Question for written answer E-014519/2015
to the Commission
Rule 130
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Subject: Real Driving Emissions

The Commission has introduced a mandatory test procedure to be applied to the type approval of light-duty vehicles by 2017. Real driving emissions (RDE) will be measured on the road by a portable emission measurement system (PEMS).

On 28 October 2015, the conformity factor was agreed at a maximum 2.1 for 2017-2019. This means that there will be a gap of 110 % between the regulatory limit that is tested in laboratory conditions and the values of the RDE procedure when the car is driven by a real driver on a real road. The current difference is an average of 400 %.

To be able to understand the impact of traffic emissions on the ambient air quality affecting human health and the environment, accurate and reliable emission data are needed.

As far as the Commission is aware, can the gap between laboratory testing and real driving emissions only be explained by the use of intentional defeat devices by the automotive industry?

How much of this difference between laboratory measurement procedures and real driving emissions is explained by emission measurement techniques?

What measures and requirements is the Commission going to propose in order to ensure the accuracy of the real driving emission measurements when the measurement unit is mg/km?