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MINUTES
49TH TCMV MEETING

EUROPEAN COMMISSION

INTERNAL MARKET, INDUSTRY, ENTREPRENEURSHIP AND SMES DIRECTORATE-
GENERAL

Industrial Transformation and Advanced Value Chains

Automotive & Mobility Industries

TECHNICAL COMMITTEE - MOTOR VEHICLES (TCMV)

Brussels, 28 September 2015

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**MINUTES OF THE
49TH MEETING OF THE 'TECHNICAL COMMITTEE - MOTOR
VEHICLES' (TCMV) MEETING**

HELD IN BRUSSELS

ON

10 SEPTEMBER 2015

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1. Approval of the draft agenda;

The agenda was approved.

2. Updating of the TCMV members' list;

The participants were asked to send any changes to the secretariat.

3. Approval of the draft minutes from the 48th meeting held on the 1 July 2015;

The following comments were made by the Austrian delegate :

- The 4th Paragraph on page 5 starting 'The AT representative ...' should read : "He was concerned that in the case of first registration of vehicles ~~re-registration~~ with respect to AHO it might not be possible for the registration"

This comment concerns the first two sentences of the same paragraph:

- "I reviewed the presentation after the meeting. As a conclusion Austria supports the views of the Commission".

4. Implementation of the 1998 Agreement: Discussion on the trilateral paper submitted by EU, US and Japan and next steps;

The Commission representative recalled that the joint paper had been presented as an informal paper at last WP.29 session. She asked MS representatives to send comments, if any, to the Commission before forwarding them to the US. She indicated that the objective would be to transform the paper into a formal one for the next WP.29 session in November. She also indicated that, as next steps, a reflection should be launched on priorities for future GTRs and an analysis should be carried out of pending GTRs.

5. RDE of LDV: further development of the legislation and definition of NTE emission limits" (update on the work and exchange of views/discussion);

Two main issues in relation to the RDE legislation under development were discussed:

1. The Commission services presented an update on the state of play for defining NTE emission limits for the 1st and 2nd step of RDE legislation (document uploaded to Circabc). Member States acknowledged and most of them (explicitly DE, FR, UK, NL, SE, ES) strongly supported the position of the Commission services that the values for the two steps should be decided in a single legal act and that the values for the 2nd step should be based on a strict legal interpretation of the Euro 6 Regulation (EC) 715/2007.

IT said that it could also be envisaged to decide first on the 1st step of NTE emission limits and then, possibly in a 2nd legal act, fix the respective values for the 2nd step, but supported the Commission services position otherwise. RO claimed that the Euro 6 emission limits are defined by Regulation (EC) 715/2007 as applicable to a given test cycle (NEDC) and not in relation to real driving, a view which was strongly contested by the Commission representative.

2. The Commission services presented the concept of "transfer functions (TFs)" that could be integrated in RDE legislation (document uploaded to Circabc). In particular

the views of Member States on options a, b or c outlined in this document, was requested with the following feedback:

FR, DE, UK, NL, IT, SE, BE: highest priority is the adoption of the 2nd regulatory RDE package in 2015 (this timing constraint basically rules out option b).

NL, UK, BE, SE: explicitly support option a, also for reasons of substance.

ES: support for option b, but it must be worked out as soon as possible

CZ, RO: no finalised opinion, but "slight" preference for option b

HU: no finalised opinion yet, but tends to support option a.

As a consequence the Commission services will proceed with the development of a 2nd regulatory RDE package as agreed in the TCMV of 1 July. The development of TFs cannot delay the process. If industry wishes, TFs could however be further developed in the RDE data evaluation task force with a view to their possible inclusion in the in-service-conformity/surveillance testing, the rules of which will be defined in the 4th regulatory RDE package. The Commission services will insist that if TFs should be considered further as a possible regulatory concept they must be developed in an open and transparent manner.

6. Discussion on the Commission draft proposal for the amendments to Regulation (EU) 582/2011;

The Commission services presented first draft of a proposal for the amendments to the Regulation (EU) 582/2011. The content of the proposal has been explicitly presented and explained. At the end of the presentation, the Commission services put under discussion two issues: inclusion of the PEMS PM procedure and additional provisions which would enable easier deployment of the paraffinic fuels.

NL: welcomed the proposal and the new provisions related to the testing procedure for the heavy-duty vehicles especially those addressing the issue of the power threshold and amended trip requirements. NL expressed the support for the PEMS PN approach and called for a further discussion on the provisions on paraffinic fuels.

FR: welcomed the proposal and stated that comments will be provided in a written form.

IT: welcomed the proposal, called for an adoption without delays and stated that comments will be provided in a written form

UK: welcomed the proposal and raised concerns about the cost effectiveness of the PEMS PM procedure.

SE: welcomed the proposal with a reservation on the provision of maximum engine coolant temperature before the start of the test, expressed the support for the introduction of the PEMS PN procedure and supported the provisions for the paraffinic fuels.

ES: welcomed the proposal and expressed the support for the PEMS PN procedure.