

Meeting Minutes
32nd Meeting of the Informal Group on Gaseous Fuelled Vehicles (GFV)
AND
The Heavy Duty Dual Fuel Task Force: Retrofit
3rd April 2014
DG Enterprise Brey Building, Brussels
10.00-17.30

I. Welcome and Introductions

1. Mr Rijnders (Chairman) opened the meeting informing the group that Mr. Seisler (Secretariat) was not able to attend, thus, the secretariat work would be carried out by the co-secretary Mr. Piccolo (AEGPL).
2. The Chairman welcome a new member, Gaetano Valicente, the new technical manager of NGVA Europe, who is replacing Mr. Del Alamo. Mr. Valicente will represent the Association within GFV group.

II. Agenda for today (changes/additions)

3. No changes to the proposed agenda were suggested.

III. Adoption of minutes of the 30th GFV on 7 January 2014 (Document GFV-30-05) and minutes of the 31st GFV on 29 January 2014 (Document GFV-31-03)

4. Both documents were approved.

IV. GFV issues related to implementation of WLTP

5. The Chairman informed the group that the WLTP Global Technical Regulation (GTR) had been adopted by WP29 at March 2014 session, except for minor changes that could arise subsequently. In addition:
 - Implementing measures in European Regulatory framework are being produced, whose entry into force is expected from 2017.
 - A transitional period of two years (2017-2018) for co-validity of the two driving cycles (WLTP and NEDC) is being planned.
6. The Chairman clarified that the task of GFV is to evaluate the impact of the new driving cycle on type-approval requirements for both new gas vehicles and retrofit systems, with particular attention to 20% energy cap to petrol use in the gas mode.
7. The Chairman added that Bosch, being questioned, had answered that no revision of such limit is required;
8. Mr. Piccolo highlighted that in Italy he was going to arrange a workshop around the middle of June with JRC experts in order to update gas system suppliers about the subject and to debate the innovations introduced by the WLTP GTR. Therefore, he would be able to express a more qualified opinion only after this meeting had occurred.

V. HDDF retrofit open issues list plus discussion (Document GFV 30-04)

9. As regards dual-fuel types, Mr Renaudin proposed to set a provision aimed at limiting GER (Gas Energy Ratio) above 10% with a view to exclude applications that would be recognized as dual-fuel (also to the end of possible incentives) although they wouldn't be real dual-fuel.

10. Mr Castagnini (Landi Renzo) asked for the same regulatory treatment for these types be identical to that used for OEM's.
11. The group agreed to set this minimum limit on GR in the new retrofit regulation and to provide as soon as possible a draft amendment to R 49 in order to introduce the same limit.
12. There was discussion about 'family definition' and the approach to be followed, and particularly on the criteria by which the families of the retrofit system and of the engines would be defined. Mr Renaudin asked AEGPL to provide an explanation on the approach proposed in AEGPL draft, with particular reference to "application range" concept.
13. Upon the proposal of the chairman, the following decisions were taken:
 - AEGPL will provide the group with an explanatory document;
 - The criteria will be discussed by the HDDF TF;
14. As regards installation manual, Mr. Renaudin proposed to improve the requirements on the manual's content with instructions that can constitute a reference for a proper quality check after the installation, to be inserted in a wider qualification process.
15. Mr Renaudin (OICA/ACEA/Volvo) made two power point presentations: the first on HDDF Conformity of Production Principles (GFV 32-05) and the second on the ISC Liabilities Principles for installation and installers (GFV-32-06)
16. *Mr. Renaudin's First presentation: HDDF Conformity of Production Principles*
 - OICA proposed to establish the following principles in line with R49 obligations (Conformity of Production [COP], In Service Conformity [ISC], etc.):
 - The retrofit system manufacturer is responsible for the converted engine in dual-fuel mode,
 - The retrofit manufacturer is responsible of the converted engine also in diesel-engine mode unless otherwise agreed with original engine manufacturer;
 - Regarding liabilities, OICA proposed to attribute any further liability to the system manufacturer.
17. Mr. Dekker highlighted that the problem of responsibilities against ISC obligation is a major concern for authorities rather than for original manufacturers. The regulations permit OEMs to request the exclusion from the ISC procedure for engines or vehicles that have been subject to any modifications.
18. Regarding technical responsibilities in the diesel-mode as well as general liabilities, AEGPL said that the regulation cannot set provisions that *a-priori* attribute the responsibility of the non-conformity to the system manufacturers (or of whatever damage to the engine/vehicles might occur) without a formal judicial investigation.
19. Mr. Martinez (DG Enterprise) clarified that 'liability' as set out in EU Directives, lies outside of the scope of UN/ECE regulations.
20. Mr. Renaudin agreed to conform to responsibilities specified by UN/ECE Regulations.
21. *Mr. Renaudin's Second presentation: ISC Liabilities Principles*
 - Mandatory compliance of installers with ISO qualification standards or equivalent;
 - System manufacturers must deliver their systems only to qualified installers registered in an official list to be maintained over time;
 - Contracting Parties must implement a qualification process in accordance with pre-defined provisions.
22. Mr Piccolo, although agreeing on the objective of the OICA proposal, said that this should be evaluated also in relation to antitrust rules: requirements or recommendations (even if objective) that can empower the system manufacturer to exclude single installers from its official list (so putting them outside the specific market). Such action would be questioned by antitrust authorities. Furthermore, he highlighted that obligatory compliance with ISO qualification standards would be in addition to the current UN/ECE rules (specific reference to COP rules)
23. Mr. Rijnders thanked Mr. Renaudin for his proposals and invited the group to send comments about these proposal. Mr. Rijnders said it is necessary to obtain a better understanding of the proposed qualification process within the UN/ECE 1958 agreement and the relevant EU legislative framework. He added that the qualification process for

retrofitting engines to natural gas should not be more stringent than rules established in other fields of application under UN/ECE framework.

VI. Closing GFV – starting TF HDDF retrofit

24. Mr. Rijnders closed the GFV meeting informing members that the telecom conference of May 8th was cancelled and a new teleconference was set for May 13th from 9,30-11,30. e then turned the meeting over to Mr. Dekker, Chairman of HDDF TF-retrofit.

VII. Task Force HDDF-Retrofit

25. Mr. Dekker presented two proposals tabled by AEGPL (GFV 32-02) and OICA (GFV 32-03) with a view to resolving in one working document the different requirements. He addressed the issues point by point starting from the beginning of the texts.

26. The documents were examined up to and including the paragraph of “definitions”. During the meeting amendments were made to the GFV 32-02 document. More amendments will be made during the next HDDF TF-retrofit meetings to implement the results of the discussions within the GFV. (GFV-32-07)

VIII. Planning upcoming Meetings of GFV & Task Forces

27. The following dates were confirmed:

- HDDF TF 13 May teleconference
- 22-23rd May, Lyon
- 3 June, Geneva

IX. Closing

28. Mr. Dekker closed the HDDF TF meeting at 4.30 pm.

Attendees

André Rijnders, Chairman (RDW-Netherlands)
Henk Dekker, Chairman HDDF-TF Retrofit (TNO)
Salvatore Piccolo, Co-Secretariat, Federchimica/AEGPL
Jean-François, Renaudin (Volvo)
Alberto Castagnini, (AEB Technologies)
Gaetano Valicenti, (NGVA Europe)
Andrew Whitehouse (CAP)
Lennart Pllskog, (NGVA Europe)
Dirk Bosteel (AECC)
Bernardo Martinez (DG Enterprise)