

Proposal for the Terms of Reference and rules of procedure
for the informal working group on
Environmental and Propulsion Performance Requirements
of L-category vehicles (EPPR)

1. Procedural Background

The proposal to establish under the Working Party on Pollution and Energy (GRPE) an informal working group (IWG) on Environmental and Propulsion Performance Requirements for L-category (EPPR) was initiated by the European Union (EU). A mandate to start the activities of the IWG on EPPR was endorsed by the WP.29 at its November 2012 session (ECE/TRANS/WP.29/1099). The Executive Committee of the 1998 Agreement (AC.3) on its forty-fifth session (10-13 November 2015) adopted ECE/TRANS/WP.29/2015/113 (ECE/TRANS/WP.29/AC.3/36/Rev.1) whereby the European Union proposed changes to the proposal to develop amendments to UN Global Technical Regulation No. 2 and new regulations on environmental and propulsion performance requirements for light vehicles (ECE/TRANS/WP.29/AC.3/36). It was based on informal document WP.29-166-20, distributed at the 166th session (ECE/TRANS/WP.29/1116, para. 109). The mandate of the EPPR IWG was extended until December 2020.

The goal of the informal group is to prepare and propose to GRPE draft texts of UN GTR's concerning L-category vehicles, including suggestions for the organization of future work. The IWG will also work on the transposition of the UN GTRs under its realm into UN Regulation under the 1958 agreement when appropriate.

2. Introduction

The IWG EPPR has developed UN GTRs in the area of environmental requirements for L-category vehicles following the mandate approved by WP.29; namely the harmonisation of test procedures for two-wheeled vehicles equipped with conventional combustion engine technology with the view to include three-wheeled vehicles and other propulsion types in the next stage of work. The scope of discussions does not cover light four-wheeled vehicles on emission related GTRs. The working group is established under both the 1958 and 1998 Agreements to create the basis for the possible development of UN Regulations. All global partners and stakeholders are invited to join the group and share experiences regarding setting relevant regulatory requirements.

Since its first meeting in January 2013 the IWG has successfully completed the following technical regulatory texts (UN GTR):

- UN GTR 17: “Global technical regulation on the measurement procedure for two- or three-wheeled motor vehicles equipped with a combustion engine with regard to the crankcase and evaporative emissions”. Established in the Global Registry on 17 November 2016¹.
- UN GTR 18: “Global technical regulation on the measurement procedure for two- or three-wheeled motor vehicles with regard to on- board diagnostics”. Established in the Global Registry on 17 November 2016².
- UN GTR 2: “Global Technical Regulation on the measurement procedure for two-wheeled motorcycles equipped with a positive or compression ignition engine with regard to the emissions of gaseous pollutants, CO2 emissions and fuel consumption - Amendment 4”. Established in the Global Registry on 13 November 2019³

The IWG is currently working on these issues:

- Proposal for Amendment 1 to UN GTR No. 18: “Global technical regulation on the measurement procedure for two- or three-wheeled motor vehicles with regard to on-board diagnostics”. Eighty-first session of the Working Party on Pollution and Energy (9-12 June 2020). Introduction of OBD II⁴
- Proposal for a new UN GTR on Durability testing of pollution control devices for L-category vehicles.

There is still work to be done by the IWG in order to advance in the harmonisation of technical regulations concerning several aspects of L-category vehicles, as well as the conversion of these Global Technical Regulations into UN ECE Regulations under the 1958 Agreement.

It is therefore appropriate to extend the mandate of the IWG for a further period until December 2025, in order to complete the development of these UN GTRs and to allow for the transposition of these technical regulations into UN ECE regulations under the 1958 Agreement.

3. Terms of Reference:

The group shall focus its work on the following activities:

¹ <http://www.unece.org/fileadmin/DAM/trans/main/wp29/wp29wgs/wp29gen/wp29registry/ECE-TRANS-180a17e.pdf>

² <http://www.unece.org/fileadmin/DAM/trans/main/wp29/wp29wgs/wp29gen/wp29registry/ECE-TRANS-180a18e.pdf>

³ https://www.unece.org/fileadmin/DAM/trans/main/wp29/wp29wgs/wp29gen/wp29registry/ECE-TRANS-180a2am4e_for_submission.pdf

⁴ <https://www.unece.org/fileadmin/DAM/trans/doc/2020/wp29grpe/ECE-TRANS-WP29-GRPE-2020-17e.pdf>

1. Durability testing of pollution control devices for L-category vehicles;
2. Potential alignment of the content of different GTRs, if needed.
3. Assessment and development of propulsion unit performance requirements for conventional L-cat vehicles equipped with combustion engines only as well as for advanced concepts such as electric and hybrid electric powertrains. Unified rules and test procedures to measure power and torque for this wide range of propulsion technologies fitted on L-cat vehicles as well as unified measurement of maximum design vehicle speed and/or power for L-cat vehicles should be developed and agreed upon.
4. Extension to all possible fuels for both environmental and propulsion unit performance requirements: petrol, petrol-ethanol mixtures, diesel, biodiesel but also gaseous fuels such as CNG, LPG, Hydrogen and their blends.
5. Assessment of whether 'light vehicle' classification can be further optimised and refined. for environmental requirements. The result shall be reported to WP.29.
6. Consideration for transposition of the various GTRs into UN Regulations under the 1958 Agreement.

The transposition of UN GTR 2 into a UN Regulation is considered by the sponsor (EC) and many stakeholders as of capital importance to advance in the harmonization process by allowing mutual recognition by the signatories of the 1958 Agreement. Therefore, such transposition will take central stage in the work of the EPPR IWG in the short to medium term. The transposition work will be, where possible, brought forward together with other activities; e.g. the assessment and development of propulsion unit performance requirements for L-cat vehicles.

4. Rules of the Procedures

1. The informal group is open to all participants of GRPE. A limitation of number of participants from any country and organization to participate in the informal group is not foreseen.
2. A Chairperson, a Vice-Chairs and a Technical Secretary will govern the informal group.
3. The Chairperson is taken by the representatives of the European Commission and the Vice-Chairs are taken by the representatives of Japan.
4. The Technical Secretary is taken by the representatives of IMMA.
5. The official language of the informal group will be English.
6. All documents and/or proposals shall be submitted to the Technical Secretary of the group in a suitable electronic format in advance of the meeting. The group may refuse to discuss any item or proposal which has not been circulated 5 working days in advance.
7. An agenda and related documents will be circulated to all members of the informal group at least two weeks in advance of all scheduled meetings.

8. The process will pursue consensus. When consensus can not be reached, the Chairperson of the group shall present the different points of view to GRPE.
9. The progress of the informal group will be reported to GRPE orally or as an informal document by the chairperson or another participant of the group.
10. All working papers should be distributed in digital form. A specific website created in the UNECE wiki pages (<https://wiki.unece.org/pages/viewpage.action?pageId=63308245>) is available and link will be notified to all related parties.

5. Timeline:

The plan below is indicative only. It will be regularly reviewed and updated to reflect the latest situation on progress and feasibility of the timeline.

- (1) **June 2020:** GRPE (81st session) official meeting of the informal working group. Presentation of **roadmap** and related programme management items to the GRPE and its submission for adoption.
- (2) **November 2020:** Approval of the authorization to develop a GTR on Durability testing of pollution control devices for L-category vehicles by AC.3
- (3) **June 2021:** Draft UN GTR (Durability) available as informal document, guidance on any open issues by GRPE;
- (4) **October 2021:** Transmission by EPPR IWG of a draft UN GTR for **Durability** as a working document for consideration at the January 2022 GRPE session
- (5) **October to December 2021:** final corrections to UN GTR on Durability may be submitted as informal documents.
- (6) **June 2021 to December 2022:** Work on the **transposition of UN GTR 2** into a UN Regulation under the 1958 Agreement. In parallel, work on the development of a GTR on **Propulsion Unit Performance** requirements for conventional L-cat vehicles equipped with combustion engines.
- (7) **January 2022:** Draft UN Regulation available as informal document, guidance on any open issues by GRPE;
- (8) **March 2022:** Transmission by EPPR IWG of a draft UN Regulation as a working document for consideration at the June 2022 GRPE session together with an interim report for the period June 2020-June 2022 and a revised version of the terms of reference of the IWG on EPPR covering the period July 2022 – Dec 2025.
- (9) **2021-2025:** meetings of the working group, regularly reporting to GRPE and the Administrative Committees; potentially transposition of additional GTRs into UNR.