

**Status Report by Chair of IWG for GTR 20 (Electrical Vehicle Safety)  
to the 73rd Meeting of GRSP, May 2023**

The IWG held its 26<sup>th</sup> meeting from April 18-20 at the OICA's headquarters in Paris, France. The IWG appreciates OICA's offer to host it and the kind hospitality. The meeting was held in-person, although thanks to the EU's Joint Research Centre (JRC), we allowed for a remote connection for those experts who could not travel to Paris.

More than 70 experts from CPs and the industry, including Australia, Canada, China, European Union and the JRC, France, Germany, Japan, Korea, the Russian Federation, the United States, OICA, CLEPA, and test houses participated.

The main topic on the agenda was the Thermal propagation, which was identified toward the end of Phase 1 as the single most important issue for Phase 2. As soon as the GTR 20 was established in 2018, the IWG resumed its deliberations on Thermal Propagation and, although, the IWG has gained more information about the problem, some of the same questions and challenges persist in Phase 2.

The IWG has a very difficult task ahead as it continues to leverage all tools (i.e., test and documentation methods) and as it considers differing views on other issues to improve the GTR. We have two draft proposals, one from the European Union and one from OICA to examine, and I have urged at the end of our meeting that experts re-consider them carefully, taking into account also the comments received on these proposals from other IWG members.

I applaud our EU colleagues and OICA experts for their respective proposals; I also want to recognize the effort by the United States to facilitate a group discussion around how these two approaches could coexist in Phase 2. We will continue to work through the issues on which CPs don't agree, while doing our best to preserve the needed flexibility for future Rechargeable Electric Energy Storage Systems innovations.

The IWG carefully considered the results of tests of emissions of gases and particles from electric batteries conducted by JRC. A decision has not been made,

but depending on the timeline, this issue, while deemed very important by CPs and industry, may not be addressed in Phase 2 because the IWG agreed that more information is needed.

The IWG also carefully examined the current requirements in the GTR on Vibration Profile and Water Immersion at the last two IWGs and agreed that there was not enough evidence to merit any changes to the requirements at this point. The IWG will continue to monitor new field data and revisit these issues in the future if needed. A text for the Rationale section of the GTR, which will explain the IWG decision, has been drafted.

From the discussions in Paris, however, it is apparent that a consensus on the most critical issues, such as Thermal Propagation, is absent. It is also clear that from the regulatory harmonization standpoint, reaching for a contracting party option is not a solution, and neither is reaching for a lower common denominator for safety's sake.

In closing, I am encouraged by the fact that we have started to examine concrete proposals and to exchange constructive feedback. I, as Chair, welcome this development and, while I appreciate our group's complex assignment, am also confident in bringing Phase 2 to a successful conclusion. I have a dependable pillar in our Secretary Koshika-san, and strong commitment of the Co-sponsors and other CPs, as well as the most-qualified technical expertise of our industry colleagues to do so. Our next meeting is scheduled to take place in Tokyo at the end of June, and I look forward to reporting to you on the progress in December.