

# **‘REAL WORLD’ VERSUS TEST CYCLE EMISSIONS: INDUSTRY PERSPECTIVE ON TEST CYCLE EMISSIONS**

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# THE UK AUTOMOTIVE SECTOR

- UK automotive sector makes 1.5 million cars and commercial vehicles and over 2.5 million engines annually.
- Automotive is vital to the UK economy.
- More than £4 billion committed by global companies to UK.
- New Models, facilities, R&D and jobs.

# THE CURRENT SITUATION

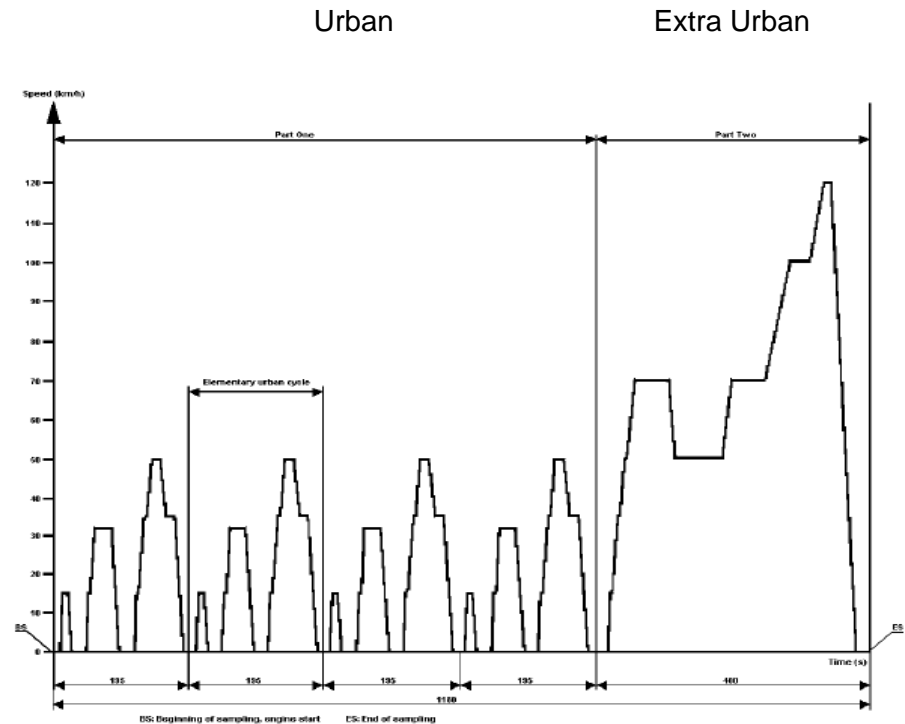
## SUMMARY

- Vehicle manufacturer mpg data is generated through an EU testing process.
- By law, these figures must be quoted on all sales literature.
- Mpg data provides a guide for model by model comparison.
- Excellent progress in improving powertrain efficiency.
- Average UK new car CO<sub>2</sub> emissions reduced by 23% in the past decade.

# CURRENT TESTING

## NEW EUROPEAN DRIVE CYCLE

- The NEDC test cycle.
- The test procedure has been developed to represent European conditions.
- The results present the urban extra urban and combined.



## NEXT STEPS

### WORLD LIGHT VEHICLE TEST PROCEDURE

- Joint venture between the European Commission and the United Nations to establish a global standard for economy and exhaust emissions.
- The initial focus is on establishing a harmonized driving cycle (DHC) and test procedure (DTP).
- Due for completion in 2014.
- This procedure is not likely to be introduced for several years.

# OVERALL TESTING CONSIDERATIONS

## CONSIDERATIONS

- “Laboratory testing” is needed. Manufacturers need true comparability and repeatability to measure improvements, and this cannot be delivered in ‘real-world’ testing.
- “Real world” mpg is heavily influenced by driving style, load, terrain, weather, traffic management and vehicle maintenance.
- As the Labelling Directive 1999/94 states, “In addition to the fuel efficiency of a car, driving behaviour as well as other non-technical factors play a role in determining a car’s fuel consumption and CO2 emissions.”
- Improvements can be made to the current testing cycle, and the WLTP is leading this development.

# HEALTH WARNING

- Official figures used to set vehicle taxation.
- Official figures are the basis of CO2 emissions legislation.
- Improved test cycle may not provide 'better' results.

## THANK YOU

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