EU Comparative analysis Fuel Consumption (OBFCM vs TA)

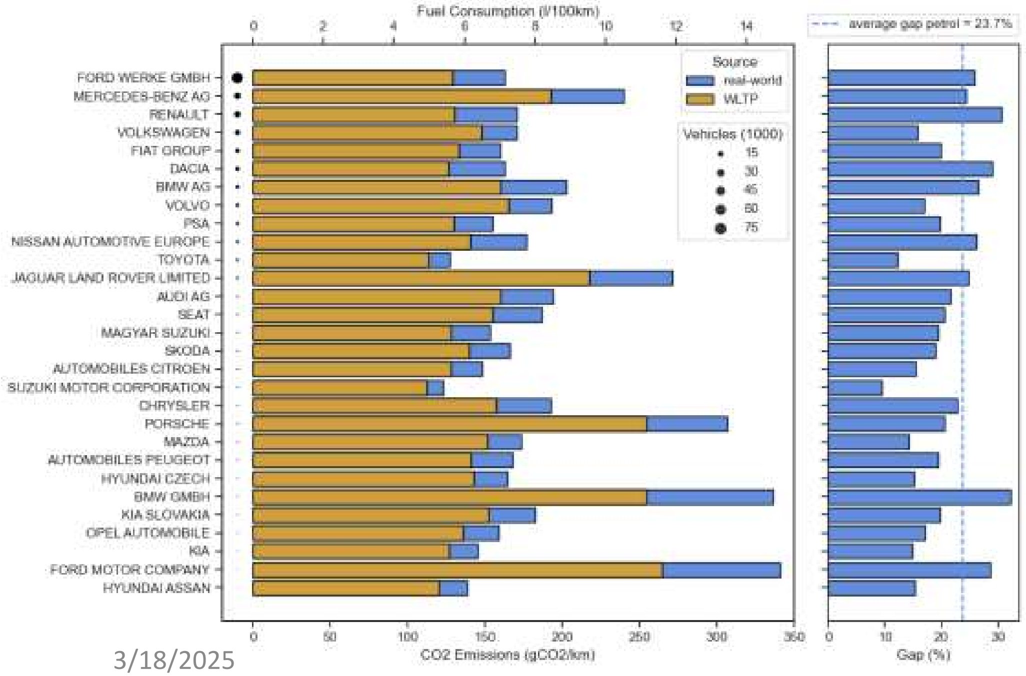
M1 category: 8,5M vehicles - 2021, 2022 and 2023

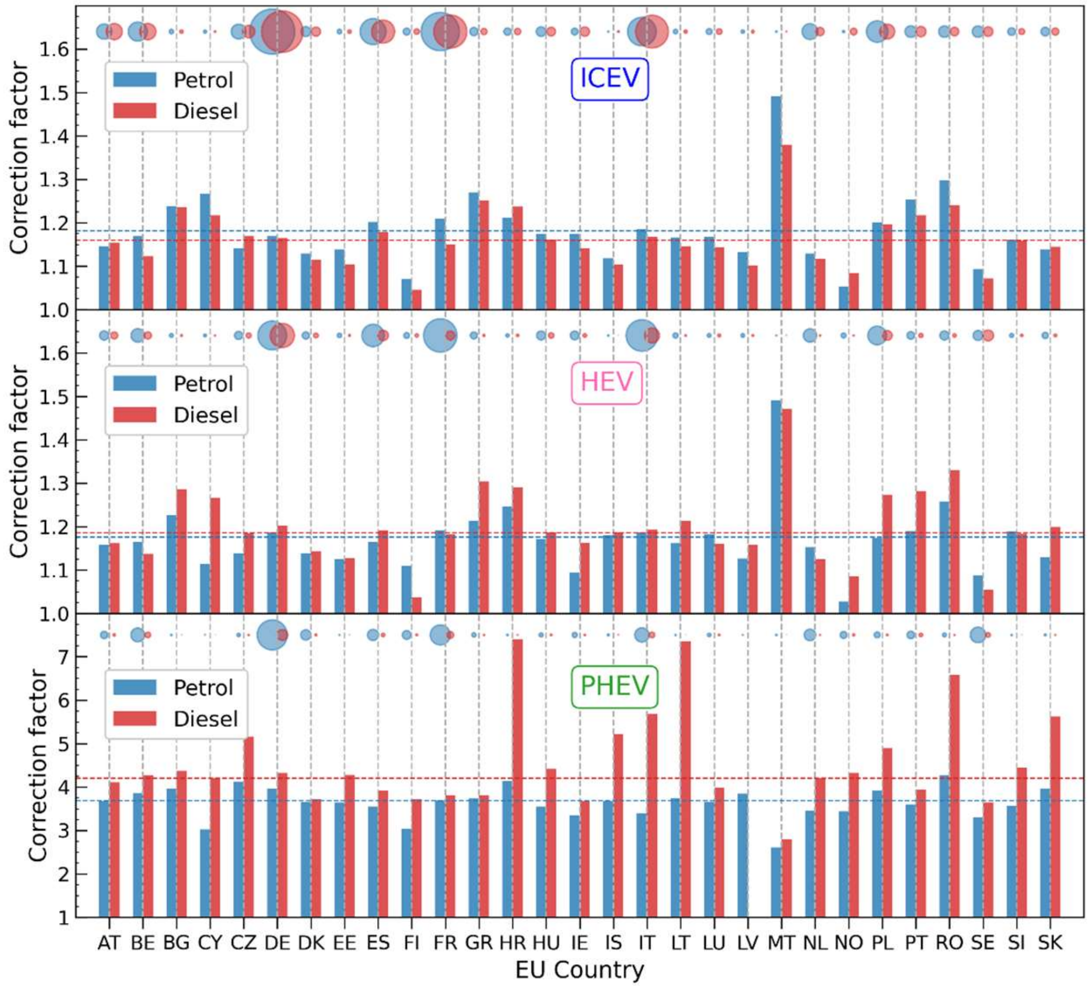
European Commission

UNECE Level	Representative Vehicle	Discrepancy RW Factor	Deterioration Factor	EU examples
Level 4	Specific vehicle configuration	OEM & technology-specific OR official CP collected data for specific technology and vehicle version based on analysis of vehicles operating in the real-world (OBFCM or equivalent standardised)	OEM & technology-specific OR official CP collected data for specific technology and vehicle version (OBFCM or equivalent standardised) – to be regularly updated	Commission OBFCM report OBFCM Database And relevant reports
Level 3	Vehicle High in selcted IP family/Inertia class	Default values provided by CPs based on methodology development/impact assessment/internal studies on RW gap (OBFCM or equivalent standardised)	Default values provided by CPs based on methodology development/impact assessment/internal studies on RW gap (OBFCM or equivalent standardised)	JRC and other established national Research – db / GTR22 sources / EC/JRC analysis on RW Gap
Level 2	LCA family reference vehicle	CP values as a basis Official monitoring info, inventories like EMEP/EEA Guidebook, COPERT, MOVES, APEI, etc…	Not required but applicable based on secondary data available in literature – *at the practitioner's discretion*	UNECE EMEP/EEA Air Pollutant Emission Inventory Guidebook
Level 1				

Discrepancy factor by EU MS - OEM

Countries with more variability are those with larger share of PHEVs

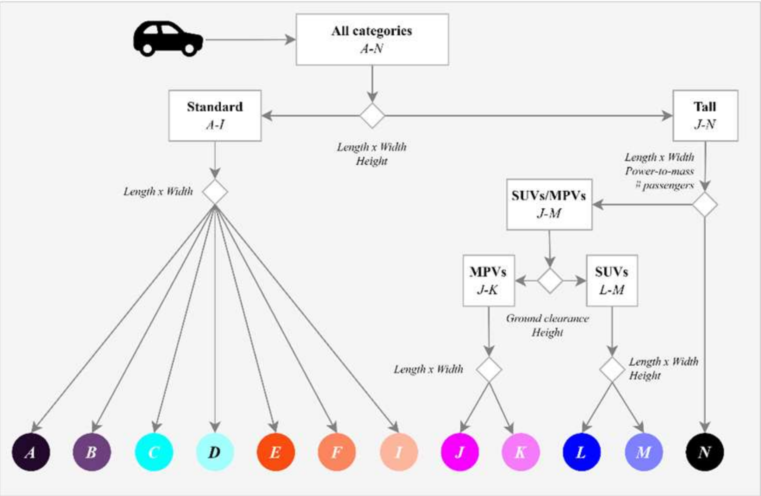


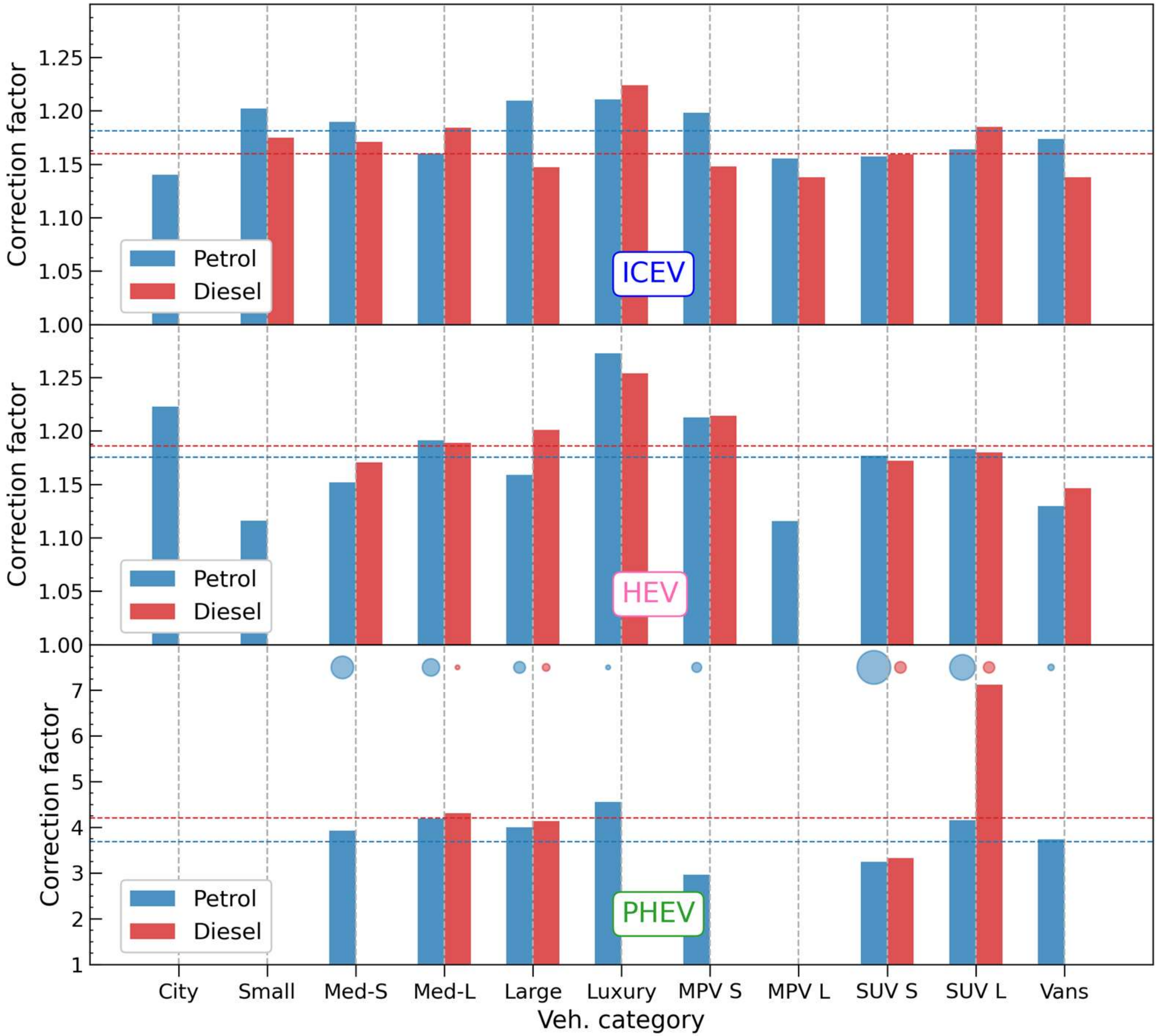


https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52024DC0122

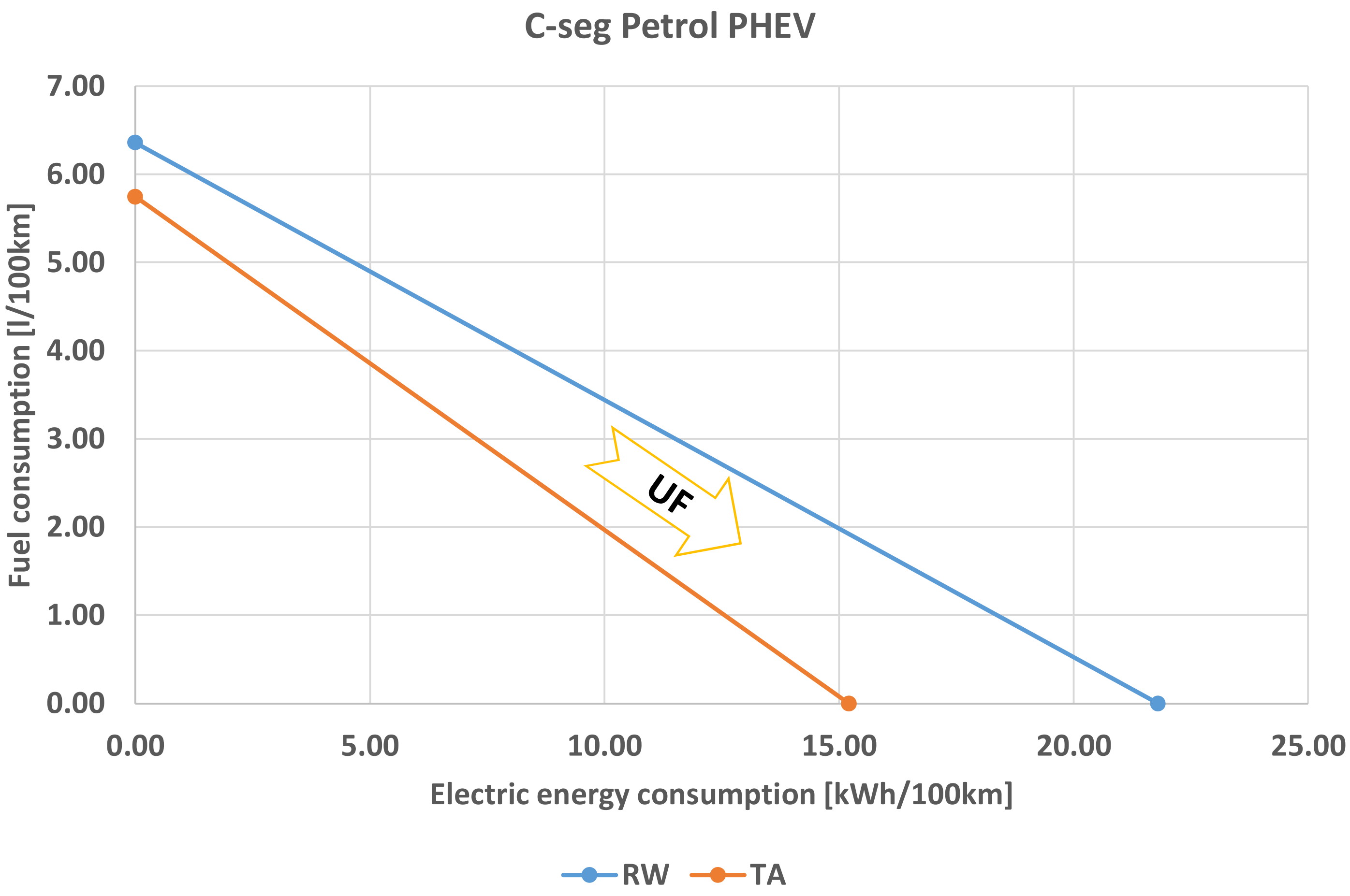
Fuel Consumption by Vehicle Class

Based on JRC's science-based approach





RW gap and UF impact for PHEV



RW CO2 by Fuel 2021-2023

Only vehicle families (1M vehicles) that underwent service inspection in 2021, 2022 and 2023.