WLTP Phase 2

ISC Task Force

Update

Geneva, 6 June 2017
19th WLTP IWG meeting
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Background

The ISC TF has held its kick-off meeting on 16 March 2017 and has been chaired by the Commission.

Since then, the activity of this TF has been put on stand-by for a series of reasons.
Some considerations

Vehicle certification (different regional requirements)

- IWVTA (Universal, Limited)
- Transposition of WLTP
- Provisions at approval vs. Market surveillance

Some considerations

• Unlike the emission tests (ex. Type 1, 2, 3, etc.) that precede the placing of vehicles on the market, provisions concerning ISC and RMI apply to vehicles on the market.

• While for emission tests the concept of "acceptability" of certification for vehicles approved against higher stringency level (ex. RDE) than own requirements can be proposed, ISC needs a different treatment.

• At the same time it should be acknowledged that Parties where ISC provisions are presents cannot waive them when signing a UNR.
Some considerations

• At 1998 Agreement level, the ISC provisions can be discussed and agreed.

• However it should be kept in mind from the start the potential implication of this work on:

  ✓ Regional provisions already existing (ex. EU ISC, KR RLV)
  ✓ Transposition issue (UNR-WLTP, UNR 83 08, etc.)
  ✓ IWVTA issues
Concluding remarks

• The work of the ISC TF started in March 2017 but has been put on stand-by.

• In the light of the considerations expressed earlier, it is proposed to create a ISC SG to deal first with the non-technical issues.

• Once these are clarified and agreed, the ISC TF can restart and complete the technical part.
QUESTIONS?