

**Minutes of the 6th meeting of the GRPE Informal Group on
Environmentally Friendly Vehicles (EFV) held at Geneva on 15th January, 2010.**

I. Welcome address and organizational issues:

1. Mr. Shrikant R. Marathe, Director, ARAI, India and the co-chair of the Informal Group on EFV chaired the 6th meeting of the Informal Group held in Geneva on the 15th January, 2010. At the outset, Mr. Marathe welcomed all the members to the 6th meeting of the informal group and informed that Mr. Ambuj Sharma, Joint Secretary, Department of Heavy Industry, Government of India and the Chairman of the Informal Group could not make it to the meeting due to unforeseen and unavoidable circumstances. Mr. Marathe informed that an excellent base in the form of the feasibility document prepared in the Phase-I is available to the Informal Group to take up the task for the Phase-II. It was viewed that the approach to the definition and evaluation of EFV needs to be technology neutral, take into account local conditions, avoid excessive simplification and proceed in step by step manner. Subsequent to the opening remarks, the agenda was taken up for discussion.

II. Adoption of the Agenda (Document Working Paper No EFV-06-01):

2. There being no comments from any of the members, the agenda (EFV-06-01) was adopted unanimously.

III. Adoption of the minutes of 5th EFV informal group meeting (Document Working Paper No. EFV-05-04) :

3. There being no comments from the members, the minutes of the 5th EFV Informal Group meeting held in New Delhi on 25th November, 2009 was adopted unanimously.

IV. Report 59th GRPE (January 2010) (Document Working Paper No. GRPE-59-19) and 149th WP.29 (Document Working Paper No. ECE/TRANS/WP.29/1079 dated 10th Dec 2009)

4. The informal document no 19 tabled in the 59th GRPE was taken up for discussion. Mr. Christoph Albus, Germany submitted that point No.2 i.e. the recommendation for starting with the CO₂ emission/ fuel efficiency for developing the concept on EFV has not been formally agreed to by the Informal Group. It was informed that this was an important option on which the members of the Informal Group were required to bring on board their views and respective positions. This point has been indicated in the minutes of the 5th meeting of the Informal Group of EFV for this purpose.

5. Mr. Marathe, Chairman confirmed that this issue was not finalized and agreed upon by the members of the informal group and that this was one of the suggestions which was being put up for consideration and views of the members of the Informal Group. It was informed that the Informal Group has to decide the road map and the small incremental steps that need to be taken in the second stage for meeting the objectives mandated to the Informal Group. Therefore, it was requested that all the members of the Informal Group should give their views and positions in this regard in order for the group to move ahead.

6. The representative of IEA informed that CO₂ emission/ fuel efficiency can be taken as the starting point for developing the concept of EFV and also suggested that the existing framework and standards for fuel efficiency and the existing standards for testing can form the basis for initiating the work in this area and for its ultimate harmonization.

7. OICA representative was of the view that it needs to be decided by the Informal Group members whether it would be better to concentrate to any one single concept or whether it would be better to have a more holistic approach.

8. Chairman, Mr. Marathe informed that the whole approach to development of the concept of EFV was started with the idea of having an holistic approach, however, in the work already carried out in the Phase-I of the Informal Group, it has emerged that it may not be feasible to follow an holistic approach. The Chairman viewed that the Informal Group will have to strike a balance and explore the ways and mechanisms of achieving the mandate given to the group through incremental steps.

9. The representative from OICA observed that the final objective of the Informal Group on EFV should remain to put together all aspects to have a more comprehensive and real definition of EFV.

10. Mr. Romain Hubert informed that Phase-I of the Working Group has lead to the conclusion that it may not be possible to have one fixed definition of EFV as the concept is very complex with many dimensions. For instance if one were to take the well to wheel approach then the EFV definition for an electric vehicle will have different meanings in different countries depending upon the efficiency of electric generation in that country. Therefore, the concept has to be adaptive taking duly into account the various regional circumstances and local conditions.

11. The representative from IANGV stated that their work with European Commission resulted in the emergence of EFV targets. This work was based on the existing emission standards of the time. The objective that was taken up was for having lower emission levels than what were existing at that particular time. It was made clear that these lower emission levels were targets to be achieved and not the revised lower emission limits prescribed under the regulations. This target was used by many car manufacturers to demonstrate their technological capability of achieving and meeting these more stringent targets and hence their vehicles being more environmentally friendly. This information was also used by the consumer for making his purchase decision. The whole exercise was kept simple and did not relate to complex issues like well to wheel, etc. It was viewed that the effort of the group should be to work on all areas and not remain just confined to area of fuel efficiency/CO₂ emission. As the other emissions from vehicle like NO_x/ SO_x, etc. are also very important from the environmental point view.

12. Chairman agreed with the fact that there cannot be one single score to define the EFV vehicle but observed that an effort has to be made to address various issues relating to this problem. The Chairman requested Mr. Christoph Albus, Germany, the earlier chairman of the informal group on EFV to give his views in this regard.

13. Mr. Christoph Albus from Germany recalled that Germany had taken up the Chairmanship of the Informal Group on EFV after the 3rd EFV Conference in Dresden, Germany. The informal group had initially started with idea of having an holistic approach to defining EFVs, however, after discussions in Phase-I, a number of reasons emerged which lead to the conclusion that it is not possible to have one single score to define EFV. Therefore, it was concluded that it may not be possible to have a holistic approach to EFV concept. This was presented in the report to the GRPE and it was viewed that separate individual areas may be used to define the environmentally friendliness of the vehicle. However, Mr. Albus, viewed that if there are any specific proposals in this regard and if these are workable and also take into account all limitations already highlighted in case of going in for an holistic approach, this should be tabled by the members which can be looked into. Mr. Albus also informed that Germany is preparing a document to present to the Informal Group and that this may be ready by the next meeting of the EFV Informal Group to be held in June, 2010. Further, Mr Albus also encouraged other members to also present their proposals to the Informal Group on EFV for taking up deliberations. In this regard he also highlighted the one contribution already made by IEA in the last meeting in New Delhi which needs to be considered.

14. Mr. Marathe, Chairman, Informal Group on EFV requested all the members like OICA, etc. to provide their thoughts and proposals, if any, to chalk out the path of EFV concept that needs to be developed. It was also viewed that in order to take the work ahead it would also be useful for the members to communicate with each other through electronic medium such as e-mail, etc. so that by the time for the next meeting is held sufficient material is available and ground work is done for the group to deliberate over.

VI. Road Map for the 2nd EFV Phase :

15. Suggestions from the members on the proposed road map were invited. Mr. Romain observed that as far as the agenda item No.6 is concerned it has already been decided that India will continue to chair this Informal Group till the end of 2012 when the next Conference on EFV takes place in the US. Therefore, the time schedule and working task should be linked to this overall time frame. The Chairman agreed with the observations and suggested that a schedule can be worked out in this manner and perhaps a document can be submitted in the next meeting for taking up for discussion and agreement by the members of the Informal Group. There being no other observations in this regard, it was viewed that this can be taken up in the next meeting once inputs from Germany and other members are received.

VII. Any other business :

16. Mr. Christoph Albus, Germany observed that the members should be aware of the steps and targets for this second phase of the working of the Informal Group. He reiterated that the Informal Group should start its work based on the out put of the first Phase i.e. the proposal as contained in document No.58-03 that was submitted to the GRPE in its

58th Meeting i.e. the feasibility document. This should form as the base for working out the next steps that need to be taken up, i.e. further activities in this phase should aim at having an approach to the EFV concept which is not only feasible but also adds value to various potential target groups and purpose. Chairman, Mr. Marathe agreed with the submission of Mr. Albus and reiterated that the document GRPE-58-03 will be taken into consideration and will form the base to prepare a road map for building up the EFV concept.

VIII. Next steps and schedule :

17. The Chairman, Informal Group on EFV, Mr. Marathe informed the members that as per deliberations in the 59th GRPE meeting, it has already been agreed that the next meeting of the Informal Group of EFV will take place on 11th June, 2010 i.e. Friday afternoon along the sidelines of the next GRPE meeting. While concluding, Chairman requested members of the Informal Group to send their comments, proposals and thoughts for further progress in this area. He again reiterated that various members may also feel free to discuss amongst themselves various aspects for this work through e-mail, etc. before the next meeting.

The meeting ended with a vote of thanks.
