

## **Position paper on Air Quality - non-mandatory vehicle standard**

### **Background**

As part of the EU “Year of Air”, the European Commission (e.g. in its public consultation on Air Quality) is discussing a non-mandatory vehicle standard that could serve as a basis for low emissions zones - set by urban areas - and financial incentives - set by Member States.

### **Euro standards as basis**

CLEPA believes in the introduction of Euro 6/VI plus RDE (real-driving emissions test) to achieve the necessary emissions reductions all over Europe. A supplementary and non-mandatory standard serving as a basis for low emissions zones is not the appropriate way to tackle the exceeding of air quality standards. It would be in contrast to EU-wide harmonisation efforts and create additional uncertainty for consumers. Automotive suppliers and manufacturers might be asked to develop vehicles addressing the particular needs of low-emission inner cities, for which the market can be expected to remain fragile. Instead, competitiveness in Europe depends on exploiting economies of scale. A fragmentation of the European market would contradict the competitiveness agenda. Should the EU envisage rules emissions zones, these should only be based on the next mandatory Euro standard 6/VI. This is moreover expected to accelerate fleet renewal.

### **Technology neutrality**

In any case, politics should not focus on one technology only when seeking improvements of air quality, but consider a broad range of technologies including the clean and efficient internal combustion engine as well as electrification and different hybrid concepts (electric and other). A technology-neutral approach must be pursued.

\* \* \*