

RDE IWG

**OICA Position on the current state of
discussions.**

**2nd IWG RDE meeting, Brussels
27 – 28 November 2018**

Industry Key principles

➤ **Supporting Harmonization**

- While OICA is keen to develop the harmonized test procedure, a GTR may specify alternative non-global levels of stringency or performance, and appropriate test procedures, where needed to facilitate the regulatory activities of certain countries, in particular developing countries.

➤ **Take stock of current regulation to move forward**

- In interest of GTR development timescale, the existing RDE rules and analysis within the active Contracting Parties could be used as a robust basis.
- Industry suggest the use of EU-RDE (up to and including so-called package 4) as a basis for a GTR, since the EU RDE regulation has already considered and solved many of the challenges of developing an RDE regulation. The main content of this Regulation can be re-used easily without adaptation.
- Deviation where necessary to accommodate the regional conditions or technical differences (e.g. 3-phase WLTC, existing ISC rules) or in the interests of improving the regulation must be considered due to influence for future RDE regulation around the world. Any such developments should be guided by robust technical analysis.

Industry Key principles

- **Flexibility for manufacturers to design and engineer vehicles**
 - To satisfy regional demands
- **Conformity values**
 - Conformity values must be defined considering technical and commercial feasibility, the lead-time applicable in the different regions and the level of stringency required in their region.
- **Future Transposition highlights:**
 - Whilst the GTR will be developed under the 1998 Agreement with input from 1998 Agreement Contracting Parties, an important further development for industry and for 1958 Agreement Contracting Parties is the possible transposition into a UN-regulation under the 1958 Agreement.
 - The development of a GTR must consider a core methodology for transposition under the 1958 agreement (e.g. a level of the UNR without regional options).

Industry Key principles

➤ **Drive-cycles:**

- The drive cycle used to determine the CO₂ emissions of the vehicle which are used in RDE Regulations for the purposes of trip characterization and determination of final results, is fundamental to the harmonization of the rules and any options to deviate from WLTP must be demonstrated to be equivalent

➤ **Pollutants:**

- Available PEMS technology allows to measure a limited number of pollutants safely and reliably on the road. The GTR RDE must apply only to the pollutants for which technology is available, practical, safe and mature enough to be used by every contracting party, does not cause excessive additional burden and where there are no in-country barriers to its use.

➤ **Recommendations:**

- To support the work of the IWG-RDE, OICA recommends that a technical task force is established to provide technical expertise in order to steer the decision-making of the IWG.