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PRESS RELEASE

AECC EVENT ON FINAL ELEMENTS OF REAL-DRIVING EMISSIONS - RDE PACKAGE 4

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Yesterday, AECC hosted a half-day event on the Final Elements of the 4th Real-Driving Emissions (RDE) package at the BluePoint Conference Centre in Brussels. The seminar brought together the key actors involved in the definition of the final RDE provisions. Amongst the attendants were experts from the European Commission, representatives of Member States authorities and of the European Parliament, NGOs, academics and industry associations.

AECC presented its new position on the elements discussed for the 4th RDE package, data on real-world emissions measurements conducted on a Plug-in Hybrid Electric Vehicle (PHEV) and a comparison of RDE evaluation methods under discussion. AECC and the industry it represents welcome the work on the 4th RDE package and believes that the RDE procedure should be realistic and as pragmatic as possible to ensure it is robust and transparent to deliver the air quality benefits needed by citizens, local authorities, and EU Member States.

As proposed by the European Commission, the Moving Average Window (EMROAD) tool can be retained to verify "RDE trip normality" but reporting of raw tailpipe NOx and PN emissions of an RDE test should be implemented as soon as is practical to ensure robustness and transparency.

On PHEV emissions, AECC highlighted the wide variety of conditions under which such vehicles can be operated. PHEVs can deliver zero tailpipe CO_2 and regulated pollutant emissions in urban areas within the electric range, when they are driven in electric mode and if the battery has been fully charged. On the PHEV tested, the high spikes of Particle Number observed at the cold-start of the internal combustion engine were well controlled by a Gasoline Particulate Filter (GPF). At type-approval of PHEVs, only a limited number of operating modes and battery state-of-charge will be evaluated on RDE. However, for market surveillance and real-world impact, it must be possible assess their RDE performance under any combination of operating mode and battery state-of-charge.

In the 3rd RDE package, different RDE data evaluation methods have been established for conventional vehicles and PHEVs. AECC believes that a technology-neutral approach is needed and this would be ensured by reporting raw emissions data for RDE.

During the second part of the event a panel discussion was moderated by Peter Teffer, a journalist of EU Observer. The panel was composed of experts from the European Commission (Dr Dilara from the DG Growth, who is developing the RDE legislation, and Mr Wakenhut, head of the Clean Air unit in the DG for Environment), from a Member State with already some market surveillance activities (Mr Öhlund of the Swedish Transport Authority), industry (Dr Greening of ACEA and Mr Bosteels of AECC) and an NGO (Dr Mock of ICCT). The panellists exchanged views on the various elements to be covered in the 4th RDE package and replied to questions from the audience.

Real-Driving Emissions is unanimously considered as a major change in emissions control from cars and vans and the 4th regulatory RDE package is a crucial step. It will ensure In-Service Conformity checks of vehicles placed on the EU market are complemented by market surveillance activities, both at EU Member States level but also by independent third-parties.

Material from the AECC event, including AECC's Position on RDE package 4, is available at www.aecc.eu/event/final-elements-real-driving-emissions-rde-package-4/.

AECC is an international non-profit scientific association of European companies engaged in the development, production and testing of catalyst and filter-based technologies for vehicle and engine emissions control. This includes the research, development, testing and manufacture of autocatalysts, substrates and speciality materials incorporated into the catalytic converter and filter and catalyst-based technologies to control engine emissions.

Members' technology is incorporated in the exhaust emission control systems on new cars, commercial vehicles, buses, non-road mobile machinery and motorcycles in Europe.

More information on AECC can be found at www.aecc.eu.

AECC's members are: BASF Catalysts Germany GmbH, Germany; Ibiden Europe B.V. Stuttgart Branch, Germany; Johnson Matthey PLC, United Kingdom; NGK Europe GmbH, Germany; Solvay, France; and Umicore AG & Co. KG, Germany.

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