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Vice-chair's notes

GRPE Low- Zero-tailpipe emissions
Heavy Duty Vehicles workshop

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GRPE workshop summary

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- Many good, concrete, relevant presentations received
- Other policy players (local, city authorities) now deploying environmental policies potentially influencing vehicle technology choices
- Total cost of ownership highly important for HDV users, but not the only driver to incentivize low- and zero-tailpipe technology penetration

Main Chair and Vice chair take-aways:

- Short term priorities – items that GRPE could start work on now, with new proposals to amend UN Regulations and/or UN GTRs
- Wider considerations - not limited to the current scope of GRPE

Short term priorities

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- Direct electrification appears to have greatest potential for carbon reduction and identified as market-ready technology;
- Urgent regulatory needs associated with direct electrification and batteries:
 - Standardised energy consumption and range measurement for BEV HDVs
 - Battery durability for HDVs – new workstream for IWG EVE?
- Hybridization still an important bridge technology to full decarbonization
 - Amending UNR49, UNR85 and PEMS/ISC testing
 - Amending UN GTR No. 21 to include HDVs
- Hydrogen – both fuel cell and internal combustion engine applications highlighted as important for certain applications

Wider considerations

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Other wider issues identified, not only limited to HDV applications:

- Some issues today beyond the control of GRPE
- Need to consider the emissions and energy consumption measurement across the whole energy supply chain – WtW emissions
- Infrastructure for the new fuel pathways also a strong prerequisite for faster penetration
 - Harmonisation of recharging / refueling infrastructure
 - Electric roads / catenary systems
- GRPE may need to take into consideration wider environmental and other considerations for future powertrain technologies in deciding priorities



- OICA working on proposals to amend UN Regulations Nos. 49, 85 and 96 to include H2 as a fuel for ICEs
- Consider and agree how to take forward standardization of energy consumption, range measurement and battery durability for BEV HDVs
- Amending existing regulations to properly account for hybridization technologies