

## AIR WELCOMES THE PUBLICATION OF A STANDARDISED FRAMEWORK FOR INDEPENDENT VEHICLE EMISSIONS TESTS

### Testing to the CWA17379 methodology will enable comparison of NO<sub>x</sub> emissions produced during urban driving

- A major milestone on the road to improve air quality in towns and cities.
- Test data will reveal the actual nitrogen oxides (NO<sub>x</sub>) emissions produced in urban driving.
- Tests conducted on-road based on at least five trips, on at least two matching vehicles.
- The testing methodology allows the emissions performance of vehicles to be fairly compared.
- Developed through dialogue and agreement with a broad range of European stakeholders.

30 January 2019: **AIR** (Allow Independent Road-testing), the independent alliance set up to improve air quality by promoting independent, on-road vehicle emissions testing, welcomes the publication of the CEN workshop agreement CWA 17379 general guidelines on the real drive methodology for compiling comparable emissions data for NO<sub>x</sub> in urban driving.

Issued by The European Committee for Standardisation (CEN), the CEN Workshop Agreement (CWA 17379 produced by CEN Workshop 90), provides, for the first time, a testing methodology to conduct on-road tests to capture emissions data, from different test centres, such that the data collected will allow the emissions performance of vehicles to be fairly compared. Its applicability to vehicles of a wide range means that it forms a valuable complement to the new Real Driving Emissions (RDE) regulation.

Today's publication reflects the collective dialogue between more than 40 scientists, consumer groups, policy makers, engineers and NGOs, working together under the chairmanship of **Nick Molden**, Founder of Emissions Analytics and Co-founder of **AIR**, to develop this standardised and recognised methodology.

The workshop reached consensus on the specific and detailed criteria which must be followed during the tests to ensure that a result is valid and repeatable across multiple instances of the same vehicle captured using Portable Emissions Measurement Systems (PEMS) equipment.

The stringent requirements of the methodology demand the testing of at least two matching examples of each model, during three separate journeys, including at least five, 10km trips conducted on paved roads, at an average speed between 20 km/h and 40 km/h.

Key to the development of the CWA 17379 has been **AIR's** own Scientific Advisory Committee (SAC), comprising international scientists and advisors in air quality and vehicle emissions. The committee was recently joined by **Dan Carder**, who led the West Virginia University team that unveiled the Dieselgate scandal and **Dr Norbert Ligterink**, Senior Research Scientist at Netherlands-based independent research organisation TNO, one of the global leaders in the field of real-world vehicle emissions and fuel consumption.

Existing members include **Helen ApSimon**, **Dr Adam Boies**, **Dr Claire Holman**, **Dr Guido Lanzani**, **Martin Lutz**, **Dr Xavier Querol**, **Dr Marc Stettler**, and **Professor Martin Williams**. Their combined expertise underpins **AIR** as a highly knowledgeable body in the field of air

quality improvement. Each members' association with **AIR** is representative of their own experience and opinion, rather than the institutions they work for.

**Massimo Fedeli, Co-founder and Operations Director of AIR** said: *"This a landmark day for independent testing of vehicle emissions. The CEN Workshop Agreement 17379 reflects more than a year of collaboration to reach alignment on the methodology to report the actual NO<sub>x</sub> emissions from vehicles in urban driving, so that consumers can buy the cleanest car, based on scientific fact. Only when armed with such information can policy makers in cities and governments create fair and effective rules to tackle urban air quality problems.*

**Nick Molden, Co-founder of AIR** said: *"I would like to thank all of the participants in the CEN workshop, more than 40 in fact, who gave their time and advice to ensure that we now have the most effective methodology to create repeatable and comparable tests of urban NO<sub>x</sub> emissions from vehicles."*

For more details about CWA 17379 visit the CEN website <http://bit.ly/CWA17379>

**ENDS**

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### About AIR

**AIR** (Allow Independent Road-testing) is an independent alliance of public and private organisations, which promotes the voluntary uptake of independent on-road emissions testing.

The alliance's key objective is to contribute to delivering a cost-effective and timely reduction in harmful vehicle emissions in urban areas, while ensuring the lowest CO<sub>2</sub> emissions from the global vehicle fleet.

**AIR** seeks to empower citizens, industry and public authorities to take informed decisions on their mobility practices and policies by promoting full transparency on vehicle emission levels.

**AIR's** full mission statement can be found [here](#).

### Background to the establishment of the CEN Workshop Agreement CWA 17379

Emissions Analytics (EA), founded by Nick Molden (Co-founder of **AIR**), was a pioneer in methodologies to test on-road emissions using Portable Emissions Measurement Systems (PEMS) equipment. The experience and insight gained from more than 2,000 tests conducted by EA informed the development of the CEN Workshop agreement.

Further information about **AIR** can be found at [www.allowair.org](http://www.allowair.org)