

OICA FE Workshop

Summary of discussions

**FE Workshop, 78th GRPE, Geneva
07 January 2019**

Key points and Conclusions

- Several Stakeholders see (significant) benefits on analyzing what level of harmonization could be achieved globally on Fuel Efficiency regulation.
- As discussed, regulations in each area have different features based on policy or vehicle usage, but there are common parts especially on measurement methodologies that could be harmonized between the different regions.
- Categorization of Heavy duty vehicles in each region may prove to be challenging to harmonize, also fuel efficiency cycles and simulation approaches.
- If contracting parties would agree to proceed with harmonization, existing methodologies and regulations should be analyzed and studied thoroughly and should be used as a basis to define global approach.

- Deviations where necessary to accommodate the regional conditions or technical differences or in the interests of improving currently set methodologies must be considered. Any such developments should be guided by robust technical analysis
- Implementing a harmonized approach could help countries/ regions interested in introducing FE legislation for HDV
- Industry suggest two step approach in order to have an effective effort that would allow to begin harmonization efforts, these efforts should begin as soon as possible.
- Contracting Parties should consider in order to make the different regulatory approaches comparable, whether efforts should begin with the harmonization for system/component measurement methodologies and/or simulation approach for the whole vehicle.

Participation: in total, 42 persons.

Contracting Parties:

EU Commission / Korea / Czech Republic / Poland / Australia / China / Spain / Russian Federation / Hungary / India / Japan

NGOs:

OICA / CLEPA / EGEA / ICCT

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