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## Impacts of developing a standalone UN GTR on system power determination

1. At its 171st session in November 2016, AC.3. gave the mandate to develop an amendment to UN GTR No.15 containing provisions on the determination of electrified vehicle power (ECE/TRANS/WP.29/AC.3/46), the “system power determination”. The Informal Working Group (IWG) on Electric Vehicle and the Environment (EVE) was tasked to deliver the draft text proposal, in close collaboration with the IWG on Worldwide harmonized Light vehicles Test Procedure (WLTP).
2. At its seventy-seventh session in June 2018, GRPE expressed the will to consider a standalone UN GTR for system power determination (ECE/TRANS/WP.29/GRPE/77, para. 51), requesting guidance from AC.3 on a potential modification to the authorization to develop an amendment to UN GTR No. 15.
3. At its June 2018 session, AC.3. requested further information on the resources needed to deliver a standalone UN GTR on system power determination. The secretariat agreed to gather information from the IWG on WLTP and on EVE regarding the extra resources needed to deliver on a standalone UN GTR on system power determination.
4. The EVE IWG is working on a draft version of a standalone UN GTR on system power determination, expected to be submitted as an informal document of the January 2019 session of GRPE. Both EVE and WLTP IWGs are closely working together to deliver on this deadline.
5. The Chair of the IWG on WLTP highlighted that the remaining elements to be complete the draft remain the same regardless the UN GTR on system power determination is a standalone UN GTR or not. He also emphasized that the arguments in favour of a standalone UN GTR are strong; (a) internal combustion power determination already have dedicated regulatory text (UN Regulation No.85), making the integration of electrified vehicles power determination as part of another text on emission measurement an inconsistent precedent; and (b) the provisions on system power determination may be used by other legal text in the future, making the link to a standalone UN GTR easier and more practical.
6. The Secretary of the IWG on EVE estimated that a limited amount of extra work is likely required to deliver a standalone UN GTR on system power determination, specifically for the drafting group to develop expanded text that will explain and repeat provisions coming from the existing version of UN GTR No. 15 to which the system power determination provisions were to be annexed to. The leadership of the EVE on IWG believes that this additional drafting time and effort is the only additional resource needed for a standalone UN GTR.
7. The Chair of the GRPE believes that a standalone UN GTR is the most appropriate structure for this document. If there are no objections from AC.3, he would like to submit a request for authorization to create a new UN GTR on determination of electrified vehicle power as a working document for the next session of WP.29 in March 2019 (based on Informal Document WP.29-176-27).