

SGS 4 -13

EU Regulation on type-approval of hydrogen vehicles

HFCV GTR – 4th SGS meeting
Tokyo, Japan, 24-26 September 2008

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State-of-play

- European Commission adopted the proposal (COM(2007) 593 final) on 10 October 2007
- Split-level approach: co-decision regulation (main requirements), comitology regulation (technical details)
- First reading agreement reached on co-decision part between co-legislators: Council of Ministers and European Parliament
- European Parliament adopted the Regulation on 3 September 2008

Content of co-decision Regulation

- EP amendment - New Recital (7):
The CARS 21 High Level Group final report stated that 'efforts with a view to increasing international harmonisation of motor vehicle regulations should be maintained where appropriate, with a view to involve the key vehicle markets and to extend harmonisation to areas not yet covered, notably both in the framework of the 1958 and the 1998 Agreements of the UNECE'. In line with this recommendation, the Commission should continue to support the development of internationally harmonised requirements for motor vehicles under the auspices of UNECE. In particular, if a Global Technical Regulation (GTR) on hydrogen and fuel cell vehicles is adopted, the Commission should consider the possibility of adapting the requirements of this Regulation to those of that GTR.

Content of co-decision Regulation

- For technical contents, please refer to presentation SGS 3-3 by the European Commission:

<http://www.unece.org/trans/doc/2008/wp29grsp/SGS-3-03e.pdf>

and the text of the Regulation.

Next steps

- Next steps:
 - Publication of final text in Official Journal
 - Comitology regulation under development – planned for first semester 2009

- Text of co-decision regulation and press releases available:

<http://ec.europa.eu/enterprise/automotive/pagesbackground/pedestrianprotection/index.htm#hydrogen>

<http://www.europarl.europa.eu/sides/getDoc.do?pubRef=-//EP//TEXT+TA+P6-TA-2008-0395+0+DOC+XML+V0//EN&language=EN>

Content of the comitology Regulation

- The comitology Regulation will contain i.a.:
 - administrative provisions for the EC type-approval of vehicles with regard to the hydrogen propulsion, and of hydrogen components and systems;
 - information to be provided by manufacturers for the purposes of type-approval and periodic inspection;
 - the detailed rules for the test procedures;
 - the detailed rules for the installation of hydrogen components and systems.

Concept of European Community type-approval

- Procedure whereby a Member State certifies that a type of vehicle satisfies the relevant administrative provisions and technical requirements relating to:
 - active and passive safety
 - protection of the environment
 - performance and other issues
- Objective:
 - to enable vehicles to be put on the market according to common requirements
 - to ensure the proper functioning of the internal market in the EU
- The concept is also applicable to components and systems

Corner-stones of the Community type-approval system

- Same harmonised technical provisions in all 27 Member States;
- Provisions are designed with the objective to be performance-oriented and technology-neutral;
- Tests and checks are performed by independent bodies (technical services) designated by the governmental authority of the Member States;
- Approvals are granted by a governmental authority (the type-approval authority which has the last word on decisions)

Corner-stones of the Community type-approval system

- Mutual recognition of approvals;
- Mutual recognition of approval markings;
- Legislation is constantly adapted to the evolution of the construction of vehicles;
- The manufacturer has to show that he fully manages issues relating to conformity of production (CoP);
- The manufacturer states that each vehicle is built in compliance with the Community legislation (certificate of conformity, CoC)
- 61 separate technical directives dealing with technical provisions to be complied with – the number of which relates to the vehicle category – Annex IV of Directive 2007/46/EC;

European Community type-approval

- Regulated by Directive 2007/46/EC (Framework Directive)
- Mandatory application of EC whole-vehicle type-approval to all vehicle categories irrespective of their means of propulsion
- Three implementation stages (Annex XIX)
 - voluntary basis by the manufacturer
 - mandatory basis for new vehicle type
 - mandatory basis for all new vehicles

Links with international legislation

- Council Decision 97/836/EC (27 November 1997) (OJ L346, 17.12.1997) = Accession to the revised 1958 UNECE Agreement (1995):
- “Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles and Parts which can be fitted and/or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals granted on the Basis of These prescriptions”

Links with international legislation

- 126 Regulations annexed to the Agreement (September 2008)
- 66 Regulations are deemed to be equivalent to EC Directives (Article 35 of Directive 2007/46/EC)
- Very strong correlation between EU legislation and UN/ECE regulations
- Approvals granted in accordance with UNECE Regulations must be accepted by type-approval authorities under the condition that the Community acceded to it

Links with international legislation

- Council Decision 2000/125/EC (31 January 2000) - Accession to The 1998 UNECE Agreement (1998)
- Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles
- 8 “global technical regulations” (GTRs) up to now are included as Addenda to the Registry of GTR’s

Possible implementation of GTR in European Union

- Two approaches to implement GTRs in the EU:
 - amendment to existing UNECE Regulations, to which the Community acceded (WHDC – UNECE Reg. 49)
 - adoption of EU Regulation with the provisions of the GTR (Pedestrian protection)
- Possible approaches to implementation of future HFCV GTR:
 - adopt a new UNECE Regulation under 1958 Agreement with the provisions of GTR
 - adoption of EU Regulation with the provisions of the GTR, amending the current EU type-approval legislation
- Parallel optional application of GTR requirements for transitional period can be considered; example: GTR on motorcycle emissions - WMTC has been introduced as alternative to Euro 3 type-approval test with equivalent limit values.

THANK YOU FOR YOUR ATTENTION!