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The Chairman of the House of
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**Ministerie van
Infrastructuur en
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Ons kenmerk
IENW/BSK-2020/259635

Bijlage(n)

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Date 12 January 2021
Regards Implementation of motion regarding
the introduction of a new PTI test.

Dear Chairman,

On 1 December 2020, the House of Representatives passed the motion by the members Remco Dijkstra (VVD) and Postma (CDA) about the new PTI particle filter test. In this motion, the government is requested to focus on vehicles where a particulate filter has been deliberately removed and to better align with international developments.

In order to implement this motion, I have made the following adjustments to the regulations for the introduction of this new PTI test for the control of particulate filters:

1. Relaxation of the rejection standard for cars from 2015

For diesel cars from 2015, the rejection standard will be relaxed from 250,000 to 1,000,000 particles per cubic centimeter. With this broader standard, I ensure that the implementation focuses more on tackling deliberately removed soot filters instead of on soot filters that function less well. Further broadening of the standard is not possible, because then cars with intentionally removed particulate filters will also pass the test.

2. Further extension for diesel passenger cars of the transitional arrangement

In my letter of 5 October 2020 on Sustainable Mobility, I already announced the intention to extend the transitional arrangement for passenger cars by four years (2011, 2012, 2013 and 2014). In implementation of the motion, two more years (2015 and 2016) are added to the transitional arrangement. With the planned expansion, 345,000 extra cars would fall under the transitional arrangement and with the further extension, this will become 540,000 extra passenger cars.

3. Entry into force of the new PTI test on 1 July 2022

Partly to implement the motion, I am postponing the implementation date of the new PTI test to 1 July 2022. The intended implementation date of the new test was 1 January 2022. At the European level, a particle test for the control of particulate filters will probably not be made compulsory until around 2028. In Germany and Belgium, however, the new test is also expected to be introduced in the coming years.

Given the urgent need for effective enforcement on removed filters, I want to keep up with our neighboring countries. The cabinet wants to prevent cars that are rejected there, from being exported to the Netherlands. Developments in the EU context and in neighboring countries will be closely monitored - partly in view of these behavioral effects - so that the rejection standard can be adjusted if necessary. Furthermore, I would like to note that with the introduction of the new PTI test no new European PTI checkpoint will be introduced, but an existing European PTI point will be checked according to a better test method.

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In addition to this, I would like to report the following. In order to facilitate the implementation of the PTI with the new particle test for diesel cars with a particulate filter, I want to investigate, in consultation with the industry, whether there can be a quick procedure for deregistering particulate filters at the Dutch Road Vehicle Authority RDW. This offers the possibility to carry out the particulate filter test as a pre-check, so that for diesel cars with a particulate filter, the PTI including the possible choice of the motorist to deregister the filter can be done in one day. In that case, this prevents unnecessary time and costs for the owner when performing a second PTI. Furthermore at the request of the Dutch automotive sector, there will be a free choice for the purchase of a particle counter by PTI garages, so that PTI companies that do not choose to check diesel cars with filter, are not obliged to invest in buying a particle counter.

Clean air is vital for everyone. Air pollution is one of the most important health risk factors. The introduction of the new PTI test for checking particulate filters is one of the most important traffic measures in the Dutch Clean Air Agreement. Given the urgent need for effective enforcement on removed filters, I want to introduce the new PTI test for DPF control as soon as possible. With the various changes outlined in this letter, I am substantiating the motion adopted by your House. For this purpose, the regulations for the new PTI test will be published in the Government Gazette with the above amendments.

Yours sincerely,

THE STATE SECRETARY OF INFRASTRUCTURE AND WATER MANAGEMENT,

S. van Veldhoven - Van der Meer