

# AECC STATEMENT ON POST-EURO 6/VI

**Stakeholder event: Preparing for the future European emission standards for light- and heavy-duty vehicles – 24 October 2018**

Ladies and Gentlemen,

Firstly, let me thank the European Commission for organizing today's event and inviting us to share the views of the European emissions control industry in the preparation of future emission standards for light- and heavy-duty vehicles.

AECC, the Association for Emissions Control by Catalyst, represents European companies engaged in the research, development, and production of catalytic and particle filter technologies now fitted to all vehicles to reduce harmful exhaust emissions. AECC is a non-profit organisation operating on a scientific basis.

AECC member companies supply Emission Control Technologies to the automotive industry as part of the vehicle manufacturers powertrain design. AECC members develop and supply emission control catalysts and filters that are integrated with engine design and operating strategies into advanced emission control systems by the motor manufacturers. Emission Control Technologies significantly reduce pollutant emissions as part of an integrated approach involving the engine and exhaust hardware, operating systems, sensors and controls together with fuel, oil and reagent quality.

Over the last 15 years, EU air quality has generally improved due to an increased application of vehicle emission control systems and other powertrain measures; but cities still experience pollution hotspots and air quality limit exceedances. 17 EU Member States are currently infringing air quality regulations for NO<sub>2</sub> and/or PM and further action is needed to reduce public exposure to harmful components of vehicle exhaust gas.

All predictions show that vehicles with a combustion engine will remain a major element in the powertrain mix until at least 2030, with predictions varying from 50 to 90% of new sales. A combination of advanced combustion engine and electric power sources in various forms of hybrid and plug-in vehicles are predicted to dominate beyond the next decade. Powertrains containing an advanced combustion engine will continue to offer flexible, higher load and long-distance, economical personal mobility and freight transport. The role of low-emission internal combustion engines was stressed in the high-level GEAR 2030 report and keeping these engines competitive will require an even cleaner internal combustion engine in the future.

A new era for vehicle emissions control started in September 2017 with the introduction of RDE and WLTP legislations. Air quality modelling shows that NO<sub>2</sub> exceedances will reduce thanks to the replacement of older vehicles with Euro VI heavy-duty vehicles and RDE-compliant Euro 6

light-duty ones. In the horizon 2040 road transport is modelled to contribute only 17% of total NOx in Europe, compared to 40% in 2015. Also, thanks to RDE legislation, significantly reduced on-road NOx and PN emissions have started to contribute to improving air quality.

Nevertheless, there remain areas where improved light- and heavy-duty emission standards are required. Emission legislation promotes innovation in powertrain design and it is important for citizens and industry that the momentum established due to RDE is maintained. So where would a further step in light- and heavy-duty vehicle emission legislation help maintain the competitiveness of the EU industry as well as mitigate the environmental impact of vehicles?

Firstly, AECC believes that the Euro 6a, b, c, d-temp and Euro 6d emission stage labels for light-duty vehicles are confusing. The Euro 6 label alone does not provide a definition of a “clean vehicle” that consumers and non-industry representatives understand. A new simplified standard, biased toward real-world emission performance and applying equally and transparently to all fuel types and degree of electrification, would both contribute to restoring public trust in vehicle emission legislation and provide a clear goal for motor manufacturers. This should be reflected with a new label, perhaps ‘Euro 7’, to reflect a vehicle standard considered by citizens, local authorities and governments to be acceptable to the urban environment and air quality in general independently of power source.

Secondly, air quality modelling shows that further efforts are needed to reduce remaining air quality hotspots in densely populated areas to safe levels, this “safe level” is currently under review by the World Health Organization. Full electrification of powertrains will contribute to this goal over time, but the majority of vehicles will be some form of hybrid with a combustion engine for some time to come. Legislation must ensure cost-effective best-available environmental protection and must accurately reflect vehicle emissions in-use, in a simple and transparent way.

This new emission legislation should be defined as early as possible as industry needs proper lead time to design, develop and implement new technologies. Alignment with the timing of the CO<sub>2</sub> regulation is considered appropriate to enable manufacturers’ powertrain development strategies to be implemented in a coherent manner against air quality and global warming requirements. It is worth noting that France and the Netherlands, as well as the European Parliament, both in its EMIS report and its resolution on a European Strategy for Low-Emission Mobility, are calling for a next fuel-neutral Euro 7 standard by 2025.

And finally, many countries have implemented European-based emission legislation giving a competitive advantage to the European industry. However, China is changing its role from follower to pace-setter and is now moving beyond EU legislation with its China 6b standard (with a China 7 step already under consideration). Without a Euro 7/VII standard, the export of EU legislation to other world regions that is of interest to the EU industry is at risk.

To conclude, AECC remains engaged to contribute to the development of sound legislation to improve air quality and maintain the global competitiveness of the European automotive industry through application of cost-effective and best available emission control technologies. AECC is fully committed to work with the European Commission and all relevant stakeholders in this important matter and will actively support the post-Euro 6 process.

I thank you for your attention.