# Table 4

**Subjects under consideration by the Working Party on Pollution and Energy (GRPE)**

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| *GRPE* | | | | | | |
| *Priority* | *Justification/Background information* | *References* | *Allocations /IWGs/TFs* | *Timeline* | *Chair /sponsor(s)* | *Comments* |
| Improvement of exhaust emissions requirements to ensure real drive performance on the road | Revise technical requirements to allow technological progress, ensure technological neutrality by introducing consistent and long-lasting performance-based emissions measures, at type approval, in use and potentially over the lifetime of the vehicle. | UNR on RDE | IWG on RDE | June 2020 | EC-JP-KR | Adopted in GRPE June 2020 |
| UN GTR on RDE | IWG on RDE | June 2023 (Phase 2) | EC-JP-KR | Directly to Phase 2 |
| 08 Series to UN Regulation No. 83 | GRPE | June 2022 | EC | Delayed |
| Amendment to UN Regulation No. 49 to reflect latest regulatory evolution | GRPE | January 2021 | EC | Submitted earlier |
| New propulsion energy | Develop technical regulation to ensure environmentally-friendly and level-playing market introduction of new form of propulsion energy, such as hydrogen and electricity. | UN GTR No. 21 on DEVP | IWG on EVE | June 2020 | US-CAN | Adopted by WP.29 November 2020 |
| UN GTR on in Vehicle Battery durability | IWG on EVE | June 2021 | US-CAN, China, EC, Japan |  |
| Heavy Duty Hybrids | GRPE | [2022] | [tbd] |  |
| Particulate emissions:  Provisions to limit airborne particulates from different sources | Sub-23 nm exhaust particles for light- and heavy-duty applications, in the laboratory and on the road | Amendments to UN GTR No. 15 | IWG on PMP | June 2021 | EC | Light duty laboratory adopted in GRPE June 2020 - still on-going for PEMS-PN and heavy duty application |
| Brake emissions | New UN GTR | IWG on PMP | January 2023 | EC |  |
| Tyre wear emissions | tbd | IWG on PMP / GRPE | [June 2023] | [EC] |  |