

November 2019

**WLTP**

JP THOMINE



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# EU.RBU WLTP Workshop

## Countries and makes coverage

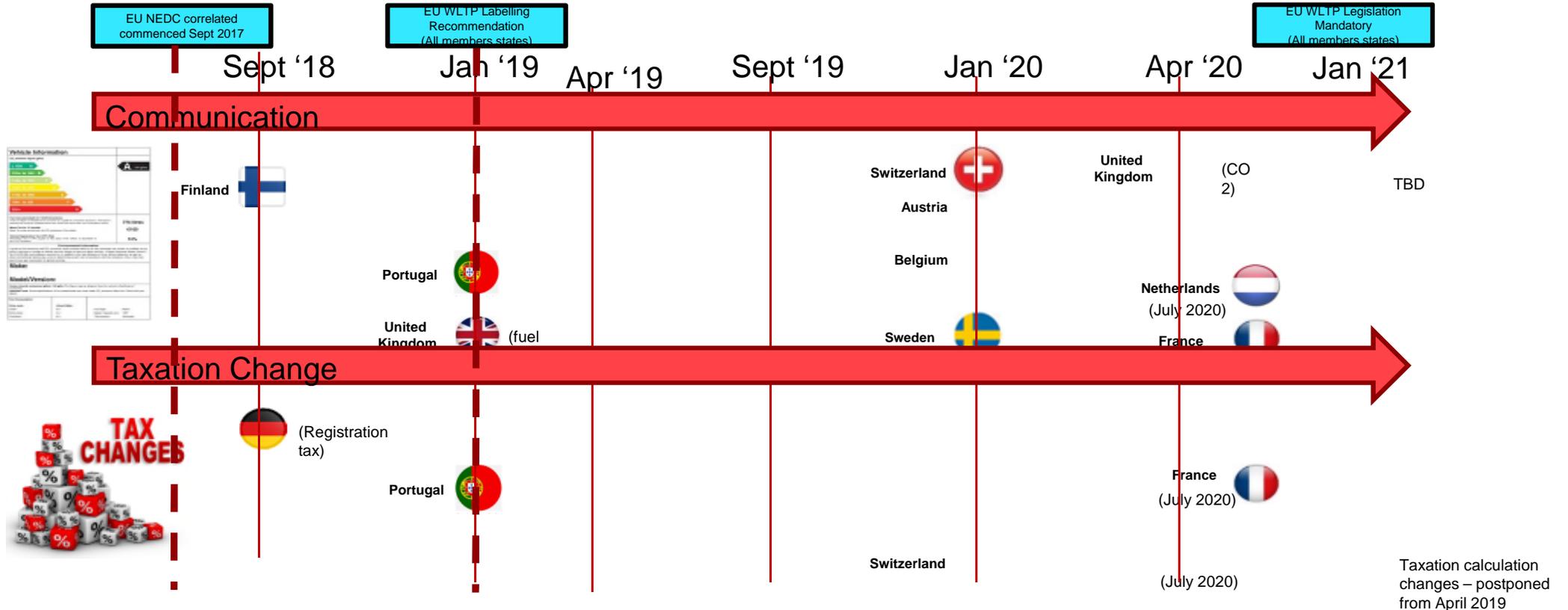
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### WLTP countries local reglementations



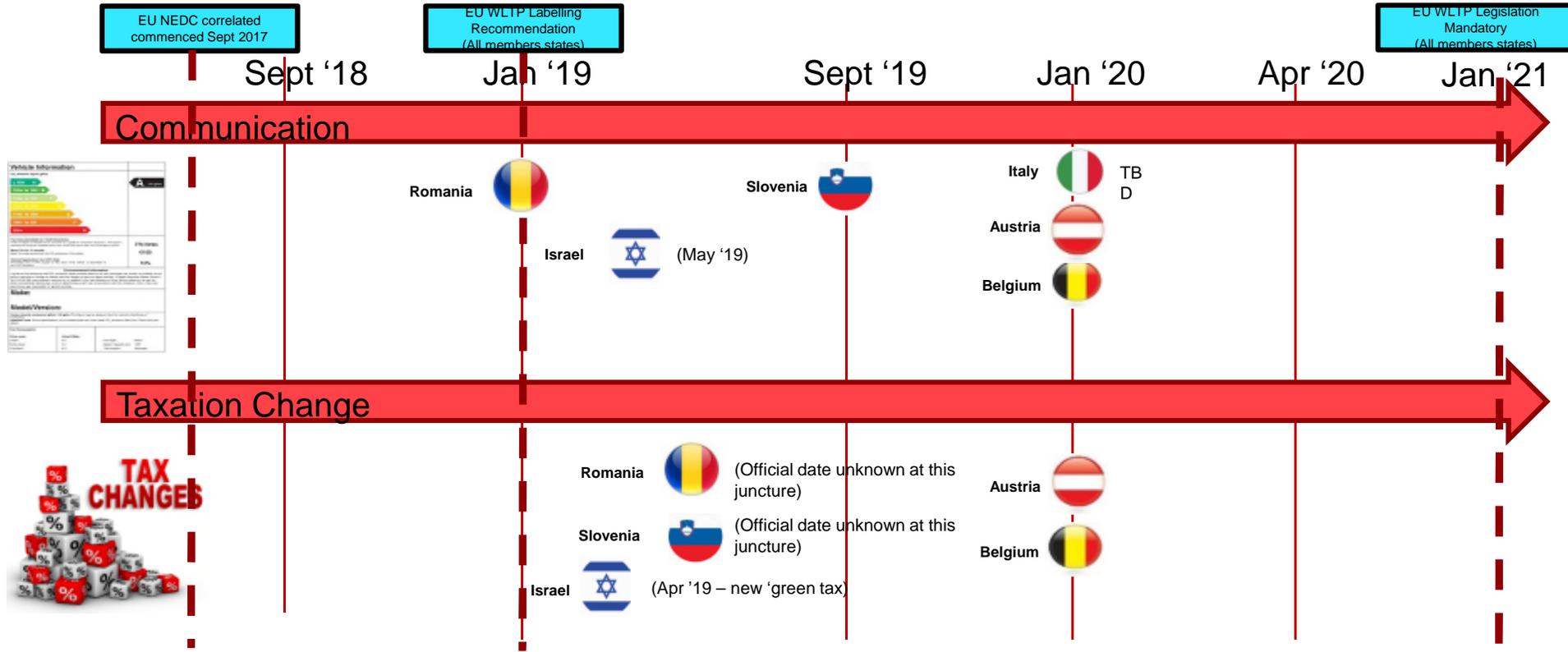
Microsoft Excel  
Worksheet

# Confirmed WLTP change across Europe



All other EU member states have yet to commit to a date for WLTP implementation and taxation

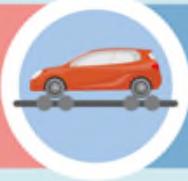
# Expected WLTP change across Europe



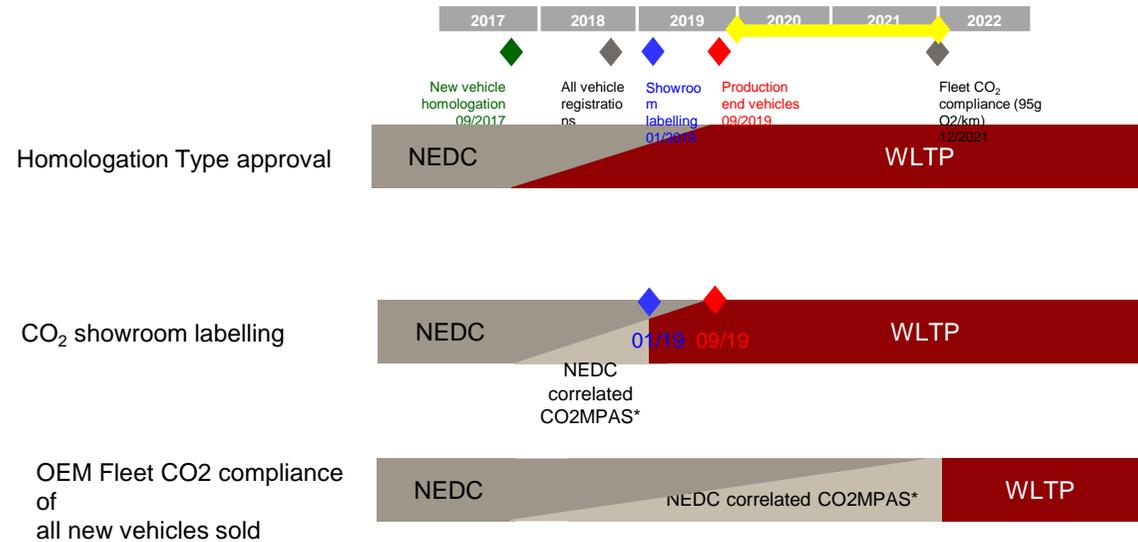
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# BACKGROUND

## WLTP vs NEDC

TEST CYCLE	CYCLE TIME
<p><b>NEDC</b> Single test cycle</p>  <p><b>WLTP</b> Specific test cycles for three different power-to-weight classes of vehicles</p>	<p><b>NEDC</b> 20 minutes</p>  <p><b>WLTP</b> 30 minutes</p>
CYCLE DISTANCE	PHASES (REPRESENTING ROAD TYPES)
<p><b>NEDC</b> 11 kilometre</p>  <p><b>WLTP</b> 23.25 kilometre</p>	<p><b>NEDC</b> 2 phases, 37% urban and 63% extra-urban</p>  <p><b>WLTP</b> 4 phases with more emphasis on high performance, 13% urban and 87% extra-urban</p>
AVERAGE SPEED	MAXIMUM SPEED
<p><b>NEDC</b> 34 kilometre per hour</p>  <p><b>WLTP</b> 46.5 kilometre per hour</p>	<p><b>NEDC</b> 120 kilometre per hour</p>  <p><b>WLTP</b> 131 kilometre per hour</p>

# WLTP SCOPE TIMINGS



# WLTP SCOPE

## EURO 6C, 6D TEMP, 6D

Norme	Euro 5b	Euro 6b	Euro 6d temp	Euro 6c	Euro 6d
Date de 1 <sup>ère</sup> mise en application	01/09/2011	01/09/2014	01/09/2017	01/09/2018	01/01/2020
Cycle d'homologation	NEDC			WLTP	
Facteur de conformité NOx RDE	-		2,1		1,5
<b>Moteurs essence</b>					
Émissions d'hydrocarbures THC [mg/km]			100		
Emissions d'oxyde d'azote NOx [mg/km]			60		
Emissions de monoxyde de carbone CO [mg/km]			1.000		
Emissions de particules en masse [mg/km]			4,5		
Emissions de particules en nombre [/km]	-		6,0x10 <sup>12</sup>	6,0x10 <sup>11</sup>	
<b>Moteurs diesel</b>					
Emissions d'oxyde d'azote NOx [mg/km]	180		80		
Emissions d'hydrocarbures et d'oxyde d'azote HC+NOx [mg/km]	230		170		
Emissions de monoxyde de carbone CO [mg/km]			500		
Emissions de particules en masse [mg/km]			4,5		
Emissions de particules en nombre [/km]			6,0x10 <sup>11</sup>		

## HOW TO ENSURE A SMOOTH TRANSITION TO WLTP?

### CONSUMER INFORMATION

During the transition from the old NEDC test to WLTP, one might come across two different values for the same car. This risks being quite confusing, making it difficult to compare cars. A very **important issue therefore is how WLTP will be integrated in consumer information.**

Click here to learn more about the issues at play and discover the key policy recommendations for governments 



### TAXATION

Most EU member states currently apply some form of CO2 tax to the registration and/or ownership of cars. The **move to the new WLTP test should not negatively impact vehicle taxation** by increasing costs for the consumers.

Discover what national governments need to do in the field of taxation to ensure a smooth transition from NEDC to WLTP 

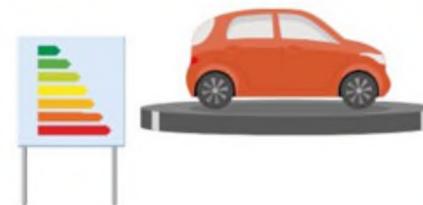


### CAR LABELLING

To help drivers make a well-informed purchase decision, the Car Labelling Directive requires car dealers and manufacturers to provide relevant information to consumers. This includes a label showing a car's CO2 emissions and fuel consumption.

To **further simplify and harmonise consumer information**, EU legislation should be revised once the transition to WLTP has been completed.

Find out more 

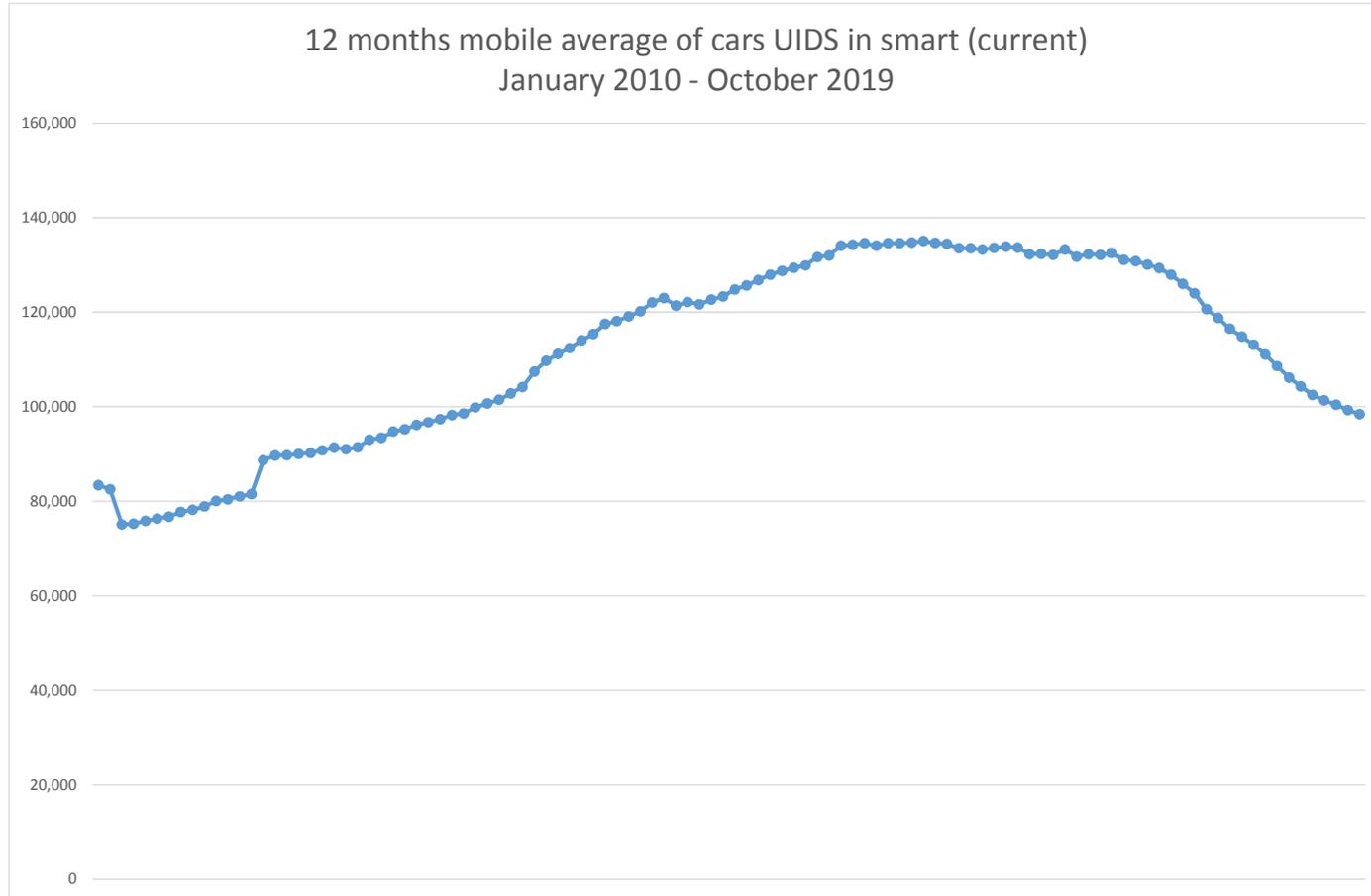


WLTP



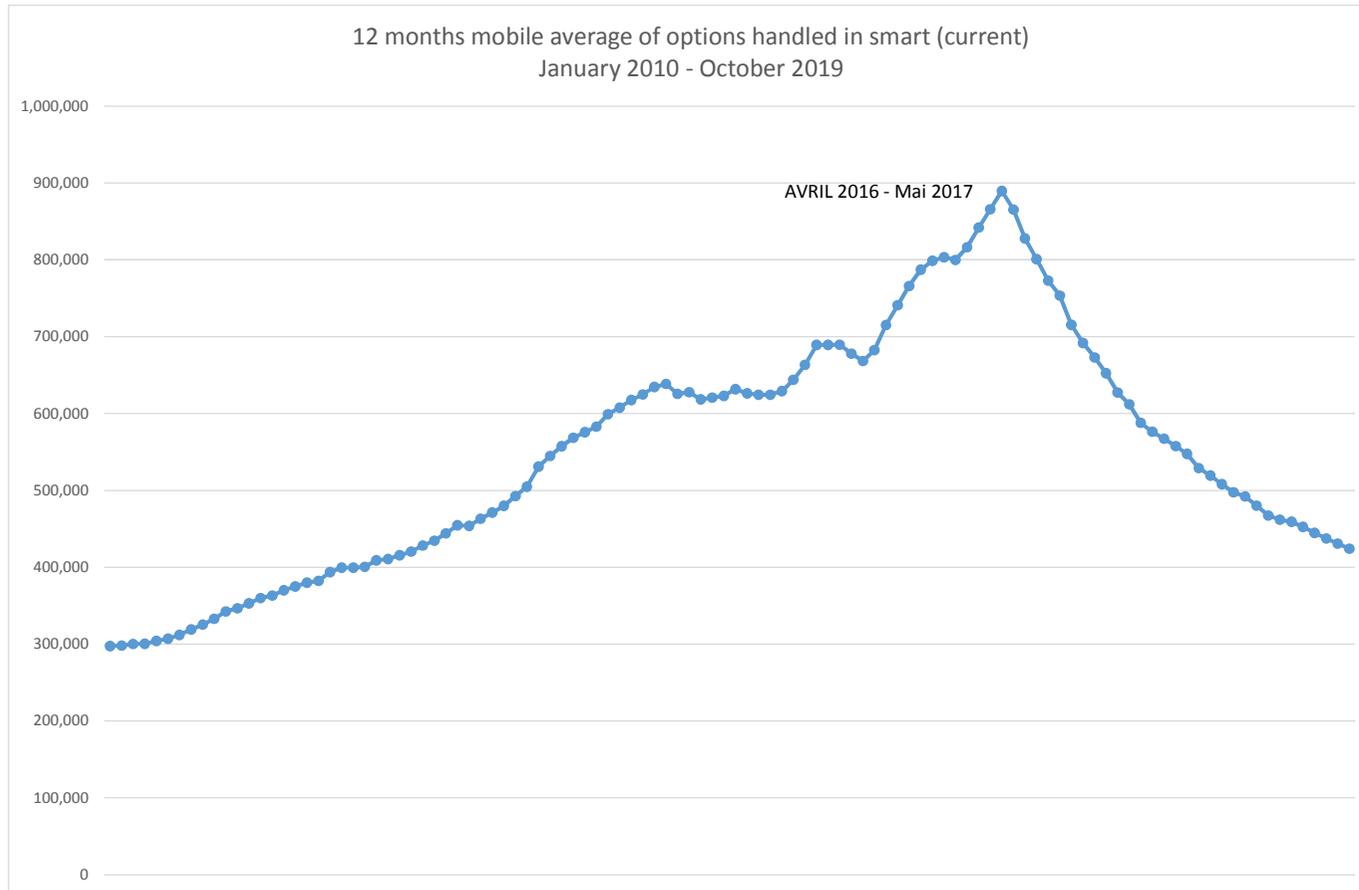
**WLTP**

# Adaptation des marques



**WLTP**

# Adaptation des marques



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# WLTP

## Adaptation JATO

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- Volumétrie basique des options et UIDS en baisse
- Courbe de période en U: refonte des gammes, intégration de nouvelles gammes
- Exemple VW ID:
  - ID3, ID space vision 2021 etc.
- Complexité croissante de l'activité JATO liée à la customisation des véhicules commandés, dont dépendra le CO2 (intégration et mise à jour des API codes)

# WLTP

## Adaptation JATO

API Codes	Make	Model	Version	STD Equipment	Option	C&T				Total # of codes to have combined-readiness for API
						Trim	Fascia	Paint	Cabrio	
BMW	Y		Y	Y	Y		Y		6	
MINI										
Fiat										
Abarth	Y	Y	Y		Y				4	
Alfa Romeo										
Lancia										
Jeep										
Jaguar	Y	Y	Y		Y		Y		6	
Land Rover										
Volkswagen										
Audi	Y	Y	Y		Y				4	
SEAT										
Skoda										
Renault										
Dacia		Y	Y	Y	Y		Y		6	
Alpine										
Volvo		Y	Y		Y		Y		5	
Opel			Y		Y		Y		4	
Vauxhall										
Citroen										
DS			Y		Y		Y		4	
Peugeot										
Toyota		Y	Y		Y		Y		5	

# WLTP

## BAREME ACTUEL

- Basé sur les valeurs CO2
- Les valeurs CO2 des Diesel sont en moyenne inférieures de 20% / versions essence
- Idée de taxer le diesel dès 98 gr contre 112 gr pour l'essence
  
- Taxation Nox?
  
- Taxation sur la taille du véhicule et son poids?
  
- Taxation individualisée : Une obligation qui pourrait intervenir en 2022 pour les nouveaux modèles et en mai 2024 pour les véhicules neufs déjà commercialisés. (odometer)

# WLTP

- Fractional car ownership: The latest idea to emerge in the mix of car-sharing concepts is known as fractional car ownership, where people (usually three to six, depending on the carmaker or model) buy a car together and split the costs.
- **Some car manufacturers, including Audi and Ford, have begun to test this innovative service to enable groups of people to buy or lease a car together**
- A smartphone app is then made available to the drivers to help them organize driving time and cost sharing, including insurance, fuel and maintenance. **This allows each person to participate in the scheme on a pay-as-you-go basis!** This results in the co-owners benefiting from more flexible mobility solutions and is of course a very cost-effective investment. It also enables the automakers to test the everyday effect and behavioral impact this has on the people involved. On top of that, fractional car ownership is good for the environment.

# WLTP NEXT STEPS

- Monitoring 2025/2030

Categories/vehicles	2020	2021	2025	2030
M1	95% of fleet: 95gCO <sub>2</sub> /km	Fleet at 95gCO <sub>2</sub> /km	WLTP 2021 -15%	WLTP 2021 -37.5%
N1	95% of fleet: 147gCO <sub>2</sub> /km	Fleet at 147gCO <sub>2</sub> /km	WLTP 2021 -15%	WLTP 2021 -31%
Low emission vehicles (<50g/km)	Supercredit decreasing till 2022		15% of the M1 and N1 fleets	35% of M1 fleet 30% of N1 fleet

- To be continued...

- Labelling :
  - > display
  - > Real fuel and electric consumptions
- Collect and monitoring of the OBFCM
- RDE for CO<sub>2</sub>

