



Coordinating European Council for the Development of Performance Tests for Transportation Fuels,
Lubricants and Other Fluids.

CEC ACTIVITY REPORT JULY –DECEMBER 2023

1. Chair Introduction

It has been a busy year for the CEC Management Board (MB) and I'd like to thank all MB members and all those contributing to the CEC in whatever capacity. CEC is a partnership between its four member organisations and it is critical that CEC provides value to each one. The strategic review of CEC scope was the highest priority for the MB in 2023. We concluded the consultation work in 2023 which leaves 2024 as the year of implementation. Item 3 (below) discusses the strategic review in more detail.

In other areas, we have made good progress in filling more of the vacant officer positions in the surveillance groups, including support for statistical evaluations. Continued commitments from companies and individuals remains critical to ensure continued operation of the existing CEC test development and surveillance system. Again, I'd like to thank those who have stepped up to fill these positions.

CEC compliance with all applicable laws and regulations has been another consistent area of MB activity as various sanctions have been applied by the EU and US government. We are working through a process of due diligence around participants in CEC activities, companies or individuals who wish to purchase test methods and service providers to CEC.

The CEC website has been live since September 2021 however recent activity has mainly related to maintenance, in conjunction with our service provider. Now we have an agreement on the future scope we aim to assess the cost versus benefit for website improvements. This will form part of the strategy implementation plan. User feedback is an important first step so if you have any input about website improvements, please contact your CEC MB representative.

Several MB members are participating in a new collaborative initiative around Global Lubricants Tests Standards Team (GLTST). The aim is to maximise shared testing knowledge amongst test providers and specification setting bodies. We currently have shared statistical work with ASTM methods in progress on three tests (L-014 Bosch Injector 90 cycles, L-036 HTHSV and L-040 Noack).

The F-098 SG continues to try and extend the life of the test as far as possible. However Terms of Reference for a successor test are being developed through ATC-FAG (Fuel Additives Group) and will be submitted to the MB for approval shortly.

There are currently no active TDG's in the lubricants area.

2. List of Board Members and Responsibilities

2.1. List of Board Members

Philip Reeve	ATC, Chair
Mike Conroy	CONCAWE, Vice-Chair
Paul Decker-Brentano	ACEA
Peter Schick	ACEA
Ralf Meyke	ATC (temporarily replacing Walter Kudlich)
Marco Corradi	ATC, Treasurer and Compliance
Hervé Marie	ATIEL
Beate Heisterkamp	CONCAWE
Catherine Maillard	ATIEL

2.2. Management Board Responsibilities

Issue	Leader	Backup	Admin, Secretariat
General Administration	Philip	Mike	Kellen
Finance/Compliance	Marco		Kellen
Website	Marco		Kellen
Monitoring Lubricants Groups (SG)	Catherine (engine)/Hervé (Bench)	Hervé/Catherine	Kellen
Monitoring Fuels Groups (SG)	Mike	Beate	Kellen
Monitoring Transmissions (SG)	Ralf	Hervé	Kellen
Monitoring Reference Fluids Groups + Rating	Marco (Lubes)/Mike (Fuels)		Kellen
Articles of Association / Guidelines	Philip	Mike	Kellen
External Communications	Philip		Kellen
Quality/SDG	Ralf (Lubes)/Mike (Fuels)		Kellen
Lubricant Tests Development:	N/A	N/A	Kellen
Fuel Test Development: TDG-F-113 - IDID	Mike	Beate	Kellen
Confidentiality Issues	Philip	Mike	Kellen
CEC Strategic items	Philip	Mike	Kellen

3. Strategic items

As noted in the introduction, the scope review on the future of CEC, has been our highest priority activity. Building on earlier work, we concluded that continuation on the current path is not sustainable and will lead to unmanaged decline of CEC. We identified three potential ways forward:

- Option 1:
Manage the decline of CEC over the next 5-10-15 years
 - currently not taking on new work in new areas
 - possibly no test method developments starting in phase I, start in phase II or take methods directly to SG
- Option 2:
Within the current scope (meet evolving needs), remain reactive to new and replacement test needs however open to new method development in evolving areas
 - the planning base is that any new test development enter the CEC process at Phase 2 i.e. ready for Round Robin testing
- Option 3:
As option 2 plus an element of proactivity to actively work in new areas and/or expand the member organisations (setup Special Project Groups, etc.)

These options were discussed within the member organisations with the following feedback received:

ACEA - Option 2 supported

- ACEA remain committed to CEC to support the development of replacement or new tests based on their member's needs.
- ACEA LD will focus on replacement tests to maintain ACEA LD sequences for as long as possible and have regular updates.
- ACEA HD aim to update ACEA Engine Oil Sequences for Heavy duty engines every second year or as required. Some replacement tests may be needed and more harmonisation with PC-12 is desired. New sequences for natural gas technology and longer term potentially hydrogen fuel are currently in scope but EV tests currently are out of scope. Lower HTHS viscosity categories are in scope.
- ACEA will prepare a roadmap for tests to give focus to developments and help engage the other associations and stakeholders.

ATIEL – Option 2 supported

- Option 2 is still the desired option within certain conditions (at least 1 test development, focus on HD, bench tests, test costs and alternative fuels) and whilst controlling costs.
- CEC costs should be well controlled. Subject to clarification of the relevant EU CO2 legislation affecting ICEs, ATIEL will review further CEC activities and scope with respect to future funding.

ATC - Option 2 supported

- ATC wish to continue to support CEC. Fees should remain controllable however ATC member companies have expressed willingness to contribute resources to support CEC testing and maintain industry standards and protocols.

CONCAWE – Option 1 supported

- Recent discussions on whether option 2 might be a better choice but this is highly dependent on the need from the technology perspective of the market in terms of fuel types and engine developments.
- Will follow Option 1 even though the three other member organisations support Option 2.

All associations except for CONCAWE supported Option 2 with significant control of costs. The three Lubes members confirmed they wish to pursue Option 2 even though it is not supported by fuels group CONCAWE. Further clarification is needed from CONCAWE about their future membership intentions in the next few years.

The MB will now work on the strategy implementation plan which will include:

- CEC MB and Organisational Structure
- ACEA roadmap and cost/resource implications
- CEC Policies / Guidelines
- Resources, resource monitoring and identification of resource gaps
- Budget in relation to ACEA roadmap
- Skills/training needed
- Communications

4. Update on TDG's - Activity report – timeframe July – December 2023

4.1. TDG-F-113 – DISI test

Frédéric Lebeau (ISP), has resigned from his position as TDG-F-113 Chair and has been replaced by Michael Forster from Innospec.

We would like to thank Frédéric and ISP for their strong involvement and efforts in managing the early stage of the test development in very exciting and sometimes challenging circumstances.

5. Update on SG's - Activity report – timeframe July – December 2023

5.1. SG-F-098

The Terms of Reference (ToR) are being written. Once ready, it will be presented to the MB and ATC, ACEA and CONCAWE will have to approve it. After that stage, we will have to find volunteers and a Chair to form the TDG.

5.2. CEC L-106 and CEC L-111

For L-106 and L-111, the Chair wrote a letter to the running labs that the labs need to have engines available until 2028 because the tests have to be kept in the ACEA 2023 Specs. At this stage nobody knows if another spec will appear in 2025 for those tests, but the whole industry wants the test to be available until 2028.

ACEA has sent an official letter to both groups confirming that the tests will remain in the specs until 2028. CEC also confirmed that it is committed to support both groups as long as the tests are needed.

5.3. L-107: update on replacement of RL262

The test is in good shape. The group has to qualify the reference oil and needs a little bit of guidance to find a solution on financing as the independent labs don't want to bear the cost of referencing.

6. Update on TMS

The TMS has been very active with routine operations: many new users have replaced others, lab instruments have been added and new batches cleared for service. There have also been several new chairs of test types. Additionally, PDC has provided support for users having access issues.

PDC have also held meetings regarding the running of the TMS and provided assistance on developing a new test type. This has included re-working the schema.

PDC also have a meeting in late January regarding the direction of the main CEC website.

7. Workshop 2024

Following from Item above, depending on the CEC strategy and scope, we have no view yet on when to hold the next workshop. The purpose will be to roll-out the new strategy and ensure continued commitment to the required level of resources to implement the plan.

8. Upcoming events and activity for 2024

- Management Board Meeting on 31 January, 2024 in Brussels
- Management Board Meeting on 14 March, 2024 in Brussels
- Management Board Meeting on 20 June, 2024 in Brussels
- Management Board Meeting on 12 September, 2024 in Brussels
- Management Board Meeting on 4 December, 2024 by teleconference
- SG-L-114, L-117 meetings on 27 February, 2024, hosted by Afton Chemical, Hamburg,
- CEC Transmission oil groups, 13 March 2024, FZG Munich and CEC Operators Seminar on 14 March
- SG-L-106, L-111 meetings on 15 March 2024, by teleconference
- SG-L-54, L-99, L-104; L-107 meetings, 09 April 2024, hosted by ISP Salzbergen,
- SG-L-101 meeting, 15 May 2024, hosted by Daimler Truck, Germany
- TDG-F-005, SG-F-020 Meetings, 24 September 2024, hosted by DTC Vienna

It is important all working groups meet at least once a year either physically or virtually.