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Strategic questions of a modal and thematic nature:

Harmonization of vehicle regulations

Latest Developments in Vehicle Regulations

Note by the secretariat

1. In 2015, two new United Nations Vehicle Regulations annexed to the 1958 Agreement¹ and aimed at improving vehicle safety and environmental performance entered into force:

- the new UN Regulation No. 134 on the safety-related performance of hydrogen-fuelled vehicles (HFCV) provides the safety performance requirements of HFCV with regard to their compressed hydrogen storage systems;
- the new UN Regulation No. 135 on Pole Side Impacts (PSI) results in more stringent safety performance requirements for vehicles in case of lateral impact with a pole obstacle.

2. During 2015, the following two new UN Regulations to be annexed to the 1958 Agreement were adopted:

- the new UN Regulation on electric powered two wheelers, Electric Vehicles of category L (EV-L), adopted at the June 2015 session of the World Forum for Harmonization of Vehicle Regulations (WP.29), provides the safety performance requirements of EV-L with regard to their electric energy storage systems;
- the new UN Regulation on Frontal Impact with focus on Restraint Systems (FIRS), adopted at the November 2015 session of WP.29, results in more stringent safety

¹ Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions. Former title of the Agreement: Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958.

performance requirements for vehicles in case of a frontal impact with 100 per cent overlapping with the crash barrier.

3. Existing UN Regulations were also updated in ninety amendments, adapting the regulations to the most recent technological innovations and introducing more severe limits aimed at increasing both the safety and environmental performance of vehicles. Among these, WP.29 adopted in June 2015 an amendment to UN Regulation No. 51 (Noise) of the 1958 Agreement, which sets more stringent test requirements for the noise measurements thus better reflecting real vehicle use.

4. Also in 2015, WP.29 continued its activities to develop performance requirements for intelligent vehicle systems and driver assistance systems for automated vehicles and, thus, to pave the way for future autonomous vehicles. For this purpose, WP.29 refocused some of its resources in the Informal Working Group on ITS/Autonomous Driving (ITS/AD) to reflect and efficiently address the rapid technological development on this matter. At its March 2015 session, WP.29 endorsed the work programme of ITS/AD addressing the challenges linked to vehicle automations.

5. The subsidiary body to WP.29, the Working Party on Brakes and Running Gear (GRRF), dealing with active safety elements currently discussed the necessary amendments to UN Regulations as well as new requirements related to automated driving functions both on low speed manoeuvres like 'valet parking' and traffic jam pilot', as well as on autopilot for highway/express-way driving.

6. In March 2015, WP.29 concluded several years of work on the amendments to the Global Technical Regulations No. 3 (motorcycle braking) and No. 4 (World Heavy Duty emission test Cycle (WHDC)) with their adoption.

7. The discussions on the Revision 3 of the 1958 Agreement on type approval for vehicles, parts and components within the World Forum made further progress and a consensus by the Contracting Parties is likely to be reached at the 2016 March session of WP.29. This revision among other things provides for the establishment of a regime for International Whole Vehicle Type Approvals (IWVTA) and the setup of the DETA, ie. a database of type approvals, at UNECE. Concerning this latter achievement the Secretariat has informed the Contracting Parties that managing this would warrant additional secretariat resources which could be ensured e.g. through extra-budgetary solutions. Contracting Parties decided that they wish that this would rather be covered from UN regular budget.
