

OICA proposal to develop a scheme for an Environmentally Friendly Vehicle (EFV)

This proposal, submitted by OICA, is to develop a worldwide harmonized scheme for an Environmentally Friendly Vehicle (EFV) bearing in mind the Conclusion Paper of the 3rd EFV conference, recently held in Dresden.

Background

The Dresden EFV conference in its Conclusion Paper proposed to form a new working group under WP29 to assess the feasibility of a worldwide EFV concept. An informal group might be established on GRPE involving GRB to review the feasibility of the EFV concept, including world-wide harmonisation and the applicability of an EFV concept for all world regions. Energy efficiency and CO₂ should be considered and assessed on the basis of an integrated “well-to-wheels” approach.

OICA wishes to actively participate in the WP29 EFV group.

Proposal

Tackling climate change and improving energy efficiency are two of the major challenges currently facing transport policymakers around the world. In this context, the development and introduction of environmentally friendly vehicles as well as renewable fuels are important.

In an integrated approach, all road transport players have to be involved in the reduction of CO₂ and pollutant emissions. Increasing the use of environmentally friendly alternative energy sources, for example biodiesel, bioethanol, biogas, synthetic biofuels or hydrogen, is one of the essential fields of action.

In order to meet the current challenges it is crucial to take measures for promoting and introducing environmentally friendly vehicles. The measures have to be based on a common understanding of environmentally friendly vehicles. This means that we jointly have to develop a globally harmonised method for evaluating the environmental friendliness of a vehicle.

In developing an evaluation method, focussing solely on the vehicle will not yield the required results. Rather, the development has to be based on a holistic approach. Energy consumption and the emission of greenhouse gases have to be evaluated on the basis of an integrated “well-to-wheels“ approach which comprises both the preceding fuel provision chain (“well-to-tank”) and the fuel use in the vehicles (“tank-to-wheels”). In the long run, the possibility of an extensive evaluation, which also takes into account the field development - production - use - disposal of vehicles, should be examined as well.

The work on an EFV must result in a worldwide harmonized scheme. However, as the regional environmental conditions differ from each other, the EFV scheme must allow an adaptation to regional conditions.

Therefore OICA agreed on the proposed concept:

1. The available literature and concepts including regulations and standards should be screened and analysed.
2. In a first step energy efficiency and CO₂ emissions should be considered and assessed on the basis of an integrated “well-to-wheels“ approach.
3. In the long run, the possibility of an extensive evaluation method should be examined as well.

After a preliminary phase (Step 1) GRPE might decide on the feasibility and continuation of such a concept.
