

Hybrid GRPE workshops

on the global harmonization of Heavy Duty fuel economy, energy consumption and range determination
and on the future of power determination regulations

23 May 2024

Draft Minutes

A. Morning session : global harmonization of Heavy Duty fuel economy, energy consumption and range determination

1. Mr. Rijnders, Chair of GRPE, opened the workshop and welcomed the participants. After that he made a short announcement about the sad news of the passing away of Edwin Bastiaensen (IMMA Secretary General).

Session 1

2. The representatives of OICA and ICCT introduced the latest regulatory evolutions across the globe since the last workshop on the same topic that was held in 2020. The representative of ICCT highlighted some countries in the global south were working at developing national heavy duty fuel economy standards, and that globally harmonized standard would ease the deployment in those countries alleviating the high resources needed to develop new standards from scratch.
3. The representative of China, Japan, Republic of Korea, the US and the EU introduced their own local legislation and timelines for implementation.

Session 2

4. The representative of OICA introduced a potential strategy to initiate some activities at GRPE to harmonize Heavy Duty Vehicle Fuel Economy standards. He focused on some of the component testing performed in various countries/regions, how the measurement procedure differs and the potential for harmonization.
5. The representative of the US informed some harmonization had already been attempted when developing the US standards in order to minimize the testing burden across key regions .
6. The representative of the EC thanked OICA for their presentation and indicated working on the harmonization of component testing would represent a starting point and that the EC would be willing to contribute if resources allow.
7. The representative of Sweden supported the proposed approach to scrutinize the various approaches used in the various regions for key components testing and to seek global harmonization and recognition. He also highlighted the importance to include all technologies pathway, including those that have no tailpipe emissions, such as introducing energy efficiency of EV-trucks .
8. The representative of the UK supported the idea and indicated that UK did not have the resources to lead and sponsor a new Informal Working Group at the present time.
9. The Chair invited interested stakeholders to prepare draft Terms of Reference of a potential Informal Working Group on the topic of heavy duty fuel economy standard harmonization for the next session of GRPE in October 2024. GRPE agreed with this proposal.
10. The Chair closed the morning session.

B. Afternoon session : the future of power determination regulations

11. Mr. Rijnders, Chair of GRPE, opened the workshop and welcomed the participants. After that he made a short announcement about the sad news of the passing away of Edwin Bastiaensen (IMMA Secretary General).

Session 1

12. The representative of the Informal Working Group on Electric Vehicle and the Environment (EVE) introduced latest information about the development of UN GTR No. 21 and expected evolution in the near future.
13. The representative of China introduced a brief update on the regulatory framework in China with respect to power determination, as detailed in document “Session 1 – China”¹, available on the webpage of the workshop.
14. The representative of the Republic of Korea introduced a brief update on the regulatory framework in Republic of Korea with respect to power determination, as detailed in document “Session 1 – Republic of Korea”, available on the webpage of the workshop.
15. The representative of the European Commission briefly updated GRPE on the intentions of the EC with respect to the transposition of UN GTR No. 21 in the European Union. He insisted on the strict and tight timeline that has been agreed in the region to fulfill the newly adopted Euro 7 requirements.
16. The representative of OICA introduced “Session 1 – OICA” on potential options with respect to the future of power determination regulations at UNECE. He presented several options that GRPE discussed during the workshop.
17. The representative of OICA summarized that there are three parallel workstreams on power legislation that are on-going:
 - a. The EU intention to transport UN GTR No. 21 for their regional needs
 - b. The willingness to transpose Un GTR No. 21 into legislation under the 1958 Agreement
 - c. The plan of the IWG on EVE to continue the development of UN GTR No. 21 as detailed in their Terms of References.

He added all three workstreams needed to occur simultaneously, highlighting the challenging nature of such task. He suggested to put efforts now on the transposition of UN GTR No. 21 into a new UN regulation.

18. The representative of the Republic of Korea supported the proposal of OICA and asked whether the intention was to transpose the original or the Amendment 1 to UN GTR No. 21. The representative of OICA noted the request for clarification and explained a decision has not been taken on the matter.
19. In order to help with regional needs and to ensure global harmonization, the Chair proposed to develop a working document for a new UN Regulation transposing UN GTR No. 21 for the next session of GRPE in October 2024. GRPE agreed with the proposal from the Chair and aimed to develop such working document by the submission deadline of 22 July 2024 with the support of all interested stakeholders.

¹ All documents can be found in : <https://unece.org/transport/events/grpe-hybrid-workshops?accordion=3>

Session 2

20. The representative of Fastned, as a member of AVERE and invited by the Chair, introduced the latest activities on EV recharge power curve as detailed in “Session 1 – Fastned”. He noted the different technical approaches by different OEMs to manage charging power depending on actual state of charge of the battery and other parameters such as ambient temperature.
 21. The representative of OICA requested further information on the potential change in customer behaviour to get higher charging speeds. The representative of Fastned said that customer were recharging starting from lower battery state of charge once the trust in vehicle battery gauge increased, reaching higher recharging power that are usually available at lower battery state of charge levels.
 22. The Chair of the IWG on electric Vehicle and the Environment (EVE) requested some indications about how to tackle this topic in the future within the framework of GRPE. He also shared some information about activities on-going in California where a ZEV label is being developed by CARB that might contain some information regarding recharging power of electrified vehicles.
 23. The Chair proposed to consider the topic again during the next session of GRPE in October to get further decisions on the way forward with this activity. GRPE agreed with this proposal.
 24. The Chair closed the GRPE workshops.
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