject to income tax will also be entitled to a €500 subsidy for the purchase of any Euro 6 car emitting between 61 and 110 g/km CO<sub>2</sub> and scrapping of their old

## Initiatives on emissions at national level: round-up

- **UK Supreme Court orders New Air Quality Plans**
- On 29 April 2015 the UK Supreme Court ordered the UK Government to deliver by the end of 2015 new plans to cut air pollution. The court upheld a challenge brought by NGO ClientEarth, stating explicitly that the UK breached the NO<sub>2</sub> limits set in the EU's Ambient Air Quality Directive by failing to put in place sufficiently ambitious plans to secure compliance. Under existing air quality plans, parts of the UK, including London and Birmingham, would not have achieved legal limits on NO<sub>2</sub> until after 2030. The Supreme Court noted that during the five years in which the UK has been in breach of the law, "the prospects of early compliance have become worse, not better" and it disagreed with the lower courts that enforcement can be left to the European Commission. ClientEarth is calling for action to clean up the worst polluting diesel vehicles, including through a national network of Low Emission Zones.



## Initiatives on emissions at national level: round-up

- **SMMT launches Communication Campaign on Diesel in UK**
- On 11 March 2015 the UK Society of Motor Manufacturers and Traders (SMMT) launched a nationwide campaign to challenge the ‘demonization’ of Diesel. Mike Hawes, SMMT Chief Executive, said “Today’s Diesel engines are the cleanest ever, and the culmination of billions of pounds of investment by manufacturers to improve air quality. Bans and parking taxes on Diesel vehicles therefore make no sense from an environmental point of view. We need to avoid penalising one vehicle technology over another and instead encourage the uptake of the latest low emission vehicles by consumers. The allegations against Diesel cars made in recent months threaten to misguide policy making and undermine public confidence in Diesel.” SMMT is calling for policy makers to adopt a consistent technology-neutral approach towards vehicle incentives and penalties to encourage the uptake of the latest technologies and maximise the benefits for air quality. The automotive industry wants to encourage consumers to continue to choose the cars that fit their lifestyles and is committed to help the UK reach its air quality targets by encouraging the uptake of the latest vehicles, be they petrol, Diesel, electric or any of the multitude of technologies available on the market. The SMMT campaign is at [www.dieselfacts.co.uk](http://www.dieselfacts.co.uk)

## Initiatives on emissions at national level: round-up

- **Czech Republic asked by Commission to act on PM10 Air Pollution**
- In its monthly package of infringement decisions published on 26 March 2015, the European Commission asked the Czech Republic to comply with EU legislation requiring Member States to limit citizens' exposure to fine dust particles (PM10) by defining specific limit values to be observed. The latest air quality figures from the Czech Republic show that the maximum daily limits for PM10 is being exceeded in Praha, Střední Čechy, Severozápad, Severovýchod, Brno, Střední Morava, Moravskoslezsko and Ostrava/Karviná/Frýdek-Místek, with yearly limits also being exceeded in Moravskoslezsko and Ostrava/Karviná/Frýdek-Místek. As a result, the European Commission is asking the country to take forward-looking, speedy and effective action to keep the period of non-compliance as short as possible. The reasoned opinion follows an additional letter of formal notice sent on 22 February 2013. If the Czech Republic fails to act, the Commission may take the matter to the EU Court of Justice.

# Initiatives on emissions at national level: round-up

- **Old Vehicles Scrapping Scheme in Finland**
- The Finnish Ministry of Employment and the Economy notified the European Commission on 27 March 2015 that it has published guidelines for importers to implement a vehicle scrappage premium. The premium will be paid for scrapped vehicles which are more than 10 years old and replaced with a vehicle whose CO2 emissions do not exceed 120 g/km. The premium amounts to €1000
- **Swiss Report on Air Pollution and Health**
- On 23 February 2015 the Swiss Federal Office for the Environment (FOEN) released a report on air pollution effects on health. FOEN says that even though air quality has improved in the last 30 years, the air is still far from being clean. Air quality limits for ozone, PM10, and nitrogen dioxide are exceeded not only in urban environments, but also in suburban areas and countryside. Health effects on respiratory system but also cardiovascular diseases, lung cancers, and impact on foetus are detailed in the report, which also provides with recommendations to the public on how to protect themselves and contribute to a cleaner air. FOEN promotes less polluting vehicles that meet the most recent emissions standards for example. The report is available (in German, French and Italian) at

## Initiatives on emissions at national level: round-up

- Brussels-based Non-Governmental Organization Transport & Environment (T&E) reacted to this announcement with a briefing on “six facts about Diesel the car industry would rather not tell you”. This briefing largely focuses on the **gap between** the Euro 6 NOx **emissions limit and real-world performance** of Euro 6 Diesel cars. It however fails to make the point about the good performance and environmental benefits of Diesel Particulate Filters. The T&E briefing is at [www.transportenvironment.org/publications/6-facts-aboutdiesel-car-industry-would-rather-not-tell-you](http://www.transportenvironment.org/publications/6-facts-aboutdiesel-car-industry-would-rather-not-tell-you)

## Initiatives on emissions at national level: round-up

- On 27 April 2015 German environmental and mobility associations Deutsche Umwelthilfe (DUH) and Verkehrsclub Deutschland (VCD) and the Institute for Epidemiology at German Research Centre for Environmental Health (Helmholtz Zentrum) in Munich issued a joint press release demanding effective measures to control particles emissions from direct injection petrol engines. In their call, the organisations refer to recent real-world particles emissions measurements carried out on seven vehicles by Axel Friedrich, former head of department at the German Environmental Agency (UBA). Results showed that all gasoline direct injection vehicles emitted considerably more ultrafine particles than modern diesel vehicles equipped with Diesel Particulate Filters. After installing a **Gasoline Particulate Filter (GPF)**, emissions could be reduced to almost zero. “The technology is available and cost-efficient. Cost per vehicle is between €20 and 50,” said Axel Friedrich. DUH and VCD are not only urging for vehicles to be brought up to the technological state of the art soon. In addition, particle emissions need to be monitored in road traffic. “It is vital that measures to reduce particle emissions not only take place in the laboratory as part of the approval process, this also needs to happen on the roads. Additional test procedures in the approval process and regular exhaust gas examinations must also be binding for direct-injection vehicles,” explained Dorothee Saar of DUH.
- [http://www.duh.de/uploads/media/Hintergrundpapier\\_GDI-Pressegespraech.pdf](http://www.duh.de/uploads/media/Hintergrundpapier_GDI-Pressegespraech.pdf)

## Initiatives on emissions at national level: round-up

- **EU adopts real-world vehicle emissions testing procedure:** EU Member States approved European Commission proposals to introduce real-world driving air pollution emissions test procedures for motor vehicles in Brussels yesterday (May 19)
- <http://www.airqualitynews.com/2015/05/20/eu-adopts-real-world-vehicle-emissions-testing-procedure/>

## Initiatives on emissions at national level: round-up

- Germany 5-24-2015: Air pollution may be hurting our brains :
- Researchers culled data from a previous study on aging that involved 834 German women. They tested the association between impaired lung function and cognitive decline.

Cars and trucks, of course, are a leading source of these pollutants. Estimates indicate that pollution spewed from vehicles kills about 53,000 people in the United States every year, [according to research from MIT](#). That's more than the approximately 33,000 who die in [car accidents](#).

As European researchers further examine the causes of that direct link, their counterparts in [Canada](#) could suggest a solution. University of Toronto researchers [released a paper on car pollution](#) earlier this month that suggests 25 percent of the vehicles on the road are responsible for 90 percent of the pollution

# COP21 – CLIMATE CHANGE CONFERENCE



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# COP21 – CLIMATE CHANGE CONFERENCE



## **LABELLING PROCESS AND PROJECT SUPPORT**

Since France was officially designated as the host of the United Nations Framework Conference on Climate Change [COP21/CMP11], government teams have received a great many requests to support projects and initiatives. In order to address that momentum, a labelling process has been put in place.

# French initiatives: Loi Transition Energétique

- Law in discussion :
  - emission reinforcement: Emission check yearly after the 7<sup>th</sup> year
  - Thermodynamic diagnostic: Sphertech/Bosch initiative



- UTAC test campaign :
  - Particulates
  - NOX



# Initiatives on emissions at national level: round-up

Country	Petrol	OBD
France (6 and VI)	-	New regulation ready : <ul style="list-style-type: none"> <li>• Trigger on RPM</li> <li>• Use of plate value</li> <li>• Heated Truck pipe mandatory</li> </ul>
GERMANY		Leitfaden 5?
NL		
BELGIUM		
ITALY		Stand by
UK		Stand by
SPAIN		

## Current & potential initiatives on emissions at EU level: round-up session / DIESEL

- Diesel (Procedure, Threshold, plate value use, Data base ...)
- Petrol
- EOBD