

Meeting Minutes
38th Meeting of the Informal Group on Gaseous Fuelled Vehicles (GFV)
25-26th February 2015
RDW-Brussels
Rue Froissart 95

25 February 2015

I. Welcome and Introduction

1. Mr. Rijnders welcomed the group, as the first in the new RDW Brussels facility.

II. Agenda for today (changes/additions)

2. There are no changes to the agenda.

III. Adoption of minutes of the 37th GFV on 13 January 2015 (Geneva)

3. The minutes are still in draft form and will be finalized, sent to members and approved at the next meeting 25-26 March 2015 in Brussels.

IV. Gaseous fuel issues at the UNECE (update GRSG, ADR, etc.)

4. There is a new Task Force D, one of four gas-related groups within the Group of Experts on Gas (within the Sustainable Energy Division). The group is chaired by Lennart Pilskog (Director, NGVA Europe). The purpose will be to identify barriers to NGV market development and determine steps that can overcome the barriers identified. Mr. Rijnders was involved in the first meeting and Mr. Seisler is closely involved as a working participant so GFV will be apprised of their activities.
5. The WP15, ADR has a proposal from AEGPL and NGV Global to include CNG and LPG as a fuel for ADR-certified vehicles. LNG has been adopted in 2014 as a fuel allowed in ADR-certified trucks but the German delegation has asked some questions about LNG safety that NGV Global is in the process of addressing in an Informal Document.
6. GRSG: NGV Global has advocated a new Informal Group to review and revise as necessary R.110. The purpose is to harmonize and streamline the existing regulation to the best extent possible (for example, with ISO standards currently in R.110 but that are different from some ISO provisions). At this time there is no contracting party willing/able to take on the Chairmanship so Mr. Erario, Chairman of the GRSG (Italy) will act as 'ad interim' chair if the proposal to adopt the mandate for the NGV-R.110 is approved by GRSG and confirmed by WP29.

V. Issues in European Commission related to gaseous fuels

7. There are new regulations on Real Driving Emissions (RDE) that covers all vehicles. Gaseous fuel vehicles (OEMs only at this stage) would be potentially affected. It could be in future that retrofit vehicles also will be used on national level. In the Netherlands, however, there already is a program to check by an independent body (TNO) the in-use performance of retrofit gas vehicles. So the NL could very well include the RDE procedure for these retrofit gas vehicles in their national program. . Drafting on EU level at this moment is related to new vehicles at Type Approval. In general all emissions are included, although measurement of PM and PN (particulate matter and particulate number) are more challenging to measure but this issue currently is discussion. For

LDVs, hydrocarbons were removed from consideration. CO is measured but has no limit. All fuels would be subject to this regulation.

8. The so-called Potpourri amendments, one of which includes an important provision related to Total Hydrocarbons and Non-methane Hydrocarbons from NGVs are in process. There has been little progress in the European Parliament at this stage and it isn't known how long the suggested amendments will take.

VI. Gaseous fuel definitions for UNECE (Vehicle Propulsion System Definitions – VPSD) (GFV 38-02)

9. Discussion of Mono-fuel vehicle: Definition initially preferred is that, “A mono-fuel vehicle is designed to run only on one fuel.” Question: Does the definition restrict other types of systems, such as the NGV with a 15 liter gasoline tank or an LPG vehicle that starts on gasoline. The R.83 definition will not change. The VPSD will be considered for new regulations but also might have an impact on existing regulations.
10. A new discussion develops as to whether we are defining a ‘vehicle’ or an engine’s ‘operating mode.’
11. There is a long discussion on ‘mono-fuelled’ engine, also considering definitions in R.83 and EC 692/2008 that include mono-fuelled gas engines that can be started or operated on gasoline for ‘emergency’ or ‘limp home’ mode that also includes a 15 liter tank.
12. Conclusion on the definition of mono-fuel vehicle: No generic definition of a ‘mono-fuel’ is required. Instead, “Only implement a specific definition in UNECE regulations when needed, for example the mono-fuel gas vehicle definition in R.83.”
13. Discussion of bi-fuel vehicle definition. A definition used in GFV-18-02 is examined, along with comments received and then is modified for a final conclusion that now states: **A ‘Bi-fuel vehicle’ means a vehicle with two separate fuel storage systems and an ICE (internal combustion engine) that operates on one fuel at a time or on both fuels simultaneously in limited amount or duration.”**

Remark: The definition is generic. The scope of Regulation 83 is limited to bi-fuel vehicles with positive ignition engines, as should future versions of this regulation.

14. Question was debated if ‘positive ignition’ ICE should be added to the bi-fuel definition but the consensus was that other fuels besides gaseous fuels could be in bi-fuel engines, such as B7 (‘bio-diesel’) and diesel, which was indicated as a technology that might come to the market in the not-too-distant future. As it stands, this compromise is not limited to only gaseous fuels. The concept is to keep the definitions generic.
15. Discussion of dual-fuel definition that also includes remarks provided by stakeholders prior to the meeting. The conclusion to the discussion results in the definition: **“A dual-fuel vehicle means a vehicle with two separate fuel storage systems and a compression ignition ICE that can operate on both fuels simultaneously when one fuel ignites the other.**

Remark: The definition is generic. The definition does not exclude the possibility that the engine also may operate on only one fuel. Currently R49 limits this possibility to certain dual-fuel engine types and diesel fuel.

VII. AOB

16. As regards the working plan of HDDF task force, Mr. Stoehr asked Mr Rijnders to open a discussion within GFV in order to establish final deadlines to the current activity of TF about new retrofit regulation. These deadlines must be intended as time limits after which the mandate to GFV for the development of such a regulation should be re-consigned to GRPE for a definitive withdrawal or a possible renewal, according to the request that GFV will have decided to table.

17. Mr Rijnders indicated that a discussion will be opened within GFV in the light of the progress that the HDDF TF will be able to produce in this meeting and in the next one (25-26 March).
18. It is agreed to insert an ad-hoc point in the agenda of next meeting to be discussed after the conclusion of TF.
19. No other new business is presented to the GFV at this time.

VIII. Review of Planned Meetings of GFV & HDDF TF

The next GFV meeting is planned for 25 of March in conjunction with the next HDDF TF meeting that will take part in the remaining time on 25th March and on 26th March for the full day. The meetings will be at DG Enterprise Brey Building in Brussels unless notified about any change.

IX. Closing

Mr. Rijnders thanked the participants for their attendance and efforts and turned the meeting over to Mr. Dekker to begin the HDDF TF (Retrofit) meeting.

PARTICIPANTS

André Rijnders, Chairman (RDW-NL)
Henk Dekker Chairman, HDDF-TF-Retrofit, (TNO)
Jeff Seisler, Secretariat (NGV Global/Clean Fuels Consulting)
Jasper van Sambeek (Prins Autogassystemen)
Maciej Szymanski (European Commission, DG Enterprise)
Javier Lebrato (NGVA Europe)
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