

Observations to ECE/TRANS/WP.29/GRPE/2006/4

Supplement 1, definitively approved at the WP 29 of June 2005, has reduced the scope of Regulation No. 115 to vehicles meeting the requirements of Regulation No. 83, 05 series of amendment, thanks *to several considerations that have been formally and clearly drawn to the attention of the delegates by AEGPL*, as proponent, *and discussed at length during the long consultation process prior to the definitive approval of the amendment.*

The original text of Regulation No. 115 advocated the respect of emission limits stipulated in Regulations Nos. 83 and 49, even for old vehicles both on petrol and on LPG, obviously referring to the approval time.

This meant that manufacturers would have had to find old vehicles – *we are speaking about system manufacturers and not car manufacturers which are the owners of the cars* - and should fix them to ensure compliance with the emission limits of the car approval time.

In addition, according to the vehicle family definition, that kind of work should have been done for each car brand and for more than one power range in order to cover a significant part of the old cars park.

During the preparation work leading to the drawing up of the above supplement, it was decided that this very heavy procedure would be justified *only for cars originally complying with technical prescriptions in order to ensure the maintenance of initial emission performances.*

In view of the fact that it was only with the latest series of amendments that concepts like “in-use conformity” and “On Board Diagnostic” have been included in Regulation No. 83, *the above burden has been deemed acceptable only for the type of vehicles which are concerned by , at least, Regulation No. 83, 05 series of amendments.*

Furthermore, also as a consequence of the above approach, Supplement 1 has been designed to specialize Regulation No. 115 on new vehicles (Euro 3 and 4), even introducing new concepts and tests, such as OBD requirements and tests.

Therefore, the possible re-extension of the scope of the Regulation No. 115 to cars complying with Euro 1 and Euro 2 emissions limits would imply a *complete review of the amendment* to be formally presented not in the form of a simple corrigendum: *this form seems to be unsuitable even in the present case.*

As far as the economic impact is concerned, AEGPL would like to reiterate that such restriction of scope has been strongly supported by the sector - made up essentially of SME's - because this expensive homologation procedure has been deemed to be affordable exclusively for cars park which business justifies such costs, i.e. Euro 3 and 4.

In facts, only very few contracting parties do not require Euro 3 or 4 certification for new vehicles.

In conclusion, AEGPL does not agree on the enlargement of the scope of Regulation No. 115 to Euro 1 and 2 vehicles because that would make this Regulation extremely heavy for nearly all Contracting Parties involved.

Member countries wishing to extend the scope of the Regulation can easily transpose the text into national legislation, broadening its field of application and, if necessary, we believe, adequately adapting the requirements therein.