

**Meeting Minutes**  
**36<sup>th</sup> Meeting of the Informal Group on Gaseous Fuelled Vehicles (GFV)**  
**European Commission DG Enterprise, Brey Building (Meeting Room 5A)**  
**3 December 2014**  
**10.00-17.30**

**I. Welcome and Introduction**

1. Mr. Rijnders welcomed the group, explaining about the dual purpose of this GFV and HDDF TF. The GFV will be short and the rest will cover the HDDF TF.

**II. Agenda for today (changes/additions)**

2. No changes in the agenda were requested.

**III. Adoption of minutes of the 35<sup>th</sup> GFV**

3. The minutes of the last meeting were adopted without change.

**IV. Update on Brussels Issues (that may impact gaseous fuels)**

4. **WLTP** activity with a new test cycle and new procedures will affect gaseous fuel vehicles. The '80% rule' to use petrol in the gas mode (in LPG systems) was discussed and has been accepted. The WLTP will be adopted in 2015 but the implementation is going to take some time to transition. No change in emission limit values is proposed at the moment. Implementation will start in 2017 and beyond.
5. **Real Driving Emissions.** Nothing specifically focused on gaseous fuelled vehicles. RDE will be part of the type approval so gaseous fuels may be subject to PEMS testing on the road. RDE will be applicable to new *types* of vehicles based on family descriptions to be established. There is nothing specific to gas vehicles in the monitoring phase. Gasoline emissions values will, at this time, apply to gaseous fuel vehicles. Decisions are pending into 2015. (Only applies to type approval and not retrofit.)
6. **Vehicle Power Train and Emissions** (chaired under GRPE) to harmonize power train definitions (e.g. hybrids, EVs, etc.). The last document indicates that they have not yet taken up issues associated with gaseous fuelled vehicles, which will be taken up in the second phase of discussions once the petroleum fuels and hybrid vehicles are dealt with.
7. **Potpourri amendment** (total hydrocarbon limit of 100mg, with a 220mg option including CO<sub>2</sub> equivalent). This still is being debated, however, a debate in Parliament in the Environmental Committee on 10<sup>th</sup> November demonstrated that the complexity of the issue at the political level is mis-understood. Further 'education' of lawmakers about this issue will be required. The issue will be discussed in Council the week of 8<sup>th</sup> December 2014.
8. **The WP15 (ADR- dangerous goods vehicle)** AEGPL and NGV Global introduced an amendment to the WP15/ADR to add CNG and LPG into the ADR regulations. The discussion was set aside to the May 2015 ADR meeting. Although CNG and LPG are not forbidden within the ADR, currently, without CNG and LPG specified as being allowed then it will not be adopted in some countries.
9. **Dual-fuel retrofit emissions limits.** ACEA is now developing text on emissions limit values that also includes dual-fuel retrofit vehicles and it is likely to involve issues associated with the THC limit values.

**V. AOB**

**VI. Preparation GFV meeting in Geneva and scheduling Upcoming Meetings of GFV & HDDF TF in 2015**

Next meeting is 13<sup>th</sup> January 2015, 9.30-12.30 in Room XII at the Palais in Geneva.

HDDF TF meetings: 28<sup>th</sup> January; 18<sup>th</sup> February; (Secretariat with Commission staff for room availability). March 25<sup>th</sup> (definite/26<sup>th</sup>) optional for combined GFV/HDDF TF.

## **VII. Closing**

Mr. Rijnders closed the meeting, wishing everyone a happy holiday season and looks forward to the continued work of the GFV into 2015.

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## **Attendees**

André Rijnders (RDW) (Chairman)  
Henk Dekker (TNO) (Chairman, HDDF Retrofit-TF)  
Jean-François Renaudin (Volvo)  
Jeff Seisler (NGV Global/Clean Fuels Consulting)  
Maciej Szymanski, European Commission DG Enterprise  
Lennart Pilskog (NGVA Europe)  
Javier Lebrato (NGVA Europe)  
Salvatore Piccolo (AEGPL)  
Alexander Stohr (AEGPL)  
Alberto Castagnini (AEB Technologies)  
Walter Bleuler (Federal Ministry Transport [BMVI])  
Jasper van Sambeek (Prins Autogassystemen)  
Andrew Whitehouse (Clean Air Power) (by teleconference link)  
Joseph Gillingwater (Hardstaff) (by teleconference link)