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Report of the Working Party on Pollution and Energy on its sixty-first session (11-14 January 2011)

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I. Attendance

1. The Working Party on Pollution and Energy (GRPE) held its sixty-first session from 11 to 14 January 2011, under the chairmanship of Mr. Ch. Albus (Germany). Experts from the following countries participated in the work following Rule 1(a) of the Rules of Procedure of the World Forum for Harmonization of Vehicle Regulations (WP.29) (TRANS/WP.29/690, as amended): Austria; Belgium; Canada; China; Denmark; France; Germany; Hungary; India; Italy; Japan; Netherlands; Poland; Republic of Korea; Russian Federation; South Africa; Spain; Sweden; Switzerland; United Kingdom of Great Britain and Northern Ireland; United States of America. Experts from the European Commission (EC) also participated. The International Energy Agency (IEA) was also represented. Experts from the following non-governmental organizations took part in the session: Association for Emission Control by Catalyst (AECC); European Association of Automobile Suppliers (CLEPA); European Liquefied Petroleum Gas Association (AEGPL); International Association for Natural Gas Vehicles (IANGV); International Motorcycle Manufacturers Association (IMMA) and International Organization of Motor Vehicle Manufacturers (OICA). Upon the special invitation of the Chair, the experts from: Engine Manufacturers Association (EMA); European Association of Internal Combustion Engine Manufacturers (EUROMOT); Natural Gas Vehicles Association Europe (NGVA Europe); Technical Committee of Petroleum Additive Manufacturers in Europe (ATC); European Federation for Transport and Environment (T&E); European Aluminium Association (EAA) and International Council on Clean Transportation (ICCT) also attended.

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRPE/2011/1 and Add.1,
Informal document No. GRPE-61-01-Rev.1

2. GRPE noted GRPE-61-01-Rev.1 on the organization of the GRPE working group meetings. GRPE adopted the agenda ECE/TRANS/WP.29/GRPE/2011/1, including Add.1, and added the following new items:

- 6(e) Mobile Air-Conditioning Test Procedure,
- 13(a) Summary report of the WP.29 Round Table on Climate Change and Transport,
- 13(b) Guidelines for the preparation and submission of documents to WP.29 and to its subsidiary bodies,
- 13(c) Guidelines for transitional provisions of Regulations annexed to the 1958 Agreement,
- 13(d) Consolidated Resolution on the Construction of Vehicles (R.E.3).

3. The informal documents distributed during the session are listed in Annex I to this report.

III. Heavy duty vehicles (agenda item 2)

A. Worldwide harmonized Heavy Duty Certification procedure (agenda item 2(a))

Documentation: Informal document No. GRPE-61-04

4. The expert from OICA introduced GRPE-61-04 proposing to insert some minor editorial corrections into global technical regulation (gtr) No. 4 on the Worldwide harmonized Heavy Duty Certification procedure (WHDC). He added that these corrections also apply to the relevant text of Regulation No. 49. GRPE requested the secretariat to distribute GRPE-61-04 with an official symbol and to resume consideration of this proposal at the next session of GRPE in June 2011.

B. Worldwide harmonized Heavy duty On-Board Diagnostic systems (agenda item 2(b))

5. The expert from EC informed GRPE about the ongoing work to amend gtr No. 5 on the Worldwide harmonized Heavy duty On-Board Diagnostics (WWH-OBD) to insert the Euro VI requirements. He announced his intention to prepare a concrete proposal for consideration at the next session of GRPE on the basis of an official document. The Chair reminded the expert from EC to also prepare a proposal to develop such an amendment for submission to the Executive Committee (AC.3) of the 1998 Agreement at its next session in March 2011.

6. The expert from Japan reported on the current process in his country of implementing gtr No. 5 into the national legislation and he expressed his interest to receive more information on the future amendments. The expert from EC announced his intention to organize a meeting in Brussels to discuss the final set of amendments to gtr No. 5 and he volunteered to keep all experts informed by e-mail about the outcome of the discussion.

C. Heavy Duty Hybrids (agenda item 2(c))

Documentation: Informal document Nos. GRPE-61-16 and GRPE-61-17

7. The Secretary of the informal group on Heavy Duty Hybrids (HDH) reported on the work progress made by the informal group (GRPE-61-16) at its third and fourth meetings. He presented the roadmap and the time-schedule for the development of new provisions for HDH (GRPE-61-17). He welcomed the offer by OICA to devote 200,000 euros for this project and invited all Contracting Parties to contribute, as well. He sought the support of GRPE to extend the mandate of the informal group (see report ECE/TRANS/WP.29/GRPE/60, Annex 3) to also include a power pack test procedure. GRPE agreed on the roadmap and the project planning and endorsed the request to extend the mandate to power pack testing.

8. The expert from Japan shared his country's experience on testing HDH. He mentioned that the power pack test method could result in an expensive test procedure, due to necessary additional test equipment. He considered the "hardware in the loop (HILS)" as the most appropriate test procedure and suggested working on the HILS method with the highest priority.

9. GRPE noted that the informal group on HDH would meet again in Ann Arbor from 16 to 18 March 2011. The Chair reminded the informal group to also include definitions for

HDH. He invited the informal group to also meet in conjunction with the next session of GRPE in June 2011 (see para. 56 below).

D. Retrofit Emission Control devices (agenda item 2(d))

Documentation: Informal document No. GRPE-61-22

10. The Chair of the informal group on Retrofit Emission Control devices (REC) reported on the progress made by the group during its third meeting (GRPE-61-22). He listed the remaining issues still under discussion. He explained the group's intention to cover, for the purpose of the type approval of REC, that such devices shall show compliance either with the specific limit values of an existing emission level or with the specific percentage of certain emission reduction. GRPE noted some preferences that for the type approval of REC the devices should comply with both criteria.

11. GRPE noted that the informal group's intention to meet again in March 2011. The GRPE Chair invited the REC group to also meet in conjunction with the next session of GRPE in June 2011 (see para. 56 below).

E. Regulation No. 49 (Emissions of C.I. and P.I. (NG and CNG) engines) (agenda item 2(e))

Documentation: Informal document No. GRPE-61-18

12. The expert from EC presented GRPE-61-18 on introducing the Euro VI provisions into Regulation No. 49. He volunteered to coordinate the preparation of a concrete proposal for a new series of amendments to Regulation No. 49 based on the EC Regulation No. 595/2009. In this respect, he announced his intention to organize an expert meeting in Brussels in February/March 2011. The proposal would be submitted to GRPE for consideration at its next session in June 2011 on the basis of an informal document. The Chair invited experts to contribute to this important task.

IV. Particle Measurement Programme (agenda item 3)

13. The Chair informed GRPE about the ongoing round robin test programme for the volatile particle removal (VPR) calibration. He announced the intention of the informal group on the Particle Measurement Programme (PMP) to meet again in London in March/April when the first round robin tests were concluded. GRPE welcomed the information and agreed to resume consideration of this subject at its next session in June 2011 on the basis of concrete results on VPR calibration.

V. Worldwide harmonized Motorcycle emission Test Cycle (agenda item 4)

Documentation: ECE/TRANS/WP.29/2009/133, ECE/TRANS/WP.29/GRPE/2011/4, ECE/TRANS/WP.29/GRPE/2011/7, Informal document Nos. GRPE-61-06 and GRPE-61-23

14. The Secretary of the informal group on Worldwide harmonized Motorcycle emission Test Cycle (WMTC) reported on the good work progress made by the group (GRPE-61-23). He introduced ECE/TRANS/WP.29/GRPE/2011/7 proposing a number of corrections to gtr No. 2 on WMTC. He also presented ECE/TRANS/WP.29/GRPE/2011/4

proposing to insert performance requirements into gtr No. 2 and to clarify the current text. He explained that the principle limit values were based on the Japanese legislation, while the three alternative limit values were based on the Euro 3 emission level of the European Union (EU), the current limit values of India and of the United States of America. He added that the proposal should be submitted as an amendment to gtr No. 2 together with the technical report ECE/TRANS/WP.29/2009/133.

15. GRPE adopted ECE/TRANS/WP.29/GRPE/2011/4, not amended, and requested the secretariat to submit it to WP.29 and AC.3, for consideration at their June 2011 sessions, as Amendment 2 to global technical regulation No. 2. GRPE agreed to also submit to WP.29 and AC.3 the technical report ECE/TRANS/WP.29/2009/133.

16. GRPE adopted ECE/TRANS/WP.29/GRPE/2011/7, not amended, and requested the secretariat to submit it to WP.29 and AC.3, for consideration at their June 2011 sessions, as Corrigendum 2 to gtr No. 2.

17. The expert from Japan informed GRPE about the ongoing transposition of gtr No. 2 into the national legislation of his country (GRPE-61-06).

18. The GRPE Chair congratulated the informal group for achieving the inclusion of the limit values into gtr No. 2. He recalled the need to update the GRPE website with the new WMTC gear selection sheets. He added that, as soon as Euro 4 and Euro 5 limits were adopted at the European Union level, these limit values would have to be inserted into the gtr on the basis of a further amendment. GRPE agreed to resume consideration of this subject at its next session.

VI. Tractors and Non-Road Mobile Machinery (agenda item 5)

A. Global technical regulation No. 11 (agenda item 5(a))

Documentation: ECE/TRANS/WP.29/GRPE/2011/2

19. The expert from EC recalled the discussion at the previous session of GRPE on GRPE-60-03 and presented ECE/TRANS/WP.29/GRPE/2011/2 proposing a number of editorial corrections to gtr No. 11 on the engine emissions of tractors and Non-Road Mobile Machinery (NRMM). GRPE adopted ECE/TRANS/WP.29/GRPE/2011/2, not amended, and requested the secretariat to submit it to WP.29 and AC.3, for consideration at their June 2011 sessions, as Corrigendum 1 to gtr No. 11.

B. Regulation No. 96 (Engine emissions of agricultural tractors) (agenda item 5(b))

Documentation: Informal document Nos. GRPE-61-02, GRPE-61-05 and GRPE-61-08

20. The expert from EC introduced GRPE-61-02 proposing a new series of amendments to Regulation No. 96. He explained that this proposal aimed at aligning the text of the Regulation with stages IIIB and IV of the corresponding EU directive and including the harmonized test procedure as defined in gtr No. 11. He highlighted the main modifications (GRPE-61-05). GRPE welcomed the proposal and agreed to consider it in detail at its next session in June 2011 on the basis of an official document to be submitted by the expert from EC.

21. Referring to GRPE-61-08, the expert from Italy suggested inserting into Regulation No. 96 additional transitional provisions for engines of some category T vehicles (narrow axle tractors). He volunteered to take the lead on this issue. GRPE welcomed this initiative

and agreed to resume consideration of this subject at its next session in June 2011 on the basis of a concrete proposal.

C. Regulation No. 120 (Internal combustion engines for tractors) (agenda item 5(c))

Documentation: ECE/TRANS/WP.29/GRPE/2011/3, Informal document No. GRPE-61-09

22. The expert from Italy presented ECE/TRANS/WP.29/GRPE/2011/3 proposing to introduce into Regulation No. 120 the new reference fuel required by Directive 2004/26/EC for the three stages IIIA, IIIB and IV. GRPE adopted the document, not amended, and requested the secretariat to submit it to WP.29 and AC.1, for consideration at their sessions in June 2011, as Supplement 1 to Regulation No. 120.

23. The expert from Italy introduced GRPE-61-09 aimed at aligning the provisions of Regulation No. 120 with those of gtr No. 11 and Regulation No. 96. GRPE noted a number of comments. GRPE agreed to resume consideration of this subject at its next session in June 2011 on the basis of an official document. For this purpose, the expert from Italy volunteered to submit, in due time, an updated proposal taking into account the comments received.

VII. Light vehicles (agenda item 6)

A. Worldwide harmonized Light vehicles Test Procedures (agenda item 6(a))

Documentation: Informal document Nos. GRPE-61-14 and GRPE-61-24

24. The Secretary of the informal group on Worldwide harmonized Light vehicle Test Procedures (WLTP) reported together with the chairmen of the two subgroups on the Development of the Harmonized driving Cycle (DHC) and on the Development of the Test Procedure (DTP) (GRPE-61-14). GRPE acknowledged the excellent work done by Messrs. Mills (United Kingdom) and Olechiw (United States of America) during their chairmanship of the WLTP informal subgroups DHC and DTP. GRPE welcomed the commitment of Mr. Parkin (United Kingdom) to co-chair DHC together with Mr. Ishii (Japan) and of Mr. D'Urbano (Switzerland) to co-chair DTP together with Mr. Marathe (India). GRPE noted the intention by the WLTP subgroups to set up a Drafting Group (DG) for the development of the gtr text.

25. The Secretary of WLTP informed GRPE about the possible delay in collecting data. Recalling the tough time-schedule to finalize the first step of the new gtr on WLTP, the expert from EC underlined the need to stick to the initial time line of the DHC subgroup. The experts from China and India reported that the national collection of data was still in progress and could not be concluded by the end of January 2011 due to difficult climate conditions in some of the regions during the data collection process. The experts from China and India volunteered to submit, as far as possible, by the end of January 2011 the data partially already collected. It was agreed that China and India would confirm, at the forthcoming session of WP.29 in March 2011, their submission of further data sets.

26. The GRPE Chair underlined the importance to keep the start of validation phase 2 on schedule (October 2011) to avoid a delay in the development of the gtr on WLTP. He announced his intention to inform WP.29 and AC.3, at their March 2011 sessions, about the

circumstances of a possible delay in developing the DHC test cycle. He recommended leaving this issue to the decision of WP.29 and AC.3.

27. The Secretary of WLTP presented GRPE-61-24 proposing possible actions to a number of open issues. GRPE supported these actions and noted the intention of both subgroups to hold further meetings end of February respectively mid of April 2011. Detailed information on the activities of both groups is available on the GRPE websites at: www.unece.org/trans/main/wp29/wp29wgs/wp29grpe/wltp_dhc07.html, and www.unece.org/trans/main/wp29/wp29wgs/wp29grpe/wltp_dtp05.html.

28. The GRPE Chair suggested that the WLTP subgroups on DHC and DTP should also meet prior to the next session of GRPE (see para. 56 below).

B. Gaseous-Fuelled Vehicles (agenda item 6(b))

Documentation: Informal document Nos. GRPE-61-15 and GRPE-61-25

29. The Chair of the informal group on Gaseous-Fuelled Vehicles (GFV) underlined the urgent need to update the provisions of Regulation No. 115 (GRPE-61-15) with the Euro 5 emission requirements recently inserted into Regulation No. 83. GRPE adopted GRPE-61-15, as reproduced in Annex III to this report, and requested the secretariat to submit it to WP.29 and AC.1, for consideration at their sessions in June 2011, as Corrigendum 1 to Supplement 4 to Regulation No. 115.

30. The Chair of the informal group on GFV reported on the work progress made by the group at its recent meetings, held in Brussels on 8 November 2010 and in Geneva on 11 January 2011. He raised his concerns about bi-fuel vehicles with petrol direct injection (PDI) engines when the injectors need to inject a considerable amount of petrol even if the gas mode is selected, due to prevent overheating. He announced the intention of the informal group to prepare a concrete proposal on how to go forward.

31. The expert from OICA chairing the task force on heavy duty dual fuel (HDDF) gave a brief status report (GRPE-61-25) on the time-plan and the road map for adapting the relevant Regulations to the new Euro VI emission requirements. He proposed a way to address methane (CH₄) and total hydrocarbon (THC) for HDDF vehicles equipped with a Type 2 engine. He also proposed a way to address HDDF engines fuelled with liquid natural gas (LNG). GRPE supported the time-plan and the roadmap and gave its consent to go forward with the proposed approach to address the emissions of HDDF engines.

32. GRPE agreed that the GFV group should also meet prior to the next session of GRPE in June 2011 (see para. 56 below).

C. Regulation No. 83 (Emissions of M₁ and N₁ categories of vehicles) (agenda item 6(c))

Documentation: ECE/TRANS/WP.29/GRPE/2009/8, ECE/TRANS/WP.29/GRPE/2011/5, ECE/TRANS/WP.29/GRPE/2011/6, Informal document No. GRPE-61-19

33. The expert from OICA recalled the purpose of ECE/TRANS/WP.29/GRPE/2009/8 proposing to clarify and update Regulation No. 83 on the specifications for the Flame Ionisation Detector (FID) hydrocarbon analyser. The experts from the Netherlands and Poland reconfirmed their concerns. The Chair recommended removing ECE/TRANS/WP.29/GRPE/2009/8 from the agenda of GRPE. He invited the expert from

OICA to prepare jointly with the experts from EC, the Netherlands and Poland a revised proposal and to submit it to the informal group on WLTP for a detailed consideration.

34. The expert from the Netherlands proposed inserting into Regulation No. 83, new specifications for the proportional speed fan which might be used during the testing of vehicles on the chassis dynamometer. For this purpose, he introduced GRPE-61-19 clarifying ECE/TRANS/WP.29/GRPE/2011/6 and complementing it with transitional provisions. He withdrew ECE/TRANS/WP.29/GRPE/2011/5. GRPE adopted the proposal ECE/TRANS/WP.29/GRPE/2011/6, as reproduced in Annex IV to this report. The secretariat was requested to submit the adopted proposal to WP.29 and AC.1, for consideration at their June 2011 sessions, as Supplement 2 to the 06 series of amendments to Regulation No. 83.

D. Regulation No. 103 (Replacement catalytic converters) (agenda item 6(d))

35. GRPE noted that no new information was given under this agenda item and agreed to remove it from the agenda of the next session.

E. Mobile Air-Conditioning Test Procedures (agenda item 6(e))

Documentation: Informal document Nos. GRPE-61-20 and GRPE-61-21

36. The Chair of the informal group on Mobile Air-Conditioning Test Procedures (MACTP) reported on the work progress made by the group during its meeting held in Geneva on 11 January 2011 (GRPE-61-20). He underlined that the main objectives of MACTP were cost-efficiency, suitability for virtual testing and for incentive schemes to reduce emissions resulting from using mobile air-conditioners (MAC) in real driving conditions. The expert from EC presented GRPE-61-21 proposing a MAC test procedure to be used by multiple laboratories in a pilot phase. He invited all GRPE experts to inform him about their interest in participating in the pilot phase.

37. The GRPE Chair welcomed the information and underlined that further documentation about the informal group's activities is available on the GRPE website at: www.unece.org/trans/main/wp29/wp29wgs/wp29grpe/mactp02.html. GRPE agreed that the informal group on MACTP should also meet prior to the next session of GRPE in June 2011 (see para. 56 below).

VIII. Hydrogen and Fuel Cell Vehicles – Subgroup Environment (agenda item 7)

Documentation: Informal document No. GRPE-61-03

38. The Secretary of the working group on Hydrogen and Fuel Cell Vehicles – Subgroup Environment (HFCV-SGE) presented the draft technical report (GRPE-61-03) summarizing the outcome of discussions and recommendations available in the different regions in support of the harmonization process. It was recommended not to develop a new global technical regulation (gtr) on environmental issues of HFCV, but to adapt the existing regulations under both 1958 and 1998 Agreements according to the technical progress.

39. GRPE requested the secretariat to transmit GRPE-61-03 to the Working Party on Noise (GRB) for consideration at its February 2011 session and especially for comments on Chapters 9 and 11 regarding noise issues. GRPE agreed to resume consideration of this

subject at its next session in June 2011 on the basis of an official document. In this respect, the secretariat was requested to distribute GRPE-61-03 with an official symbol including the comments by GRB.

IX. Environmentally Friendly Vehicles (agenda item 8)

40. The expert from India, chairing the informal group on Environmentally Friendly Vehicles (EFV), briefed GRPE on the work progress made by the group at its seventh meeting held in Geneva, on 11 June 2010. He added that the informal group was expected to meet after the GRPE session proper and to resume consideration of a number of working papers on evaluating EFV on parameters such as CO₂ emissions, regulated pollutants, recycling, noise and the aspect of labelling regarding consumer information. For detailed information, see: www.unece.org/trans/main/wp29/wp29wgs/wp29grpe/efv08.html.

41. The group agreed to set up a task force, composed of GRPE and GRB experts, to develop a concrete proposal on a uniform assessment methodology of EFV.

42. The Chair informed GRPE that the next informal meeting on EFV was scheduled to be held prior to the forthcoming session of GRB on 15 February 2011 and that this meeting would be mainly dedicated to discuss all parameters related to noise. He suggested that the informal group should again meet in conjunction with the next session of GRPE in June 2011 (see para. 56 below).

X. Fuel Quality (agenda item 9)

Documentation: Informal document Nos. GRPE-61-10, GRPE-61-11-Rev.1, GRPE-61-13 and GRPE-61-27

43. The secretariat briefed GRPE about the World Forum WP.29's discussion at its November 2010 session on the lack of an agreement between the oil industry and the automobile manufacturers on developing recommendations for market fuel quality. He added that the mandate of the informal group on Fuel Quality (FQ) had ended in November 2010 and that the World Forum had agreed to take a decision, at its next session in March 2011, on the eventual continuation of the work in this area, on the basis of further information to be provided by GRPE. He introduced GRPE-61-13 presenting the position of the International Petroleum Industry Environment Conservation Association (IPIECA). He underlined that the oil industry could agree on the specifications on lead and sulphur for Euro 2 to Euro 4 and to submit them to WP.29 as a recommendation to be added to the Consolidated Resolution on the Construction of Vehicles (R.E.3). He added that IPIECA would not contribute to any future activities of the informal group further than the agreed outcome.

44. The expert from OICA presented his organization's position on the outcome of fuel quality (GRPE-61-10). She introduced GRPE-61-11 proposing concrete guidelines on market fuel quality. GRPE welcomed the proposal and endorsed the suggestion to prepare it as a new annex to the R.E.3. GRPE noted the guidelines for handling and blending Fatty Acid Methyl Esters (FAME) referenced in GRPE-61-11-Rev.1. The secretariat was requested to distribute GRPE-61-11-Rev.1 with an official symbol for a final review by GRPE at its next session in June 2011.

45. The experts from India and the Republic of Korea were in favour of developing recommendations on market fuel quality. After the June's discussion, GRPE is expected to conclude, in 2011, the first step for market fuel quality specifications. GRPE did not

consider it necessary to extend the mandate of the informal group on FQ. It was agreed that further discussions will take place during the GRPE session proper.

46. The GRPE Chair announced his intention to inform WP.29 about the outcome of the discussion and to seek WP.29's consent on the proposed approach. GRPE also agree to resume reconsideration on this issue at the next session of GRPE in June 2011.

XI. Guidelines on establishing requirements for high-priority signals (agenda item 10)

Documentation: Informal document No. GRPE-61-12

47. Following WP.29's request at its March 2010 session (ECE/TRANS/WP.29/1083, para. 27), GRPE considered the guidelines on establishing requirements for high-priority signals (GRPE-61-12). GRPE noted no reservations on this subject.

XII. Exchange of information on national and international requirements on emissions (agenda item 11)

Documentation: Informal document No. GRPE-61-07

48. Following the request of a number of experts, the secretariat explained the difficult situation within the Transport Division about publishing the legal text of new amendments to existing Regulations. He informed GRPE about the overall delay in the publication procedure and about the current status especially of the 06 series of amendments to Regulation No. 83 which had been adopted by the World Forum in March 2010 and already entered into force in December 2010. GRPE urged the secretariat to undertake all possible measures to anticipate any delay in the publishing procedure and invited the secretariat to make publicly available, as soon as possible, the legal text of the new series of amendments starting with the English version.

49. The expert from Japan introduced GRPE-61-07 outlining the intention of his Government to focus in future, on the further reduction of limit values for exhaust gas emissions from heavy duty vehicles.

XIII. Project on the development and implementation of a monitoring and assessment tool for CO₂ emissions in inland transport to facilitate climate change mitigation (agenda item 12)

Documentation: Informal document No. GRPE-61-26

50. The secretary informed GRPE about UNECE's initiative to launch, in cooperation with the other United Nations regional commissions, a new project funded by the United Nations Development Account (UNDA) aimed at: (a) raising awareness of the CO₂ emission levels in the inland transport sector, (b) developing a web-based uniform tool for monitoring and assessing inland transport CO₂ emissions including a transport policy converter and (c) organizing capacity building workshops in every United Nations region to improve the skills of users of the CO₂ assessment tool. He volunteered to keep GRPE informed about the work progress on this project. He announced his intention of organize by September 2011 a special expert meeting on this subject. He invited all experts interested in this project to send a message by email to grpe@unece.org. Further

information about the UNDA project is available at the website: www.unece.org/trans/theme_global_warm.html and, very soon, more detailed information at: www.unece.org/trans/theme_ForFITS.html

XIV. Other business (agenda item 13)

A. Summary report of the WP.29 Round Table on Climate Change and Transport (agenda item 13(a))

Documentation: ECE/TRANS/WP.29/2011/46

51. The secretariat informed GRPE about the draft conclusions of the Round Table held at its June 2010 session (ECE/TRANS/WP.29/2010/141) and WP.29's decision to replace Chapter IV of the document by a summary of the presentations given during the Round Table. He stated that the updated proposal ECE/TRANS/WP.29/2011/46 had recently been submitted to WP.29 for consideration at the March 2011 session. He recalled that all documents and background information on the WP.29 Round Table were available at: www.unece.org/trans/events/ClimateChange_Transport.html.

B. Guidelines for the preparation and submission of documents to WP.29 and to its subsidiary bodies (agenda item 13(b))

Documentation: ECE/TRANS/WP.29/2010/147/Rev.1

52. The secretariat briefed GRPE on a new harmonized format for all official documents in force since 1 July 2010. In this respect, WP.29 had already adopted ECE/TRANS/WP.29/2010/147/Rev.1 with detailed guidelines on the new format. The secretary invited all experts to use the new format for all documents transmitted to the secretariat and to follow the instruction given in ECE/TRANS/WP.29/2010/147/Rev.1, which also contained practical examples of the new format.

C. Guidelines for transitional provisions of Regulations annexed to the 1958 Agreement (agenda item 13(c))

Documentation: ECE/TRANS/WP.29/2011/48

53. GRPE was informed by the secretariat about the updated guidelines on transitional provisions and the additional guidelines on the scope, administrative provisions and alternative requirements in Regulations (ECE/TRANS/WP.29/2011/48). These general guidelines are still under consideration by WP.29 and are intended to provide guidance to the experts developing new and/or amending existing UNECE Regulations especially in drafting the scope, administrative provisions and alternative requirements. GRPE noted that this proposal would supersede, once adopted by WP.29, the current guidelines for transitional provisions (TRANS/WP.29/1044). GRPE agreed to consider eventual comments on the guidelines at its next session in June 2011.

D. Consolidated Resolution on the Construction of Vehicles (R.E.3) (agenda item 13(d))

Documentation: ECE/TRANS/WP.29/2010/145, ECE/TRANS/WP.29/2011/42

54. Recalling the discussion at its previous GRPE session on an updated version of the Consolidated Resolution on the Construction of Vehicles (R.E.3), the secretariat informed GRPE that a revised proposal ECE/TRANS/WP.29/2011/42 has been prepared, superseding ECE/TRANS/WP.29/2009/123 and Corr.1 to 4. GRPE noted that a definition for non-road mobile machinery has been inserted, as proposed by the Working Party on General Safety provisions (GRSG).

XV. Tribute to Messrs. Rogers and Schindler

55. Learning that Messrs. Rogers (IMMA) and Schindler (OICA) would no longer attend the sessions, GRPE acknowledged their considerable contribution to the activities of the group during the last decades. GRPE wished them all the best for their future activities and expressed its appreciation.

XVI. Provisional agenda for the next session

56. The sixty-second session is scheduled to be held in Geneva, Palais des Nations, from Monday, 6 June 2011, at 2.30 p.m. until Friday, 10 June 2011, 5.30 p.m., subject to confirmation by the secretariat (see GRPE-62-01). The following time schedule and provisional agenda was suggested:

A. Informal meetings in conjunction with the next GRPE session proper

1. Informal meeting of the GRPE working group on Heavy Duty Hybrids (HDH)

To be held on Monday afternoon, 6 June 2011, from 2.30 p.m. till 5.30 p.m. The agenda of the meeting will be prepared by the HDH secretariat and distributed to the members of the group prior to the meeting. This meeting will be held without interpretation.

2. Informal meeting of the GRPE working group on Gaseous-Fuelled Vehicles (GFV)

To be held on Tuesday morning, 7 June 2011, from 9.00 a.m. till 11.00 a.m. The agenda of the meeting will be prepared by the GFV secretariat and distributed to the members of the group prior to the meeting. This meeting will be held without interpretation.

3. Informal meeting of the GRPE working group on Mobile Air-Conditioning Test Procedures (MACTP)

To be held on Tuesday morning, 7 June 2011, from 11.00 a.m. till 12.30 p.m. The agenda of the meeting will be prepared by the MACTP secretariat and distributed to the members of the group prior to the meeting.

4. Informal meeting of the GRPE working group on Retrofit Emission Control devices (REC)

To be held on Tuesday afternoon, 7 June 2011, from 2.30 p.m. till 17.30 p.m. The agenda of the meeting will be prepared by the REC secretariat and distributed to the

members of the group prior to the meeting. This meeting will be held without interpretation.

5. Informal meeting of the GRPE/WLTP subgroup on the Development of the Harmonized driving Cycle (WLTP-DHC)

To be held on Tuesday afternoon, 7 June 2011, from 2.30 p.m. till 17.30 p.m., and on Wednesday morning, 8 June 2011, from 9.30 a.m. till 12.30 p.m. The agenda of the meeting will be prepared by the WLTP-DHC secretariat and distributed to the members of the group prior to the meeting.

6. Informal meeting of the GRPE/WLTP subgroup on the Development of Test Procedures (WLTP-DTP)

To be held on Wednesday, 8 June 2011, from 9.30 a.m. till 12.30 p.m. and from 2.30 p.m. till 5.30 p.m. The agenda of the meeting will be prepared by the WLTP-DTP secretariat and distributed to the members of the group prior to the meeting.

8. Informal meeting of the GRPE working group on Environmentally Friendly Vehicles (EFV)

To be held on Friday afternoon, 10 June 2011, from 2.30 p.m. till 5.30 p.m. The agenda of the meeting will be prepared by the EFV secretariat and distributed to the members of the group prior to the meeting. This meeting will be held without interpretation.

B. Provisional agenda for the sixty-second session of GRPE proper

57. To be held on Thursday, 9 June 2011, from 9.30 a.m. to Friday, 10 June 2011, until 12.30 p.m.:

1. Report of the last WP.29 session.
2. Light vehicles:
 - (a) Worldwide harmonized Light vehicles Test Procedures;
 - (b) Mobile Air-Conditioning Test Procedure;
 - (c) Regulation No. 83 (Emissions of M₁ and N₁ categories of vehicles);
 - (d) Upcoming proposals on Regulations Nos. 83, 101 and 103.
3. Heavy duty vehicles:
 - (a) Worldwide harmonized Heavy Duty Certification procedure;
 - (b) Worldwide harmonized Heavy Duty On-Board Diagnostic systems;
 - (c) Heavy Duty Hybrids;
 - (d) Retrofit Emission Control devices;
 - (e) Regulations No. 49 (Emissions of C.I. and P.I. (NG and LPG) engines);
 - (f) Upcoming proposals on gtr Nos. 4 and 5, and Regulation No. 49.
4. Tractors and Non-Road Mobile Machinery:
 - (a) Gtr No. 11;
 - (b) Regulation No. 96 (Engine emissions of agricultural tractors);
 - (c) Regulation No. 120 (Internal combustion engines for tractors);

- (d) Upcoming proposals on gtr No. 11 and Regulation Nos. 96 and 120.
- 5. Particle Measurement Programme.
- 6. Motorcycles and mopeds:
 - (a) Upcoming proposals on gtr No. 2 and Regulation Nos. 40 and 47.
- 7. Gaseous and Hydrogen Fuelled Vehicles:
 - (a) Gaseous Fuelled Vehicles;
 - (b) Hydrogen and Fuel Cell Vehicles – Sub Group Environment.
- 8. Environmentally Friendly Vehicles.
- 9. Fuel Quality.
- 10. Exchange of information on national and international requirements on emissions.
- 11. Election of officers
- 12. Other business.

Annexes

Annex I

List of informal documents (GRPE-61-...) distributed without an official symbol during the session

No.	Transmitted by	Agenda item	Language	Title	Follow-up
01- Rev.1	Secretariat	-	E	Informal group meetings scheduled to be held in conjunction with the 61st GRPE session proper (including the room reservations – see Annex)	(a)
02	EC-JRC	5(b)	E	Proposal for draft 03 series of amendments to Regulation No. 96	(c)
03	HFCV-SGE Chair	7	E	Report summarizing the findings and recommendations in the different areas addressed by the SGE in support of the harmonization process	(c)
04	OICA	2(a)	E	Corrigenda to gtr No. 4 (WHDC)	(c)
05	EC-JRC	5(b)	E	Regulation No. 96: Proposal for 03 series of amendments	(a)
06	Japan	4	E	The partial amendment to announcement of specifying details of the safety regulations for road vehicles (WMTC)	(a)
07	Japan	11	E	Concerning "Future policy for motor vehicle emission reduction" (Tenth report)	(a)
08	Italy	5(b)	E	Proposal for amendments to informal document No. GRPE-61-02 (EC-JRC) - Proposal for draft 03 series of amendments to Regulation No. 96	(c)
09	Italy	5(c)	E	Proposal for draft 01 series of amendments to Regulation No. 120	(c)
10	OICA	9	E	OICA consideration on the Fuel Quality IG outcome	(a)
11- Rev.1	OICA	9	E	Proposal for a guideline to be added to the Consolidated Resolution on the Construction of Vehicles (R.E.3)	(c)
12	Secretariat	10	E	Guidelines on establishing requirements for high-priority warning signals (WP.29 informal group on ITS)	(a)
13	IPIECA	9	E	IPIECA position on the outcome of the GRPE informal group on Fuel Quality (FQ)	(a)
14	WLTP Secretary	6(a)	E	Status of the GRPE informal group on the Worldwide harmonized Light vehicles Test Procedures (WLTP)	(a)
15	GFV	6(b)	E	Proposal for a Corrigendum to	(b)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
16	Secretary HDH	2(c)	E	Supplement 4 to Regulation No. 115 Status of the GRPE informal group on Heavy Duty Hybrids (HDH)	(a)
17	Secretary HDH	2(c)	E	GRPE informal group on HDH: Secretary's report to GRPE	(a)
18	EC	2(e)	E	Proposal for a new series of amendments to Regulation No. 49	(a)
19	The Netherlands	6(c)	E	Proposal for revision of document ECE/TRANS/WP.29/GRPE/2011/6 (Supplement 2 to the 06 series of amendments to Regulation No. 83)	(b)
20	EC	6(e)	E	Mobile-air conditioning (MAC): Development of an emission test procedure	(a)
21	EC	6(e)	E	MAC test procedure to be used in a pilot phase	(a)
22	REC Chair	2(d)	E	Informal group on retrofit emission control devices (REC): Progress report	(a)
23	WMTC Secretary	4	E	Worldwide harmonized motorcycle emission test cycle (WMTC): Status report	(a)
24	WLTP Secretary	6(a)	E	Summary of the 6th WLTP-DHC meeting	(a)
25	GFV-TF	6(b)	E	Heavy-duty dual fuel (diesel gas) Regulation: Brief status report of January 2011	(a)
26	Secretariat	12	E	UNDA project: Development and implementation of a monitoring and assessment tool for CO2 emissions in inland transport to facilitate climate change mitigation	(a)
27	OICA	9	E	CONCAWE Guidelines for handling and blending FAME (Fatty Acid Methyl Esters)	(a)

Notes:

- (a) Consideration completed or to be superseded
- (b) Adopted and submitted to WP.29
- (c) Resume consideration on the basis of an official document

Annex II

Informal meetings held in conjunction with the sixty-first session of GRPE

1. Following the agreement reached at the previous GRPE session, seven informal meetings were held in conjunction with the sixty-first session of the GRPE.
2. The third informal meeting of the GRPE working group on Retrofit Emission Control devices (REC) was held in the afternoon of 11 January 2011, under the chairmanship of Mr. H. Baarbé (Netherlands). A summary of the proceedings of this informal meeting is given in the report above (paras. 10–11).
3. The fourth informal meeting of the GRPE working group on Heavy Duty Hybrids (HDH) was held in the afternoon of 10 January 2011, under the chairmanship of Mr. B. Martínez (EC). A summary of the proceedings of this informal meeting is given in the report above (paras. 7–9).
4. The twelfth informal meeting of the GRPE working group on Gaseous Fuelled Vehicles (GFV) was held in the morning of 11 January 2011, under the chairmanship of Mr. A. Rijnders (Netherlands). A summary of the proceedings of this informal meeting is given in the report above (paras. 29–32).
5. The second informal meeting of the GRPE working group on Mobile Air-Conditioning Test Procedures (MACTP) was held in the afternoon of 11 January 2011, under the chairmanship of Mr. A. Rijnders (EC). A summary of the proceedings of this informal meeting is given in the report above (paras. 36–37).
6. The sixth informal meeting of the WLTP subgroup on the Development of the Harmonized driving Cycle (WLTP-DHC) was held in the afternoon of 11 January 2011 under the co-chairmanship of Mr. H. Ishii (Japan) and Mr. C. Parkin (United Kingdom). A summary of the proceedings of this informal meeting is given in the report above (paras. 24–28).
7. The fourth informal meeting of the WLTP subgroup on the Development of the Test Procedure (WLTP-DTP) was held on 12 January 2011 under the chairmanship of Mr. G. d'Urbano (Switzerland). A summary of the proceedings of this informal meeting is given in the report above (paras. 24–28).
8. The seventh informal meeting of the GRPE working group on Environmentally Friendly Vehicles (EFV) was held in the afternoon of 14 January 2011 under the chairmanship of Mr. S. Marathe (India). A summary of the proceedings of this informal meeting is given in the report above (paras. 40–42).

Annex III

Amendments to Regulation No. 115 adopted by GRPE on the basis of GRPE-61-15

Paragraph 6.1.2.4.1., correct to read:

"6.1.2.4.1. Specific requirements on the Type I test (verifying the average exhaust emissions after a cold start) ~~as defined in Regulation No. 83, 05 series of amendments (for vehicles having the maximum mass not exceeding 3,500 kg):~~"

Paragraphs 6.1.2.4.2.1. and 6.1.2.4.2.2., correct to read (inserting references to existing footnote ⁴):

"6.1.2.4.2.1. One LPG retrofit system sample described in Regulation No. **83⁴**.

6.1.2.4.2.2. Notwithstanding the provisions of ~~Annex 5~~ of Regulation No. **83⁴**, ~~05 series of amendments~~, the Type II test shall be performed at the request of the system manufacturer with only one LPG reference fuel chosen at the discretion of the type approval technical service responsible for the test."

Paragraph 6.1.4.3., correct to read (inserting a reference to existing footnote ⁴):

"6.1.4.3. The LPG retrofit system, as described in paragraph 2.2. of this Regulation, installed into the parent vehicle(s), shall comply with the requirements and tests of ~~Annex 11~~ of Regulation No. **83⁴**, ~~05 series of amendments~~ on both petrol and LPG modes."

Paragraph 6.1.4.4.2., correct to read (inserting a reference to existing footnote ⁴):

"6.1.4.4.2. Notwithstanding the requirements of paragraph 6.1.4.3., the LPG retrofit system shall be submitted to the following tests which, in the case of Type I tests, shall be performed according to ~~Annex 11, Appendix 1~~, of Regulation No. **83⁴**, ~~05 series of amendments~~."

..

Paragraph 6.2.2.4.1., correct to read (inserting a reference to existing footnote ⁴):

"6.2.2.4.1. Specific requirements on the Type I test (verifying the average exhaust emissions after a cold start) ~~as defined in Regulation No. 83, 05 series of amendments (for vehicles having the maximum mass not exceeding 3,500 kg):~~"

Paragraphs 6.2.2.4.2.1. and 6.2.2.4.2.2., correct to read (inserting references to existing footnote ⁴):

"6.2.2.4.2.1. One CNG retrofit system sample described in Regulation No. **83⁴**.

6.2.2.4.2.2. Notwithstanding the provisions of ~~Annex 5~~ of Regulation No. **83⁴**, ~~05 series of amendments~~, the Type II test shall be performed at the request of the system manufacturer with only one CNG reference fuel chosen at the discretion of the type approval technical service responsible for the test."

Paragraph 6.2.4.3., correct to read (inserting a reference to existing footnote ⁴):

"6.2.4.3. The CNG retrofit system, as described in paragraph 2.2. of this Regulation, installed into the parent vehicle(s), shall comply with the requirements and

tests of ~~Annex 11~~ of Regulation No. ~~83⁴, 05 series of amendments~~ on both petrol and CNG modes.

Paragraph 6.2.4.4.2., correct to read (inserting a reference to existing footnote ⁴):

"6.2.4.4.2. Notwithstanding the requirements of paragraph 6.2.4.3., the CNG retrofit system shall be submitted to the following tests, which, in the case of Type I tests, shall be performed according to ~~Annex 11, Appendix 1~~, of Regulation No. ~~83⁴, 05 series of amendments~~."

Annex IV

Amendments to Regulation No. 83 adopted by GRPE on the basis of GRPE-61-19

Add new paragraph 12.1.2. (Transitional provisions), to read:

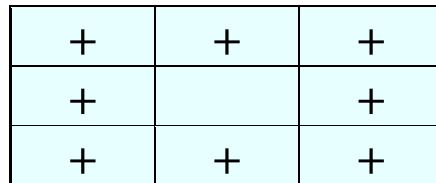
As from 36 months after the date of entry into force, Contracting Parties applying this Regulation shall grant approvals only if the vehicle type to be approved meets the requirements as amended by Supplement 2 to the 06 series of amendments of this Regulation.

Annex 4, paragraph 6.1.3., amend to read:

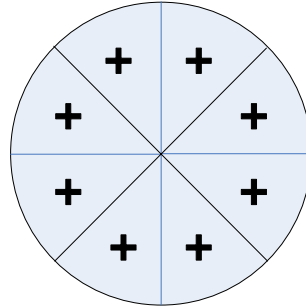
"6.1.3. A current of air of variable speed shall be blown over the vehicle. The blower speed shall be within the operating range of 10 km/h to ~~at least 50 km/h, or as an alternative, at the request of the manufacturer, within the operating range of 10 km/h to~~ at least the maximum speed of the test cycle being used. The linear velocity of the air at the blower outlet shall be within ± 5 km/h of the corresponding roller speed within the range of 10 km/h to 50 km/h. At the range over 50 km/h, the linear velocity of the air shall be within ± 10 km/h of the corresponding roller speed. At roller speeds of less than 10 km/h, air velocity may be zero.

The above mentioned air velocity shall be determined as an averaged value of a number of measuring points which

- (a) For blowers with rectangular outlets are located at the centre of each rectangle dividing the whole of the blower outlet into 9 areas (dividing both horizontal and vertical sides of the blower outlet into 3 equal parts). **The centre area shall not be measured (as shown in the diagram below).**



- (b) For circular blower outlets, the outlet shall be divided into 8 equal arcs by vertical, horizontal and 45° lines. The measurement points lie on the radial centre line of each arc (22.5°) at a radius of two thirds of the total (as shown in the diagram below).



These measurements shall be made with no vehicle or other obstruction in front of the fan.

The device used to measure the linear velocity of the air shall be located at between 0 and 20 cm from the air outlet.

The final selection of the blower shall have the following characteristics:

- (a) Area: at least 0.2 m²;
- (b) Height of the lower edge above ground: approximately 20 cm;
- (c) Distance from the front of the vehicle: approximately 30 cm.

~~As an alternative, at the request of the manufacturer the blower speed shall be fixed at an air speed of at least 6 m/s (21.6 km/h).~~

The height and lateral position of the cooling fan may be modified, if ~~appropriate.~~ **at the request of the manufacturer and if considered appropriate by the approval authority.**

In the cases described above, the cooling fan position and configuration shall be recorded in the approval test report and shall be used for conformity of production (COP) and in-service conformity (ISC) testing."

Annex 4a, paragraph 3.4.2., amend to read:

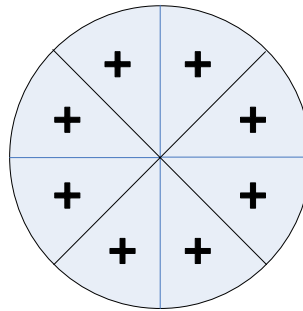
"3.4.2. A current of air of variable speed shall be blown over the vehicle. The blower speed shall be, within the operating range of 10 km/h to ~~at least 50 km/h, or~~ ~~as an alternative, at the request of the manufacturer, within the operating range of 10 km/h to~~ at least the maximum speed of the test cycle being used. The linear velocity of the air at the blower outlet shall be within ± 5 km/h of the corresponding roller speed within the range of 10 km/h to 50 km/h. At the range over 50 km/h, the linear velocity of the air shall be within ± 10 km/h of the corresponding roller speed. At roller speeds of less than 10 km/h, air velocity may be zero.

The above mentioned air velocity shall be determined as an averaged value of a number of measuring points which:

- (a) For blowers with rectangular outlets are located at the centre of each rectangle dividing the whole of the blower outlet into 9 areas (dividing both horizontal and vertical sides of the blower outlet into 3 equal parts). **The centre area shall not be measured (as shown in the diagram below).**

+	+	+
+		+
+	+	+

- (b) For circular blower outlets, the outlet shall be divided into 8 equal arcs by vertical, horizontal and 45° lines. The measurement points lie on the radial centre line of each arc (22.5°) at a radius of two thirds of the total (as shown in the diagram below).



These measurements shall be made with no vehicle or other obstruction in front of the fan.

The device used to measure the linear velocity of the air shall be located at between 0 and 20 cm from the air outlet.

The final selection of the blower shall have the following characteristics:

- (a) Area: at least 0.2 m²;
- (b) Height of the lower edge above ground: approximately 0.2 m;
- (c) Distance from the front of the vehicle: approximately 0.3 m.

~~As an alternative, at the request of the manufacturer the blower speed shall be fixed at an air speed of at least 6 m/s (21.6 km/h).~~

The height and lateral position of the cooling fan may be modified, ~~if appropriate.~~ **at the request of the manufacturer and if considered appropriate by the approval authority.**

In the cases described above, the cooling fan position and configuration shall be recorded in the approval test report and shall be used for conformity of production (COP) and in-service conformity (ISC) testing."