

**45<sup>th</sup> and Final Meeting of the Informal Group on Gaseous Fuelled Vehicles (GFV)**  
**8<sup>th</sup> June 2016**  
**Palais Nations, Geneva**  
**Room C.529 “Salle Frances Wasques-Fischer”**  
**14:30 – 17:30**

**I. Welcome and Introduction**

1. Mr. Rijnders welcomed the group and informed everyone that the mandate for the GFV will not be continued past June 2016, so this is the last meeting of this group. The group has dealt with OEM and retrofit systems and most of the essential regulatory issues for gaseous fuels have been addressed, with corresponding changes and additions to the gaseous fuel regulations.

**II. Adoption of the agenda for today (changes/additions)**

2. No changes to the agenda were requested.

**III. Adoption of the minutes of GFV-44 (23 and 24 February 2016, Brussels)**

3. Mr. Rijnders had some corrections to the minutes on point 43: The Process Thereafter. The GFV approved the meeting minutes with changes suggested by Mr. Rijnders.
4. The secretariat will make the changes noted by the Chairman and the final version will be posted on the UNECE GFV-44 website.

**IV. Task Force on Heavy Duty Dual-Fuel–RS (Retrofit Systems)**

5. Overview of the drafting work since GFV-43 (Mr. Dekker) (PowerPoint presentation GFV 45-04). This presentation is an adaptation of the one made in GFV-43 (GFV-43-06). The two presentations provide an overview of the new regulation for **retrofit systems** intended to be fitted on a heavy duty diesel vehicle to enable its operation either in diesel mode or in dual-fuel mode. The regulation includes Euro V and EEV engines. At GFV-43 concerns were raised by Germany about chassis dynamometer test procedures and by the legal staff of DG-Growth (European Commission) about approval of ‘non-compliant diesel engines’. DG Growth was concerned about language specifying the possibility to perform retrofit system type approval on a non-compliant demonstration engine (even when the retrofitted engine would be compliant on DF operation). Germany requested that the simplified engine test bench (ESC only) and chassis dyno tests and provisions for increased CO emissions be removed.
6. Following GFV-43 five additional web-teleconferences and one more face-to-face meeting (GFV-44) were held to address concerns about these changes and to finalise the administrative provisions. Concerns of the European Commission and Germany were addressed and resolved despite concerns of AEGPL that the changes made the testing procedures too restrictive. The final version of the regulation was prepared as a GRPE Working Document for consideration in June 2016. ECE/Trans/WP.29/GRPE/2016/12 as well as an Informal Document containing some minor corrections (GRPE 73-04).
7. No comments were raised by the participants. The chairman concluded that the working document and the informal document tabled by the GFV to the GRPE could be adopted by the GRPE session. The Chair noted, however, that an informal GRPE document had been submitted by the AEGPL with amendments to the GRPE Dual-Fuel working document and asked an explanation from the AEGPL participants in the meeting.

8. AEGPL indicated that the recommended change comes from a number of important members and that the stringency of current version of the regulation presents a problem. They indicated that there is general agreement between their members that a good resolution must be attempted.
9. Mr. Rijnders took note of the AEGPL informal document for the GPRE and was disappointed that this initiative was not brought to the attention of the GFV informal working group. He indicated still to be positive that CP's of the GRPE will adopt the new Dual Fuel retrofit regulation in the GRPE session tomorrow.

#### **V. Any Other Business**

10. No other business was tabled.

#### **VI. Final Meeting of GFV**

11. Mr. Rijnders took note that this was the last meeting of the GFV since an extension of the mandate is not being requested of the GRPE. He was pleased that the GFV has facilitated the gaseous fuels to become a 'normal' fuel so they are not treated as an alternative, niche market. Gaseous fuels are now part of the regulatory mainstream and the regulatory under the auspices of the GRPE (R.49, R.83, R.115, etc. is now more in the framework of 'maintenance'. But he also indicated that the gaseous fuel stakeholders and interested parties always can have ad hoc groups or meetings in order to create consensus amongst participants as has been done based on the work that has been done over the past eight years by the GFV. Mr. Rijnders said he will be willing to participate on an ad hoc basis to continue the consensus-building process.

Mr. Rijnders presented a short PowerPoint document (GFV-45-05) that provided a Background and History of the work accomplished by the GFV since its official inception at the time of its first mandate in January 2008. He noted the good work of the stakeholders and thanked Mr. Dekker for his outstanding contribution as Chairman of and contributor to various Task Forces, including those on OBD, and the heavy duty dual-fuel task forces for OEM systems for Euro V, Euro VI and the retrofit systems. He also thanked Mr. Seisler and NGV Global for their important contribution as Secretariat to the GFV. Likewise, he noted AEGPL's contributions as co-secretariats that included work performed by Mr. Duvielguerbigny (2008 to 2011) and Mr. Piccolo thereafter.

#### **VII. Closing**

12. Mr. Rijnders thanked all the participants and ended the final GFV at 17.30.

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#### **Attendees**

André Rijnders, Chairman (RDW-NL)  
Henk Dekker, (RDW)  
Jeff Seisler (NGV Global/Clean Fuels Consulting)  
Alberto Castagnini (Landi Renzo)  
Cécile Favre (AEC)  
George Nikolau (AEGPL)  
Ondrej Sipek, (Dekra Cz)  
Andrej Zóltowski (ITS Poland)  
Adam Majercryl (ITS Poland)  
Ji Liang (MIIT, China)  
Jia Yu (MIIT, China)

*Via Teleconference*

John Crawford (Westport)

Andrew Whitehouse (Vayon fmrly Clean Air Power)