



EUROPEAN COMMISSION
ENTERPRISE AND INDUSTRY DIRECTORATE-GENERAL

Director-General

Brussels,
ENTR/B4 [redacted] - Ares (2014) 4565333

NOTE FOR THE ATTENTION OF MR KARL FALKENBERG
DIRECTOR GENERAL, DG ENV

Subject: Euro 6 real driving emissions

Dear Mr Falkenberg,

In response to your note from 19 November, I would like to inform you that I am aware of the discrepancy between vehicles' regulatory emission limits and those observed in real life. DG ENTR takes all necessary actions in order to finalise without delays the proposal on the Real Driving Emissions (RDE) procedure, which will enable closing. The existing gap and, in consequence, lead to an improvement of air quality in Europe.

I cannot agree with the statements included in your letter implying that the Commission is open for provisions, which would maintain the current state of play further beyond 2017. On the contrary, activities of the Commission aim at addressing the problem in a decisive manner within the shortest possible timeframe. Following the latest proposal, and in line with the previous agreements, the procedure together with not-to-exceed limits should apply to all new vehicle types as of September 2017. This, together with a corresponding requirement of compliance for all new vehicles, should ensure that by September 2018 all vehicles placed on the market will emit substantially less NOx than existing ones.

Regarding the application of different strategies during the type-approval test and in real driving conditions, such practices are illegal in accordance to the European law and any manufacturer applying them would face severe legal consequences. In the existing legal framework, in order to ensure proper level of reproducibility and repeatability of the tests, a vehicle is tested in strictly defined conditions leaving a wide area of the operations outside the testing procedure. Vehicle manufacturers have taken advantage of this legislative shortcoming producing vehicles, which from the legal perspective are compliant with the Regulation, however their emission performance is different under off-cycle conditions. This loophole will be addressed within the new Commission proposal, as well as via the revision of the Directive 2007/46/EC, which will, among others, supplement the type-approval framework with additional provisions reinforcing market surveillance.

As the work on the first package of the provisions defining the testing procedure has been finalised and we are about to initiate the discussion on the second one during which not-to-exceed limits are to be defined, I count on your collaboration and active support in the process.

Yours sincerely,

(e-signed)
Daniel Calleja