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## Economic Commission for Europe

Inland Transport Committee

### World Forum for Harmonization of Vehicle Regulations

#### 198th session

Geneva, 10-13 March 2026

Item 4.9.4. of the provisional agenda

#### 1958 Agreement:

Consideration of draft amendments to existing  
UN Regulations submitted by GRPE

### **Proposal for amendments to ECE/TRANS/WP.29/2026/27 (Proposal for the 01 series of amendments to UN Regulation No. 168 (Global Real Driving Emissions))**

#### **Submitted by the Working Party on Pollution and Energy\***

The text reproduced below was adopted by the Working Party on Pollution and Energy (GRPE) at its ninety-third session (ECE/TRANS/WP.29/GRPE/93, para. 32). It is based on ECE/TRANS/WP.29/GRPE/2025/20 and GRPE-93-55 as amended by Addendum 7 of the session report. It is amending ECE/TRANS/WP.29/2026/27, if deemed appropriate by WP.29 and AC.1. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their March 2026 sessions.

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\* In accordance with the programme of work of the Inland Transport Committee for 2026 as outlined in proposed programme budget for 2026 (A/80/6 (Sect. 20), table 20.7), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

*Paragraph 1.*, amend to read:

"1. Scope and application

This Regulation aims at providing a worldwide harmonized method to determine the levels of Real Driving Emissions (RDE) of gaseous compounds and particles from light-duty vehicles.

This Regulation provides requirements for four levels of approval. Level 1A and Level 1C requires testing and evaluation based on a 4-phase WLTC (low, medium, high and extra-high). Level 1B requires testing and evaluation based on a 3-phase WLTC cycle (low, medium and high). Level 2 requires testing and evaluation based on both a 4-phase WLTC and a 3-phase WLTC cycle.

Level 2 shall be considered to be the "highest level of stringency" in the context of paragraph 2 of Article 1 of the 1958 Agreement.

Where the requirements in this Regulation apply to either Level 1A, Level 1C, Level 1B or Level 2 only, the Regulatory text refers to the relevant level to denote the start of the level specific requirements.

The requirements of Level 1C are identical to those for Level 1A, however the type approval test in accordance with this Regulation may be substituted with the declaration of compliance in accordance with Annex 12.

This Regulation applies ..."

*Paragraph 5.2.1. (c)*, amend to read:

"(c) A slash (/) and two character(s) indicating the implementing stage/level (e.g. 1A, 1B, 1C or 02)."

*Paragraph 5.4.3.*, amend to read:

"5.4.3. The approval mark shall contain an additional code after the type approval number, the purpose of which is to distinguish the level (Level 1A, 1B, 1C or 2) for which the approval has been granted. This code should be chosen according to the Table A3/1 of Annex A3 to this Regulation."

*Annex 3, Table A3/1*, amend to read:

"Table A3/1

**Characters with reference to approval level**

<i>Code</i>	<i>Contracting Party on which the requirements are based</i>
1A	European Union
1B	Japan
1C	European Union (SVM)
02	Harmonized

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