Tampering with emissions
Legislation must be adapted
Agenda:

1. Introduction to RDW
2. What is the problem
4. Further possible steps
5. Looking further ahead
RDW: The Netherlands Vehicle Authority in the mobility chain

RDW is a non-departmental public body that performs its tasks on behalf of the Ministry of Infrastructure and Water Management
Assigned and legal tasks RDW

Registration of vehicles and drivers licenses
Admission exceptional transports
Data provision
Road side inspections
What is the problem?

In the past: Engine adjustment determines emissions; After treatment only noise reduction

Current time: Engine adjustment not important for pollution, after-treatment ensures clean emissions
At this moment emissions checks can be done by reading the EOBD of a car, a quick check but ........
Modern Diesel vehicles have almost no smoke/PM/PN pollution when they are new, after a few years in PTI we see:

- Switching off emission systems
- Chip tuning
- Manipulation of in car software / software updates / recalls
- Removing of DPF, rewrite software
- Tampering SCR Catalyst
- Mileage fraud

A challenge in our PTI
In May 2018 directive EU/2014/45 went into force

Regarding the earlier mentioned problem:

1. The current test values in the directive are too broad
2. The current test equipment in the directive is not precise enough
3. We need different tests than prescribed and road site inspections
4. More exchange of vehicle data
5. The need for type approval data from OEM
6. EU or UNECE approach

*The directive was already outdated at some points when entered into force*
3. We need a different test than prescribed

A particle counter must be developed for PTI on vehicles:

- Quick measurement
- Not to expensive
- Robust
- Indoor and outdoor use
- Approve/rejection result
- Available in large numbers
- Calibration at location
- Ability to connect to EOBD
- No or low increase in administrative burden
In the Netherlands a cooperation of 4 organizations

NMI: Is the independent specialist for testing, certifying and training in the field of Metrology

TNO: is an independent research organization

Ministry of Environment and Water Management (official sponsor of the ETH conference)
Responsibility for the regulation

RDW The Netherlands Vehicle Authority in the mobility chain
Responsibility for the implementation and supervision of PTI in the Netherlands

Workshop NPTI in Switzerland together with specialists in the field of Nano-particles, Manufacturers of equipment, Policymakers of Germany and Belgium
Next steps:

1. Specifications for a Particle Counter NMI
2. *draft will be sent broad in the EU for comment*
3. Developing a test method TNO
4. Setting threshold values TNO
5. Changing National Regulations Min I&W
6. Implementation in the PTI. RDW
7. Exchange of best practices Min I&W and RDW
8. Sharing these results with interested organizations, EU Commission and Committee and countries
Planned phased introduction of DPF-test in the Netherlands

• Phase 1: DPF-test at RDW test stations 2019
• Phase 2: DPF-test at road side inspections 2019-2020
• Phase 3: Mandatory DPF-test in PTI 2021
• Parallel: Voluntary control of DPF’s by car shops 2019-2020

(Years are only indicative and not officially announced.)
Future

2020: evaluation of the 2014/45EU
Modernise the Directive

Topics to deal with:

Connection with the type approval
In car compliance
Software security / updates

Enforcement:

Connected cars
On-road vehicle emissions remote sensing
Roadside inspections
Thank you for your attention