China’s Participation in WP.29

Secretariat of China WP.29 Working Committee (C-WP.29)
China Automotive Technology and Research Center Co., Ltd.
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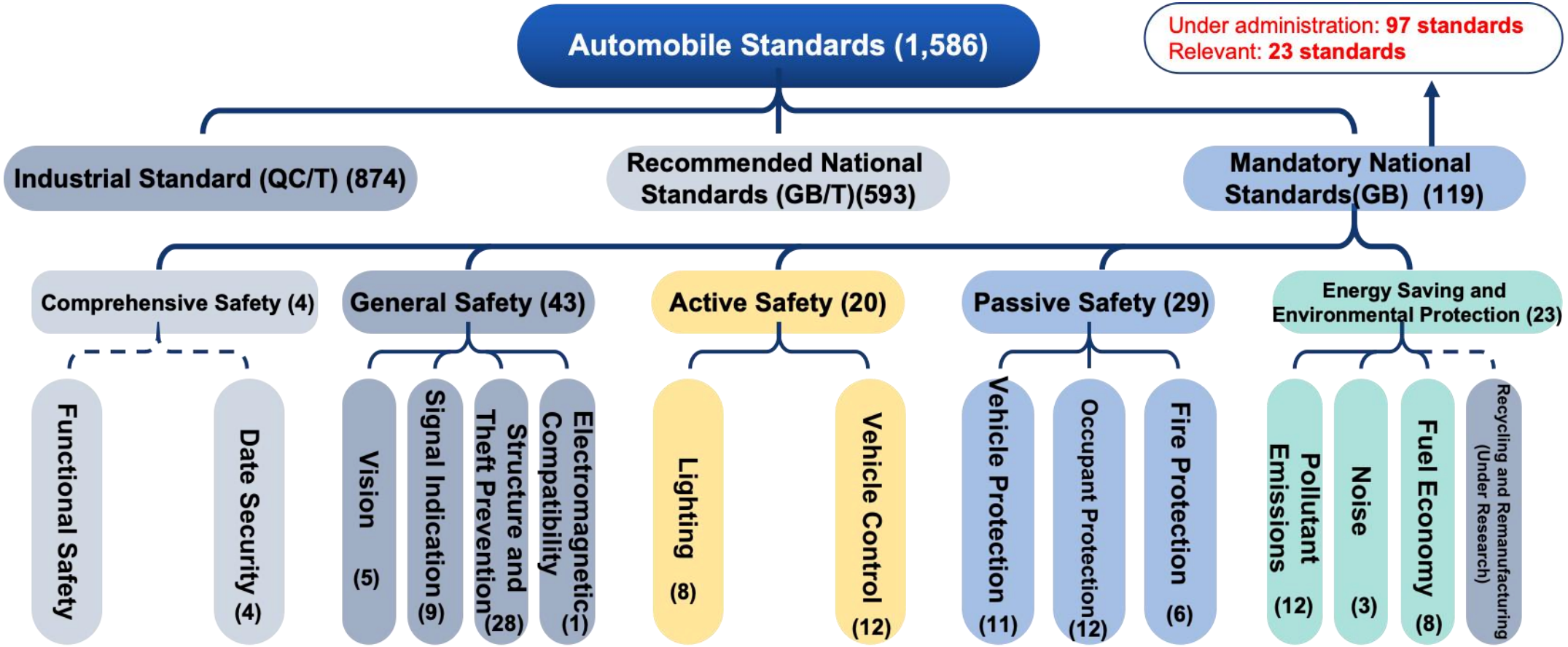
26th November 2025

Contents

Domestic Standardization & Referance to UNECE Regulations

- GB standards support the compulsory inspection and access management system for automotives.
- The UN regulations are still an important reference for the formulation and revision of China's mandatory standards.



Note: The statistics are updated as of Aug. 2025.

China WP.29 Working Committee (C-WP.29)

As the secretariat of C-WP.29,CATARC assists the Ministry of Industry and Information Technology to participate in the coordination of technical regulations in the United Nations World Forum for Harmonization of Vehicle Regulations (WP.29).

C-WP.29

Establish

An international regulatory coordination expert team

Participate

The WP.29 plenary sessions, as well as the sessions of its subsidiary working groups and informal working groups.

Track

The dynamics of coordination of automotive technical regulations

Research

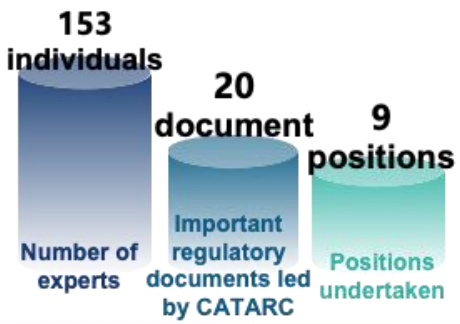
The comparison of domestic and foreign regulations and China's participation strategies

Support

The government regulatory authorities in carrying out regulatory coordination

Information-Based Organizational Management

Activities Organized and Led by Experts

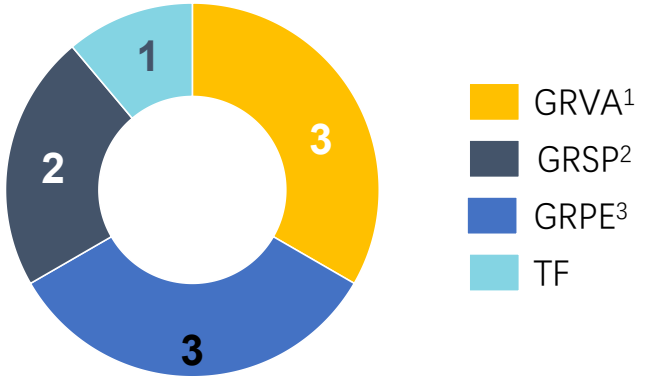


Main Work History and Achievements

In 2000	China officially signed the *1998 Agreement*.
In 2005	The China WP.29 Working Committee (C-WP.29) was established.
In 2018	China, the US, and Europe jointly developed and published the GTR EVS.
In 2019	China was elected as the Vice Chairman of the GRVA and initiated joint efforts with Europe, the US, and Japan to promote the formulation of China's *Framework Document on Automated/Autonomous Vehicles*.
In 2022	Two national standards were included in the *Compendium of Candidate Global Technical Regulations*.

China's Role & Participation in WP.29

As of September 2025,
over 150 Chinese experts are participating in WP.29. China has held 9 important positions within the working group of WP.29 and has taken the lead in more than 20 regulations and guidance documents. These documents cover various fields, including autonomous driving, electric vehicles, and dual-carbon initiatives.



Vice-chair of GRVA (Newly appointed in 2025)

Take the lead in compiling and facilitating the release:

- "Framework document on automated/autonomous vehicles"
- "Report on the fitness of Regulations for application to automated vehicles"
- "Guidelines and recommendations for Automated Driving System safety requirements, assessments and test methods to inform regulatory development "

Vice-chair of GRPE/IWG EVE

Take the lead in compiling and revising:

- GTR21 (Determination of electrified vehicle power)
- GTR22 (LDV in-vehicle battery durability)
- New GTR (HDV in-vehicle battery durability)

Vice-chair of GRSP/IWG CLIV

Vice-chair of GRVA/IWG ADS

Vice-chair of GRSP/IWG EVS

[1] GRVA: Working Party on Automated/Autonomous and Connected Vehicles
[2] GRSP: Working Party on Passive Safety
[3] GRPE: Working Party on Pollution and Energy
[4] GRSP: Working Party on Passive Safety

Miletones of China's Participation

2012
vice-chair of the Electric Vehicle Safety Informal Working Group (IWG EVS).

vice-chair of the Electric Vehicles and Environment Informal Working Group (IWG EVE)

2017
Co-leading the Hydrogen Fuel Cell Vehicles Informal Working Group Phase2 (IWG HFCV).

Contribute to the release of the UN GTR 20 Electric Vehicle Safety

2018
vice-chair of Working Party on Automated/Autonomous and Connected Vehicles (GRVA)

2019
contribute to the Vehicle Communication Task Force (TF VC) and the Automotive - Life Cycle Assessment Informal Working Group (A-LCA).

co-chair of the Functional Requirements for Autonomous Vehicles Informal Working Group (IWG FRAV).

2023
co-leading the Automated Driving Systems (IWG ADS).

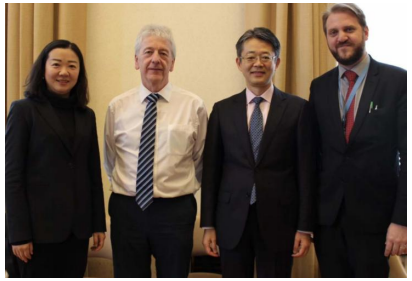
Vice-Chair of IWG Children Left in Vehicle (IWG CLIV)

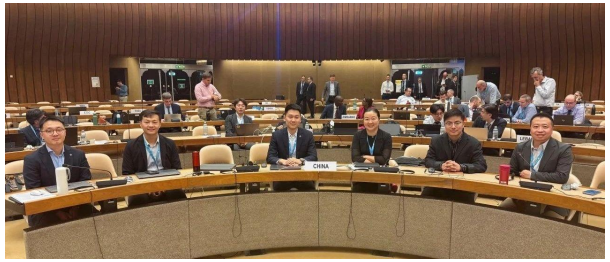
jointly led the Report on the fitness of UN R and UN GTR for their application to automated vehicles

2024
hosted GRVA 3rd Workshop on ADS, TF-FADS 20 and TF-AVC 10

2025
vice-chair of Working Party on Automated/Autonomous and Connected Vehicles (GRVA)

hosted 11th Session of IWG CLIV in China





Actively implement the UN GTRs

- As of November 2025, **24** United Nations Global Technical Regulations (UN GTRs) have been issued under the framework of the 1998 Agreement.
- China has implemented **20** UN GTRs to varying extents and will subsequently translate the remaining 7 regulations in due course.

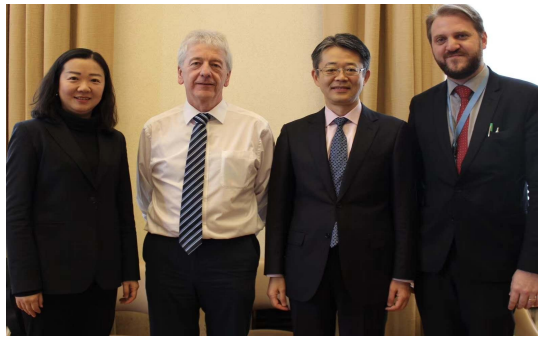
The Status Report on Implementation of UN Global Technical Regulations in the People's Republic of China

No.	Regulation No.	Name of Regulation	Adoption
1	UN GTR No.1	Door locks and door retention components	Yes
2	UN GTR No.2	Measurement procedure for two-wheeled motorcycles equipped with a positive or compression ignition engine with regard to the emission of gaseous pollutants, CO2 emissions and fuel consumption	Yes
3	UN GTR No.3	Motorcycle brake systems	Yes
4	UN GTR No.4	Test procedure for compression-ignition (C.I.) engines and positive-ignition (P.I.) engines fuelled with natural gas (NG) or liquefied petroleum gas (LPG) with regard to the emission of pollutants	Yes
5	UN GTR No.5	Technical requirements for on-board diagnostic systems (OBD) for road vehicles	Yes
6	UN GTR No.6	Safety glazing materials for motor vehicles and motor vehicle equipment	Yes
7	UN GTR No.7	Head restraints	Yes
8	UN GTR No.8	Electronic stability control systems	Yes
9	UN GTR No.9	Pedestrian safety	Yes
10	UN GTR No.10	Off-cycle emissions (OCE)	Yes
11	UN GTR No.11	Test procedure for compression-ignition engines to be installed in agricultural and forestry tractors and in non-road mobile machinery with regard to the emissions of pollutants by the engine	Yes
12	UN GTR No.12	Global technical regulation concerning the location, identification and operation of motorcycle controls, tell-tales and indicators	Yes
13	UN GTR No.13	Global Technical Regulation concerning the hydrogen and fuel cell	Yes
14	UN GTR No.14	Global technical regulation on pole side impact	Yes
15	UN GTR No.15	Worldwide harmonized Light vehicles Test Procedure	Yes
16	UN GTR No.16	Global Technical Regulation on Tyres	Yes
17	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	No
18	UN GTR No.18	Global technical regulation on the measurement procedure for two- or three-wheeled motor vehicles with regard to on-board diagnostics	No
19	UN GTR No.19	Global technical regulation on the EVAPorative emission test procedure for the Worldwide harmonized Light vehicle Test Procedure (WLTP EVAP)	No
20	UN GTR No.20	Global Technical Regulation on the Electric Vehicle Safety (EVS)	Yes
21	UN GTR No.21	United Nations Global Technical Regulation on the determination of system power of hybrid electric vehicles and of pure electric vehicles having more than one electric machine for propulsion - Determination of Electrified Vehicle Power (DEVP)	Yes
22	UN GTR No.22	United Nations Global Technical Regulation on In-vehicle BatteryDurability for Electrified Vehicles	Yes
23	UN GTR No.23	United Nations 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	Yes
24	UN GTR No.24	Laboratory Measurement of Brake Emissions for Light-Duty Vehicles	No

Contents

GRVA (Automated Driving and Connected Vehicles)

- **Germany, China, Japan, and the United States share leadership and continue to plan and adjust GRVA priorities.**



In 2018, China, Japan and UK were elected leadership of GRVA

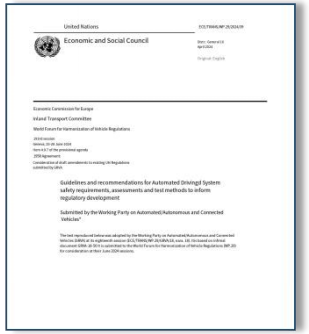
In 2025, China, Japan, Germany and the United States were elected leadership of the GRVA

Automated driving framework document

Framework Document establishes safety and related principles for automated driving vehicles at level 3 and beyond and provides guidance to the WP.29 Subsidiary Working Group.

Joint document on automated driving functional Requirements and Test and evaluation methods

The Joint Document, as the research results of GRVA on automated driving functions and tests, is the core foundation for the preparation of automated driving regulations.



Regulatory applicability analysis report

Analysis Report analyzes the applicability of existing United Nations and global technical regulations to automated driving systems, and provides general principles for regulatory revision to guide each group to carry out specific revision work.

Informal Working Groups under GRVA

Automated driving system (ADS) related work

- From 2024, ADS IWG and ADS Workshop will simultaneously develop Global Technical Regulations (GTR) and United Nations Regulations (UNR) for automated driving systems, with China as one of the leading parties.
- ADS IWG has held 12 meetings and another session will be held in Shanghai, China in February 2026.



Automated driving regulatory applicability analysis (FADS) related work

- Starting in October 2022, China and France lead the review of the applicability of the automated driving System (ADS) of the UNR and the GTR and revise the relevant regulations.
- China hosted two of the 20 sessions, most recently in Shanghai in November 2024.

Work related to Vehicle Communications (TF-VC)

- First proposed by China, the WP.29 Intelligent Transportation System Group has carried out research on regulations related to vehicle communications.

EVS (Electric Vehicle Safety)

- EVS-IWG was formed in 2012 to address safety issues associated with EVs
- UN GTR 20 was published in 2018
- As vice chair, China actively participates in the EVS-IWG and led 3 TFs in the UN GTR 20 phase 1
- **At present, the UN GTR 20 AMD 1 draft has been approved. The thermal diffusion testing method proposed by China has been incorporated into the regulatory text, completing the second phase tasks of EVS-GTR.**

Thermal propagation

research on thermal propagation and provide key supporting information on egress time and criteria for thermal runaway.

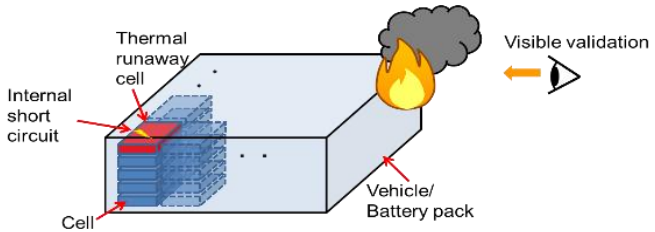


Image of thermal propagation test

Protection against water

test procedure for protection against water effects was accepted to address the safety risk associated with washing and driving through water.

Heavy duty vehicles

proposed to extend the scope of GTR to the heavy duty vehicle to address related safety issues.

Recent Progress

- UN GTR21 and UN GTR22 entered their second revision in late 2024.
- The Chinese delegation proposed a power determination method for fuel cell vehicles for GTR21, and a virtual mileage verification method for GTR22.
- **GTR on heavy duty vehicle battery durability was passed on the WP29 Session in Nov.2025.**

GTR21 AMD 1 (Hybrid power determination)	China proposed power testing of highly integrated electric drive systems and methods for obtaining key testing parameters based on onboard sensors.
GTR22 AMD 1 (In-vehicle battery durability)	China proposed the Minimum Performance Requirements (MPR) for on-board batteries durability of light-duty electric trucks and the attenuation testing methods for on-board batteries.

Contents

Future Work Prospects

- With the quick development and implementation of new technologies in automotive industry, WP.29 is playing an increasingly important role.
- China is willing to actively promote the development of regulations with the global partners and contribute our solutions and wisdom.

Intelligent and connected vehicles (ICV):

- Automatic driving systems (ADS)
- Automated driving regulatory applicability analysis (FADS)
- AI application in auto industry

Green and Low-carbon

- Durability of heavy-duty in-vehicle batteries
- Research of accounting for carbon footprint of automotive products
- Safer and Cleaner Used and New Vehicles (SCUNV)

Other important topics

- Acceleration Control for Pedal Error (ACPE)
- Automated Vehicle Categorization (AVC)
- Vulnerable Road Users (VRU)

Thanks!