

**Question for written answer E-006695/2016
to the Commission**
Rule 130
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Subject: Use of OBD system data in real-time measurement of emissions from motor vehicles

In Directive 2014/45 on periodic roadworthiness tests for motor vehicles, which will come into force on 20 May 2018, recital 9 states: '... air quality has not improved as much as predicted with the tightening of emission standards for vehicles, especially in respect of nitrogen oxides (NOx) and fine particulate matter'. And recital 10 states: 'on-board diagnostics systems (OBD) are becoming more effective in assessing emissions, justifying their use as an equivalent to standard emission testing for the purpose of roadworthiness tests'.

However, in point 8.2.1.2 of Annex I on control procedures, which concerns the control of emissions, the Directive states that 'Member States may authorise the use of OBD [...] to assess emissions'.

1. Why leave the choice up to the Member States, rather than systematically require the use of OBD systems for measuring real vehicle emissions?
2. Why did the Commission not mention the use of data collected by OBD systems in its proposal for a Regulation on the approval and market surveillance of motor vehicles?
3. What progress has been made in the work to develop a common standard for OBD systems, for example within the European Committee for Standardisation?