



EUROPEAN COMMISSION
ENTERPRISE AND INDUSTRY DIRECTORATE-GENERAL

Sustainable Growth and EU 2020
Sustainable Mobility and Automotive Industry

Brussels, 18 August 2015

Dear All,

I would like to invite you to a meeting of the RDE Data Evaluation Task Force, which will take place on 19 August 2015 from **14:00 – 17:00** as an audio/web conference, for connection details please see <https://circabc.europa.eu/w/browse/597724b7-3456-4691-ae71-f4b229b17e64> (Circabc folder Library > general documents > administrative).

At the meeting the various issues of the last RDE Data Evaluation Task Force of 29 July will be followed up, see summary below.

Summary of the 29-07-2015 meeting conclusions:

ACEA has presented some analysis of the positive altitude gains during PEMS trips, which suggests significant inaccuracies if the latter are calculated on the basis of topographic map data. However, the use of a "smoothened GPS signal" for this purpose is claimed to deliver robust and reproducible results. ACEA will provide some further data showing that the "smoothened GPS signal" indeed provides highly reproducible results if the same PEMS route is driven under different conditions (e.g. different vehicle velocities). ACEA attributes the very high positive altitude gains (> 1200 m/100 km) shown for some selected trips on the basis of map data (by DG ENV at the last meeting) to shortcomings of the topographic map data. This issue will have to be further investigated before a complementary boundary condition for the positive altitude gains during a PEMS trip can be defined (COM currently suggesting 1500 m/100 km, ACEA 1000 m/100 km).

The JRC will start the drafting for defining the smoothening procedure of the PEMS signal in the regulatory text.

Concerning the "transfer function approach" requested by ACEA, the COM service position is the following:

- From a regulators point not necessary at the moment, but there is some understanding for industry concerns leading to this request;
- The "transfer function approach" must be investigated/developed in a transparent manner by the RDE data evaluation task force; at the moment it cannot be anticipated whether it should be integrated in the 2nd regulatory RDE package or not;
- In principle the "transfer function approach" should be considered as a transitional measure (i.e. it should be suspended/revised for the 2nd step of NTE emission limits) since there is a risk that it enshrines the characteristics (and

shortcomings...) of today's NO_x control technologies in the legislation and therefore does not provide sufficient incentives for improvements;

- The "transfer function approach" must be implemented in a balanced manner: if for certain "demanding" driving conditions higher NTE emission limits are granted this must be compensated by applying lower NTE emission limits to "less demanding" driving conditions such that the statistically weighted (on the basis of available driving data, e.g. the WLTP database) average of applicable NTE emission limits corresponds to the nominal NTE emission limit specified in the future legislation (which is also communicated to the public);
- Input parameters of the "transfer functions" (e.g. $v \cdot a$, positive altitude gain,...) must be justified by their impact on NO_x emissions due to basic physical reasons and not just due to system calibration.

In the discussion it became quite clear that the development of "transfer functions" would delay the legal adoption of the 2nd regulatory RDE package. It is therefore the intention to present at the next TCMV (10 September) the situation to Member States, which would then either have to sanction a 2nd regulatory RDE package without "transfer functions" (according the original planning) or accept a respective delay of the regulatory adoption.

At the next RDE data evaluation task force scheduled for 19 August, industry will provide a more concrete proposal for the methodology and timeline according to which the "transfer functions" will be developed.