

## TREMOVE Contact Group Meeting

21 June 2004

### Outcomes from ACEA bilateral meeting

(Bart Van Herbruggen)

## Who and When

Thursday 17 June

- ♦ Stefan Larson, ACEA
- ♦ Alain Petit, Renault
- ♦ Zisis Samaras, LAT
- ♦ Jacques Delsalle, DG ENV
- ♦ Matti Vainio, DG ENV
- ♦ Karl-Heinz Zierock, DG ENV
- ♦ Griet De Ceuster, TREMOVE team
- ♦ Bart Van Herbruggen, TREMOVE team

## Outcome 1 : Finalise COPERT III modelling

TREMOVE COPERT III modelling outcomes were compared to similar calculations by LAT

- ♦ Overall : satisfying similarity
- ♦ Significant differences to be looked into are :
  - PM from diesel cars
  - NOx from heavy duty trucks
  - CO and NOx from light duty vehicles

## Outcome 2 : Additions to COPERT (Air Pollution)

- ♦ Some conclusions can already be drawn from a comparison of prel. ARTEMIS results and COPERT III (note on this expected in July)
- ♦ COPERT emission functions will be revised on this basis for (most probably) :
  - PM and NOx from diesel cars
  - NOx from Heavy Duty Trucks

## Outcome 3 : Additions to COPERT (Fuel Consumption and CO2 in CAFE)

### Within CAFE (October baseline)

- 1,1 correction factor will be replaced by
  - airco modelling cars
  - modelling of difference test car vs real-world weight
  - factor ~remaining difference with statistical fuel consumption
- Projected decrease of fuel consumption for non-car road vehicles will be reconsidered
  - AOP II also fuel consumption reduction for non-cars -> 2020
  - TREMOVE v 2.1 : no such reduction
  - Final October CAFE baseline : re-assessed AOP II reduction

## Outcome 4 : Additions to COPERT (Fuel Consumption and CO2 in 2005)

- ♦ DG ENV will use TREMOVE for specific simulations on (car) fuel consumption and CO2 emissions
- ♦ In this phase (2005) TREMOVE fuel cons. and CO2 modelling will be thoroughly revised
- ♦ Partially based on ARTEMIS results
- ♦ No option to include this in CAFE baseline (Oct)