

## **Global RDE**

Since 01 September 2017, Real Driving Emissions (RDE) has become mandatory with specific pollutant limits for new light duty vehicle approvals in Europe. This year, European Commission will finalize the RDE 4<sup>th</sup> package, with which, Europe will consolidate the most stringent approach worldwide for light duty vehicles emissions regulation. The new approach of RDE in measuring vehicle emissions during on-road driving is rapidly being adopted by many other countries. There is already a substantial diversity arising in the local applications of RDE, some examples are given below –this is not a complete list of those intending to apply RDE in future, nor does it contain a comprehensive list of all the differences in comparison to the European application:

- South Korea applies RDE timing, limits and criteria as for Europe except that application is currently limited to diesel only.
- China is developing its own RDE with different speeds, altitudes and limits as part of China National 6 applicable from 2023 (or earlier if demanded in specific cities)
- India is developing its own RDE – currently investigations are running regarding driving speeds, conditions and potential limits as well as on the robustness of the measurement equipment under Indian driving conditions.
- Brazil is also developing own RDE proposal.
- Japan is developing as well own RDE procedure, presenting some differences with the European testing procedure, particularly taking into consideration different driving conditions (vehicle speed, temperature, etc) and WLTC application phases than Europe

Further to the test conditions, there are also potentially arising requirements to measure different pollutants meaning that there will be major differences in the measurement equipment required for different regions – taking account that much or even all of the vehicle/powertrain development is done in regions other than where it is finally sold, this means that global test labs (OEM, supplier and Test Houses) will need to have multiple different sets of PEMS (portable emission measurement systems) to satisfy the test requirements.

OICA would therefore like to request to open a positive exchange of views during this GRPE and in future sessions, on the rapidly increasing diversity of legislations around the world on Real Driving Emissions. In particular, OICA believes it would be productive to discuss views on the possibility to start an activity aimed to increase RDE harmonization, within the Geneva framework.

The above diversity is obviously linked to different local needs, however OICA would like to explore whether there are possible elements that could be subject to harmonization.

OICA would like to propose that GRPE endorse establishing a specific workshop for interested parties to further explore the possible mechanisms for harmonizing elements of RDE and to report the outcome to the June 2018 GRPE session.