



Mr. Gianni Pittella
President S&D Group
European Parliament

Minister for
Environment and Food

21 JAN. 2016

Real Driving Emission Tests

Dear President,

Thank you for your letter, of 26 November 2015 regarding the recent Commission regulation of Real Driving Emission (RDE) tests.

I share very much your concern on reducing air pollution from diesel cars and avoiding systematic manipulations in the future.

I would also have liked to see more strict requirements in the regulation. Denmark has for many years been pushing for stricter RDE tests to ensure that real driving emissions are as close to the Euro norms as possible. In the Technical Committee for Motor Vehicles (TCMV), Denmark - together with more countries - was fighting for shorter timelines and stricter conformity factors.

Nevertheless, I support the final regulation and see it as a major improvement and an important step to address the shortcomings on NO₂ pollution in the EU.

Allow me to address a few points raised in your letter:

- The high conformity factor (2.1) is only allowed for a short transitional period, and is still a major improvement from the current situation with up to 5-7 times exceedances.
- The final conformity factor is reflecting the uncertainties involved in the RDE measurements. This is initially set to 1.5, but will be reviewed every year by the Commission and adjusted accordingly. This is a clear result of pressure from Denmark.
- Although the regulation was negotiated in a Commission committee, it had close attention by many ministers. The regulation was discussed extensively in the Council (Transport, Growth and Environment), and I myself followed the negotiation all way to the final compromise. I am convinced that the final outcome would not have been different if it had been negotiated in the Council instead of a Commission committee.
- Clearly, the general economic situation for many industries in Europe necessitates attention, but I do not believe it is fair to say that this Commission

Regulation allows 'the automotive industry not to participate in the collective effort to improve air quality'. All sectors need to contribute, and we have come a long way in reducing pollution from transportation through the comprehensive EU regulation.

So, as much as I share your desire for more strict requirements in the Regulation, I urge you not to use your veto power on the Regulation.

That would only further delay new RDE requirements for type approval, and I believe it is highly speculative that a better result could be obtained in a new process. A delay would only prolong the negative impact on health and environment.

Yours sincerely,



Eva Kjer Hansen
Minister for Environment and Food