



## EUROPEAN COMMISSION

Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs

Director-General

21 AVR. 2015

Brussels,

GROW/G3/MS/ip – (2015) 1577823

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Dear [REDACTED],

I thank you for your letter and observations regarding the Commission proposal defining a measurement procedure for real driving emissions (RDE) of light duty vehicles.

On the basis of the discussions between the Commission and ACEA, I anticipate that we share a common view about the harmful health effects of high concentration of nitrogen oxides (NOx) in ambient air in urban areas, about the non-negligibly higher emissions of diesel vehicles in real life operations in comparison to the regulatory limits and about a pressing need to introduce a new testing procedure which will be able to address those issues.

Taking this into consideration, the Commission initiated in 2011 a project to develop a real driving emission procedure (RDE), which aimed at developing a complete procedure which will enable robust assessment of vehicles' performance under normal conditions of use. In your letter you put under question the application of the principles of good legislation during the development of the legal act, which is currently being discussed with Member States in the Comitology framework. To my knowledge, the process has been managed with due diligence, has been fully transparent including the active involvement of industry stakeholders in related discussions. The conclusions from those discussions have been drawn on robust scientific basis and they form today the core of the first legislative package of the RDE procedure which describes technical specifications of the testing procedure. Please note that specific application dates and lead times will be further discussed during the work of the second legislative RDE package.

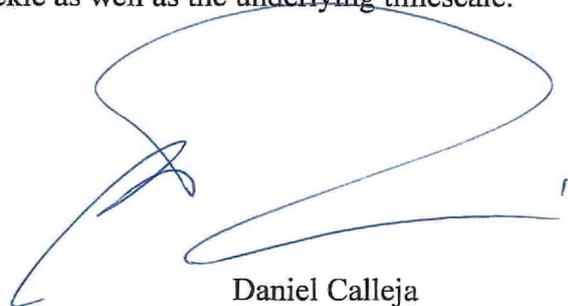
As far as additional dynamical boundary conditions for RDE testing are concerned, these elements are still under development by an expert group and would be part of a second legislative RDE package. Due to their very nature they are only relevant once binding

NTE (not to exceed) emission limits apply, i.e. the RDE monitoring phase can at least initially be performed not to exceed them.

I acknowledge your request of implementing the future NTE emission limits in two regulatory steps. This discussion will have to take place for the next legislative RDE package. However, please be aware that with respect to the extension of the gap within each step between the application of the NTE emission limits to new vehicle types and to all new vehicles, preliminary views of Member States were not in favour.

During last TCMV meeting (24 March) the Commission services provided a timetable of the further regulatory RDE steps foreseen in the next few years. Such timetable has already been discussed with ACEA experts at many occasions and I understand that there is some principle agreement on the tasks to tackle as well as the underlying timescale.

Yours sincerely,

A handwritten signature in blue ink, consisting of a large, sweeping loop followed by a smaller loop and a horizontal stroke.

Daniel Calleja  
Director General

**ANTTI PELTOMÄKI**  
Deputy Director-General  
DG INTERNAL MARKET, INDUSTRY,  
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