



Partnership for Clean Fuels & Vehicles

**Work with UNECE WP29/GRPE on Global
Fuel Harmonization**

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Recap 1: the OICA premise



OICA
ORGANISATION INTERNATIONALE DES CONSTRUCTEURS D'AUTOMOBILES
INTERNATIONAL ORGANIZATION OF MOTOR VEHICLE MANUFACTURERS

Mr Bernard Gauvin,
Chairman of the UNECE World Forum
for Harmonisation of Vehicle Regulations, WP29.

Mr José Capel Ferrer,
Director of the UNECE Transport Division

Hannover, 20 September 2006.

Gentlemen

You are already very familiar with the serious issue of the limitation placed on the effectiveness of vehicle pollution control equipment by the quality of the fuel used and available in the marketplace.

With increasingly stringent vehicle exhaust emissions requirements, it is clear that market fuel quality has to follow more closely the development in engine and exhaust after-treatment technology. In the developed world this close relationship is recognized, at least to some degree, but in developing countries and transition economies this is mostly not the case.

Many developing countries are already implementing ambitious emission control programmes for vehicles as a remedy for increasingly high levels of urban air pollution. Indeed this can be seen from the fact that new contracting parties to the 1958 Agreement usually begin by adopting the exhaust emissions Regulations immediately. Unfortunately, these countries often fail to consider market fuel quality issues when deciding the stringency of the programmes. Even in developed countries, regulation of market fuel quality is unharmonised and not always fully aligned with the vehicle technology necessary to meet emissions regulations.

These facts point to the need to work toward global fuel regulations, in parallel to on-going work dealing with globally harmonized vehicle regulations.

The chief executive officers of the major vehicle manufacturers, at their recent global meetings, have agreed that this issue is becoming critical and that the most effective way to address it would be for fuel quality to be regulated at UN level. They therefore instructed OICA to work towards this objective.

This need was also recognised by the participants in the Environmentally Friendly Vehicles Conference held last November in Birmingham, which concluded that:-

"there is a need to consider global vehicle and fuel standards" and
"it was recognised that the UNECE World Forum for Harmonisation of Vehicle Regulations (Working Party 29) was the right forum to continue working towards this goal."

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Recap 2 – WP29 actions



- IPIECA and OICA invited to UN
- Round-table with Ford, GM, VP's at UN in Geneva
- Presentations by all parties, positioning
- Agreement to work together in an informal group to develop fuel parameters protective of vehicle hardware
- ToR formulation, however, was broader

Harmonization – what we believe



- IPIECA and OICA believe that fuels should be ‘fit for purpose’
- No-one supports importation of vehicles into areas where the fuel supply is inappropriate for the technology level
- We believe that the key is to supply fuels that enable OEM emission control devices to work properly

OICA & IPIECA discussions



- Chicago meeting – October 2008
- Some agreement on basic parameters
- Fundamental difference of opinion on wider scope and approach
- January 2009 meeting at UN Geneva: IPIECA pushed for focus on hardware – Autos pushed for focus on emissions
- US and EU did not attend the meeting

Progress difficult but ongoing



- We need to agree that the purpose of the exercise is to define the basic fuel characteristics necessary to enable satisfactory performance of vehicle emissions control technology not vehicle emissions *per se*
- As recommended in the last meeting by the U.S., EC, and others, those characteristics are a limited set of parameters that directly affect emission control technology
- Discussions are continuing; will try to wrap up first (final?) stage by end - 2009