

WP 29 and EFV: How to cooperate
Presentation by Bernard GAUVIN, chairman of WP.29
at the 3rd EFV conference (DRESDEN, 19 and 20 November 2007)

Good afternoon, ladies and gentlemen,

It is an honour and my pleasure to address the EFV conference on behalf of WP.29, the World Forum for the harmonization of vehicle regulations, and upon request of the German government, organizer of this third EFV conference.

My presentation will cover 4 items:

- ① WP.29: what we are
- ② WP.29: what we do
- ③ WP.29: what we cannot do [at the moment]
- ④ How to cooperate with EFV conference

① WP.29: what we are

WP.29 is a permanent Working Party in the United Nations organization which meets three times per year and works according to the UN institutional framework and to specific terms of reference and rules of procedures which were published in 1999.

WP.29 has a double function:

Firstly, it is a Forum, a latin word which means an open place for discussion.

Attendance is officially open:

- to any government of a country member of the UN
- to any non government organization which has a consultative status in the UN.

These governmental and non governmental delegates have an official position in the sessions and may take an active part to the discussions. In addition, all sessions are public. WP 29 has actually a worldwide audience: more than 80 governmental delegates, among them nearly half non European. US, Canada, Japan and Australia have been regular participants for more then 20 years, South Africa, Korea and China for more then 5 years, India, Thailand and Malaysia are more recent players. At each WP 29 session new non European members come as observers and most of them eventually become participants, which means that they become contracting parties to one of the agreements administered by WP.29 (e.g. Tunisia has recently acceded to the 1958 and to the 1998 Global Agreement, to be affective on 1 January 2008).

Secondly, this Forum is dedicated to the harmonization of vehicle regulations, and all the discussions in WP 29 shall be focussed on it.

In order to cope with its mission and to prepare international and global regulations, WP 29 has established 6 specialized groups of experts, two of them deal with environmental matters: GRPE, the expert group in charge of emissions and energy, and GRB, in charge of noise.

We also recognized that as we move towards environmentally friendly vehicles,

- safety is not compromised, and
- the impact of cleaner and more efficient technologies on safety is taken into account.

To that end, GRPE works closely with GRSP and GRSG, the groups of experts in charge of safety, to make sure that safety and environmental work hand in hand.

These groups of experts have, in the UN organization, the same status of permanent groups as WP 29. Each GR meets twice a year under the guidance, and according to the rules of procedure, of WP 29. Whenever there is a need to progress at a quick pace or to delve into a highly specific technical matter, informal groups may be established and convened as frequently as needed in between two sessions.

② WP.29: what we do

Our responsibility is to develop, within the legal framework of the 1958 and 1998 Agreements, new regulations and amendments to existing regulations concerning environmental and safety aspects of vehicles.

Within the legal framework of the 1958 Agreement, WP.29 has produced emissions regulations which cover all categories of vehicles using gasoline, Diesel and gas fuels. These regulations have been adapted a few years ago to hybrid vehicles.

In some fields where a regulation is not possible or where the adoption of limit values cannot be expected in the short term, WP.29 has developed uniform or harmonized procedures. It is the case for engine power, fuel consumption and CO2 emissions in the 1958 Agreement. In the 1998 Agreement we have decided WMTC, (World

Motorcycle Test Cycle) WHDC, (World Heavy Duty Cycle) and WLTP (World Light Duty Test Procedure) might be soon in progress.

New technologies may be addressed in a flexible way: we adapted quickly existing regulations for hybrid vehicles and Diesel particulate traps. We have decided to work on plug in hybrids a few weeks after a prototype has been presented, so our regulation may be available much before these vehicles are produced in small series.

In the framework of the 1998 Agreement, a major project has been launched on hydrogen and fuel cells vehicles. This project covers all the safety and environmental aspects of these new technologies, and a project leader has been designated to coordinate the safety and environmental work and to follow the road map, leading to the global technical regulation, which has been decided by the executive committee of the 1998 Agreement.

In the cases where we legally cannot produce a regulation or a technical procedure and when we think useful to start working, we may organize what we call Round Tables, which are open exchange of views with all stake holders, including those who are not WP.29 participants. We did that in 2002 for new technologies of engines and fuels, in 2004 for ITS technologies, and last week for fuel quality specifications.

As a follow up of last week's round table, WP.29 has decided to establish, under GRPE, an informal group in charge of preparing a working programme on fuels quality specifications in connexion with the level of emissions control.

③ WP 29: what we cannot do [at the moment...]

What we cannot do is what has not been covered by our terms of reference and the agreements we administer.

Basically we are limited to vehicle regulations, excluding:

- fuels quality regulations
- well to wheel approach
- considerations on whole life cycle of vehicles

It seems necessary to qualify, on a sound and scientific basis, the EFVs, and to define an unquestionable way to evaluate the environment friendliness of new technologies. This is something that WP.29 cannot legally do to day within its institutional framework and for which there is an opportunity for cooperation with the EFV Conferences.

④How to cooperate with EFV conferences

The need to have a cooperation between EFV conferences and WP.29 has been identified at the very first EFV conference and is mentioned in §5 of the chair's statement delivered as the outcome of the TOKYO meeting. The German government, organizer of this third EFV conference, has consistently associated WP.29 with its preparation and has officially invited WP.29 to participate in this event. In addition, the German government has fostered the Heiligendamm G8 decision to organize regularly EFV conferences every second year, and to have a regular status report on these issues to the G8 leaders. This gives to EFV conferences an international status which makes the cooperation with WP.29 easier.

This was already considered last week in WP.29 and the German expert to WP.29 will submit an informal document proposing an institutional framework for the cooperation between EFV conferences and WP.29, mainly through the establishment of an informal group within GRPE in order to develop an environmentally friendly vehicle concept. This proposal, which has been positively received at first sight, will

be studied in GRPE's January 2008 session, in relation with the report of the present EFV conference.

On this basis, a decision will be taken in the WP.29 March 2008 session. It is important that we find a proper way to establish the cooperation on a permanent basis in order to avoid duplication of work and efforts, and to make the best use of the international expertise which exists both in WP.29 and in the EFV conferences. I welcome this cooperation.

Thank you for your attention.