



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	28.11.2016
Place of meeting (<i>DG GROW premises, other DG premises, stakeholder premises..</i>)	DG GROW premises
Stakeholder(s)	VDA
Representative(s) of stakeholder(s)	Mr J Damasky; [REDACTED]; [REDACTED]
DG GROW representatives	[REDACTED]; [REDACTED]; [REDACTED]
Representatives of other DGs	-

Summary of meeting

The meeting for its most part covered RDE. It also touched upon the proposal for a new type-approval regulation.

1. VDA is worried about the introduction date of the PN-PEMS. They were already prepared to be within the WLTP limits, but were not expecting the RDE requirements to be implemented with such a tight timing. There seems to be about half a million of vehicles affected (mostly BMW, but also VW, etc). This number might diminish to 350.000 if industry decides to replace some of the motorisations. They also believe that the major issue for them is the heavy fuels and would be able to be fully in line if they had one more year in which to adapt all vehicles. The Commission asked for more details on the numbers and measures needed to comply with the limits and for more data on the effect of heavy fuel on emissions. The Commission also stated that the dates were already clear and set in legislation from 2012 and that the industry should take responsibility on the fact that they were not ready.

2. Type-approval regulation

a. VDA is primarily concerned with two issues, the limitation in time of type approvals and the relationship between Type approval authorities and technical services on the one side with vehicle manufacturers on the other side.

b. On the first point, [REDACTED] explained COM's objectives and that COM was quite open on how to achieve this objective. VDA underlined that the vehicle manufacturers would want to have the possibility to get a model approved for a complete production cycle.

Conclusion: based on progress made in discussion, get back early in 2017.

c. On the second point, [REDACTED] explained position of COM regarding financing. Main objective to ensure that MS possess necessary financial resources to fulfil their obligations. Second element: direct payments to technical services

considered as problematic because putting their independence into question. COM primarily oriented towards achieving the objective, acknowledges that there may be different ways to achieve it.