



European
Commission

Miguel ARIAS CAÑETE
Member of the European Commission

Elżbieta BIENKOWSKA
Member of the European Commission

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Dear Minister Köstinger,

Dear Mrs Valean and Mrs Dalli,

Recently an issue has emerged as regards the Commission proposal for a Regulation setting post-2020 CO₂ emission targets for new passenger cars and vans (COM(2017)676 final, 8 November 2017) in relation with the implementation of the new worldwide light vehicles test procedure (WLTP).

Through data collected from authorities in Member States and assessed by colleagues from the Joint Research Centre, it has been detected that manufacturers may use the transition from the old European driving cycle (NEDC) test procedure to WLTP to inflate their WLTP emission levels in 2020. They could do so without an impact on their NEDC emission levels which will be used for target compliance up to 2020.

Inflated WLTP emissions in 2020 would result in less strict WLTP CO₂ emission targets applying in 2021. As the 2021 WLTP targets also act as the starting point for the 2025 and 2030 targets, such inflation would in turn lead to lower real life emission reductions in the target years. As only some manufacturers might inflate the starting point, this could also lead to distortion of the level playing field between manufacturers. The attached non-paper provides a more detailed explanation of the issue at stake.

In order to rectify this, the Commission is proposing the following three lines of actions.

First, in the proposed Regulation on CO₂ emission standards for cars and vans which is currently under examination by the co-legislators, it should be made clear that the starting point for determining the future targets has to be calculated on the basis of the "WLTP values measured" in 2020 instead of the WLTP values declared by manufacturers. This issue should be dealt with in the context of the legislative procedure in order to maintain the level of ambition of the Commission proposal.

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Mrs Elisabeth Köstinger, Federal Minister for Sustainability and Tourism

*Chair of the Committee on the Environment, Public Health and Food Safety
Mrs Adina-Ioana Valean, Member of the European Parliament*

*Rapporteur of the Committee on the Environment, Public Health and Food Safety
Mrs Miriam Dalli, Member of the European Parliament*

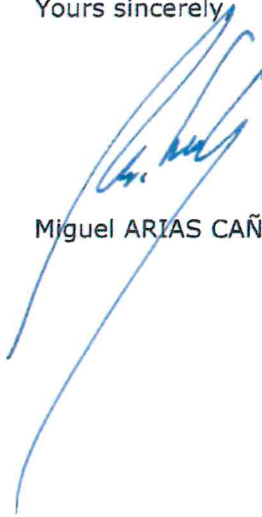
Rue de la Loi, 200
B-1049 Brussels
T. +32 2 2955675

Second, in order to increase transparency and verifiability, data on the WLTP measurements of vehicles registered in 2020 need to be systematically collected. Also, for the sake of the correlation procedure between the NEDC and the WLTP test, consistent implementation of the two test procedures needs to be ensured and closely monitored. For this, the Commission is considering amendments to the implementing acts under the current Regulations on cars and vans CO₂ emission performance standards, which set out the NEDC/WLTP correlation procedure.

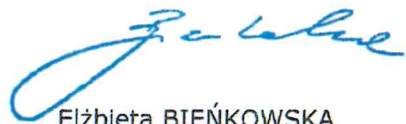
Third, the Commission will continue to support a correct implementation of the WLTP Regulation by Member States and monitor its proper enforcement. The abovementioned additional reporting and data verification will facilitate this. The Commission could also consider amending the WLTP Regulation, should this become necessary.

We trust that you will consider with due care this proposed approach on this very important issue. We remain at your disposal for further exchange on this question.

Yours sincerely



Miguel ARIAS CAÑETE



Elżbieta BIENKOWSKA