

**Expert studies shows that under real driving conditions latest technology diesel cars are compliant with EU emission limits for NO<sub>x</sub> and PM, resulting in air quality improvements in cities that are similar to those from widespread zero emission vehicles deployment.**

**Brussels, 4 December 2017:** Two studies conducted by Ricardo and by AERIS conclude that EURO 6d (temp) diesel cars tested under « RDE conditions » are compliant with the EU emissions limits for NO<sub>x</sub> and PM. Replacing all new diesel cars by zero emission vehicles (ZEV) will offer little improvement to the compliance outlook with ambient air quality limit values compared with the EURO 6d scenario. The AERIS study furthermore shows that there is almost no difference in the level of population exposure between a ZEV scenario and the progressive replacement of diesel cars by Euro 6d diesel cars. Finally, understanding emissions sources at the local level is key to finding the targeted measures that will be the most effective and best value for cities for addressing remaining exceedances and hot spots.

John Cooper, Director General FuelsEurope, presented the main conclusions from two studies conducted on behalf of the refining industry to assess the level of performance of EURO 6d (temp) diesel cars with regards to NO<sub>x</sub> and PM emissions and the impact on urban Air Quality in EU 28 and 10 European cities.

John Cooper underlined *“urban air quality has become a major challenge for many urban areas and the people who live there. Our industry takes this issue very seriously.”*

The Ricardo study *“Expected Light Duty Vehicle Emissions from Final Stages of Euro 6”* shows that the vehicles tested on a high speed and highly dynamic RDE (Real Driving Emissions) test will achieve regulated conformity factors under real world driving and “Moderate<sup>1</sup> RDE” conditions.

John Cooper stressed *“The evidence presented by Ricardo indicates that the RDE test procedure is an effective regulatory approach and a step-change vs. the previous laboratory-only tests. Euro 6d will deliver the compliance with NO<sub>x</sub> limits for cars. The outcome of the Ricardo tests shows that from now on, the choice of*

*a new car, diesel, gasoline or electric makes no difference anymore to air quality. However, attention should now be given to the older vehicles and other sources.”*

The AERIS study *“An analysis of future Urban Air Quality Compliance - Real Driving Emissions and Zero Emission Vehicles Scenarios”* shows that based on the results of the Ricardo tests, fleet turnover to EURO 6d cars will improve urban air quality in a way which is almost indistinguishable from widespread zero emission vehicles deployment.

The AERIS model indicates that for latest technology diesel cars, exhaust Particulate Matter is now a diminishingly small contributor to Urban Air Quality problems. PM emissions from road vehicles will be dominated by brake and tyre wear regardless of the powertrain technology. For NO<sub>2</sub> the model shows that, for both the Euro 6d and the ZEV scenarios, out of the 2400 monitoring stations in the EU, 99% are expected to be compliant with regulated NO<sub>2</sub> emissions limit by 2030.

<sup>1</sup> 0°C to 30°C, 0 to 700m altitude

John Cooper highlighted *“replacing all new diesel cars by zero tailpipe emission vehicles will offer minimal further improvement to the compliance outlook compared with the fleet renewal scenario for Euro 6d vehicles. As a result almost no difference in population exposure between the two scenarios is expected.”*

John Cooper concluded *“focusing on further developing new vehicle emission standards or measures that exclude new diesel cars from cities are unlikely to result in earlier compliance. Instead there is a need to*

*consider targeted measures based on an analysis of local sources to effectively address the remaining uncompliant areas. This should cover a better understanding of older vehicles and other sources. Our industry will conduct and share further work in the coming months to help inform local authorities.”*

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FuelsEurope represents with the EU institutions the interest of 41 companies operating refineries in the EU. Members account for almost 100% of EU petroleum refining capacity and more than 75% of EU motor fuel retail sales.

FuelsEurope aims to inform and provide expert advice to the EU institutions and other stakeholders about European Petroleum Refining and Distribution and its products in order to:

- Contribute in a constructive way to the development of technically feasible and cost effective EU policies and legislation.
- Promote an understanding amongst the EU institutions and citizens of the contribution of European Petroleum Refining and Distribution and its value chain to European economic, technological and social progress

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