



# ***Towards post-EURO 6/VI***

## Lessons Learned

- *RDE is a significant step towards achieving full compliance with the spirit of the emissions regulation*
- *Several issues still need to be addressed (sub-23nm, other pollutants, compliance in real world, link between CO<sub>2</sub> and pollutants, ...)*
- *RDE Compliant vehicles are clean but...*  
***A new step in the EURO emissions legislation might still be needed...***

# Stakeholder event on future emission standards



- Took place in Brussels on the 24<sup>th</sup> October 2018 with the participation of more than 120 experts
- Preceded by a meeting of academic experts

All presentations are available on the link:

[http://ec.europa.eu/growth/content/stakeholder-event-preparing-future-european-emission-standards-light-and-heavy-duty-vehicles\\_en](http://ec.europa.eu/growth/content/stakeholder-event-preparing-future-european-emission-standards-light-and-heavy-duty-vehicles_en)

# Broad list of issues for HDV and LDV

- *In use performance monitoring for compliance and enforcement over the lifetime of the vehicle*
- *Pollutant emissions to be considered along with CO<sub>2</sub>/GHG emissions*
- *Currently non-regulated emissions should also be considered*

## Further steps

- *Two big studies in Europe in 2019-2020 to address the issues identified*
- *But several issues can be addressed by work performed in GRPE in support to harmonisation*
  - **EVE and sub-group EV**
  - **PMP**
  - **Low-T TF**
- *These groups should deliver the expected results within 2020*
- *If this is not possible, we need to know asap*