

EU ACTIONS SINCE DIESELGATE



An overview
from 2015 until today

TIMELINE OF EVENTS

2015

SEPTEMBER 2015

Systematic cheating by Volkswagen during emissions testing revealed.

2015

OCTOBER 2015

Member States agree on phasing in real driving emissions - RDE - testing developed on Commission initiative.

2016

DECEMBER 2015

The European Parliament sets up the Committee of Inquiry into Emission Measurements in the Automotive Sector.

2016

JANUARY 2016

The Commission proposes a fundamental reform of the vehicle type approval system.

2016

JULY 2016

The Commission adopts a European Strategy for Low-Emission Mobility.

2016

DECEMBER 2016

The Commission opens infringement procedures against 7 Member States in breach of type approval rules. The Commission also carries out an investigation of whether the rules in 16 Member States are actually compatible with the type approval rules.

2017

MARCH 2017

The Commission launches the Clean Air Dialogue process which is an exchange of best practice to enhance air quality and reduce air pollution in the future. Dialogues have already taken place with six countries.

2017

APRIL 2017

The Parliament adopts recommendations based on the EMIS Committee work.

2018

APRIL 2018

The Commission proposes a New Deal for Consumers, including a European collective right of redress.

2018

MAY 2018

The Commission presents the 3rd Mobility Package with measures on road safety, the first ever CO2 standards for heavy-duty vehicles in Europe, an Action Plan on batteries and a strategy on connected and automated mobility.

2018

MAY 2018

The Commission publishes the Clean Air Communication outlining measures available to help Member States fight air pollution and meet ambient air quality standards.

2018

SEPTEMBER 2018

WLTP becomes mandatory for new cars. RDE becomes mandatory for measuring ultrafine particles in new cars, and from September 2019 for measuring NOx.

2018

OCTOBER 2018

The Commission sends its report to the European Parliament in response to the recommendations of the EMIS committee.

2018

OCTOBER 2018

The Commission invests in two additional state-of-the-art emission testing facilities to be operated by the Joint Research centre in Ispra (Italy). The new laboratories will start testing cars in laboratory (WLTP) and in real driving situation (RDE) in 2020.

2019

NOVEMBER 2018 & JANUARY 2019

Technical meetings with Member States to discuss follow-up actions, best practices since Dieselgate.

2019

JANUARY 2019

Entry into force of an update to WLTP and RDE rules allowing for independent testing of vehicles in use.

2019

FEBRUARY 2019

Hearing in EP ENVI Committee on EMIS follow-up.

2019

SEPTEMBER 2019

NOx RDE measurements for all new cars sold in Europe become mandatory.

2021

JANUARY 2021

On-board fuel consumption monitoring device for all new cars sold in Europe becomes mandatory.

8102

2021

What happened?

In September 2015 we learned that some European car manufacturers were cheating when their cars were tested with regard to the level of pollutant emissions. They used defeat devices which recognise that the car is being tested and change the car's behaviour to reduce emissions during the test. On the road, the cars emit more.

Together with the European Parliament and the Member States we have changed the European regulatory framework to restore the confidence of EU citizens in the type-approval system and in European car manufacturers after Dieselgate.

Now it is time to look to the future. We want to speed up the shift to clean and smart mobility, to improve the air quality and hence the quality of life for citizens, protect our environment and boost the EU car industry's global competitiveness.

What has changed in the EU since Dieselgate?

New type approval rules

We have changed the rules on how a car can be placed on the market, making the whole type-approval system more independent, transparent and trustworthy. Under the new EU type approval rules, which will become applicable in September 2020, we will significantly raise the quality and independence of vehicle type-approval and testing authorities, increase the number of checks on cars that are already on the road and strengthen the overall system with coordinated, European oversight.

More controls of technical services

The technical services responsible for testing the vehicles will be regularly and independently audited. The Commission will have the power to investigate and challenge the national designation of technical services, in particular where there are grounds to consider that their work has resulted in a type approval being wrongly granted.



More checks on the road

Cars that are already on the market will be checked more often and not only through laboratory tests but also through on the road tests. All Member States will have to carry out a minimum number of tests on vehicles available on their national market. Where tests and investigations show non-compliance, the market surveillance authorities can decide to demand a **recall** or a **full withdrawal from the market**. Other national authorities will be notified so they can take similar action.

European oversight

The new type approval rules create a genuine system of European oversight. For example, the Commission will be able to challenge a vehicle approval or the designation of a technical service. The Commission can carry out market



checks independently from the Member States, **initiate EU wide recalls**, and **impose penalties** on manufacturers and technical services who try to bypass the law. Car manufacturers who breach the legislation could be fined up to € 30.000 per vehicle.

Better emission tests

We have improved the emission tests. Emissions are now tested not only in the laboratory (the Worldwide Harmonised Light Vehicle Test Procedure – WLTP) but also on the road (the Real Driving Emissions testing – RDE). Both **tests are stricter and more realistic**, and they also make it harder to use defeat devices. The WLTP test became mandatory on 1 September 2018. The RDE test comes into force in two steps: from 1 September 2018 onwards it is mandatory for ultrafine particles and from 1 September 2019 onwards additionally for NOx.

Consumer protection

The Commission's aim is fair treatment for European consumers, which includes informing consumers appropriately and making sure that affected cars are repaired. The EU has some of the strongest rules on consumer protection in the world, and it is up to national authorities to make sure they are respected. Although the EU has no legal base to force car manufacturers, we are urging them in their own interest to compensate their customers. In the future, **we want to introduce a European collective right of redress** for consumers who have suffered harm.



Enforcement

The Commission will continue to enforce EU law against breaches of existing legislation. It has been pursuing 13 infringement procedures for persistent breach of emissions limits for nitrogen dioxide. Diesel emissions are a strong contributor to nitrogen dioxide emissions. Further, the Commission opened **8 infringement procedures concerning type approval**: on the lack of sanctions under national law; on the failure to comply with the responsibility to ensure that vehicles conform to an approved type; and on the obligation to apply national provisions and sanctions effectively. It also opened a dialogue with a number of countries on their legislation on penalties and on the recalls.

Inquiry into Emission Measurements

On 17 December 2015, the European Parliament set up a Committee of Inquiry into Emission Measurements in the Automotive Sector (EMIS Committee). The purpose of the Committee was to investigate breaches of EU law in relation to emission measurements in the automotive sector.

In April 2017 the Committee's mandate came to an end, when the Parliament adopted recommendations calling for increased EU oversight resulting in stricter and more effective enforcement of vehicle emission measurement rules by the Member States. As asked by the Parliament, the Commission reported 18 months later on how the Parliament's recommendations were implemented.

DO WE STOP HERE?

No. Our work with the European Parliament, Council, civil society, industry, national and local authorities continues. We need to move forward on many fronts:

- **We continue to work together with Member States to enforce the law so there are clean cars on our streets.**
- **We are looking into possible solutions to clean up older vehicles in circulation. An agreement has to be found by all involved and applied across Europe.**
- **We need to do more for consumers, who should not and cannot bear the costs of Dieselgate. The Commission proposed a New Deal for Consumers in April 2018 and the June 2018 Single Market programme includes a strong component on consumer protection to enforce consumer rights and assist consumers when they encounter problems via the Consumer Protection Cooperation network.**
- **We will continue to work with all stakeholders to optimise emissions regulations for vehicles in the future.**
- **We all need to work together to accelerate the shift towards clean, competitive and connected mobility.**

Everyone has a role to play in this process.

February 2019

