

**Report of the 92<sup>nd</sup> session**  
**Electric Vehicles and the Environment Informal Working Group (EVE IWG)**

Location: Virtual – Webex  
Date: December 09, 2025  
Time: 05:30 – 08:00 EST

Chair: Ms. Elena Paffumi (European Commission)

Vice-chairs: Ms. Chen Chunmei (China)  
Mr. Nobunori Okui (Japan)

Secretariat: Mr. Leeson Guay (Canada)

---

Day 1 – December 09, 2025, 05:30 EST

1. Introduction, review of agenda, and meeting recap

Documentation

- EVE-91-08e
- EVE-92-01e

Context

The EVE IWG chair addressed members and welcomed everyone to the virtual meeting.

The chair presented the meeting agenda to EVE IWG members, which can be seen below. The agenda was reviewed and adopted by the EVE IWG prior to beginning discussions.

Day 1 – December 09, 2025, 05:30 EST

- Introduction, review of agenda, meeting recap
- UN GTR 22 –Part C verification proposal and other items
- UN GTR 22 – Discussion of open items
- UN GTR 25 – Comments on vehicle selection
- UN GTR 25 – Comments on vehicle selection and other topics
- UN GTR 25 – Discussion of open items
- UN GTR 21 – Comments on dynamometer force tolerance
- UN GTR 21 – Discussion of open items
- Closing remarks

The EVE IWG Secretary briefly reviewed the *Report of the 91<sup>st</sup> EVE IWG session*, highlighting action items and key decisions from the discussions, held virtually, on November 19, 2025.

2. UN GTR 22 –Part C verification proposal and other items

Documentation

- EVE-92-07e

Context

The Japanese delegation offered a presentation on Part C verification and other items proposed for inclusion in United Nations (UN) Global Technical Regulation (GTR) No. 22. The Japanese delegation proposed to add a line to the subsection 6.2 Information Gathering to enable the Contracting Party (CP) to set submission timing for the information. With regard to the values to be read from Annex 2, the proposal included alignment with UN Regulation No. 154, moving *Data of manufacture, Part B family identifier* and modify the requirement of *Virtual distance related parameters*. The proposal suggested adding a definition for the Part B family identifier and proposed to identify and verify all V2X functions used in a vehicle.

Discussion

The drafting coordinator stated that placeholders for each proposal have been added to the draft text. Perhaps the group can continue to work on these topics leading up to the Working Party on Pollution and Energy (GRPE) session in March 2026.

The Organisation Internationale des Constructeurs d'Automobiles (OICA) expressed that the original intention of the date of manufacture was that some regulations will have this in the text already, so the previous OICA proposal offered flexibility for when a vehicle is physically produced and later assembled. Perhaps it is worth removing the date of manufacture text entirely and leaving it to the regional regulations instead. At this stage it is a good idea to align with UN Regulation No. 154. The Japanese delegation suggested that in the European Union (EU) CPs can get the information from other sources while Japan can get it from the onboard diagnostics (OBD), but feedback from the other contracting parties is required first before removing it. OICA agreed that there is no harm in including the proposal into the working document and continuing discussions leading up to GRPE. The drafting coordinator indicated that they would rearrange the Annex 2 parameters and put the contents in square brackets for further discussions. OICA added that perhaps this is a similar consideration for UN GTR No. 25.

The drafting coordinator commented that regarding the Part B family identifier, the Japanese proposal was added to the text with wording suggesting that the group is considering adding a new definition. The EC commented that it seems odd to be adding the identifier to the GTR since it seems like more of a UN Regulation and perhaps a virtual distance identifier should also be included. OICA suggested that this should all be added in square brackets for now.

With regard to the information gathering proposal, OICA expressed that they need to collect this data anyway so the Japanese proposal is acceptable for them.

With regard to the virtual distance verification, OICA stated that in order to measure all of these items, is there a need to have five different circuits in the system, can everything be measured from a single outlet or will different points need to exist throughout the vehicle. The Japanese delegation

suggested that having a dedicated outlet with the different V2X functions is an option, but the discussion can continue to March on this topic, in order for more detail to be provided. OICA agreed that more clarification on this topic is needed. The technical services representative expressed that a worst-case test in this situation may not be possible, since connecting to the highest discharge energy of the vehicle may result in missing some possible identifiers for virtual distance, so we would also agree that further discussion is necessary. The Japanese delegation stated that in general this is not a practical test procedure and all of the energy of the vehicle that is contributing to virtual mileage should be checked. The Secretary of the GRPE commented that the items listed in the slides are not using very much energy and are more indicators so is there a plan to include these as part of the virtual mileage calculation and in the GTR. If including these items perhaps consideration should also be given towards other autonomous features. The chair suggested that these are just examples that should contribute to virtual distance but at this time it may not be beneficial to get into vehicle communications. OICA reiterated that discussions on this can continue leading up to March and in many cases the energies are very small so then tolerance considerations also come into play. The Japanese delegation stated that no matter how small, if it contributes to virtual distance, it should be verified. OICA stated that with the given definition, there is coverage for the major virtual distance contributors so is there desire to extend this definition further. The drafting coordinator indicated that all the systems that contribute to virtual distance should be reviewed and if something needs to be changed or has an impact on accuracy we can take this step-by-step.

#### Action items

- Drafting coordinator to reorganize the Annex 2 parameters and put them in square brackets for further discussions leading up to GRPE.

### 3. UN GTR 22 – Discussion of open items

#### Documentation

- EVE-92-03e
- EVE-92-04e

#### Context

This item was set with the objective of reviewing the working draft of UN GTR No. 22 and discussing open items. The drafting coordinator opened the working document draft text for discussion, with a focus on *Part C: Verification of reported virtual distance*.

#### Discussion

##### *Part C: Verification of reported virtual distance*

The drafting coordinator outlined the final phrase under subparagraph 6.5.1.3. *Discharging power for the test*. No comments or objections were made so this was accepted into the draft text.

In the same subparagraph, 6.5.1.3. the drafting coordinator requested if the phrase on virtual mileage accuracy could be removed. No comments were received so the text was removed from the subparagraph.

In subparagraph 6.5.1.4. the drafting coordinator requested if the redundant phrase on verification procedure use case could be deleted. No comments were received so the text was deleted.

The drafting coordinator highlighted paragraph 6.5.2 with new simplified text. The Japanese delegation commented that it seems easy to understand so they do not have any issues with the new language and will double check internally. The verification procedure use case phrase was deleted as well as the proceeding text on the 50 km virtual distance phrase.

The drafting coordinator highlighted paragraph 6.5.3. virtual distance measurement accuracy. It was communicated that the Chinese delegation was preferential to 3 % accuracy, however, they would agree to 5 % with added language that value will be considered for revision as more information becomes available. No further comments on this so it was accepted.

#### *Annex 2 Values to be read from vehicles*

The drafting coordinator proposed a change to the introductory sentence of the annex to include “and via the on-board network”. OICA commented that it seems as though the new Annex 2 text is going beyond the requirements of UN Regulation No. 154. The drafting coordinator suggested that more time can be taken to discuss this, if needed. The Japanese delegation agreed that adding the additional terms may go a bit too far. OICA added that if the intention of Annex 2 is to ensure durability, the additional text is not necessary and sufficiently covered in subsection 5.1. The drafting coordinator suggested reviewing Annex 2 and rearranging some of the provisions and values based on the feedback received. The EC commented that an additional justification point for the additional items in Annex 2 may also be required, depending on the outcome.

#### Action items

- Drafting coordinator to rearrange Annex 2 and post it on the wiki following the meeting, for further discussions at the next session along with an associated and additional justification point.

#### Decisions

- The following text was accepted under subparagraph 6.5.1.3.: “It shall be recorded and reported if more than one V2X or non-traction purpose’s function is operated together during the virtual distance verification test.”
- The following phrase was removed from subparagraph 6.5.1.3.: “The accuracy of virtual mileage distance shall be controlled within 5 % percent.”
- The virtual distance accuracy, under paragraph 6.5.3., was agreed to be 5 % and subject to further review as more information becomes available.
- The redundant verification procedure use case phrase was deleted from subparagraph 6.5.1.4.
- The verification procedure use-case phrase as well as the phrase on 50 km virtual distance of paragraph 6.5.2. were deleted in favour of simplified text.

#### 4. UN GTR 25 – Comments on vehicle selection

##### Documentation

- EVE-92-10e

### Context

OICA gave a presentation on proposed modified wording for the vehicle selection text in question. The proposal suggested that Option 2 presented at the previous session was preferable to Option 1, however, modifications to Option 1 were offered for discussion.

### Discussion

Conversation on these topics took place as part of agenda item 7.

5. UN GTR 25 – Comments on vehicle selection and other topics

### Documentation

- EVE-92-08e

### Context

The Japanese delegation offered a presentation with a text proposal for the vehicle selection provisions, the state of certified energy monitor, the subsection on information gathering and Annex 2.

### Discussion

Conversation on these topics took place as part of agenda item 7.

6. UN GTR 25 – Discussion of open items

### Documentation

- EVE-92-05e
- EVE-92-06e

### Context

This item was set with the objective of reviewing the working draft of UN GTR No. 25 and discussing open items. The drafting coordinator first went through a status update of the GTR prior to opening the working document draft text for discussion, particularly focusing on vehicle selection provisions.

### Discussion

#### *Vehicle selection*

The drafting coordinator stated that in Option 2, there was an effort to offer a comprehensive approach to all concerns raised by the CPs. The Japanese delegation commented that the basic requirement should be the description of measurements of the useable battery energy (UBE) for a Part B family. The EC commented that they are wondering about the Japanese procedure and the in-service conformity testing. On one side there is the strict requirement to measure all Part B vehicles but when transposed to a UN Regulation this could become a large challenge. Generally, an agreement cannot be made until the UN Regulation transposition has been discussed. The Japanese delegation expressed that they have no concerns about the UN Regulation transposition of this GTR. Currently the regulation has two verification procedures, Part A and Part B. With the proposed approach we have no idea how we would go about verifying, so this is why Japan has proposed to measure every Part B family. The EC responded that it is their intention to limit testing burden so

their idea would be to test the worst-case parent vehicle of the Part B family, and all the other UBE values would be declared and certified anyway. Then when looking at the OICA presentation, all these declarations for UBE are necessary, so we do not fully understand how OICA will not know which family and which vehicle configuration will have the worst-case UBE when everything needs to be declared. The Japanese delegation stated that they understand the EC perspective. The EC stated that they understand the Japanese delegations request to be able to test more vehicles, if needed, for the Part B families. The drafting coordinator communicated that the text will be cleaned and left with two options in the text to show progress that has been made to date.

#### Action items

- Drafting coordinator to update vehicle selection text accordingly, while leaving the two proposed options for further discussion.

#### 7. UN GTR 21 – Comments on dynamometer force tolerance

##### Documentation

- EVE-92-09e

##### Context

This item was set with the objective of reviewing the working draft of UN GTR No. 21 and discussing open items. The drafting coordinator opened the draft text and went through the open items and modifications made to date.

##### Discussion

Due to time constraints of the meeting, this item will be moved to the next meeting.

#### 8. UN GTR 21 – Discussion of open items

##### Documentation

- EVE-92-11e

##### Context

This item was set with the objective of reviewing the working draft of UN GTR No. 21 and discussing open items. The drafting coordinator opened the draft text and went through the open items and modifications made to date.

##### Discussion

The drafting coordinator indicated the inclusion of a new definition for testing facility. No further comments were received so the text was accepted.

The drafting coordinator highlighted the new paragraph 5.1.5 on *Thermal control*. No further comments were received so the text was accepted.

The drafting coordinator preemptively included the proposed text from the Japanese delegation's proposal on dynamometer force tolerance, with an added tolerance of 0.1 % in Table 2 of UN GTR No. 21. No comments were received so this proposal was accepted.

The drafting coordinator pointed out additions to paragraph 6.8.3, revising the title to refer to system bench testing as well as the text to align with system bench testing as an option. No further comments were received so the text was accepted.

The drafting coordinator showed the added text in subsection 6.10. with the added text relating to TP1 and TP2 peak and sustained system power being provided by the manufacturer at the request of the responsible authority. No comments received so the text was accepted.

The EC commented that based on their review there appears to be some items that are duplicated in the text and other items that require further alignment or revision.

#### Action items

- Drafting coordinator to continue aligning UN GTR No. 21 with the GRPE-93-50e document.

#### Decisions

- The new definition for *Testing Facility* was accepted as 3.6.3.
- The new paragraph 5.1.5 on *Thermal control* was accepted.
- The text from the Japanese delegation's proposal on dynamometer force tolerance was accepted as an added tolerance of 0.1 % in Table 2 of UN GTR No. 21.
- Additions to paragraph 6.8.3 such as revising the title to refer to system bench testing as well as aligning the text with system bench testing, as an option, were accepted.
- Subsection 6.10. added text, relating to TP1 and TP2 peak and sustained system power being provided by the manufacturer at the request of the responsible authority, was accepted

#### 9. Closing remarks

##### Documentation

- EVE-92-02e

##### Context

This item was set with the objective of closing the meeting and looking forward to the next, addressing logistical, administrative and miscellaneous topics.

Due to time constraints of the meeting, these items were quickly mentioned but will be moved to the next meeting for discussion.

##### Discussion

*Next EVE session*

*Proposed meeting dates 2026/27*

*UN GTR No. 25 transposition development*

*Volunteers for early 2027 in-person EVE session*