

**Question for written answer E-001713/2019
to the Commission**

Rule 130

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Subject: Impact of conformity factors on air quality policies

The Court of Justice has partially annulled Commission Regulation (EU) 2016/646, which had established emission limits for nitrogen oxides (NO_x) that must not be exceeded during new tests under real driving conditions¹. According to the Court, the Commission should not have modified the aforementioned Euro 6 limits set out in Regulation (EC) No 715/2007 by means of an implementing act, as they are an essential element of that Regulation.

In addition, in the 'Dieselgate' briefing paper², the European Court of Auditors stated that, despite recent regulatory developments, it could take many years to improve urban air quality, given the large number of highly polluting motor vehicles already on the roads, and noted that, while more than 10 million vehicles had been recalled, the limited data available indicated that the impact on NO_x emissions had been modest.

In the light of this, does the Commission consider it possible to deny the impact of discrepancies between the theoretical and real emission levels of the fleet of vehicles currently on the roads (Euro 1-6 classifications) on measures promoted at regional/local level to limit use of the most polluting vehicles?

Can the Commission say what proportion of diesel vehicles has been recalled or withdrawn from the market in Italy?

Can the Commission provide precise information on brands and models of diesel vehicles that are subject to retrofitting measures in Italy?

Supporter³

¹ <https://curia.europa.eu/jcms/upload/docs/application/pdf/2018-12/cp180198it.pdf>

² https://www.eca.europa.eu/Lists/ECADocuments/BRP_Vehicle_emissions/BRP_Vehicle_emissions_IT.pdf

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