

Report of the 96th session
Electric Vehicles and the Environment Informal Working Group (EVE IWG)

Location: Virtual, Webex
Date: April 21, 2026
Time: 05:30 – 08:00 EDT

Chair: Ms. Elena Paffumi (European Commission)

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

Secretariat: Mr. Leeson Guay (Canada)

Day 1 – April 21, 2026, 05:30 EDT

1. Introduction, review of agenda, and meeting recap

Documentation

- EVE-95-16e
- EVE-96-01e

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 – April 21, 2026, 05:30 EDT

- Introduction, review of agenda, meeting recap
- Alliance des Mobilites - Introduction
- UN GTR 21 – Update on current status and future areas of work
- UN GTR 22 – Update on current status and future areas of work
- UN GTR 25 – OICA comments
- UN GTR 25 – Update on current status and future areas of work
- Closing remarks

The EVE IWG Secretary briefly reviewed the *Report of the 95th EVE IWG session*, highlighting action items and key decisions from the discussions, held in a hybrid format, on March 16, 2026.

2. Alliance des Mobilites – Introduction

Documentation

- EVE-96-06e

Context

The Alliance des Mobilites offered an introduction into their organization prior to one of their members presenting on their business and some of their initial findings regarding battery state of health (SoH) and state of certified energy (SOCE) monitoring, as it relates to vehicle mileage, age and fast charging exposure.

Discussion

The Organisation Internationale des Constructeurs d'Automobiles (OICA) commented that it is important to understand that there is a difference between SOCE and SoH. SOCE is a multifunctional property and cannot be simply added in and calculated across the board for vehicles because each vehicle has its own unique parameters. SoH on the other hand is more of a scientific term than a technical term. The SOCE gives the original status versus its current status. With regard to fast-charging, it can have a significant impact on the battery, and fast charging technology is developing quite rapidly. It would be treacherous to make some of these generic proclamations at this time regarding fast-charging, especially considering the rapid development and the different manufacturers involved. OICA asked if the data collection was done on a vehicle or component level and to what degree was the vehicle or battery operating. The representative from Bib expressed that since there is no clear definition for SoH, this is why we can compare the SOCE and SoH. SOCE is clearly defined so it is not wrong to say that the SOCE is the SoH. Regarding fast-charging, the purpose of these studies is not to bring fear into the usage of electric vehicles (EV). For the method, this was conducted on 156 Tesla Model Y vehicles and so the conclusion presented is not necessarily universal across each model or version, as it depends on the vehicle battery and the battery management system (BMS). The Bib representative communicated that the purpose of these studies is to show the differentiation in used vehicles. For example, a vehicle that was fast-charged 80 % of the time over 100k km will not behave like a new vehicle. OICA stated that the number of fast charges is one of the questions being asked in the vehicle survey of the United Nations (UN) Global Technical Regulation (GTR) No. 22 and it is more for customer information and their demand that fast charging not leading to large levels of battery degradation.

OICA asked what the charging base for the company was and if the vehicles are charged 100 %. The representative from Bib expressed that they are using used vehicles for the study, so everything varies.

OICA asked why there are 4 criteria indicated but only data for three. The representative from Bib indicated that there are other criteria and studies they have conducted but these are the 3 criteria they feel the most confident in showing at this time and the are still under investigation, such as degradation during storage.

OICA asked why on the graph there are some vehicles showing higher than 100 % SoH. The representative from Bib communicated that in these vehicles, they are accounting for a buffer in the vehicle battery and how a manufacturer has applied the battery capacity. The challenging part is that

each manufacturer utilizes their own strategies, so it is not always obvious what each manufacturer is doing. All of this data is not exclusively Tesla vehicles.

Action items

- Bib to present more of their data and findings at a future meeting

3. UN GTR 21 – Update on current status and future areas of work

Documentation

- EVE-96-02e
- EVE-96-03e

Context

This item was set with the objective of reviewing the list of objectives for the next phase of UN GTR No. 21, while prioritizing key topics of interest.

Discussion

Fuel cell electric vehicles

The European Commission (EC) indicated that China inputs and proposals were previously provided and in general this is not a large priority item for the EC at this time but if China is leading the EC would be willing to support the work on fuel cell electric vehicles. The drafting coordinator suggested that the China proposals can be retrieved and included in the draft text for the next session. OICA stated that they will discuss the topic of fuel cell electric vehicles internally. They find that not everyone is using this technology so it may be lower priority.

Highly integrated systems

Contracting parties to discuss the topic internally and decide on priority in addition to reviewing other regulatory frameworks.

Efficient test methods

OICA asked what the idea is behind this topic. The Japanese delegation clarified that there are no specific items yet but some manufacturers are in the process of discussing test procedures and we can likely come back to this in a few months with a proposal.

UN Regulation No. 177

The chair stated that there does not appear to be anything further with regard to alignment with UN Regulation No. 177, but if something comes up, it can be discussed.

Action items

- The drafting coordinator to retrieve and include China's proposals on fuel cell electric vehicles in the draft text for the next EVE IWG session.
- OICA to discuss internally fuel cell electric vehicles and comeback with a decision.

- Contracting parties to discuss internally fuel cell electric vehicles and highly integrated systems for decision at next session.
- Japanese delegation to offer proposal on test method efficiency at a future session.

4. UN GTR 22 – Update on current status and future areas of work

Documentation

- EVE-96-02e
- EVE-96-04e

Context

This item was set with the objective of reviewing the list of objectives for the next phase of UN GTR No. 22, while prioritizing key topics of interest.

Discussion

State of certified range (SOCR)

The EC indicated that the SOCR is a priority for them since Euro 7 has placeholders prepared. In general, the SOCR may give more information to the user and there is more involved in this value, so the EC is supportive of investigating this value further.

Minimum performance requirements (MPR)

The EC communicated that they are updating their models and will display their simulated results to the group at a future session.

OICA commented that in the market there is beginning to be an increase in availability of entry level cars with lower pricing. Particular attention needs to be made to these vehicles because they may be using different battery technologies that are more cost effective resulting in different performance and lifetime. Rather than increasing the MPRs, perhaps it would be beneficial to gather more data on the new entry level vehicles to monitor their behaviour.

The EC expressed that the MPR values are a priority item for them as well as the thresholds of 10 years and 200,000 km.

5. UN GTR 25 – OICA comments

Context

OICA offered their comments on the future development of UN GTR No. 25, indicating that side discussions are ongoing and they are working to complete pilot phase testing and corresponding text study for the virtual mileage monitor verification of Part C.

Discussion

OICA indicated that their pilot phase testing would be complete by Q2 or Q3 and they would be prepared to present results, findings and their associated proposal in Q3.

Action items

- OICA to present results, findings and associated proposal from the pilot phase study in Q3.

6. UN GTR 25 – Update on current status and future areas of work

Documentation

- EVE-96-02e
- EVE-96-05e

Context

This item was set with the objective of reviewing the list of objectives for the next phase of UN GTR No. 25, while prioritizing key topics of interest.

Discussion

Part C verification

OICA reiterated that they are conducting pilot phase testing and will offer results and associated proposal around Q3.

Normal usage indices

The EC suggested that there are certain parts of the Euro 7 regulation that require review because the heavy-duty vehicle mileage values appear quite high. For example, at 700,000 km some of these vehicles are approaching their end of life and perhaps these MPRs should be looked at for lower mileages to ultimately incorporate into Euro 7. The drafting coordinator displayed the associated tables in the GTR and the apparent mismatch between the years and mileage. The EC communicated that it would be ideal to bring down the years to align more because the calendar aging at this point is almost irrelevant due to how large a value it is. The EC reminded the group that they have an obligation to review the MPRs of Euro 7 by the end of 2027 and there is some flexibility in how it is gone about.

OICA asked if there is supporting on-road data that shows the reasoning to look at lower mileages, not just simulated results. The EC outlined that the values would come up in the review regardless and obviously no data is available since they are just starting to roll out these vehicles to the market. The EC is hopeful that Japan and China may be able to provide data for these types of vehicles. OICA suggested looking into the data available from the battery regulation as a good starting point, while trying where it is possible to gather data from the different regions. The EC stated that it is also up to the manufacturers to deliver the vehicles as well as the associated data.

The EC commented that they would be interested in hearing further from the United Kingdom and Norway regarding their thoughts, especially considering Norway is nearly 90 % electric vehicles but a little less known about heavy-duty vehicle sector. Just want to hear how everything is going. The Norwegian delegation offered to share some data with the EVE IWG. What has been said is true, Norway is nearly 95 % electrified for light-duty vehicles and for the heavy-duty sector I would need to take a closer look to confirm that numbers.

The EC displayed some simulations of the heavy-duty vehicle categories and questioned the Chinese proposal of a 50 % threshold based on their results, looking further the EC outlined that there is a double distribution attributed to a differentiation between long-haul trucks and the rest of the

vehicles in the same category. OICA thanked the EC for their simulated data and indicated that they will come back with their own projections using their own data.

Action items

- Norwegian delegation to offer presentation on electrified vehicle data and lessons learned at upcoming session.
- OICA to offer proposal on MPRs at a future session using projections based on their internal data.

7. Closing remarks

Context

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

Discussion

The Secretary explained that the next session would be held on May 19-20, 2026 but may be reduced to one day or eliminated depending on content offered prior to the session.

Action items

- Secretary to adjust meeting length dependent on content received in advance.