



WLTP-19-11e

WLTP Phase 2

ISC Task Force
Update

Geneva, 6 June 2017
19th WLTP IWG meeting

European Commission

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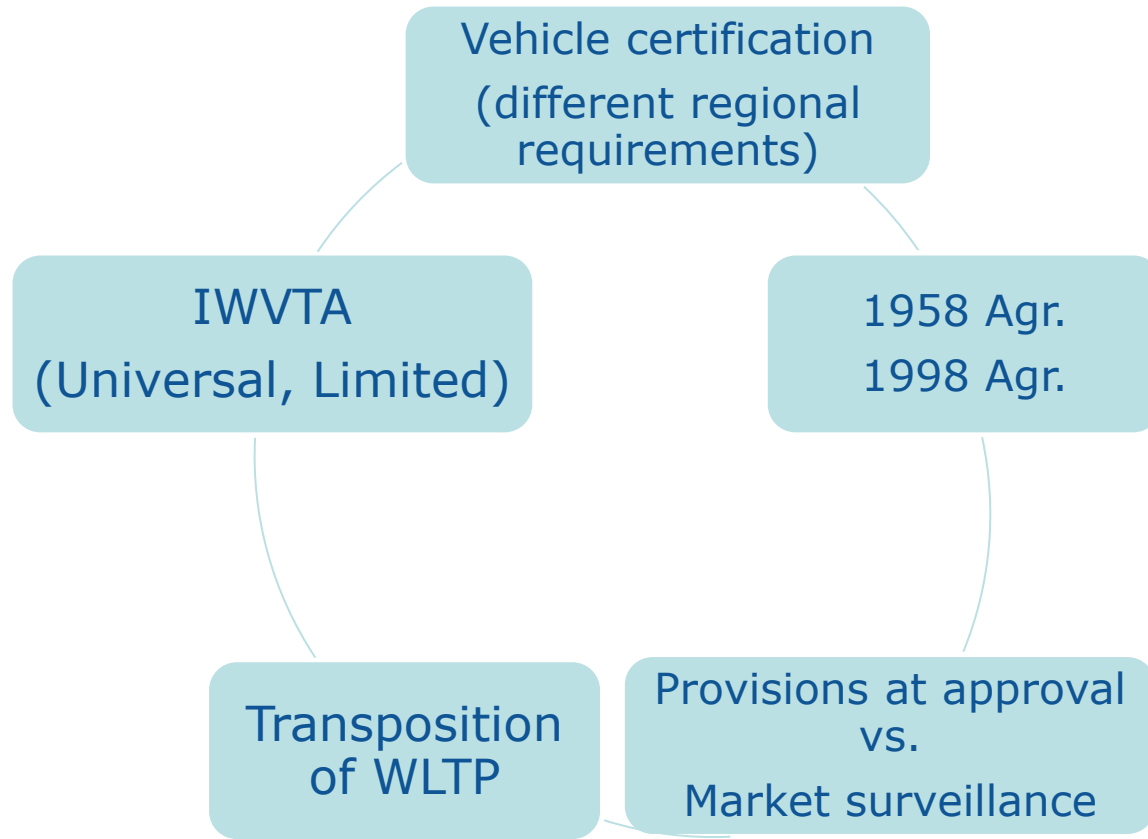
- Background
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Background

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



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.



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QUESTIONS?