Transmitted by the representative of OICA

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Work programme of the 1998 Agreement

OICA herewith would like to give some input regarding the work programme of the 98 Agreement.

A lot of work has been achieved already, and more is underway. The time is ripe to assess what the future tasks under the 98 Agreement could be.

OICA has carefully considered the current regulatory priorities in various regions of the world and presents the following suggestions:

1. (Crash) Event Data Recorder (EDR): there is an increasing focus on crash event data recorders, among others to better understand the crash event itself as well as the few seconds preceding it. EDRs already exist in the US and South Korean legislation, and OICA understands that they are also being pushed forward in the EU (as part of the draft revision of the EU General Safety Regulation), in China, …

   OICA therefore considers that the development of a UN Global Technical Regulation would offer the opportunity to globally harmonise the data to be recorded by such device, when fitted, on the basis of the US rule (NHTSA 49CFR Part 563) and to avoid as far as possible diverging requirements. Such global harmonization would permit the most cost efficient implementation of EDR for the society. The objective is that motor vehicles equipped with these new technologies remain affordable to the wide public and that their penetration in the global market is not impeded.
   In addition, a standardized data set would also facilitate the comparison of worldwide accident data and improve mutual understanding of crash events on an international level. This is an important base to discuss new rulemaking projects.

   OICA however considers that, taking into account that EDRs have no direct or immediate safety benefit, the GTR should focus on the recorded data harmonisation, without addressing installation requirements. Installation should remain within the national/regional domain, with a wider diffusion that may be promoted e.g. by insurance companies.

2. Autonomous Emergency Braking System (AEBS): this is a main focus of many regulators worldwide, since it is considered as a technology with a high fatality and injury reduction potential, focusing on the active/primary rather than passive/secondary safety. Quite some work has already been conducted in the 58 Agreement framework (UN Regulation N° 131, addressing truck and bus collisions against moving and stationary obstacles), and this work could be used as a basis for other vehicle categories as well as other kinds of obstacles (pedestrians, cyclists).

   Taking into account the different maturity of the various technologies of obstacle detection, OICA believes that a stepwise approach will be necessary in the UN GTR development.

   Finally, since this issue seems to be of high priority in the context of the European Union, timing may be critical and therefore it might be necessary, in case the activities in the framework of the 98 Agreement face unexpected difficulties, to prioritise progress under the 58 Agreement.

3. Lane Keeping Assistance (LKAS): here again, this technology is gaining attraction in several regions and the development of a UN GTR would be useful in order to avoid diverging requirements. Work is already underway in the framework of the GRRF Informal Group on ACSF, and the development of a UN GTR could be facilitated by this work.

   As for AEBS, LKAS seems to be of high priority in the context of the European Union, and therefore it is essential that the work to develop a GTR should not compromise the progress of work already undertaken under the 58 Agreement.