

**Terms of Reference and rules of procedure**  
**for the Informal Working Group on**  
**Environmental and Propulsion Performance Requirements**  
**of L-category vehicles (EPPR)**

**1. Procedural Background**

The proposal to establish under the Working Party on Pollution and Energy (GRPE) an informal working group (IWG) on Environmental and Propulsion Performance Requirements for L-category (EPPR) was initiated by the European Union (EU). A mandate to start the activities of the IWG on EPPR was endorsed by the WP.29 at its November 2012 session ([ECE/TRANS/WP.29/1099](#)). The Executive Committee of the 1998 Agreement (AC.3) on its forty-fifth session (10-13 November 2015) adopted [ECE/TRANS/WP.29/2015/113](#) ([ECE/TRANS/WP.29/AC.3/36/Rev.1](#)) whereby the European Union proposed changes to the proposal to develop amendments to UN Global Technical Regulation No. 2 and new regulations on environmental and propulsion performance requirements for light vehicles ([ECE/TRANS/WP.29/AC.3/36](#)). It was based on informal document WP.29-166-20, distributed at the 166<sup>th</sup> session (ECE/TRANS/WP.29/1116, para. 109).

The mandate of the IWG on EPPR was extended until December 2025 at the 81<sup>st</sup> session of GRPE to complete the development of UN-GTRs under the EPPR's purview.

Following the discontinuation of Japan of its Vice-Chairmanship in July 2021 and the retirement of the Chairman from the European Commission in August 2021, at its 84<sup>th</sup> session, GRPE endorsed the Kingdom of The Netherlands and the Republic of South Africa as ad-interim Co-Chairs until June 2022. Later, during the 86<sup>th</sup> session, GRPE endorsed a further six-months extension of the leadership team.

Following the election of the same leadership team during the 55<sup>th</sup> session of EPPR, GRPE endorsed the representatives of The Netherlands and South Africa as Chair and Co-Chair of the IWG-EPPR at its 87<sup>th</sup> session ([GRPE-87-23r1](#)).

As of May 2024, South Africa discontinued its Co-Chairmanship, thus leaving the representative of The Netherlands as the sole Chair, while a new IMMA representative was elected as Technical Secretary.

The goal of the informal group is to prepare and propose to GRPE draft texts of UN Regulations (UN-Rs and/or UN-GTRs) concerning L-category vehicles, including suggestions for the organization of future work.

The scope of discussions does not cover light four-wheeled vehicles on emission related UN GTRs. However, the working group is established under both the 1958 and 1998 Agreements to create the basis

for the possible development of UN Regulations. All global partners and stakeholders are invited to join the group and share experiences regarding setting relevant regulatory requirements.

Since its first meeting in January 2013 the IWG has successfully completed the following technical regulatory texts (UN GTR):

- UN GTR No. 17: “Global technical regulation on the measurement procedure for two- or three-wheeled motor vehicles equipped with a combustion engine with regard to the crankcase and evaporative emissions”. Established in the Global Registry on 17 November 2016.
- UN GTR No. 18: “Global technical regulation on the measurement procedure for two- or three-wheeled motor vehicles with regard to on- board diagnostics”. Established in the Global Registry on 17 November 2016.
- UN GTR No. 2 Amendment 4: “Global Technical Regulation on the measurement procedure for two-wheeled motorcycles equipped with a positive or compression ignition engine with regard to the emissions of gaseous pollutants, CO2 emissions and fuel consumption - Amendment 4”. Established in the Global Registry on 13 November 2019.
- UN GTR No. 18 Amendment 1: “Global technical regulation on the measurement procedure for two- or three-wheeled motor vehicles with regard to on-board diagnostics”. Introduction of OBD II. Established in the Global Registry on 11 November 2020.
- UN GTR No. 23: “Global Technical Regulation on the measurement procedure for two- and three-wheeled vehicles equipped with a combustion engine with regard to durability of pollution-control devices”. Established in the Global Registry on 22 June 2022.
- UN GTR No. 2 Amendment 5: “Global Technical Regulation on measurement procedure for two- and three-wheeled vehicles equipped with a positive or compression ignition engine with regard to the emissions of gaseous pollutants, CO2 emissions and fuel consumption – Amendment 5”. Established in the Global Registry on 22 June 2022.

There is still work to be done by the IWG on EPPR to advance in the harmonisation of technical regulations concerning several aspects of L-category vehicles, as well as the conversion of these Global Technical Regulations into UN/ECE Regulations under the 1958 Agreement. In this spirit, at its 63<sup>rd</sup> session, the IWG agreed to start transposing the UN-GTR No.2 into a new series of amendments to UN-Regulation No. 40. The transposition work may likely continue in progressive steps with subsequent series of amendments, among other items in the agenda.

As the mandate comes to expiration in 2025, the IWG-EPPR would like to propose its renewal to GPRE until 2028 as follows.

## **2. Terms of Reference:**

The group shall focus its work on the following activities:

1. Transposition of the UN-GTR No. 2 into subsequent series of amendments to UN-Regulation No. 40;
2. Durability testing of pollution control devices for L-category vehicles.
  - a. Revision of deterioration factors for mathematical test procedure of durability testing.
3. Potential alignment of the content of different UN GTRs, if needed.
4. Assessment and development of propulsion unit performance requirements for conventional L-category vehicles equipped with combustion engines only, as well as for advanced concepts such as electric and hybrid electric powertrains. Unified rules and test procedures to measure power and torque for this wide range of propulsion technologies fitted on L-category vehicles, as well as unified measurement of maximum design vehicle speed and/or power for L-category vehicles should be developed and agreed upon.
5. Development of requirements for Battery Electric Vehicles (BEV) and Hybrid Electric Vehicles (HEV).
6. Extension to all possible fuels for both environmental and propulsion unit performance requirements: petrol, petrol-ethanol mixtures, diesel, biodiesel but also gaseous fuels such as CNG, LPG, Hydrogen and their blends.
7. If considered appropriate, undertake an assessment of whether 'light vehicle' classification can be further optimised and refined for environmental requirements. The result shall be reported to WP.29.
8. Consideration for transposition of the various UN GTRs into UN Regulations under the 1958 Agreement.

## **3. Rules of the 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. Chairperson(s) and a Technical Secretary will lead the informal group.
3. The Chairmanship is taken by the representatives of the Kingdom of The Netherlands. The group will consider appointing a Co-Chair, should a CP express interest.
4. The Technical Secretary is taken by the representative of IMMA. As needed, a Vice Technical Secretary can be identified to support the work.

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 ahead of the meeting. The group may refuse to discuss any item or proposal which has not been circulated 5 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 Chairperson(s) 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(s) or another participant of the group.
10. All working papers should be distributed in digital format. A specific website created in the UNECE wiki is available <https://wiki.unece.org/pages/viewpage.action?pageId=63308245>.

#### **4. Timeline:**

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

(1) **2025-2027:** Meetings of the working group continued on the following activities:

- a. Transposition of UN GTR No. 2 into UN Regulation No. 40.
  - b. Maximum Power and Torque determination.
  - c. Battery Electric Vehicles (including range determination)-
  - d. Deterioration Factors in UN GTR No. 23. Revision of deterioration factors for mathematical test procedure of durability testing.
  - e. Other potential items
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