

SMMT Legislation Team Electric Vehicle Priority Issue Tracker – April 2013

- EVG/EVG-TWG members can access the Technical Circulars listed in this tracker by logging in at <https://www.smmt.co.uk/members-lounge/> and then to go to Technical Circulars
- Initials in right column refer to the PP&VL Technical Manager responsible:
- UN = United Nations Working Party 29 for Road Vehicles

Manager Key : TH = Tony Hopkins / PD = Peter Davis / KA = Keith Ashton / AM = Allan McKenzie / MB = Monika Bomba / RW = Rob Walker / IB = Ian Bacon (JE Replacement) / AO = Amanda Owen / JP = Jennifer Pheasey / MC = Matthew Croucher

PPVL Resource (time/effort required to action): 5 = High < 1 = Low

Priority 1 = Key new legislation or significant change with major effect on SMMT member's businesses (products/sales)

Priority 2 = New legislation / legislation update that effects SMMT member's businesses (products/sales)

Priority 3 = Legislation update with minor effect SMMT member's businesses (products/sales)

PLEASE NOTE: Updated text this issue is in **BOLD**

**EVTWG 2013
Priorities:**




2013 Priorities

Issue	Ruling Organisation	Summary	Status / SMMT position / Next Steps	EVTWG Ref.	PPVL Priority	PPVL Resource	Man.
<u>Regenerative Braking</u>	UN/Technical Group for brakes & running gear (GRRF)	Proposals under discussion. OICA document presented to clarify the generation of a braking signal to illuminate stop lamps for endurance braking and hybrid regenerative braking systems; for vehicles approved to R13. The system may generate a braking signal at decelerations $\leq 1.3 \text{ m/s}^2$ but must generate a signal when deceleration rate exceeds 1.3 m/s^2 . Outcome: 2010/22 adopted at GRRF 68 in September 2010	Brakes WG to monitor proposals Forwarded to WP29 for adoption.	4.4			TH
Battery State of Charge (braking test)	UN/Technical Group for brakes & running gear (GRRF)	Proposal from JAMA at GERF 71 May 2011 for monitoring procedure on battery state of charge during braking tests of EVs. Distributed with no number. In R13H add the following footnote to 1.4(Type-0 test) and 1.5(Type-I test):- The test may be conducted without regenerative braking component, as agreed between the Technical service and the vehicle manufacturer. Formal document expected for GRRF 72. To be monitored	Brakes WG to monitor proposals. Formal document to be presented at GRRF 73 as only informal document presented at GRRF 72. Carried over to GRRF 74. Item discussed and agreed to send to WP29 for June 2013 meeting	4.4			TH
Electric Vehicles Insurance	SMMT/Association of British Insurers (ABI)	Information for Insurers relating to the risk of insuring vehicles. SMMT held workshop for insurers on Electric vehicles on 31/03/11	Q&A placed on ABI website with invitation to submit further questions as they occur	6.0			PD
<u>Hydrogen vehicles</u>	UN/Technical Group for passive safety (GRSP)	Global Technical Regulation on Hydrogen vehicles/ Fuel cell vehicles.	Informal Group on Hydrogen and Fuel Cell Vehicles - Sub group safety	N/A			PD



SMMT Legislation Team Electric Vehicle Priority Issue Tracker – April 2013

Issue	Ruling Organisation	Summary	Status / SMMT position / Next Steps	EVTWG Ref.	PPVL Priority	PPVL Resource	Man.
Battery Electric Vehicle Safety (RESS)	UN/Technical Group for passive safety (GRSP)	RESS = Rechargeable Energy Storage Systems GRSP Sub group for RESS set up to work on EV battery safety. Expected output from this work will be further legislation for battery safety in electric vehicles Main topics under discussion are possible fire test and deceleration tests both potentially component related and not vehicle based tests Last meeting held 5-7 th July / Minutes awaited	GRSP agreed to the extension of the mandate for this sub-group and will seek ratification of their decision with WP29 at their June meeting in Geneva. SMMT to be present at future meetings	4.1 / 4.6			PD
Crash Safety Regulation for Electric vehicles	UN/Technical Group for passive safety (GRSP)	Amendments to R94, R95 and R12 to provide protection from electrical shock in the case of front and side impact. Adopted by WP29 in Nov 2010 GRSP agreed revised text for the application date of these regulations as 48 months after the entry into force date, with an exception allowing a 12 month extension	After adoption it still remains to be seen how these Regulations will be brought into the EU type approval requirements and therefore the exact dates for their implementation.	4.2			PD
Crash Safety Regulation for Electric vehicles	PSWG	Crash Rescue information for first responders to vehicle accidents. Key issue is how to ensure that all relevant emergency services have access to, and are familiar with, these protocols. As an example, German manf thro VDA are working with a data provider to enable a single portal information sheet linked to individual VINs for the ES to access. Power isolation in the event of an accident is part of the requirements contained within revised UNECE crash regulations (see above). SMMT members are clear that specific vehicle training for the emergency services is the responsibility of the manufacturer. See TEC/2011/446	PSWG are compiling a list of VM contacts in UK together with a list of key contacts in the ES. SMMT to discuss with members to agree how to disseminate this information.	4.2			PD
Electric Vehicle Noise Electric Vehicle Noise	GRB (UNECE Working Party on Noise) Informal group on Quiet Road Transport Vehicles (QRTV)	Japanese guideline US NHTSA law making for EVs/HEVs by 4/7/2012, final rule by 4/1/2014 (TEC/2011/473). All vehicles to comply 1 September of the calendar year beginning three years after the date of publication of the final rule (1/9/2016 earliest). UNECE (Europe) may follow Japanese guideline, but at a very early stage. <ul style="list-style-type: none"> TRL reports for DfT show public had no difficulty identifying EV/HEV noise (TEC/510). 	<ul style="list-style-type: none"> 7th GRB Informal group on Quiet Road Transport Vehicles (QRTV) meeting in Osaka at the end of August 2011 Likely final report from QRTV in Sept 2011 for late Oct and one other QRTV meeting. Then draft GTR to GRB meeting in February 2012. 	4.3		2	IB



SMMT Legislation Team Electric Vehicle Priority Issue Tracker – April 2013

Issue	Ruling Organisation	Summary	Status / SMMT position / Next Steps	EVTWG Ref.	PPVL Priority	PPVL Resource	Man.
		<ul style="list-style-type: none"> DfT say, if added, the EV noise should be similar to a conventional vehicle of same category (small/med/large car, truck, bus). This helps it to be understood quickly and easily by public. Likely sound no longer required >20kph when tyre noise takes over. 					
Electric Vehicle Safety	UN/Technical Group for passive safety (GRSP)	Amendment to Regulation 100 relating to the safety of Electric Vehicles (01 Series of Amendments) See: TEC/2010/233	Implementation (draft) into EU legislation See illustration of Regulation technical equivalents in the Type Approval Directive:  reg intro.xlsx	4.1			PD
EV Performance Measurement (Regulation 101)	UN/Technical Group	<p>Battery System Efficiency:</p> <p>Vehicle Range: SMMT proposal for flexibility in reporting range discussed in OICA and GRPE. France asked that German and other industry proposals were combined and resubmitted in January. ACEA subsequently objected to German proposal, but agreed with UK proposal, minus the additional metric (ie the original SMMT proposal). See next steps.</p> <p>Energy Consumption:</p> <p>Drive Cycle Rating:</p> <p>Well to Wheel CO₂ Rating:</p> <p>European Commission study on BEV/PHEV consumer information</p>	Vehicle Range: SMMT proposal for flexibility in reporting range to be submitted by DfT in Oct 2011 for GRPE meeting in Jan 2012.	5.0		1	RW/ IB
Functional Safety (Product Lifecycle)	ISO/TC22/WG16	<p>ISO 26262, Parts 1-10</p> <p>Currently only applies to passenger EVs <3.5t GVW</p> <p>Parts 1-9 published by ISO & BSI in Nov 2012 Part 10 in 2nd DIS review, to be published Q4/2012 D. Ward (ISO UK Rep) provides info to BSI</p>	<p>EVTWG to:-</p> <ul style="list-style-type: none"> support BSI with update for CVs watch US Regulation watch MIRA activities 	10.0	2	3	ALL



SMMT Legislation Team Electric Vehicle Priority Issue Tracker – April 2013

Issue	Ruling Organisation	Summary	Status / SMMT position / Next Steps	EVTWG Ref.	PPVL Priority	PPVL Resource	Man.
		<p>Implications on the EV industry under review by EVTWG See SMMT position paper regarding application to the automotive industry:</p>  <p>Report</p> <p>Latest ISO meeting held 15th June 2012. Key Issues:-</p> <ul style="list-style-type: none"> • Extending scope of standard to HGVs/PSVs etc • US Functional Safety Regulation • MIRA are very active with OEM support – due to the increased E/E complexity of vehicles - now with 50-100 processors on-board • No direct EMC implications 					
Type Approval Directive	European Commission	<p>The CEN/CENELEC EV Focus Group have identified a number of updates required to the current Type Approval technical requirements (Directive 2007/46/EC and equiv. Regulations.)</p> <p>Each technical Working Group has member for liaison with EVTWG (CLCVTC)</p> <p>See TEC/2012/520 for latest timetable of standards being updated/new – as developed by the CEN/CENELEC e-Mobility Co-ordination Group - in response to M/468</p> <p>See headline summary sheet of Type Approval requirements update for EVs. Issued monthly and reviewed by EVTWG</p> <p>Latest:</p>  <p>May 2012</p>	<p>EVG/EVTWG to follow all Actions by UN</p> <p>KA to follow PEL-69 & JPEL/64 activities as appropriate</p> <p>A McKenzie to liaise with other TCs/WGs on cross sector technical issues (affecting EVs but not unique to EVs)</p> <p>KA/PD/CW to follow EC activities on TA Legislation update for EVs</p>	3.0	1	3	KA
Low Voltage Directive (2006/95/EC)	European Commission	<p>EC LVD Working Group 14 agreed electric vehicles are exempt due to plan for incorporation of R100 in Recast Directive 2007/46/EC.</p> <p>Note: Exemption does not include off-board charging system/boundary is vehicle inlet connector</p> <p>LVDWG issued confirmation of EV exemption See: TEC/2012/054</p>	EMCWG to monitor application of exemption	1.6	2	1	KA


SMMT Legislation Team Electric Vehicle Priority Issue Tracker – April 2013

Issue	Ruling Organisation	Summary	Status / SMMT position / Next Steps	EVTWG Ref.	PPVL Priority	PPVL Resource	Man.
<p>Harmonisation of Charging Standards</p> <p>(Connectors & Charging Mode)</p> <p>European Activities</p>	<p>European Commission IEC/ISO/CEN/CENELEC/ETSI/BSI</p> <p>Mandate M/468</p>  <p>EC Mandate</p>	<p>The EC issued a Roadmap for the Standardisation of Legislation & Standards for EVs. See TEC/2010/030</p> <p>The EC issued a draft mandate to CEN/CENELEC/ETSI for standardisation of charging systems for EVs. See TEC/2010/061</p> <p>CEN/CENELEC(not ETSI) set up a Focus Group in 2010 to respond and will issue report E-March 2011, BSI/PEL-69 are supporting as UK National Standards Body (NSB) The group cover:</p> <ul style="list-style-type: none"> • Interoperability between the charging system for batteries used in EV and all types of batteries • Charging system for EV batteries, connection and operation in all MSs • Safety risks and EMC during charging <p>The Focus Group issued their recommendations report to the EC in November 2011. See TEC/2011/781</p> <p>A CEN/CENELEC Co-ordination group will oversee the standardisation activities of IEC/ISO/CEN/CENELEC. Meetings held 23rd March & 14th May. See: TEC/2012/253 & 520.</p>	<p>CEN/CENELEC Co-ordination group to oversee update of standards by the relevant TCs during 2012/3</p>	1.5	1	5	
<p>Harmonisation of Charging Standards</p> <p>UK Activities</p>	<p>BSI</p>	<p>BSI/JPEL-64(UK wiring regulations) fully support the BSI/PEL/69 position & have agreed to consider the update of the UK wiring regulations (Part 7-722):</p> <p>SMMT is liaising with ACEA e-mobility group (info share)</p> <p>Last PEL-69 meeting held 5th April. See minutes:</p>  <p>PEL69 Mins</p> <p>UK delegate to the CEN/CENELEC eMobility co-ordination group (eM-CG) has issued reports. See TEC/2012/253 & 520</p>	<p>Member of PEL-69 , PEL-23 & JPEL-64</p> <p>Next PEL69 meeting 30th August This committee is represented in the CEN/CENELEC co-ordination group and all TCs conducting the standards update</p> <p>SMMT to follow up on EC mandates M/441 & M/490, and NSO responses for Smart Metering & SmartGrid</p> <p>Investigate liaison opportunity with CLEPA e-mobility group</p>	1.5			



SMMT Legislation Team Electric Vehicle Priority Issue Tracker – April 2013




Issue	Ruling Organisation	Summary	Status / SMMT position / Next Steps	EVTWG Ref.	PPVL Priority	PPVL Resource	Man.
EV Legislation – Type Approval and In-Use	SMMT EVTWG	<p>The EVTWG includes all Legislation in the regular meeting cycle. Last meeting held 12TH June 2012 See minutes in:</p> <p> TM039</p> <p>Includes liaison with Environmental Group</p>	Next meeting – 7th September	n/a	1	3	KA/P D/CW
UK EV Charging Infrastructure Implementation	OLEV/DECC/OFGEM/ BEAMA	<p>8 Plugged-in Places projects are operating (5x existing +3x new) See: http://www.dft.gov.uk/topics/sustainable/olev/recharging-electric-vehicles/ for info and: http://www.hybridandelectriccars.co.uk/news/468985/pluggedin_places.html</p> <p>OLEV strategy for a UK plug-in vehicle charging infrastructure, requested 2x supporting task by SMMT. See TEC/2011/563 (MASTERMANE Project)</p> <ul style="list-style-type: none"> back office functions for recharging infrastructure operation recommendations for most cost-effective way to ensure that recharging occurs off-peak <p>SMMT/ENA/Energy UK provided an industry response</p> <p> April Response</p> <p>A National Chargepoint Registry for the UK charging infrastructure, a commitment made in the Government’s Infrastructure Strategy published in June 2011, has been developed by POD Point – a UK-based chargepoint manufacturer and back office provider. See TEC/2012/274</p> <p>DECC/OFGEM are implementing a UK Smart Metering Programme See TEC/2011/530 DECC– held online Workshop 6th September “2050 CO2 Pathways” See TEC/2011/549</p> <p>Latest status from DECC awaited</p>	<p>SMMT is monitoring all PiP activities</p> <p>Follow up OLEV for completion of PiP projects status report</p> <p>Continued SMMT liaison with DECC/OFGEM</p>	1.2	1	2	KA

SMMT Legislation Team Electric Vehicle Priority Issue Tracker – April 2013

Issue	Ruling Organisation	Summary	Status / SMMT position / Next Steps	EVTWG Ref.	PPVL Priority	PPVL Resource	Man.
		<p>BEAMA held a “Smart Charging Networks” seminar on 2nd May: See TEC/2012/375</p> <p>The BEAMA Electric Vehicle Infrastructure Guide was launched at the seminar: See TEC/2012/258</p>					
Smart Metering	<p>European Commission IEC/ISO/CEN/CENELEC/ETSI/BSI</p> <p>Mandate M/441</p>  <p>Mandate 441</p>	<p>The EC issued a draft mandate to CEN/CENELEC/ETSI for development of an open architecture for utility meters and communication protocols enabling interoperability for EVs.</p> <p>A CEN/CENELEC/ETSI Smart Metering Co-ordination Group (SM-CG) is providing the response for all stakeholders</p> <p>By end of 2012, the reference architecture and a first set of standards (including newly developed technical specifications) is planned to be available.</p> <p>The SG-CG is active with a response to the EC mandate M/490 See TEC/2011/310 & 461</p> <p>The SM-CG issued a technical report of Phase 1. See TEC/2012/372</p>	Member of BSI – SMG/1	7.0	1	3	KA
Smart Metering UK Activities		<p>The BSI Committee SMG/1 is monitoring activities of the CEN/CENELEC/ETSI Smart Metering Co-ordination Group (SM-CG) and providing an overview of Smart Grid and Smart Grid related work to ensure that all interested BSI committees are aware of and able to participate effectively in such work. L/13 will also co-ordinate BSI responses to general Smart Metering issues.</p> <p>BSI-SMG/1 covers strategy/action plan for UK involvement in the Pan-Euro standardisation process for SmartMeter See TEC/2011/672</p>	<p>Member of BSI – SMG/1</p> <p>Next meeting of SMG/1 is the</p>	7.0			
SmartGrid	<p>European Commission IEC/ISO/CEN/CENELEC/ETSI/BSI</p> <p>Mandate M/490</p>	<p>The EC is also developing a Standardization Mandate (M/490) to European Standardisation Organisations (ESOs) to support European Smart Grid deployment. See TEC/2011/268</p> <p>A CEN/CENELEC/ETSI Smart Grid Co-ordination Group (SM-CG) is providing the response for all stakeholders. See TEC/2012/120</p>		8.0	1		KA

SMMT Legislation Team Electric Vehicle Priority Issue Tracker – April 2013

Issue	Ruling Organisation	Summary	Status / SMMT position / Next Steps	EVTWG Ref.	PPVL Priority	PPVL Resource	Man.
	 Mandate M490	CEN/CENELEC/ETSI will liaise with the EC Smart Grids Reference Group of the Smart Grid Task Force, and other stakeholders (ANEC- environmental protection (ECOS), workers (ETUIREHS), SMEs, (NORMAPME), authorities of member states (WELMEC) and other associations of TSOs, DSOs and Computer and Telecommunications.) Latest SM-CG work programme. See TEC/2012/372 & 513					
SmartGrid UK Activities		The BSI committee LM/13 is shadowing activities of the CEN/CENELEC/ETSI Smart Grid Co-ordination Group (SM-CG) with regard to their response to EC mandate M/490. Next step - first set of standards is scheduled to be available by E-2014.(currently 21 revised / 28 new) Ricardo/National Grid issued a joint report "EV power balancing" See TEC/2011/672 Last BSI-LM/13 meeting held 2nd February. Minutes:  Feb mins	Member of LM/13 Next LM/13 meeting –11th October	8.0			
UK Wiring Regulations	Institute of Engineering & Technology (IET)	All UK charging installations are controlled by the UK Wiring Regulations (Part 7-722) An update is required to support the technical requirements of EV dedicated conductive charging points. (public/business/domestic) Due to the long leadtime for the update the IET, who publish the Regulation, are developing a Code of Practice for installers of charging points. The Code of Practice was issued on 8 th February. See TEC/2012/106 The IET are arranging an Risk Assessment to cover PME/TT earthing issues arising in domestic installations. The HSE are co-ordinating,with funding by SMMT, ENA & ERA. SMMT pay £5k towards cost.		1.6	2		KA

Issue	Ruling Organisation	Summary	Status / SMMT position / Next Steps	EVTWG Ref.	PPVL Priority	PPVL Resource	Man.
		 RA Scope ENA requested increase of RA scope / SMMT rejected. See  EVTWG comment Scope retained / RA in progress. Awaiting RA outcome					
	BSI – JPEL/64	UK Wiring Regulations (Part 7-722) will be updated in line with the IET CoP, and also refer CENELEC - HD 60364-7-722 (publish 21st January 2013. Committee version available: http://www.cenelec.eu/dyn/www/f?p=104:110:366900120664949:::FSP_ORG_ID,FSP_PROJECT,FSP_LANG_ID:69,23274,25 ESQCR (The Electricity Safety, Quality and Continuity Regulations) to also be updated in line. See: http://www.legislation.gov.uk/uksi/2002/2665/contents/made	Follow up JPEL-64 activities				
Electro-magnetic Compatibility	UN/Technical Group for lighting & signalling (GRE) Regulation No:10	An OICA GEE EMC expert group have issued the next update of Regulation No.10, covering both REESS and ESA requirements. This will become a formal document for review  R10.05 by GRE in October.		4.3	1	3	KA
Recycling and End of Life (vehicles and battery)	BIS/DEFRA/EA/VCA/DV LA, DG ENV SMMT: ELV WG, Battery IG (ELV WG subgroup). http://ec.europa.eu/environment/waste/elv_index.htm	<ul style="list-style-type: none"> • End of Life Vehicles (ELV) Directive (2000/53/EC) (M1/N1) imposes ELV reuse and recovery target of 85% by weight and reuse and recycling of 80%. All qualifying end of life vehicles should be accepted to Authorised Treatment Facilities at no cost to last owner. • According to the Directive cars and vans need to be 85% reusable and/or recyclable and 95% reusable/recoverable by mass. Priority must be given to the reuse and recycling of vehicle components such as batteries. • Waste Batteries and accumulators Directive 2006/66/EC 	The latest draft Commission Regulation on the rules regarding the calculation of recycling efficiencies of the recycling processes of waste batteries and accumulators in regard to battery directive 2006/66/EC has been sent to TAC members for the final approval.	3.2			MB

Issue	Ruling Organisation	Summary	Status / SMMT position / Next Steps	EVTWG Ref.	PPVL Priority	PPVL Resource	Man.
		<p>Directive established new collection and recycling targets for all batteries and accumulators.</p> <ul style="list-style-type: none"> The regulations place all responsibility for collection, treatment and recycling of waste batteries on the 'producer' who is defined as the person in the UK who is supplying batteries or making them available to a third person on a professional basis in the UK for the first time (which includes VMs placing hybrids/EVs on the market). This is irrespective of whether a battery or appliance containing a battery has been made available in return for payment or free of charge. Batteries for motive power (electric/hybrids) are clasified as 'industrial' batteries not 'automotive'. Capacity labelling for industrial batteries is not required From 15th October 2009 battery producers need to register within 28 days of placing batteries on the UK market http://www.environment-agency.gov.uk/business/regulation/111046.aspx Industrial bat. producers to publish take back/collection information on their web by 1st Dec 09 or within 28 days of placing batteries on the UK market Members of the compliance schemes must submit all data industrial batteries through the scheme to EA. Batter Recycling- The EC is currently working on rules for the calculation of recycling efficiencies of waste batteries and accumulators. All Li-ion batteries should reach 50% recycling ratio. The rules regarding the calculation of recycling efficiencies of the recycling processes of waste batteries and accumulators sent to TAC for the final approval. The current proposal in line with industry's expectations. <p><i>The mass of input fractions entering the battery recycling process is the mass of collected waste batteries and accumulators on a dry weight basis entering the recycling process per calendar year [in tonnes], including: fluids and acids and the mass of external jacket of waste batteries and accumulators and excluding: the mass of outer casings belonging to battery packs.</i></p>	<p>Discussions at the last session (November 2011) of the UN Sub-Committee of Experts on the issue of transportation of damaged and defective lithium batteries was inconclusive and the battery industry (PRBA and RECHARGE) will be submitting revised proposals for the next session in June 2012.</p> <p>Rules of calculating recycling efficiency are to be adopted in late April/early May 2012. EC is to develop practical guidance.</p>				