AECC input to the post Euro 6 study

MVEG meeting

Brussels • 6 March 2018
Agenda

- Current emissions performance and evolution in emissions control technologies
- Timing considerations
- Topic considerations
Emissions performance of latest diesel and gasoline vehicles

Declared emissions from latest vehicles well within standards

Source: PEMS results and maximum declared values from ACEA RDE database consulted on 13 February 2018
(no information about ageing status of emissions control technologies)
Light-duty diesel emissions control technology evolution
Towards combination of technologies in a compact design

Source: Peugeot – 308 press release 2017

Source: Daimler – Aachen Colloquium 2015

Source: BMW – Aachen Colloquium 2015

Source: MVEG meeting – 6 March 2018
Light-duty diesel emissions control technology evolution

Potential for future improvements to cover a wide range of driving conditions

- SCR in different locations to cover urban and motorway driving
- Dual urea injection to provide more flexible dosing
- Optimising thermal management for urban driving

Source: AVL – Highly Efficient Exhaust Gas Aftertreatment for Future Diesel Applications – 10th International Exhaust Gas and Particulate Emissions Forum February 2018

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Light-duty gasoline emissions control technology evolution

Introduction of particulate filters on cars with direct injection

Source: Daimler – Vienna Motorensymposium 2017

Source: Peugeot – 308 press release 2017
Heavy-duty diesel emissions control technology evolution

Further development towards lower NOx

Source: Daimler – 10th International Exhaust Gas and Particulate Emissions Forum February 2018
EC is called upon to investigate a further emission stage

European Parliament

EMIS Recommendation No 73 (April 2017):
“... calls on the Commission to review the emissions limits ... and to come forward ... with proposals ... for new technology neutral Euro 7 emission limits ...”

Resolution on a European Strategy for Low-Emission Mobility (December 2017):
“...calls on the Commission, ... to review the emissions limits ... and to come forward with proposals ... for new technology-neutral Euro 7 emission limits applicable by 2025 ... “

French “Plan Climat” (July 2017) calls for a Euro 7 standard:
“... Le Gouvernement prendra l’initiative de proposer au niveau européen une norme Euro 7 ...“
Investigation of a further emission stage to start now

- Be prepared for outcome of air quality (AQ) reviews
- Lead time for legislator to develop proper emission legislation
- Lead time for industry to further develop and implement emission control technologies
- Lead time to achieve air quality benefit of new emission legislation

![Diagram showing investigation process]

- EC DG-ENVI: Today
  - Fitness check of AQ legislation
  - Review of AQ guidelines

- WHO
  - Post Euro 6 study

- EC DG-GROW
  - ‘Euro 7/VII’ study
  - Legislative development

2025 CO₂ interim targets?

2030 CO₂ targets proposed by EC

- EC DG-GROW: Lead time for Industry to adapt
  - Revised Air Quality targets?

- WHO: fleet renewal

AQ benefit of ‘Euro 7/VII’
‘Euro 7/VII’ is needed to rebuild trust in Internal Combustion Engine and emission legislation

- Euro 6 (a-b-c-dTemp-d) does not provide a clear definition of a clean vehicle for the public
  - Euro 7 provides an opportunity of a definition of a clean vehicle
- Ensure fuel- and technology-neutrality
  - Eliminate negative diesel image
- Further enhance regulation to ensure real-world compliance
  - Further reduce discrepancy between type-approval and real-world performance
  - Improve transparency of legislation
THANK YOU!

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