



Working paper No. FQ-03-03
GRPE Informal Group WLTP,
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Agenda Item 2.

Presentation to GRPE Informal Group FQ – 03

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Harmonization – what IPIECA believe



- Fuels and vehicles should be treated as an integrated system
- Support importation of vehicles into areas where the fuel supply is appropriate for the technology level of the imports
- Key is to supply fuels that enable vehicle emission control devices to work properly
- Tailpipe emission levels should be set by governments to attain local air quality goals

IPIECA's understanding of OICA premise



ORGANISATION INTERNATIONALE DES CONSTRUCTEURS D'AUTOMOBILES
INTERNATIONAL ORGANIZATION OF MOTOR VEHICLE MANUFACTURERS

Mr Bernard Gauvin,
Chairman of the UNECE World Forum
for Harmonisation of Vehicle Regulations, WP29.

Mr José Capel Ferrer,
Director of the UNECE Transport Division

Hannover, 20 September 2006.

Gentlemen

You are already very familiar with the serious issue of the limitation placed on the effectiveness of vehicle pollution control equipment by the quality of the fuel used and available in the marketplace.

With increasingly stringent vehicle exhaust emissions requirements, it is clear that market fuel quality has to follow more closely the development in engine and exhaust after-treatment technology. In the developed world this close relationship is recognized, at least to some degree, but in developing countries and transition economies this is mostly not the case.

Many developing countries are already implementing ambitious emission control programmes for vehicles as a remedy for increasingly high levels of urban air pollution. Indeed this can be seen from the fact that new contracting parties to the 1958 Agreement usually begin by adopting the exhaust emissions Regulations immediately. Unfortunately, these countries often fail to consider market fuel quality issues when deciding the stringency of the programmes. Even in developed countries, regulation of market fuel quality is unharmonised and not always fully aligned with the vehicle technology necessary to meet emissions regulations.

These facts point to the need to work toward global fuel regulations, in parallel to on-going work dealing with globally harmonized vehicle regulations.

The chief executive officers of the major vehicle manufacturers, at their recent global meetings, have agreed that this issue is becoming critical and that the most effective way to address it would be for fuel quality to be regulated at UN level. They therefore instructed OICA to work towards this objective.

This need was also recognised by the participants in the Environmentally Friendly Vehicles Conference held last November in Birmingham, which concluded that:-
"there is a need to consider global vehicle and fuel standards" and
"it was recognised that the UNECE World Forum for Harmonisation of Vehicle Regulations (Working Party 29) was the right forum to continue working towards this goal."

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*"...the serious issue of the limitation placed on the effectiveness of vehicle **pollution control equipment** by the quality of the fuel used and available in the marketplace...."*

*"...it is clear that market fuel quality has to follow more closely the development in **engine and exhaust after-treatment technology**..."*

*"...even in developed countries, regulation of market fuel is unharmonized and not always fully aligned with the **vehicle technology** necessary to meet emissions regulations..."*

FQ-02 minutes



- **USA:** *“..suggested that the fuel quality parameters should be limited to those fuel controls deemed necessary to enable the corresponding emission limits of the motor vehicle engines (e.g. sulphur, lead).”*
- **EC:** *“...suggested considering, in a first step, a reduced number of fuel parameters which have a direct influence on the engine emissions, such as lead and sulphur”*
- **China, Canada, India:** *“...confirmed to go forward with a first set of fuel parameters in relation with engine emission technology type, as suggested by the EC expert”*
- **Switzerland, Romania, the Netherlands, Belgium, Czech Republic, France, Germany, Hungary and Italy** also supported the position of the EC

OICA & IPIECA discussions



- Summarized in working paper No. FQ-03-02
- Some agreement on basic parameters
- Difference of opinion on scope
- IPIECA: specify fuel parameters that could degrade emissions control equipment
- OICA: specify any parameter that also affects emissions

Parameters: protecting Emission Control Equipment



Gasoline	Agreed OICA/IPIECA View (FQ-03-02 App.2)
Lead	Damage to emissions control system
Sulphur	Interferes with emissions control system
Metallic additives	IPIECA: <u>May</u> interfere with emissions control system (Awaiting peer review study results) OICA: Damage to engine and emissions control system
Oxygen/ Oxygenates	Depending on type and level of oxygenate used, specific vehicle design measures are necessary

Diesel	
Sulphur	Interferes with emissions control system May prevent the use of certain devices
Ash	Affects DPF performance – housekeeping issue

IPIECA Recommendation on way forward



- Need a minimum set of fuel quality parameters that governments can rely upon to prevent damage to imported vehicles
- Agree today on scope and list of parameters
- Next step is for OICA/IPIECA to agree on the parameter levels that will protect control technology equipment
- Such a package could provide a meaningful contribution to vehicle importing countries



Thank You!