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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations**

**192nd session**

Geneva, 5-8 March 2024

Item 4.7.7 of the provisional agenda

**1958 Agreement:**

**Consideration of draft amendments to existing**

**UN Regulations submitted by GRVA**

**Proposal for the 01 series of amendments to UN Regulation No. 130 (Lane Departure Warning System (LDWS))**

**Submitted by the Working Party on Automated/Autonomous and Connected Vehicles[[1]](#footnote-2)\***

The text reproduced below was adopted by the Working Party on Automated/Autonomous and connected Vehicles (GRVA) at its seventeenth session (see ECE/TRANS/WP.29/GRVA/17, para. 91 and Annex III) and is based on ECE/TRANS/WP.29/GRVA/2023/25 as amended by Annex III of the session report. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their March 2024 sessions.  

*Paragraph 4.2.,* amend to read:

“4.2. An approval number shall be assigned to each vehicle type approved; its first two digits (e.g. “01” for the 01 series of amendments), shall ….”

*Insert new paragraph 12.,* to read:

"12. Transitional provisions

12.1. As from the official date of entry into force of the 01 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the 01 series of amendments.

12.2. As from 1 September 2026, Contracting Parties applying this Regulation shall not be obliged to accept type approvals to the preceding series of amendments, first issued on or after 1 September 2026.

12.3. Until 1 September 2028, Contracting Parties applying this Regulation shall accept type approvals to the preceding series of amendments, first issued before 1 September 2026.

12.4. As from 1 September 2028, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the preceding series of amendments to this Regulation."

*Annex 2*., amend to read:

"**Annex 2**

Arrangements of approval marks

(see paragraphs 4.4. to 4.4.2. of this Regulation)



130R - 01185

a = 8 mm min

The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in Belgium (E 6) with regard to the LDWS pursuant to Regulation No. 130. The first two digits of the approval number indicate that the approval was granted in accordance with the requirements of Regulation No. 130 as amended by the 01 series of amendments.”

*Annex 3*

*Table 1,* amend to read:

"**Annex 3**

**Visible lane marking identification**

1. For the purpose of the approval test referred to in paragraphs 6.2.3. and 6.5. of this Regulation, the test lane width shall be greater than 3.5 m.

2. The visible lane markings identified in Table 1 below are assumed to be white, unless otherwise indicated in this annex.

3. Table of identified visible lane markings to be used for approval test in accordance with paragraphs 6.2.3. and 6.5. of this Regulation.

**Table 1**

| *Pattern* | | | *Country* | *Width* | | |
| --- | --- | --- | --- | --- | --- | --- |
| *Left edge  lane marking* | *Centre line* | *Right edge  lane marking* | *Left edge  lane marking* | *Centre line* | *Right edge  lane marking* |
| **Lane width**  **Lane width** | | | Definition of lane width for the purpose of this Regulation |  | | |
| **9 m**  **3 m**  **Undivided road with one lane each way** | | | AUSTRALIA Two-lane, two-way road | **15 or 20 cm**  **15 or 20 cm**  **10 cm** | | |
| **Central dividing line on an undivided road with more than one lane each way**  **3 m**  **9 m** | | | AUSTRALIA Multi-lane undivided road | **10 cm**  **15 or 20 cm**  **15 or 20 cm** | | |
| **9 m**  **3 m** | | | AUSTRALIA Two-lane, two-way road with lane changing allowed from one direction only | **15 or 20 cm**  **15 or 20 cm**  **10 cm**  **10 cm**  **10 cm** | | |
|  | | | AUSTRALIA Two-lane, two-way road with lane changing not allowed | **10 cm**  **10 cm**  **10 cm**  **15 or 20 cm**  **15 or 20 cm** | | |
|  | | | AUSTRALIA  Single barrier line | **10 cm**  **15 or 20 cm**  **15 or 20 cm** | | |
| **10 m**  **2.5 m** | | | CANADA |  | | |
| **Centrelines yellow, right edge lines white left edge line yellow** | | | CANADA Traffic Flowing in Opposite Direction | **15-20 cm**  **20 cm**  **20 cm**  **30 cm**  **20 cm**  **30 cm** | | |
| **6 m**  **3 m**  **Centrelines yellow, right edge lines white left edge line yellow** | | | CANADA Traffic flowing in same direction | **15-20 cm**  **20 cm**  **20 cm** | | |
| **Centrelines yellow, right edge lines white left edge line yellow** | | | CANADA Traffic flowing in opposite directions with lane changing prohibited | **10-15 cm**  **20 cm**  **20 cm**  **10-15 cm**  **10-15 cm** | | |
| **Centrelines yellow, right edge lines white left edge line yellow**  **3 m**  **6 m** | | | CANADA Traffic flowing in opposite directions with lane changing allowed only from one lane | **10-15 cm**  **20 cm**  **20 cm**  **10-15 cm**  **10-15 cm**  **10-15 cm** | | |
| **3m**  **3m**  **Centrelines white** | | | CANADA Continuity lines in merging and diverging areas | **10 – 15 cm** | | |
| **0.5m**  **0.5 m**  White Lines | | | CANADA Guiding Lines | **10-15 cm** | | |
| **10 m**  **5 m** | | | DENMARK | **15 cm**  **30 cm**  **30 cm** | | |
| **3 m**  **9 m** | | | FINLAND | **20 cm**  **20 cm**  **10 cm** | | |
| **39 m**  **13 m**  **3 m**  **10 m** | | | FRANCE  Motorway **1** | **22.5 cm**  **22.5 cm**  **15 cm** | | |
| **3.5 m**  **3 m**  **3 m**  **10 m** | | | FRANCE  Highways (4 lanes or 2x2 lanes) | **22.5 cm and 37.5 cm**  **22.5 cm**  **15 cm** | | |
| **10 m**  **3 m**  **3 m**  **3.5 m** | | | FRANCE  (other roads) | **15 or 18 cm**  **10 or 12 cm** | | |
| **8 m**  **4 m** | | | GERMANY Secondary | **12 cm**  **12 cm**  **12 or 25 cm** | | |
| **12 m**  **6 m** | | | GERMANY Motorway | **15 cm**  **15 cm**  **30 cm** | | |
| **9 m**  **3 m** | | | GREECE | **12 cm**  **12 cm**  **12 cm** | | |
| **4.5 m**  **3 m** | | | ITALY  Secondary and Local | **12 or 15 cm**  **10 or 12 cm**  **12 or 15 cm** | | |
| **7.5 m**  **4.5 m** | | | ITALY  Motorway | **15 cm**  **25 cm**  **25 cm** | | |
| **4.5 m**  **3 m** | | | ITALY  Main | **15 cm**  **25 cm**  **25 cm** | | |
| **4 m**  **8 m** | | | IRELAND | **15 cm**  **10 cm**  **15 cm** | | |
| **4 m**  **12 m** | | | JAPAN | **10 cm**  **10 cm**  **10 cm** | | |
| **15 cm**  **9 m**  **3 m**  **10 cm**  **15 cm** | | | THE  NETHERLANDS |  | | |
| **20 cm**  **9 m**  **3 m**  **15 cm**  **20 cm** | | | NORWAY |  | | |
| **20 cm**  **10 m**  **4 m**  **15 cm**  **20 cm** | | | PORTUGAL |  | | |
| **b\***  **a\*** | | | RUSSIAN FEDERATION  More than one line in each direction  (Basic variant) | **10-20 cm**  **10-15 cm**  **10-20 cm** | | |
| **d\***  **c\*** | | | RUSSIAN FEDERATION  More than one line in each direction  (Variant 1 with a lane for reversing traffic) | **10-20 cm**  **10-20 cm**  **10-20 cm** | | |
| **b\***  **a\***  **c\***  **d\*** | | | RUSSIAN FEDERATION  More than one line in each direction  (Variant 2 with a lane for reversing traffic) | **10-15 cm**  **10-20 cm**  **10-20 cm** | | |
| **e\***  **f\*** | | | RUSSIAN FEDERATION  One line in each direction  (Variant 1) | **10 cm**  **10-15 cm** | | |
| **f\***  **e\***  **a\***  **b\*** | | | RUSSIAN FEDERATION  One line in each direction  (Variant 2) | **10 cm**  **10-15 cm** | | |
| **4 m**  **12 m**  **5 m**  **20 m** | | | SPAIN | **20 cm**  **10 cm**  **20 cm** | | |
| **9 m**  **3 m**  **10 cm**  **20 cm**  **20 cm** | | | SWEDEN |  | | |
| **20 cm**  **12 m**  **6 m**  **15 cm**  **20 cm** | | | SWITZERLAND |  | | |
| **20 cm**  **20 cm**  **7 m**  **2 m**  **15 cm** | | | UNITED KINGDOM  Motorway **1** |  | | |
| **10 or 15 or 20 cm**  **10 or 15 or 20 cm**  **7 m**  **2 m**  **15 cm** | | | UNITED KINGDOM  Dual Carriageway |  | | |
| **10 or 15 or 20 cm**  **10 or 15 or 20 cm**  **6 m**  **3 m**  **10 or 15 cm** | | | UNITED KINGDOM  Single Carriageway (speed limit >40 mph) |  | | |

1 Excepted certain zones (e.g.: slip road, lane for slow vehicles …)

\* *Note:*

For the traffic speed limit up to 60 km/h:

a = 1…3 m; b = 3…9 m; a:b = 1:3;

c = 3…6 m; d = 1…2 m; c:d = 3:1;

e = 1 m; f = 2 m; e:f = 1:2

For the traffic speed limit above 60 km/h:

a = 3…4 m; b = 9…12 m; a:b = 1:3;

c = 6…9 m; d = 2…3 m; c:d = 3:1;

e = 2 m; f = 4 m; e:f = 1:2”

1. \* In accordance with the programme of work of the Inland Transport Committee for 2024 as outlined in proposed programme budget for 2024 (A/78/6 (Sect. 20), table 20.5), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate. [↑](#footnote-ref-2)