

EN
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Answer given by Ms Bulc
on behalf of the European Commission
(12.10.2018)

As regards opacity testing, Directive 2014/45/EU¹ sets out the testing methods to be used during the periodic roadworthiness testing. These might not be suitable for the very low emissions of particulate matter achieved by modern engines. However, as the Commission pointed out in its reply to Written Question E-002571/2018, "(...) there is not yet a sufficiently robust and affordable method and equipment that could be introduced mandatorily at the Union level" to tackle the emissions of particulate matter".

The Commission will consider taking additional steps (i.e. proposing changes to the roadworthiness legislation) as soon as a method responding to the needs of roadworthiness testing becomes available.

The type approval requirements for both light-duty and heavy-duty vehicles concerning the emissions of particulate matter are not based on opacity values, but on the number of particles and on their mass. These techniques, which are very complex and costly, are adequate to capture even slight changes in the efficiency of the particle filter, as well as its removal. Therefore no changes are needed as regards those requirements in EU law or the United Nations Economic Commission for Europe (UNECE) regulations.

¹ Directive 2014/45/EU of the European Parliament and of the Council on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC, OJ L 127, 29.4.2014, p. 51.