



## EUROPEAN COMMISSION

Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs

Industrial Transformation and Advanced Value Chains  
**Automotive and Mobility Industries**

### Meeting record

Date of meeting	10 <sup>th</sup> May 2016
Place of meeting ( <i>DG GROW premises, other DG premises, stakeholder premises..</i> )	DG-GROW
Stakeholder(s)	ACEA
Representative(s) of stakeholder(s)	[REDACTED]
DG GROW representatives	[REDACTED], [REDACTED], [REDACTED]
Representatives of other DGs	-

### Summary of meeting

Regarding evaporative emissions proposal, ACEA restated its position as was already presented in Ares(2016)1869582 and that they would rather go towards a procedure similar to the EPA one, with longer tests. The Commission replied that the current proposal was well accepted by MS on the technical level and that the intention is to vote it as an amendment to Regulation EC 692/2008 already on the 12<sup>th</sup> May TCMV.

For the part of RMI, ACEA also pointed that there might be a weak business case for Trust Centers, which might endanger the application of the SERMI. The Commission admitted that the RMI part was still under discussion with stakeholders and a final decision will be taken before the vote.

ACEA offered to organise a workshop on RMI. The Commission agreed that a workshop is a good idea, but we need to agree on the timing.

On RDE package 3, ACEA wanted to introduce asap a proposal on Transfer Functions. The Commission replied that TFs will be discussed in a due time and not on the occasion of the 3<sup>rd</sup> RDE package. The Commission accepted that a presentation is made on boundary conditions for LCVs. ACEA raised concerns about the PEMS-PN robustness and wanted to propose an extended testing period but the Commission replied that this was thoroughly tested at the JRC and in other labs for the past 3 years. Great progress has made in the quality and robustness of such instruments in the meantime and the data support that PEMS-PN is ready.

For WLTP, ACEA warned that MS might have problems with the IT applications needed to put the WLTP Type approvals in place. They also raised the attention to the need for the EU to withdraw temporarily from R83 and R101 at UNECE.

ACEA also reminded the Commission of the invitation to participate to the Adblue workshop on the 22<sup>nd</sup> June.