COPERT 5: Soon to come, what do you expect?
Why?

Road transport becoming increasingly complicated.
  - New technologies
  - New fuels
  - New requirements for reporting
GHG/AP links become stronger
Calculations have to be made faster
Interface has to be more flexible
Approach

- Scoping document to be drafted and circulated amongst users
- Collect comments, ideas, requests
- Organise with EEA/JRC how this is going to be prepared
- Delivery: End 2013 earliest
- This presentation: First announcement and round of ideas
Methodology (these are only ideas)

- Introduce both a Tier 2 and a Tier 3 methods
- Introduce ‘electricity’ as a fuel
- Skip capacity classes, instead
  - Use ‘mean’ capacity, e.g. from CO2 monitoring database
  - Or, mean CO2 type-approval emission factor
  - Use vehicle sectors
- Include vehicle technologies which are already starting becoming popular (bifuel, Electric+ICE)
- Optimize ‘fuel balance’, e.g. by introducing a lowest-cost optimization function
Software

- Aim: Replace national systems to the extent possible
- Better organize calculation options, provide methods to ensure that user has provided all necessary data (QA/QC)
- More flexibility with data treatment
Coverage

Other modes?
- Off-road combustion
- Aviation
- Railways
- Navigation

National/regional emissions
- E.g. gridded emissions