



Global's Guide To WLTP.

Why Was WLTP Put In Place?

Increased awareness and action to combat climate change and reduce potential health risks from air pollution has resulted in increased concern about emissions from all aspects of life and industry. For the automotive industry, there is greater focus than ever before on driving emissions, which means there is a need for more reliable data given the potential scale of the impact.

In Europe, official emissions data from road vehicles has been gathered from the 'New European Driving Cycle' (NEDC) laboratory test – last updated in 1997 and based on theoretical models that don't necessarily reflect actual driving profiles of today.

The Worldwide Harmonised Light Vehicle Test Procedure (WLTP) is a cycle devised by the EU based to better reflect real-world driving. The test contains a mixture of more relevant and stringent laboratory testing and real-world driving with live emissions measurement to achieve more reliable consumption and emissions figures.

What Is WLTP?

The WLTP was designed and introduced in the wake of a number of high-profile scandals, so is more pertinent and called-for than ever before to generate trusted and reliable data.

Compared with NEDC, the WLTP includes higher average and maximum speeds over a longer distance, sharper accelerations with fewer stops and a greater variation of driving environments and climate in order to generate an official consumption and emissions figure closer to representing the dynamic driving of real-world users.

While an average will be taken and used for display and tax purposes, customers can also gain further clarity on best and worst case values for a particular driving cycle should they wish to make a more informed decision.

Implementation Of WLTP

WLTP came into effect in September 2017 and was enforced for all vehicles to comply with by September 2018. This conformity features a limit on the amount of Nitrogen Oxide (NOx) a vehicle can emit in order to gain the first phase of WLTP approval (EURO 6d-TEMP) and thus be released for sale. This element of the test is called RDE (Real-world Driving Emissions).

- **RDE step 1 (EURO 6d-TEMP):** with a NOx conformity factor of 2.1 – **applies now.**
- **RDE step 2 (Euro 6d):** with a NOx conformity factor of 1.0 plus an error margin of 0.5 – **will apply in January 2020 for new types and then from January 2021 for all types.**

The EU advises national governments to alter their vehicle taxation policies and fiscal incentives to the new WLTP values.

Currently in the UK, an RDE2 compliant diesel engine will not attract the 4% Benefit-In-Kind surcharge.

Moving forward in 2020, the European Commission aims to convert its NEDC-based CO₂ targets to ones based on the WLTP, which will then be used for compliance monitoring.

Impact Of WLTP

Due to the vast quantity of vehicles needing to go through WLTP and the cycle being more rigorous than NEDC, manufacturers are reporting higher lead times on vehicle models that have not yet been subjected/achieved WLTP.

This has proven particularly disruptive with cars later in their life-cycle and therefore not optimised for WLTP, as some are requiring technical changes to meet the latest standards. Similarly, some hybrid vehicles are also being revised to maximise efficiency.

Before taxation is simply based on the WLTP figure (which is typically returning higher CO₂ values than NEDC) in 2020, an interim “NEDC-correlated value” has been formulated which is typically resulting in 10% higher emissions results.

This means a driver could be faced with higher tax burden even by taking a newer version of the same vehicle.

Vehicle prices have been seen to increase due to manufacturer requirements to cover some of the cost of WLTP.

Fleet managers in many instances are needing to reconcile their fleet policy where vehicles are banded by CO₂, value or whole-life cost.

It may mean more drivers taking cash allowances over a company car, meaning lower revenue raised by the government from company car tax.



The Global Solution

Global has been invaluable to fleet managers across the UK who have been placed in often crisis situations where they are either unable to lease or hire vehicles, are having their delivery dates pushed back significantly or have found individual drivers cancelling orders due to changed tax positions.

As an independently owned fleet solutions provider that prides itself on being one of the UK's largest stock-holders of a diverse range of premium brands, we have been able to provide interim, short-term or alternative strategies to resolve issues outside the standard purview of the fleet industry.

Useful Links:

- www.vehicle-certification-agency.gov.uk/fcb/wltp.asp
- www.gov.uk/search?q=wltp
- www.wltpfacts.eu/
- <https://www.smmmt.co.uk/industry-topics/emissions/testing/>
- globalautocare.co.uk/fleet-management
- globalautocare.co.uk/driver-services
- globalautocare.co.uk/hybrid-and-electric-vehicles
- globalautocare.co.uk/mobility

Need Help?

If you need help or advice about WLTP, contact us and a Global specialist will be more than happy to help you:

 0113 391 8040

 driver.services@globalautocare.co.uk

Global's Benefits:

- We manage each case on a one-on-one basis.
- We're able to provide bespoke, advantageous and flexible solutions to suit client needs.
- We deliver and collect vehicles nationwide.
- Our Global Premier Driver Services team are on-hand to provide support to fleet managers and drivers with queries or issues.
- We're independent, dynamic and fast-paced with hundreds of vehicles available to drive away immediately.
- We provide solutions not just in terms of standard vehicles but specialise across premium, luxury, light goods and commercial vehicles.

