

ACEA Transport Policy Event  
*Global Approach to Sustainable Freight Transport*  
**Contribution of Bernard Gauvin**

Thank you for having invited me, in my capacity of chairman of WP29, to the ACEA conference on a global approach to sustainable freight transport.

As most of you know, WP29, the World Forum for the Harmonization of Vehicle Regulations, is a permanent Working Party in the UN organization. WP29 has 2 main purposes:

- Firstly, it is a forum, which means an open place for transparent discussions. The discussions, which are usually supported by technical contributions, are focussed on safety, protection of the environment and vehicle technical regulations.
- The Working Party is devoted to harmonize vehicle regulations. Harmonizing vehicle regulations needs a proper legal framework, which has been established by 2 agreements, which are administrated in parallel by WP29: the 1958 Agreement and the 1998 Global Agreement.

WP29 is actually a global forum:

- It has a global participation: nearly all major countries of the 5 continents, manufacturers and NGOs are participants to WP29 and attend regularly its sessions.
- 53 countries, representing the 5 continents and which manufacture more than 80% of the worldwide vehicle production, are contracting parties to at least one of the 2 agreements administrated by WP29.
- Many other countries are either in the process of acceding to them and in applying, firstly on a voluntary basis, some of the international and global regulations produced by WP29. Some of these countries participate, as observers, in the World Forum.

It is a genuine global forum; WP29 is in a position to contribute to global approaches.

WP29 contribution to sustainable transport consists of:

- The international and global regulations delivered according to the two agreements.
- The conferences which we organize upstream to the elaboration of the regulations. These conferences contribute to foster the cooperation with other international bodies and to define the road map for WP29 long term activities.

The last conference was held in 2007 on fuel quality issues, in response to a request from the global automotive industry, through OICA.

Fuel quality is of course a major aspect of vehicle emissions. In all vehicle emissions regulations, we find reference fuels, very precisely defined, which are used in type approval and conformity of production tests. But the fuels which are daily used in the vehicle fleets are not legally linked to the reference fuels, and neither WP29's terms of reference nor any of the two agreements give WP29 the capacity to make fuel quality regulations. So the conference was organized, with all international stakeholders, in order to address OICA's request to define fuel specifications linked to emissions regulatory levels.

During the conference, all participants agreed on the necessity to deal with fuel specifications and considered that WP29, and its experts group on emissions and energy, GRPE, was the most adequate international body to do the job. At the end of the conference, it was decided to start immediately the technical work on fuel specifications in WP29/GRPE, and to deal later with the legal and administrative implications. The technical work is now in progress.

After the WP29 fuel quality conference, several conferences were organised by other international bodies on the issue of climate change and sustainable transport.

Among them, an International Symposium on a global approach to automotive fuel economy was held in Paris on 15-16 May 2008, which had been organized by the International Energy Agency (IEA) in cooperation with the International Transport Forum (ITF), the FIA Foundation for the Automobile and Society and United Nations Environment Programme (UNEP). The first global transport ministerial conference, the International Transport Forum held in Leipzig (Germany) 28-30 May 2008 addressed the energy and climate change challenges for the transport sector, with specific attention to global warming and the emissions of Greenhouse gases (GHG). In their key messages, they urged the World Forum (WP29) to accelerate the work to develop common methodologies, test cycles and measurement methods for light vehicles, including CO<sub>2</sub> emissions.

The Ministerial Conference on Global Environment and Energy in Transport (MEET) in Tokyo in January 2009 continued the debate at political level and adopted a declaration that, for the purpose of reducing greenhouse gas emissions, calls for countries to improve fuel/energy efficiency in the transport sector by the introduction of fuel efficiency or GHG emission standards and by improving motor vehicle components and fuel quality through UN-ECE/WP29.

UN-ECE has decided to hold the next WP29 conference, dedicated to climate change and sustainable transport, during the June 2010 session. The detailed agenda of the conference is still under consideration by the UN-ECE division of transport, but an important part of this agenda will be devoted to prepare the WP29 road map for future activities linked to sustainable transport. Among these future activities the development of a method and procedure of measurement of CO<sub>2</sub> emissions will likely be considered.

A few words now about the existing Geneva regulations:

We have now 10 global technical regulations (gtrs) put in the global registry of the 1998 Agreement, and 128 regulations annexed to the 1958 Agreement. The relatively small number of gtrs is self understanding: the 1998 Agreement is much younger than the 1958 one, its administrative procedures are more complex and it took time for the contracting parties to get used to them, and of course a unanimous agreement is not always easy to reach.

You may note with interest the importance of sustainable freight transport for the contracting parties of the global agreement.

Among the 10 existing gtrs, 4 are linked to heavy duty vehicle emissions.

The global driving cycle for heavy duty vehicles has been established 2 years ago in gtr n°4. At that time, some elements of the testing procedure were still in a difficult debate between USA, EU and Japan. So gtr n°4 included 4 options related to:

- Determination of engine power
- Size and material of the particulate filters
- Hot soak period
- Weighting factor between cold and hot cycle.

All these options have been settled in the WP29 November 2009 session. Gtr n°4 and the corresponding part of R49 (which transposes gtr n°4 in the EU legislation) will be amended and completed soon, in due time for EURO VI legislation.

I hope you have now a clear view of WP29's contribution to global harmonization of vehicle regulations, and in particular to those regulations which concern sustainable freight transport.

**Thank you for your attention**