

【欧州】【自動車】

Environmental friendly vehicles: The European Commission delivers a “Roadmap towards clean vehicles” with action areas to tackle air pollution from diesel cars and to avoid a future diesel scandal

Andrea Antolini Former Researcher JTTRI

【概要 : Summary】

In September 2015, the diesel scandal unfolded in the US, revealing the systematic cheating by Volkswagen during emissions testing of diesel cars. Even if the diesel scandal was revealed in the US, it originally resulted from a failure of supervision by the national regulators in the EU, as they failed to properly enforce vehicle emissions regulations. This became a truly European problem, as cars that are type-approved in one EU Member State can be sold anywhere in the EU’s Single Market. In the wake of the Volkswagen diesel scandal, the European Parliament established the Committee of Inquiry into Emission Measurements in the Automotive Sector (EMIS). The EMIS report focused on the investigation of discrepancies of laboratory test of the NOx emissions of diesel cars and on the road. The EMIS report presented evidence on the possible use of prohibited “defeat” devices and identified gaps in the EU car type-approval system. It also pointed out shortcomings in the enforcement of the EU emissions legislation in the individual EU Member States. Some of the most important weaknesses in the EU’s regulations have since been addressed by introducing new legislation.

Most recently, the European Commission has started a new attempt to introduce a coordinated European solution against polluting cars and proposed a “roadmap” with a list of possible measures. This

European Commission’s “Roadmap towards clean vehicles” contains the EU’s approach to tackle air pollution from diesel cars with a number of actions toward an integrated EU strategy to tackle the problems of the diesel scandal. The Roadmap defines various action areas including the efficient implementation of new type-approval rules and emissions tests developed and proposed by the Commission. It includes aspects like the quick delivery on the recalls of non-compliant cars, the creation of a cleaner car fleet by means of retrofitting as well as improved consumer information and protection. This “Roadmap towards clean vehicles” is the first EU strategy to tackle polluting diesel cars on the road.

【記事 : Article】

After the diesel scandal unfolded in the US in September 2015, it soon became clear that the entire type-approval process in the EU had weaknesses and shortcomings that allowed the automobile manufacturers to intentionally manipulate the results of emission tests. In a reaction on the Volkswagen diesel scandal, the European Parliament’s EMIS Committee was tasked to investigate whether the European Commission and EU Member States’ authorities complied with the obligations arising from EU law regarding measuring emissions in the automotive sector and whether there existed maladministration in the law’s application. The EMIS report concluded that

before the diesel scandal unfolded in September 2015, the discrepancies of test results and real world driving were generally attributed to the inadequacy of the New European Driving Cycle (NEDC) laboratory test and to the optimisation strategies put in place by automobile manufacturers to pass the laboratory test. However, the EMIS report also pointed out maladministration at all levels of the type-approval procedure and within all involved authorities.

The mandate for the Commission to keep test cycles under review, and to revise them if necessary resulted in the development and introduction of real driving emission (RDE) testing with Portable Emission Measurement Systems (PEMS) into the EU type-approval procedure as of 2017. In September 2017, the World harmonised Light vehicle Test Procedure (WLTP) for measuring CO₂ emissions and fuel consumption from cars and vans was introduced for all new car models and also the RDE became mandatory for all new car models. The WLTP is a globally harmonised test procedure developed within the United Nations Economic Commission for Europe (UNECE). From September 2018 onwards, the new WLTP test became also mandatory for all new cars registered in the EU. The WLTP replaces the formerly used NEDC laboratory test. Moreover, the European Commission presented three packages to introduce an ecologic reform of the road transport sector in the EU. In May 2017, the Commission presented the “Europe on the Move” 1st Mobility Package for a socially fair transition to clean, competitive and connected mobility. In November 2017, the 2nd Mobility Package followed with new targets for the EU’s fleet-wide average CO₂ emissions for new cars and vans for the post-2020 period. The 3rd Mobility Package was presented in May 2018, which included measures on road safety, and the first CO₂ standards for heavy-duty vehicles in Europe, an Action Plan on batteries and a strategy on connected and automated mobility.

After in September 2018, the WLTP had become mandatory for new cars, the mandatory RDE test became the new measure for mandatory testing of new car emissions on ultra fine particles, and from September 2019 it will

become mandatory for measuring NO_x, after in January 2019, an update to the WLTP and RDE entered into force, allowing for independent testing of vehicles in use. As latest measure, the European Commission presented its “Roadmap towards clean vehicles” on 18 March 2019 for the discussion of further measures with the EU Member States representatives, industry and civil society. This document contains the EU’s future strategy to tackle the air pollution of diesel cars and it is the first proposal for an integrated EU strategy to tackle the impacts of the diesel scandal. During the Automotive Industry Forum organised by the Romanian Presidency in Craiova (Romania), the EU Commissioner for the Internal Market, Industry, Entrepreneurship and SMEs Elżbieta Bieńkowska handed over the “Roadmap towards clean vehicles” to the Minister for Economy of Romania Nicolae Bădălău, representing the presidency of the Council of the EU. The Commission worked on the “Roadmap towards clean vehicles” jointly with national experts.

The Commission and EU Member States will have to focus on the overall objective to preparing the EU automotive industry for the challenges for achieving the target of introducing zero emission cars and connected and automated driving. While important progress has been made over the last three years to address the impacts of the diesel scandal, the Commission and Member States’ technical experts identified a number of further enforcement actions. The EU Member States, industry and stakeholders, together with the European Commission, will work towards the implementation of actions to achieve the target of having clean and safe vehicles on EU roads. The objective of the Commission’s Roadmap defines various action areas including the efficient implementation of new type-approval rules and emissions tests. The Roadmap also points out actions that the Commission, EU Member States and industry should take to realise a full shift towards clean cars. The mentioned three major legislative packages under the “Europe on the move” initiative contain different measures to support alternative fuels, battery production and connected and automated driving and

build the core of the Commission efforts. However, the objective of the “Roadmap towards clean vehicles” defines various action areas. Action 1 area includes to ensuring a diesel-gate free future. Therefore, the new type approval rules under Regulation (EU) 2018/858 of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC and emissions tests need to be implemented efficiently. Also capacity building measures for Real Driving Emission (RDE) testing need to be realized and independent third party testing needs to be encouraged, among others. Action 2 area includes measures to ensuring the realisation of a cleaner vehicles’ fleet. While the industry and Member States need to encourage hardware retrofits, the Commission needs to investigate into the feasibility of harmonising rules on retrofitting and the feasibility of a new emission standard, among others. The European Commission should coordinate recalls to ensure that all diesel vehicles across all EU Member States are fixed. It should define minimum standards and not simply ‘Best Practice Guidance’. Action 3 area is to deliver the diesel gate related recalls. EU Member States shall take measures to ensure a recall rate of at least 90% within two years after the start of a mandatory recall. Action 4 area ensures the consistent implementation and enforcement of recalls. The EU Member States will have to consider the use of mandatory recalls, in particular in cases where an approval authority already issued a mandatory recall. A proof of updates and their effectiveness has to be checked through independent testing. Furthermore, the EU Member States’ national authorities must refuse to register imported polluting diesel cars unless they have been cleaned up. Action 5 area ensures the transparency of recall actions with the industry and Member States offering improved information to the Commission of all remedial measures. The EU Member States will monthly update the Recall Information Platform while

the Commission will publish periodic reports on the recalls’ progress. Action 6 area envisages the information of consumers. The industry shall enhance driver incentives, such as trust-building measures. The EU Member States will have to improve communication to consumers. The Commission intends to work on the implementation of the “Roadmap towards clean vehicles” with the EU Member States and the Competitiveness Council in May 2019. The Commission is also expected to offer a platform for EU Member States to further discuss the “Roadmap towards clean vehicles” at political level.

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