

Progress report on the work of the informal group "Environmentally Friendly Vehicles"

1. Status report

The second meeting of the EFV informal group was held on October 30/31, 2008 in Bonn/Germany. All documentation is available on UN ECE website:

(<http://www.unece.org/trans/main/wp29/wp29wgs/wp29grpe/efv02.html>).

The updated version of the feasibility statement, document EFV-02-03-Rev.2, includes the following chapters:

0. Executive summary

No text at this stage.

1. Introduction

Text is similar to the terms of reference.

2. Definitions

3. Existing legislation, tools for holistic approaches and assessment concepts

This chapter is most advanced. A comprehensive overview is given by around 60 pages about the current situation in legislation and non governmental concepts.

4. Aspects for the development of an evaluation concept (holistic approach)

In a table some of the regulation, standards, concepts and tools from chapter 3. are compared to a long list of criteria, related to EFV. This is the basis to undertake a so-called SWOT analysis (Strength, Weakness, Opportunity, Threat), to assess the parameters of the EFV evaluation concept. At the moment this should be taken as a preliminary example and an idea and outlook, how a method to evaluate the environmentally friendliness of vehicles can be developed. For the current task (development of a feasibility statement) it's not necessary to finalise this work, but it should be understood as an iterative process.

5. Assessment of feasibility to introduce an evaluation concept under the framework of WP.29

This chapter is not advanced, guidance is needed from GRPE and WP.29 and further consideration will follow in the next meetings of the EFV informal group. This regards mainly to the open question of the target groups (governments, manufacturers, consumer (groups)) and the related aims and purposes of an EFV evaluation concept.

6. References

The next meeting of the informal group is scheduled for Friday 16th January in conjunction with the 57th GRPE session.

2. Aspects of the feasibility statement

Looking at the high number of existing regulations, standards, concepts and programmes related to environmental aspects of vehicles (chapter 3. see above), a harmonisation effort seems worthwhile. But on the other hand this is a difficult task, and the EFV informal group needs to consider a lot of important questions and items, as basis for the proposal of a feasibility statement:

- What are the target groups for the application of a harmonised EFV evaluation concept (governments, consumers, manufacturers).
- What are the aims and purposes for the application of a EFV concept, respective to the different target groups. An EFV definition can be an underlying concept for legislative measures (taxation, green zones, etc.), for advertisement of the manufacturers, or for consumer information. All this with different frame conditions and needs.
- Regional and temporal dependence on energy mix and environmental priorities.
- Different testing and measurement methods.
- Different availability and quality of data.
- An EFV evaluation concept should not hinder innovation and technological development.
- Well to wheel approach.
- Use of reference parameters or categorisation, to take the different segments and operation purposes of vehicles into account.
- etc.

3. Questions to GRPE

At this stage the consideration of the following questions by GRPE at it's 57th session could give some important input for the further work of the EFV informal group:

- (a) The SWOT analysis was considered by the EFV informal group as the appropriate method to decide on parameters for an EFV evaluation concept. The EFV informal group wants to proceed further in that direction, if GRPE confirms ?
- (b) Point of view from experts of countries and NGO's about the target groups and aims/purposes of an EFV evaluation concept ?
- (c) Chances to develop such an EFV evaluation concept as a harmonised Special Resolution under WP.29 ?
- (d) Should the complete feasibility document (finalised EFV-02-03-Rev.2) be transmitted to GRPE and WP.29 as working document, or only the executive summary ?
- (e) Should this issue be considered by WP.29 at it's March 2009 session, based on a discussion paper (informal document) ?

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