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**Proposal for draft amendments to ECE/TRANS/WP.29/2011/46
(Summary Report of the WP.29 Round Table on Climate
Change and Transport)**

Amendments to the text of ECE/TRANS/WP.29/2011/46 are marked in bold characters.

Paragraph 13.(f), amend to read:

"(f) Fuel Quality: in 2007, the World Forum showed the close link between market fuel quality and emissions of pollutants from motor vehicles. It recognized that further reduction of emissions required that cleaner fuel be available to consumers. The lack of harmonized fuel quality requirements was seen to hamper the development of new vehicle technologies (e.g. aftertreatment systems, catalytic converters, particle filters, **lean burn direct-injection gasoline engines and related systems that can provide important fuel efficiency/CO₂ improvements**). For that reason, the World Forum was urged to develop such uniform provisions for cleaner market fuels and, therefore, set up a specific expert group to develop recommendations for market fuel quality. A first set of specifications is expected to be finalized by mid-2011."

Annex, paragraph 6., amend to read:

"6. The World Forum demonstrated in 2007 that there is a close link between market fuel quality and the emissions of pollutants from motor vehicles. It recognized that further reduction of emissions through more stringent emission regulations required more advanced emission control technologies (**e.g.: ultra low sulphur fuel to enable the effective operation of emission control systems such as advanced catalytic converters and particulate filters and technologies to improve fuel efficiency/CO₂ performance, such as direct injection lean burn engines and related systems**), which drives the crucial need for appropriate fuels to be available on the market for consumers. To this aim, the World Forum set up an informal group to develop recommendations on market fuel quality enabling technologies essential to reducing pollutants, which would ensure that a vehicle tested in conformity with the United Nations regulations and using specific reference fuels for the tests, would achieve the same level of reductions in use and avoid degrading the emission control devices (e.g. catalytic converters, particle filters)."
