**Terms of reference and rules of procedure for the**

**Informal Working Group on Fuel Economy Harmonization**

1. Introduction.
2. The International Organization of motor vehicle manufacturers (OICA) requested the GRPE to promote harmonization of fuel efficiency regulations for heavy vehicles and has organized two workshops during the January session of GRPE in year 2019 and 2020.
3. Several Stakeholders already five years ago highlighted significant benefits on analysing what level of harmonization could be achieved globally on Fuel Efficiency regulation.
4. As discussed, regulations in each area have different features based on policy or vehicle usage, but there are common parts especially on measurement methodologies that could be harmonized between the different regions.
5. Categorization of Heavy-Duty vehicles in each region may prove to be challenging to harmonize, also fuel efficiency cycles, simulation approaches and test procedure.
6. Nevertheless, if contracting parties would agree to proceed with harmonization, existing methodologies and regulations should be analysed and studied thoroughly and should be used as a basis to define global approach.
7. Deviations where necessary to accommodate the regional conditions or technical differences or in the interests of improving currently set methodologies must be considered. Any such developments should be guided by robust technical analysis.
8. Implementing a harmonized approach could help countries/ regions interested in introducing FE legislation for HDV.
9. Due to the interruption of activities caused by the Covid and other events, the GRPE has yet to initiate the development of harmonized fuel efficiency regulations for heavy vehicles.
10. Recently, there was a request to resume this activity, and a workshop with government officials was at GRPE in May 2024 to discuss the promotion of standards harmonization.
11. In that occasion, after a debate among interested stakeholders, it was decided to prepare Terms of Reference of a new Informal Working Group on the topic of heavy-duty fuel economy standard harmonization.
12. Objective.
13. The Informal Working Group on Fuel Economy Harmonization should drive the preparation of a new UN Global Technical Regulation for worldwide Fuel Economy harmonization, to minimize the resources needed for certifying vehicles, resources in terms of minimize testing burden to perform test for different regions.
14. As a first step, the Informal Working Group should focus on harmonizing the component testing and/or simulations used for certifying the component input data, as well as test procedure for whole vehicle.
15. If so, when the methodology is harmonized, the final goal of the new UN Global Technical Regulation should lead to the following results:
16. Define harmonized methodologies to promote the development of a new UN Regulation on Fuel Economy at UNECE level, in order to permit using the same certificate for components/simulations and test procedure, where harmonized procedure has been developed, released in one market, for all markets.
17. When not possible using the same certificate, at least measurement data derived during one certification test in one market could be used for all markets, even if the component certificate to be re-issued on respective market.
18. If test data is not able to be used outside the market where the test has been certified, at least use the same testing procedure but reperform measurement for each market.
19. Operating principles.
20. The Informal Working Group on Fuel Economy Harmonization is a subgroup of GRPE and is open to all participants of GRPE including Contracting Parties to the 1958 and 1998 Agreements and Non-Governmental Organizations.
21. A limitation of the number of participants from any country or organisation to participate in the Informal Working Group is actually not foreseen.
22. A Co-chairs (to be defined) and a Secretary (OICA) will manage the Informal Working Group.
23. The working language of the Informal Working Group will be English.
24. All documents and/or proposals shall be submitted to the Secretary of the Group in a suitable electronic format, preferably in line with the UNECE guidelines in advance of all schedule meetings. The Group shall postpone discussion on any item or proposal, which has not been circulated 5 working days in advance of the scheduled meeting.
25. An agenda and related documents will be circulated to all members of the Group in advance of all scheduled meetings. All documents shall be posted on the website (<https://wiki.unece.org/pages/viewpage.action?pageId=XXXXXXXX>).
26. The Secretary of the Group will distribute the meeting minutes to the IWG members within 15 working days after the meeting of the Group.
27. The Informal Group shall meet regularly at the GRPE meetings in Geneva. Additional meetings will be organised upon demand. Meetings may be virtual using web-based technology and shall be scheduled to meet the timeline for deliverables.
28. Decisions and proposals of the Group shall be reached by consensus. When consensus cannot be reached, the Co-chairs of the Group shall present the different points of view to GRPE. The Co-chairs may seek guidance from GRPE as appropriate.
29. The progress of the Informal Group will be routinely reported to GRPE orally or as an informal document by the Co-chairs or the Secretary.
30. Work plan and time schedule.
31. The aim of the Informal Working Group on Fuel Economy Harmonization is to present an informal document for consideration during the 9xth session of GRPE in Month x, Year 202x.
32. The key objective of the Informal Working Group on Fuel Economy Harmonization is to present a formal document for consideration during the 9yth session of GRPE in Month y, Year 202y, (Final submission of the formal document by end of Month z, Year 202z), and for an adoption in WP.29 in 202z