

[Major auto markets join forces for draft UN legislation on electric vehicle battery durability](#)

主要汽車市場聯手起草聯合國關於電動汽車電池耐用性的立法
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Electric car Sales of electric and hybrid vehicles are surging in major markets including China, Europe and North America, and reached 3 million vehicles in 2020, 4.6% of total sales. In Europe, their market share reached 10%. According to the projections of the International Energy Agency, their global market share could reach between 10.4% and 19% in 2025.

電動和混合動力汽車在中國、歐洲和北美等主要市場的銷量激增，2020 年將達到 300 萬輛，佔總銷量的 4.6%。在歐洲，他們的市場份額達到了 10%。根據國際能源署的預測，到 2025 年，它們的全球市場份額可能會達到 10.4% 至 19%。

A number of countries have already announced plans to phase out sales of combustion engine vehicles in within the next 10-20 years, a trend given further impetus by the agreement at COP26 of some 24 nations and a group of leading car manufacturers to end the sale of fossil fuel-powered vehicles by 2040

許多國家已經宣布計劃在未來 10 至 20 年內逐步停止銷售內燃機汽車，約 24 個國家在 COP26 上達成的協議以及一些領先的汽車製造商終止銷售進一步推動了這一趨勢到 2040 年化石燃料動力汽車的數量

Until now, consumers have been unable to access reliable information on how well vehicle batteries will perform over time, casting doubts on the sustainability of their investment. This could change thanks to a proposal for a new legal instrument to ensure minimum durability of batteries fitted in full electric and plug-in hybrid cars, endorsed by the World Forum for Harmonization of Vehicle Regulations (WP.29), hosted by UNECE. This marks the first international effort, supported by Canada, China, Japan, Republic of Korea, the United Kingdom of Great Britain and Northern Ireland, the United States of America and the European Union to regulate the issue of battery degradation.

到目前為止，消費者一直無法獲得有關汽車電池隨時間推移性能如何的可靠信息，從而對其投資的可持續性產生懷疑。由於聯合國歐洲經濟委員會主辦的世界車輛法規協調論壇 (WP.29) 批准了一項新的法律文書，以確保安裝在全電動和插電式混合動力汽車中的電池的最低耐用性，這種情況可能會改變。這標誌著在加拿大、中國、日本、大韓民國、大不列顛及北愛爾蘭聯合王國、美利堅合眾國和歐洲聯盟的支持下，首次國際努力監管電池退化問題。

The new provisions, developed as a UN Global Technical Regulation (GTR), will

require manufacturers to certify that the batteries fitted in their electric vehicles (EVs) will lose less than 20% of their initial capacity over 5 years or 100,000 kms and less than 30% over 8 years or 160,000 kms.

作為聯合國全球技術法規 (GTR) 制定的新規定將要求製造商證明安裝在其電動汽車 (EV) 中的電池在 5 年或 100,000 公里內的初始容量損失將少於 20%，並且少於 8 年或 160,000 公里，30%。

This would prevent the use of low-quality batteries, ensuring that only durable batteries are installed in EVs. This is crucial to increase consumer trust, and to improve the environmental performance of EVs beyond their low emissions output. Making sure each battery lasts longer would help to ease the pressure on in-demand critical raw materials needed for their production, and reduce waste from used batteries.

這將防止使用低質量電池，確保僅在電動汽車中安裝耐用的電池。這對於提高消費者信任度和改善電動汽車在低排放之外的環境性能至關重要。確保每個電池的使用壽命更長將有助於緩解其生產所需的關鍵原材料的壓力，並減少廢舊電池的浪費。

André Rijnders, Chair of the Working Party on Pollution and Energy (GRPE) which developed this proposal, said: “Under the proposed regulation, accurate information about the health and remaining capacity of the battery will be made freely available to the vehicle owner. This will provide valuable information for used/second-hand EV transactions and other changes of vehicle owner.”

制定該提案的污染與能源工作組 (GRPE) 主席安德烈·裡因德斯 (André Rijnders) 表示：“根據擬議的法規，有關電池健康狀況和剩餘容量的準確信息將免費提供給車主。這將為二手/二手電動汽車交易和車主的其他變化提供有價值的信
息。”

Each vehicle will have to report its own battery health status to the relevant national or regional authorities, via over-the-air data transmission or other means to be determined depending on local conditions.

每輛車都必須通過空中數據傳輸或其他根據當地情況確定的方式，向相關國家或地區當局報告其自身的電池健康狀況。

The agreed proposal will be put to a vote at the WP.29 session of March 2022.

Countries voting in favour of the new legal text will need to transpose it into their national/regional legislation with a dedicated timeline of entry into force of the new regime, which could come as early as 2023.

商定的提案將在 2022 年 3 月的 WP.29 會議上進行表決。投票贊成新法律文本的國家需要將其轉化為國家/地區立法，並製定新的生效時間表。制度，最早可能在 2023 年到來。