



Economic and Social Council

Distr.: General
17 December 2025

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

198th session

Geneva, 10–13 March 2026

Item 18.1. of the provisional agenda

**Progress on the development of new UN GTRs
and of amendments to established UN GTRs:
UN GTR No. 20 (Electric Vehicles Safety (EVS))**

Request for authorization for a Phase 3 of the Informal Working Group on Electric Vehicle Safety

**Submitted by the representatives from the European Commission and
Canada ***

The text reproduced below was prepared by the representatives of Canada, China, Japan, Republic of Korea and the European Commission to request authorization from AC.3 to embark on Phase 3 of the work of the Informal Working Group on Electric Vehicles Safety (IWG-EVS). It was endorsed by the Working Party on Passive Safety (GRSP) in its seventy-eighth session (ECE/TRANS/WP.29/GRSP/78 and informal document GRSP-78-18-Rev.1). It is planned to be adopted by the Executive Committee (AC.3) of the 1998 Agreement at its March 2026 session. This authorization, if adopted by AC.3, will be transmitted to GRSP.

* 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.

I. Background

1. The Electric Vehicle Safety (EVS) UN GTR is a result of numerous meetings and the excellent cooperation between the governments of Canada, China, Japan, Republic of Korea, the United States of America, and the European Union including standards organizations, testing authorities and industry experts. In 2012, the World Forum for Harmonization of Vehicle Regulations (WP.29) and the Executive Committee of the 1998 Agreement (AC.3), adopted a joint proposal by China, the European Union, Japan and the United States of America to establish two Informal Working Groups (IWG) to address the safety and environmental issues associated with electric vehicles.
2. The objective of the two working groups was to seek regulatory convergence on the global scale via the work in the framework of the 1998 Agreement. Consequently, an IWG was established to develop provisions to address the safety of electric vehicles during in-use and post-crash of electric vehicles using science-based, data driven and performance-based approach. IWG-EVS has conducted numerous meetings and necessary research and testing to complete the first phase of the efforts which resulted in the adoption of UN GTR No. 20.
3. Phase 2 efforts and discussions focused primarily on single-cell thermal runaway and propagation due to an internal short-circuit. Canada, China, France, Germany, Japan, Republic of Korea, Netherland (the Kingdom of), the United Kingdom of Great Britain and Northern Ireland, the United States of America, the European Union and International Organization of Motor Vehicle Manufacturers (OICA) shared progress in thermal propagation research and field data. In October 2021, the informal working group established the thermal propagation task force (TP-TF), led by China, Japan, and Canada, and a thermal propagation documentation sub-group, led by the United States of America. Between 2023 and 2024, the work of the Ad-hoc Special Interest Group on model regulation regarding the safety of electric vehicles with a focus on a thermal propagation test method, also laid an important foundation for the development of Phase 2 of the regulation.
4. Since several Contracting Parties already adopted national requirements on thermal propagation, the IWG agreed to formulate Phase 2 regulatory by capturing the minimum common elements between Contracting Party positions and approaches, and in a manner that would not require any changes to the recently published regulatory documents.
5. As a result, two compliance paths were further developed by the IWG over the course of Phase 2. The first safety path was a physical test of vehicles or Rechargeable Energy Storage Systems (REESS) and the second safety path was the risk management approach. For the Contracting Parties electing to incorporate the test approach in their respective jurisdictions, there are 5 initiation methods. For the Contracting Parties electing to pursue a risk management approach (RMA), the intent was to (1) document the known risk to vehicle occupants caused by thermal propagation which is triggered by an internal short-circuit leading to single cell thermal runaway, and (2) document the reduction of risk resulting from implementation of the identified risk mitigation functions or characteristics at the cell, REESS, or vehicle level.
6. While the draft amendment to UN GTR No. 20 complements the original UN GTR No. 20 with important safety provisions, the electric vehicle technologies continue to evolve including new lithium-ion chemistries, new chemistry families, new or enhanced battery diagnostic capabilities, higher power, energy and/or voltage system designs, and these developments need to be further researched and tested. Other areas related to electric vehicles safety remain unregulated (see the Proposal). The IWG-EVS seeks approval to start Phase 3 immediately after the end of the mandate of Phase 2 to start preparing the work on future technical items with physical meetings resuming the activity in the second half of 2026.

II. Proposal

7. An extension of the mandate for the IWG-EVS shall address the remaining safety issues. Phase 3 activities should be started immediately after the endorsement of this authorization by WP.29 and AC.3.

8. Phase 3 of the IWG-EVS will be co-chaired by Canada and the European Union. Vice-Chair will come from China, with Japan providing the Secretariat.

9. The scope of work in Phase 3 should cover the following items:

- (a) Expansion of protection scope of thermal propagation test;
- (b) Post-crash REESS safety assessment, stabilization procedures and non-occupant and surroundings safety;
- (c) Maintaining the EV battery safety during the in-use phase;
- (d) Safety of swappable batteries;
- (e) Micromobility, light-category vehicles, e-trailers safety;
- (f) Quantitative criteria on flammability, toxicity and corrosiveness of vented gases and smoke; and
- (g) Bottom protection.

III. Timeline

10. Authorisation for Phase 3 of the work of the IWG-EVS is requested for an initial period of four (4) years.
