

Proposal for the Terms of Reference and rules of procedure for the informal group on Real Driving Emissions Phase 2 (RDE2-IWG)

1. Procedural Background

The previous mandate for the Real Driving Emission (RDE) Informal Working Group (IWG) expired in January 2021. These updated Terms of Reference outline a new mandate for an RDE IWG which will focus on the development of the next phase of RDE test procedures.

2. Introduction

The GTR developed by the RDE Phase 1 group was largely informed by established RDE test procedures from both the European Commission and Japan. Many stakeholders participated in the development of the GTR and it met the immediate need of many contracting parties. However, it was generally recognized that the test procedure should be expanded to include a broader areas of vehicle operation and additional pollutants.

It is therefore appropriate to continue to develop the global technical regulation on RDE. The RDE Phase 2 GTR will consider expanded normal driving, considering the varying conditions on driving patterns, traffic and ambient conditions which occur in the different areas in the world where cars are used. Furthermore, the RDE GTR structure should be developed in a way that it is possible for countries to implement the RDE GTR into their national legislation considering local normal driving, traffic and ambient conditions as well as variations in regulated pollutants and air toxics.

3. Terms of Reference:

The group shall focus its work in the following items for the second phase:

- A. Further development of an on-road test procedure for testing the vehicle emissions under an expanded variety of normal vehicle operating conditions and provisions for additional pollutants as compared to RDE 1.

A. Create a consolidated list of technical goals for RDE Phase 2

Working within the IWG, stakeholders should identify and document an agreed upon list of goals for the Phase 2 project. This should include, but not limited to, expanded vehicle operation representative of real-world driving, a less prescriptive and more flexible test procedure, and consideration of additional

pollutants, such as particle mass measurement (PM).

B. Establish Consensus Goals

The consolidated version will be reviewed with the following objectives:

- (a) Remove issues that are not appropriate for a GTR
- (b) Identify areas for further technical improvements with particular focus in the evaluation methods
- (c) Study the differences in conditions on normal driving patterns, traffic and ambient conditions in the different areas in the world where cars are used and review the regional needs.
- (d) Produce a draft GTR with the technical procedure for RDE

C. Draft and finalize a proposal for an RDE GTR

The draft GTR shall be edited by the group and proposed for acceptance to the June 2023 GRPE session.

4. Rules of Procedures

1. The informal group is open to all participants of GRPE. A limitation of number of participants from any country and organization to participate in the informal group is not foreseen.
2. A Chairperson or co-chairs, two Vice-Chairs and two Technical Secretaries will govern the informal group.
3. The group will be co-chaired by representatives from the European Commission and United States, and the Vice Chairs are the representative of Japan and the Republic of Korea.
4. The Technical Secretaries will be provided by OICA and JASIC.
5. The official language of the informal group will be English.
6. All documents and/or proposals shall be submitted to the Technical Secretary of the group in a suitable electronic format in advance of the meeting. The group may refuse to discuss any item or proposal which has not been circulated 10 working days in advance.
7. An agenda and related documents will be circulated to all members of the informal group at least two weeks in advance of all scheduled meetings.
8. The process will pursue consensus. When consensus cannot be reached, the Chairpersons of the group shall present the different points of view to GRPE.
9. The progress of the informal group will be reported to GRPE orally or as an informal document by

the chairperson or another participant of the group.

10. All working papers should be distributed in digital form through the UNECE wiki pages ([Global Real Driving Emissions \(RDE\) - Transport - Vehicle Regulations - UNECE Wiki](#)).

5. Timeline:

The plan below is indicative only and will be regularly reviewed and updated to reflect progress and feasibility of the timeline.

- (1) **June 2021:** Acceptance of the Terms of Reference by GRPE and request for new mandate.
- (2) **Sept. 2021-February 2023:** technical research and meetings of IWG
- (3) **January 2023:** Draft GTR available as informal document, guidance on any open issues by GRPE;
- (4) **January 2023-March 2023:** Final drafting work on UN GTR text;
- (5) **March 2023:** Transmission by RDE IWG of a draft UN GTR as a working document for consideration at the June 2023 GRPE session
- (6) **April to May 2023:** final corrections may be submitted as informal documents
- (7) **June 2023:** Final discussion and approval of the draft UN GTR by GRPE; consideration of the need to extend the mandate of the RDE IWG to work on additional items
- (8) Transmission of the draft UN GTR as a working document twelve weeks before the November 2023 session of AC.3 and aim for endorsement by AC.3 of the draft UN GTR based on a working document by GRPE at its November 2023 session.