

EPPR-04-05e

**Post- EPPR-Phone  
meeting  
13<sup>th</sup> Sept 2013**

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**TRAFIKVERKET**  
SWEDISH TRANSPORT ADMINISTRATION

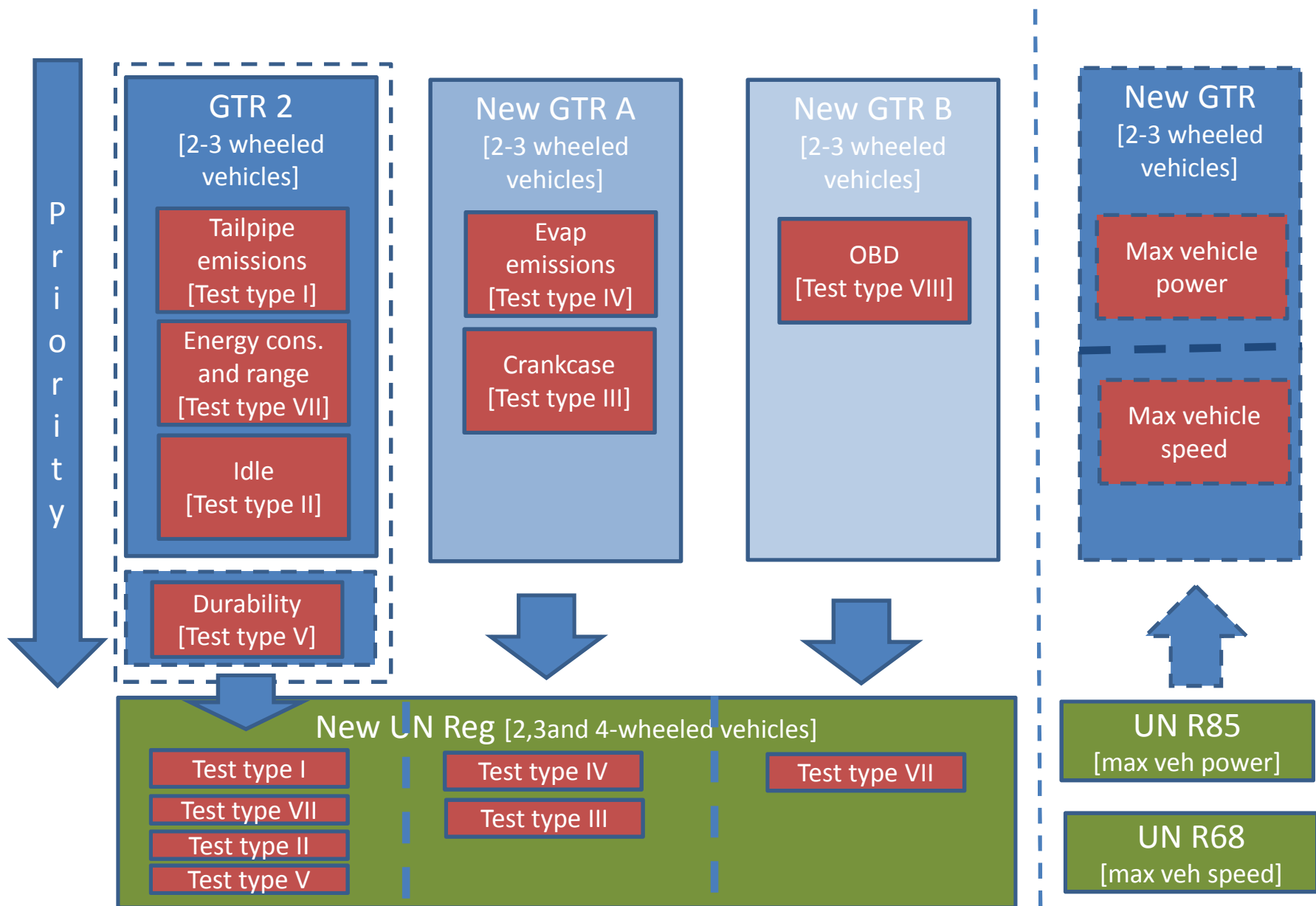
# AGENDA

Time 09:30- 11:30 CET

1. Welcome and introduction
2. Adoption of the draft agenda
3. Roadmap and project planning
4. Practical arrangements for the 4<sup>th</sup> meeting in Pune
  1. Doc. EPPR-04-01e
5. Introduction of proposals for the 4<sup>th</sup> meeting
6. Summary and conclusions
7. A.O.B.

## Conclusions from 3<sup>rd</sup> meeting

- 1<sup>st</sup> priority will be given to Tail pipe emissions (Test type I), Evaporative emissions (Test type IV) and OBD (Test type VIII)
- Tail pipe (I) Idle emissions (II) and CO<sub>2</sub> (VII) can be grouped into GTR No 2
- Evap (IV) and crankcase (III) can be grouped in new GTR A
- OBD (VIII) should be in new GTR B
- Durability (V) either in GTR No 2 or New GTR (TBD)
- Propulsion/ Performance Test should be new GTR
- 2- and 3-wheeled vehicles to be put in separate annexes of the respective GTR
- Requirements for 4-wheeled vehicles could be drafted in a UN-regulation under 58<sup>th</sup> agreement first and possibly included in GTR at a later stage



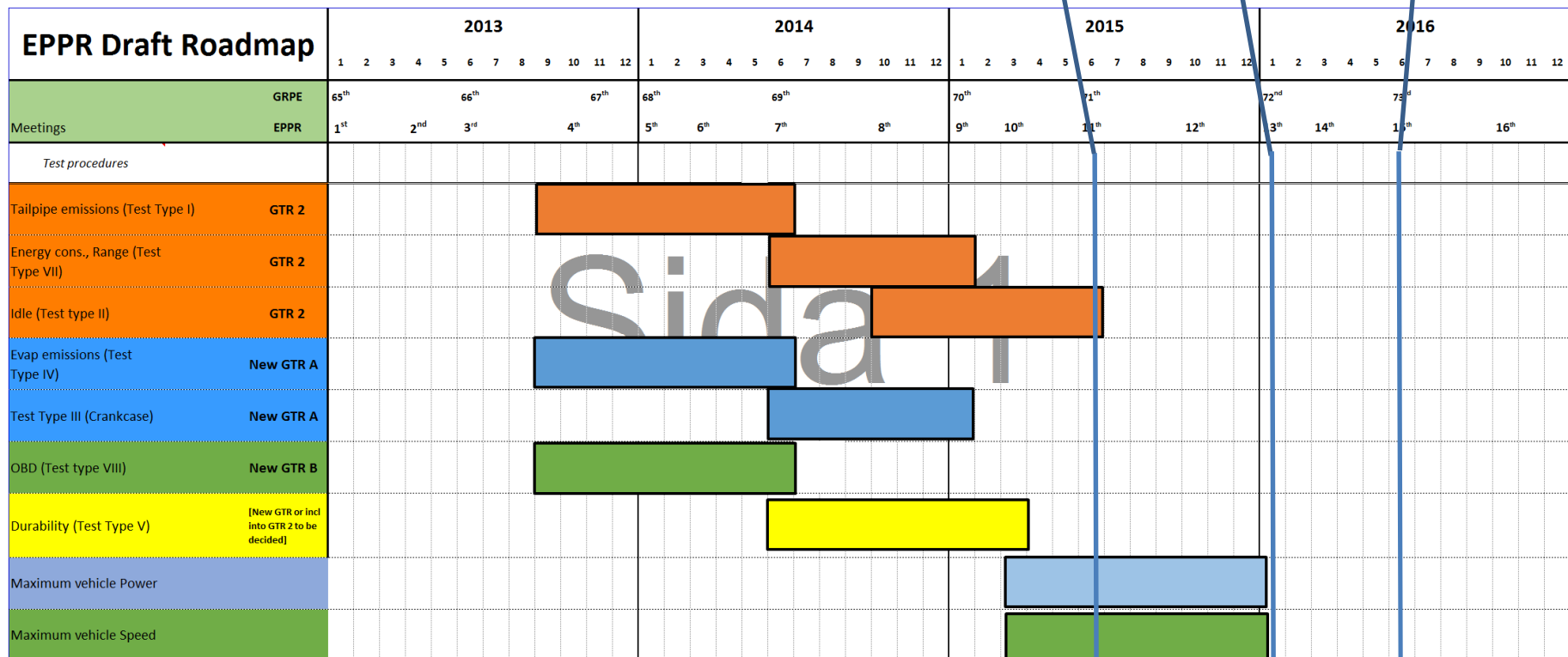
# Back casting of

- Adoption of UN Regs and GTRs at 169th WP.29 in June 2016
- Official document to GRPE in January 2016
- Informal document to GRPE in June 2015
- Drafting of GTRs and UN Regs and technical reports to start at

GRPE Jun -15  
(informal docs)

169th WP.29

GRPE Jan -16  
(official docs)



# Operational conclusions from phone meeting (I)

- The **priority** of L3 and L1 categories for Tail pipe emissions (Test type I), Evaporative emissions (Test type IV) and OBD (Test type VIII) was reconfirmed.
- Chair noted the issues of **L6/L7** and the categorization differences between EC, Japan and India. Japan raised concerns regarding overlap with WLTP scope. The chair invited EC to present at one of the next meetings a summary of the facts, i.e. scopes of L-category Regs, RE3 and SR1, WMTC etc and WLTP. The chair concluded that priority is given to L1/L3 and this issue should not delay the work but L6/L7 needs to be discussed again.

## Operational conclusions from phone meeting (II)

- Chair noted that the **structure/number of regulations under the '58 agreement** remains an open issue. Japan raised a concern about covering all test types in one UN Regulation, as this could create problems in case some CP would not accept one of the test types. India preference for grouping regulations according to the different categories (2-W, 3-W, and 4-W). EC could accept both a single Reg (similar to R83) or an approach that mirrors the GTRs.
- The Chair presented a basic **roadmap**. He invited Members to develop and expand the roadmap. EC supported the proposal, including the timings set out. Italy and India questioned if it was realistic, especially for Type I. India requested EC to provide data to show how the WMTC would be applicable to L1 categories. IMMA supported the Indian request.



## Operational conclusions from phone meeting (III)

- **The chair underlined the importance to have proposals and presentations on the prioritized working areas to be discussed at the meeting in October.** Japan said that they will present an update on the current domestic discussions related to the EPPR priority items. EC informed that their consultant had delivered a number of proposals which they (EC) were still reviewing. A final proposal for evaporative emissions would likely be shared shortly before the meeting in India.