

## **Proposal to amend document ECE/TRANS/WP.29/GRPE/2023/3**

### **Submitted by the expert from the UK.**

The text reproduced below was prepared by the expert from the UK. This document proposes an amendment to the scope of document ECE/TRANS/WP.29/GRPE/2023/3, the proposed new UNR on Real Driving Emissions (RDE). The amendment aims to bring consistency in the vehicle categories within scope across emissions regulations and with regional requirements within Europe. The modifications to the current working document are marked in bold for new or strikethrough for deleted characters.

## **I. Proposal**

*Paragraph 1* – Amend to read:

### **1. Scope and application**

This Regulation aims at providing a worldwide harmonized method to determine the levels of Real Driving Emissions (RDE) of gaseous compounds and particles from light-duty vehicles.

This Regulation applies to the type approval of vehicles of categories M<sub>1</sub> with a reference mass not exceeding 2,610 kg and vehicles of categories M<sub>2</sub> and N<sub>1</sub> with a reference mass not exceeding 2,610 kg and a technical permissible maximum laden mass not exceeding 3,500 kg with regard to their Real Driving Emissions.

At the manufacturer's request, type approval granted under this Regulation may be extended from vehicles mentioned above to vehicles of categories M<sub>1</sub> with a reference mass not exceeding 2,840 kg and vehicles of categories M<sub>2</sub> and N<sub>1</sub> with a reference mass not exceeding 2,840 kg and a technical permissible maximum laden mass not exceeding 3,500 kg and which meet the conditions laid down in this Regulation.

**Contracting Parties may optionally apply this Regulation to the type approval of vehicles of categories M<sub>2</sub> and N<sub>2</sub> with a reference mass not exceeding 2,610 kg regardless of the technical permissible maximum laden mass. Those Contracting Parties may also extend type approval granted under this Regulation from vehicles mentioned within this subparagraph to vehicles of categories M<sub>2</sub> and N<sub>2</sub> with a reference mass not exceeding 2,840 kg and which meet the conditions laid down in this Regulation.**

Pure Electric Vehicles and Fuel Cell Vehicles are out of the scope of this Regulation.

## **II. Justification**

1. The current scope of the proposed UNR on RDE (ECE/TRANS/WP.29/GRPE/2023/3) does not cover all vehicle categories within scope of other UNECE emissions regulations relevant for light duty vehicles and is inconsistent with regional legislation within the UK and Europe.
2. The proposed amendment seeks to allow Contracting Parties to optionally apply this regulation for vehicle category N<sub>2</sub> and for M<sub>2</sub> vehicles above 3,500 kg technical

permissible maximum laden mass when the reference mass is below 2,610 kg. This would enable equivalent coverage of the scope to regional requirements in Europe and the acceptance of a full UNECE emissions regulation package for those vehicle categories in that region.

3. Provisions relating to the extension of type approvals to vehicles with a reference mass not exceeding 2,840 kg have also been applied to categories M<sub>2</sub> and N<sub>2</sub> where Contracting Parties are applying the broader scope of vehicle categories.