

Report of the 51st Session

Electric Vehicles and the Environment Informal Working Group

Location:	WebEx
Date and Time:	July 8, 2021 at 05:30 – 08:00 EST July 9, 2021 at 05:30 – 08:00 EST
Chair:	Mr. Michael Olechiw (USA) [Present]
Vice-Chair(s):	Mr. Hajime Ishii (Japan) [Present] Ms. Chen Chunmei (China) [Not Present]
Secretary:	Ms. Kendelle Anstey (Canada) [Present]
Drafting Coordinator(s):	Ms. Panagiota Dilara (European Commission) [Present]

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List of Abbreviations

DPR	Declared performance requirement
EVE IWG	Electric Vehicles and the Environment Informal Working Group
MPR	Minimum performance requirement

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Agenda Item	
Introductions, review of meeting agenda	
Update on UBE breakout group	Day 1
Notes: <ul style="list-style-type: none"> → Breakout group summary is that more discussions are needed. The group is expected to meet again in July. → The breakout group is addressing problems under current timeline constraints and has some suggestions for resolving issues. The group needs more time to ensure that the suggestions work for all contracting parties. → The group needs further discussion on OVC-HEVs within the UBE context. → The UBE currently has two approaches going forward but a lot of components need further review and inspection if it were to be adopted. The US EPA needed to consider options with their compliance division carefully before they can suggest one approach over the other. → The UBE group is tentatively focusing on providing equations for Europe or Japan but it is not possible for the U.S. to provide equations on this timeline. 	
Update from Japan on remaining open issues	Day 2
Notes: <ul style="list-style-type: none"> → Japan presented document EVE-51-03e which highlighted Japan's position on the Case A and B flags. Japan suggested to keep the flag for exclusion, but to collect additional data such as mileage and virtual mileage, and on-board SOCE/SOCR. → Japan suggested to use worst case energy consumption in virtual mileage calculation, but cautions that the calculation should be revisited with supporting evidence or data available. → Regarding the Case A flag situation, the EC is concerned that the lack of a verification test method of a monitor will enable the manufacturers to misuse the on board SOCE and SOCR by adjusting the values to meet the standards. EC wants very clear guidance on the use of the Case A flag. EC still supports the 5% exclusion option presented by Japan for models with a small volume manufactured (below 500 vehicles). → OICA does not agree with the exclusion criteria, citing; a lack of legal limitation for a monitor that is not accurately reflecting data and that if there is a reset on the data then the quality of the value is questionable. OICA presented on the V2x → UK and EC prefer to have no CASE A flag and an exclusion limit criteria applied. → EC also clarified to OICA that the monitor should be accurate at every moment so that it is accurate during testing. → Japan is still considering the EU's proposal. → OICA proposed that vehicles driven less than 50km to be excluded. → OICA also emphasized the need for the model to verify/calibrate the data. → The discussion was moved to the next day. 	

Coffee Break	
HDV Discussion	Day 2
<p>Notes:</p> <ul style="list-style-type: none"> → The EVE IWG discussion how to implement HDVs in future EVE IWG work. EVE IWG members agree that HDV's need a different approach than LDV, including the consideration of lifetime mileages which could result in several batteries during the life of the vehicle. → EC suggested that the EVE IWG should wait until HDV provisions are adopted to begin new discussions at the beginning of 2022. → The Chair of the meeting suggested that the EVE IWG would likely need new HDV experts as the current EVE IWG is LDV focused. → It was also suggested to include future HDV work in the EVE IWG ToR. → With regards to future EVE IWG leadership, the current drafting coordinator from EC indicated continued role as a drafting coordinator and to become Co-chair of the EVE IWG with the U.S. EPA. 	
<p>Presentation proposal by EC, USA, and UK on Case A and B Flags and V2X</p> <p>Presentation proposal by OICA on V2x</p>	Day 1 and 2
<p>Notes:</p> <ul style="list-style-type: none"> → EC presented document EVE-51-08e to reflect a proposal on the case A and B flag open issue and a proposal on the V2X open issue. → Japan indicated that they will look at the proposal and get back to everyone at the next meeting. → OICA expressed concern that not all cases can be covered within the 10% suggested in the EC, USA and UK proposal and expressed interest in completely removing the Case A flag. → AVERE also indicated they will need time to review the proposal. → OICA suggested adding 50km for driving a certain number of kilometres as a pre condition for vehicles to be tested for Case B if the monitor was not updated and the vehicles were not used within the last month. This has been updated in the battery durability GTR draft. → OICA also pointed out that for vehicles where the monitor has not been updated for a while unless a calibration cycle is done the SOCE uncertainty increases with time. The calibration cycle could be developed but is not something that is currently in place. → OICA presented document EVE-51-07e. The presentation included corrections to the V2X definitions. → The drafting coordinator adjust the V2X definition accordingly was in GTR draft to which the EVE IWG agreed on the definition change. → The EVE IWG considered the Virtual km equations from the USA, UK and EC proposal which suggested to keep vehicle driving and V2G distinctly. → OICA expressed concerns that this may not be an accurate representation of the vehicle and suggested to improve on it. One suggestion was to not use the worst case scenario for energy consumption. → Japan recognizes that V2X is an approximation and different vehicles would have different virtual km despite the vehicle to grid activity remaining the same between vehicle types. 	

→ OICA will consider position on V2X and virtual kilometer calculation.	
Reviewing GTR draft additions (recap)	
Notes: → The drafting coordinator is still waiting on UBE positions/comments. EVE IWG members can review additions to annex 2 which is uploaded on the WIKI.	
Discussion of action items, conclusions	Day 2
Notes: → To draft a section for HDV work in the terms of reference. → The drafting coordinator to send out a proposal for the durability GTR regarding Annex 2. → EVE IWG to contact Francois regarding technical report → EVE IWG to setup a second breakout group for UBE issue → The US EPA will meet to discuss about potential procedure for UBE annex 3. → OICA to comment on Annex 2 list 1-7 items.	