

## **Brief Report to GRPE on the progress made by EFV Informal Group in its 5<sup>th</sup> meeting held in New Delhi on 25<sup>th</sup> November 2009**

### **□ Establishment of the EFV informal group in the 2<sup>nd</sup> phase**

The informal group was established for its 2<sup>nd</sup> phase activities under the chairmanship of India as given below. The members agreed upon the composition:

- **Chairman:** Mr. Ambuj Sharma, IAS, Joint Secretary, DHI, MoHI&PE, Government of India.
- **Co-Chairman :** Mr. Shrikant R. Marathe, Director, ARAI (India)
- **Secretary:** Mr. Vikram Gulati, Director, DHI, MoHI&PE, Government of India.

**❑ Report to 148<sup>th</sup> WP.29 (June 2009)**

(Mr. Hubert informed that report of 149<sup>th</sup> session of WP.29 ( November 2009) was yet be released)

- Informal Group Chairman gave a presentation (Informal Doc. No. WP.29-148-26) about the work of the informal group on EFV regarding the development of a methodology to evaluate the "EFV" concept (Informal Doc. No. WP.29-148-11).
- The development of a harmonized "EFV" concept was feasible from a procedural point of view, i.e. in a Special Resolution and/or as a Consolidated Recommendation under the umbrella of the 1998 and/or the 1958 Agreements and not as a new regulation.
- Political guidance was requested from both WP.29 and the 4<sup>th</sup> EFV Conference, especially with respect to the needs of the target groups and possible applications of an "EFV" concept.
- WP.29 approved the feasibility statement (Informal Doc. No. WP.29-148-11).



**❑ REPORT ABOUT THE 4<sup>TH</sup> EFV CONFERENCE IN NEW DELHI (INDIA)**

The "Conclusion Paper" of the 4th International Conference on Environmentally Friendly Vehicles (EFV Conference) was tabled for discussion. Members appreciated and agreed upon the conclusion of conference. It was agreed to forward "Conclusion Paper" as an informal document to GRPE and GRB.

**❑ Highlights of "Conclusion Paper" of the 4<sup>th</sup> EFV Conference**

The Informal Group on EFV after extensive deliberations has come to the conclusion that, from a technical and scientific point of view, it was not feasible to develop an entire holistic EFV concept, because there are differences and multiple specifications, weightings, factors subject to regional or temporal circumstances and data availability concerning environmental aspects. A possible way out was to avoid the misleading term EFV concept but instead to create specific names fitting to the concept (e.g. LNV-Low Noise Vehicle, LCEV-Low Carbon dioxide Emission Vehicle).

ISO has also prescribed that single scores for defining EFVs shall not be used for comparative assertions as well as the term environmentally friendly shall be avoided according to ISO 14021. The reason for this ISO standard is that 'environmentally friendly' is a very comprehensive and bold statement that is likely to be justifiable looking at all the indicators involved.



□ **Highlights of “Conclusion Paper” of the 4<sup>th</sup> EFV Conference (contd.)**

The Delhi conference had therefore identified the key inputs that go to make a vehicle Environmentally Friendly in a holistic manner as :

1. Mobility and Environment- Role of EFV.
2. Alternative fuels and Drives.
3. Gaseous fuel Technology-The technology of the future.
4. Electric Vehicles- Future
5. Regulatory and Legislative Framework for EFVs.
6. Industry and Government Collaboration.-Perspectives of Developed and Developing Nations

•The 4<sup>th</sup> EFV conference concluded that:

1. Multiple environmental aspects including noise levels, alternative fuels , drive train efficiency, electric power sourcing and manufacturing efficiency all contribute to developing a vehicle that could be termed as truly Environmentally friendly. While many different concepts and fuels are being considered to develop EFVs, there is no single solution that emerges as the definitive solution, and therefore efforts along multiple lines have to continue.



□ **Highlights of “Conclusion Paper” of the 4<sup>th</sup> EFV Conference (contd.)**

2. While the definition is being deliberated upon, simultaneous attention also needs to be given to the Regulatory and Legislative framework to nurture development of EFVs. A view was expressed that harmonized regulation and the development of EFVs need to go hand in hand.

In this context, it was important to look at the individual regulations covering existing concepts of EFV and look at developing a road map for further improving these prescriptions by giving targets that are achievable. At the same time, it needs to be recognized that the industry is passing through difficult times and, therefore, the regulations need to be scientific and, evidence based, cost effective and if possible, harmonised.

3. EFVs are only a part of the total solution. It was reiterated that there is a need for an integrated approach to address the impact of vehicles on the environment as an important part of transport. Many of the new types of EFVs need additional infrastructure for energy distribution that is critical to the deployment of such vehicles, and it was important to provide a policy road map for this



#### APPROACHES TO AN "EFV CONCEPT"

1. Members agreed that totally holistic approach is not possible to define the EFV concept as several issues are involved such as :

- type of fuel
- fuel dependant/fuel neutral
- CO<sub>2</sub> emissions
- fuel efficiency
- noise
- tank to wheel
- ECO driving
- labeling system
- effect of ancillary system (heating, air conditioning, steering pump)
- definition of EFV, evaluation and testing procedure in the different regions etc.

2. It will be beneficial and practically possible to start with the simple concept which can be extended at a later stage. Concerning the environmental criteria we may start with the CO<sub>2</sub> emissions /fuel efficiency.



#### ROADMAP FOR THE 2<sup>nd</sup> EFV PHASE

It was agreed that the attempt would be made to draw a road map for 2<sup>nd</sup> phase based on the various aspects and open questions which would be discussed in the informal group meeting to be held in conjunction with GRPE session (Jan 2010)

#### Next Steps / Schedule:

- 6<sup>th</sup> meeting of informal group is scheduled on 15<sup>th</sup> January 2010, Friday at 14:30 hr. Room no. 7, Palais des Nations, Geneva.
- It was proposed to hold next meetings of informal group in conjunction with next WP.29 and GRPE sessions as follows:
  - I. WP.29 Sessions (March, June and November 2010)
  - II. GRPE session ( June 2010)



THANK YOU