

Latest Developments in Vehicle Regulations

Agenda item 5 (b)



INLAND TRANSPORT COMMITTEE



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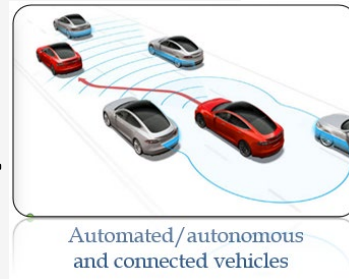
Implementation of 2018 ITC Decision

Establishment of dedicated Working Party

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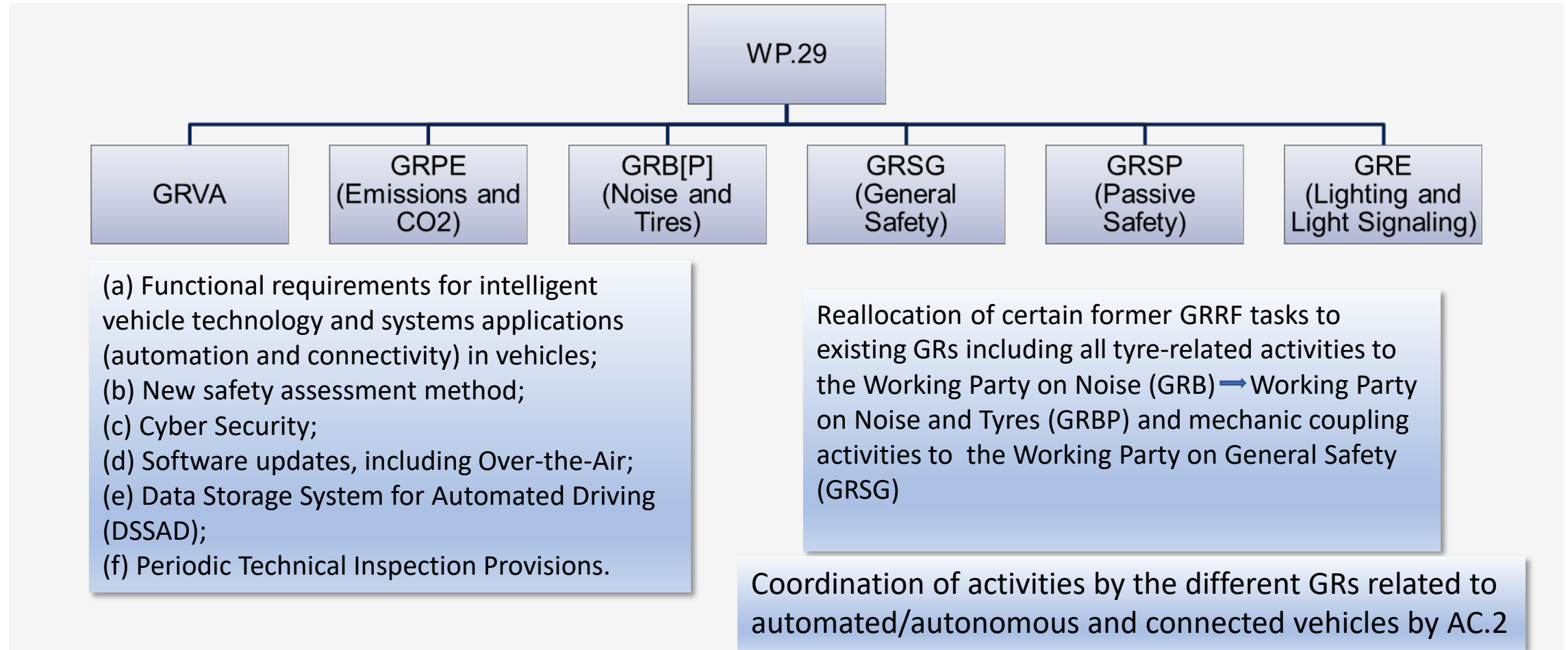
- ITC Decision No.19 of 2018:
- 19. ... **Noting** the importance of WP.29 activities related to automated/autonomous vehicles, **requested** WP.29 to consider establishing of a dedicated subsidiary Working Party (“GR”). ...
- WP.29 converted GRRF into GRVA, the Working Party on Automated/Autonomous and Connected Vehicles at its June 2018 session.
- GRVA first met (25-28 September 2018). GRVA will retain GRRF activities related to autonomous, automated and connected vehicles and incorporate current activities, other than its coordination of the Informal Working Group on Intelligent Transport Systems/Autonomous Driving (IWG on ITS/AD).



Restructuring of WP.29

Working Group on Automated/Autonomous and Connected Vehicles (GRVA)

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Implementation of Rev.3 of 1958 Agreement

DETA & IWVTA

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■ International Whole Vehicle Type Approval (IWVTA)

- UN Regulation No. 0 on IWVTA that had been adopted by WP.29 at its November 2017 session entered into force on 19 July 2018. It is the first UN Regulation that covers not only parts, components and equipment of wheeled vehicles. With its two elements of
 - Universal IWVTA requesting compliance with the latest versions of UN Regulations and that of
 - Limited IWVTA allowing for use of earlier versions of UN Regulations

both countries with well established vehicle certification regimes and those just entering the world of vehicle approval will largely benefit.

■ Database for the Exchange of Type Approvals (DETA)

- WP.29 reiterated the request for hosting DETA under the regular budget, and thanked Germany for hosting DETA until 2020 as an in-kind contribution.
- At the 176th session of WP.29 in November 2018,
 - the International Motor Vehicle Inspection Committee (CITA) expressed its readiness to finance the development of the module for Declaration of Conformity without any preconditions.
 - The industry associations: International Organization of Motor Vehicle Manufacturers, the European Association of Automotive Suppliers and the European Tyre and Rim Technical Organization confirmed their intention to finance the module for the Unique Identifier once support for the financing of the hosting of DETA at ECE is given by the Executive Committee (EXCOM)



Vehicle Regulatory Framework

(New and amendments of existing UN Regulations, UN GTRs and UN Rules)

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1958 Agreement

- Three new United Nations vehicle regulations, aimed at improving vehicle safety and environmental performance entered into force in 2018:
 - UN Regulation No. 0 on International Whole Vehicle Type Approval;
 - UN Regulation No. 144 on Accident Emergency Call Systems: uniform provisions concerning the approval of emergency call devices and motor vehicles with regard to the installation of these systems;
 - UN Regulation No. 145 on ISOFIX anchorage systems, ISOFIX top tether anchorages and i-Size seating positions: separate ISOFIX and child restraint system anchorage provisions in UN Regulation No. 14 for facilitating the implementation of the International Whole Vehicle Type Approval.
- WP. 29 adopted two new UN Regulations in 2018:
 - on hydrogen and fuel cell vehicles of category L
 - on mechanical coupling components of combinations of agricultural vehicles
- Existing UN Regulations were updated by 100 amendments, which adapt the regulations to the most recent technological innovations and introduce more stringent limits aimed at increasing both the safety and environmental performance of vehicles.



Vehicle Regulatory Framework

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1997 Agreement

- Proposal for amendments to the 1997 Agreement introducing certain definitions, the possibility for electronic international inspection certificates and provisions on the conformity of periodic technical inspections, were notified by the Office of Legal Affairs.
- In 2018, amendments to provisions for periodic technical inspections on environmental related elements (Rule No. 1) and on the roadworthiness (Rule No. 2) entered into force, extending the scope to passenger cars and small vans, introducing three risk categories of defects and assessment criteria for each of the test items as well as further test items for electronic controlled safety systems.
- Two new UN Rules were adopted by the Administrative Committee of the 1997 Agreement (AC.4) and established as annexed to the 1997 Agreement.
 - UN Rule No.3 sets out uniform provisions for Periodical Technical Inspections of motor vehicles using Compressed Natural Gas (CNG), Liquefied Petroleum Gas (LPG) and/or Liquefied Natural Gas (LNG) in their propulsion system with regard to their roadworthiness.
 - UN Rule No.4 establishes uniform provisions for periodical technical inspections of motor vehicles with electric and hybrid-electric propulsion systems with regard to their roadworthiness.



Vehicle Regulatory Framework

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1998 Agreement

- In 2018, WP.29 concluded several years of work on new Global Technical Regulations (UN GTR):
 - The new UN GTR No. 20 on electric vehicle safety was adopted at the March 2018 session of WP.29, and introduces performance-oriented requirements that address potential safety risks of EVs while in use and after a crash event, including electrical shocks associated with the high voltage circuits of EVs and potential hazards associated with lithium-ion batteries and/or other Rechargeable Electrical Energy Storage Systems (REESS) (in particular, containing flammable electrolyte);
 - The amendment and adoption of amendments to UN GTR No. 9 (Pedestrian Safety), No. 15 (Worldwide harmonized Light vehicles Test Procedures (WLTP)) and No. 19 (EVAPorative emission test procedure for the Worldwide harmonized Light vehicle Test Procedure (WLTP EVAP)).
- In June 2018 the development of a new UN GTR on a harmonized real driving emissions test procedure was initiated. The new UN GTR, that is expected to be adopted by 2020, will centralize expertise and resources for improved emissions measurement and also support significant economies of scale across the automotive sector.



Thank you!

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