

The European Real Driving Emissions methodology: Steps for global harmonization under the 1998 Agreement

1. Background

1.1 The European Union has developed a new methodology for testing vehicle emissions during real driving, the so called Real Driving Emissions (RDE) methodology. The methodology was implemented in European legislation in three steps starting between 2016 and 2017 (RDE1, RDE2 and RDE3). The consolidated text describing the methodology as it stands in Europe can be found in the Annex IIIa of the Regulation (EU) 2017/1151, in the following link: <http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:02017R1151-20170727>.

1.2 The European Union is currently finalizing the last step of this methodology (RDE4), which is included in Annex IIIa of the recent proposal, currently undergoing consultation.

With this last step, the methodology is consolidated and finalized. Reviews of some technical elements, might still take place in the future.

1.3 Several countries have already adopted or plan to adopt similar RDE tests based on the methodology developed in Europe in regional legislation. Harmonization of such approaches is therefore desirable.

2. Proposal

2.1 The European Union plans to propose the following actions in regards to promoting the RDE methodology in UNECE under the 1998 Agreement.

Step 1: With this informal document the European Union proposes the inclusion of the RDE annex (i.e. consolidated Annex IIIA of Regulation (EC) 2017/1151 in the Compendium of Candidate UN Global Technical Regulations in the framework of the 1998 Agreement.

Step 2: A proposal will be presented by the European Union and other Contracting Parties during the 77th session of GRPE, in June 2018, with the aim to create an Informal Working Group on RDE. The first goal of the IWG will be to develop a Global Technical Regulation, based on the European RDE methodology, as this is reflected in RDE1-4.
