

**1st meeting of GRRF informal group on
Automatic Emergency Braking and
Lane Departure Warning Systems**

Paris, 25+ 26 June 2009

Agenda item 4: Background and update

Documents: GRRF-64-18 & GRRF-64-19 (EC)
ECE/TRANS/WP.29/GRRF/64 (para 55 +56)
GRRF-65-19 (GRRF Chairman)
GRRF-S08-07 (EC)
GRRF-S08-11 (TRL)
ECE/TRANS/WP.29/GRRF/65 (para 53 +54)
ECE/TRANS/WP.29/1072 (para 45)

1. BACKGROUND ON THE ESTABLISHMENT OF AN INFORMAL GROUP ON AEBS/LDW

- 1.1. The EC presented its proposal for European Union legislation on the general safety of motor vehicles at the 145th session of WP.29 in June 2008 (WP29-145-8).

This proposal, in its original form, provided– amongst others – for the **mandatory introduction of automatic emergency braking systems (AEBS) and lane departure warning systems (LDW) on new types of heavy duty vehicles (M₂, M₃, N₂ and N₃) as from 2013 and on existing HD vehicle types as from 2015.**

For light duty vehicles (M₁ and N₁) the proposal specified that AEBS and LDW voluntary fitted should meet the requirements for type approval of such systems.

- 1.2. At the 64th session of GRRF in September 2008, the **EC proposed that the requirements for AEBS and LDW systems be developed through new UNECE Regulations under the 1958 Agreement** (GRRF-64-18 and GRRF-64-19).

GRRF agreed on the importance of developing new requirements for such advanced vehicle safety systems and - upon a proposal by the Chairman – to organise a brainstorming session in December 2008 to clarify a number of issues with a view to set up, possibly at the next GRRF session, a new informal group for that purpose (ECE/TRANS/WP.29/GRRF/64 - para 55 +56).

- 1.3. The GRRF brainstorming session held on 9 December 2008 resulted into the following conclusions, which were presented by its Chairman at the 65th session of GRRF in February 2009 (GRRF-65-19):
 - a. **One single informal group (IG) to be established to develop performance based technical specifications for AEBS and LDW.**
 - b. IG to **prepare regulatory text proposals for GRRF within 2 years (mid 2011), without consideration of cost/benefit and legal issues.**
 - c. IG to **address driver warning and failure warning issues as well as measures addressing roadworthiness examination** and include them in the regulatory proposals if appropriate.
 - d. **Decision on whether proposals need to be introduced through new regulations or by amending existing Regulations to be taken by GRRF and WP.29.**
 - e. IG to **focus on category M₂ and M₃ vehicles of Classes B, II and III and on category N₂ and N₃ vehicles.**
 - f. **Vehicles of category M₁ and N₁ may be covered in a later stage.**
- 1.4. **GRRF** agreed to set up an informal group on AEBS and LDW under the Chairmanship of the EC and **endorsed the draft terms of reference as presented by the Chairman (ECE/TRANS/WP.29/GRRF/65 - para 53 and Annex III).**
- 1.5. **WP.29**, at its 147th session in March 2009, **endorsed the proposal by GRRF to set up an informal group on AEBS and LDW under the chairmanship of the EC (ECE/TRANS/WP.29/1072 - para 45).**
2. **UPDATE ON THE COMMISSION PROPOSAL ON THE GENERAL SAFETY OF MOTOR VEHICLES, WITH REGARD TO THE REQUIREMENTS ON AEBS AND LDW.**
 - 2.1. The Commission proposal (COM(2008)316 final) was submitted to the European Parliament and the Council on 23 May 2008.
 - 2.2. The Commission, European Parliament and Council endeavoured to reach an agreement on the proposal in first reading, to avoid the need for second reading and conciliation. A compromise agreement has been agreed between the three European Institutions, and has already been adopted by the European Parliament in its plenary session on 10 March 2009. Subject to legal scrutiny the Council is expected to adopt the legislative act soon.
 - 2.3. Comparison between original Commission proposal and compromise agreement with regard to the requirements on AEBS and LDW:
 - **Definition** of AEBS (article 3.5) slightly modified, unchanged for LDW (article 3.4)
 - **Scope of application** (art. 10): unchanged (mandatory introduction of AEBS and LDW for heavy duty vehicles of category M₂, M₃, N₂ and N₃), but **possibility** for the Commission to **introduce exemptions and**

derogations, where following a cost/benefit analysis and taking into account all relevant safety aspects, the introduction of AEBS and/or LDW proves not to be appropriate to the vehicle or class of vehicles concerned. (article 15.3.a)

- **Deletion** of the provision requiring that AEBS and LDW voluntary fitted in category M₁ and N₁ vehicles need to meet the requirements for such systems.
- **Dates of mandatory introduction of AEBS and LDW**: remain unchanged (1 November 2013 for new types and 1 November 2015 for existing types of heavy duty vehicles) (article 13.10 and 13.11).
- **New**: introduction of a **deadline for adopting** implementing measures (laying down **detailed rules concerning the specific procedures, tests and technical requirements**): **31 December 2011** (article 15.2)