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**PROGRESS REPORT ON THE 2014 ACTIVITIES OF THE WORLD FORUM FOR
HARMONISATION OF VEHICLE REGULATIONS (UNECE WP.29)**

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1. INTRODUCTION

In line with the CARS 21 Communication of 7 February 2007¹, the present document reports on the major developments and activities in the automotive sector that arose during 2014 at the World Forum for Harmonisation of Vehicle Regulations (“WP.29”) of the United Nations Economic Commission for Europe (“UNECE”). This Commission staff working document is the eighth annual report² on these activities aiming at informing the European Parliament, the Council and stakeholders about the progress achieved by WP.29 and of the compliance observed by the European Commission with regards to the political orientations set out in the relevant European Union legislation.

The United Nations Economic Commission for Europe (“UNECE”) was established in 1947 and is one of 5 UN Economic Regional Commissions. It has 56 Members including the 28 EU Member States, countries from Eastern Europe, Russia, Caucasus, Central Asia, the USA and Canada. UNECE's overall objective is to facilitate harmonious economic relations between its members, but it also provides a framework for the elaboration and harmonisation of global norms and standards.

WP.29 is historically a Working Party of the Inland Transport Committee of the UNECE established in 1950 to facilitate the free movement of vehicles. It has evolved into the "World Forum for Harmonization of Vehicle Regulations" in the 90s and is now open to any member of the United Nations, Regional Integration Organizations (like the EU) as well as NGOs and key stakeholders³. It serves as a unique global forum for worldwide vehicle regulations.

The WP.29 administers three Global Agreements on motor vehicles⁴:

- The **1958 Agreement** concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted to and/or used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions;
- The **1998 Agreement** concerning the establishing of global technical regulations for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles; and
- The **1997 Agreement** concerning the adoption of uniform conditions for periodical technical inspections for wheeled vehicles and the reciprocal recognition of such inspections.

The European Union is a Contracting Party to the 1958⁵ and 1998⁶ Agreements. These agreements establish harmonised requirements at global level to ensure high levels of safety,

¹ Communication from the Commission to the European Parliament and Council, "A *Competitive Automotive Regulatory Framework for the 21st Century*", COM (2007) 22 final, 7.2.2007. See in particular Section 4, Point 41.

² The previous reports are available at:
http://ec.europa.eu/growth/sectors/automotive/technical-harmonisation/international/index_en.htm

³ The March 2014 session brought together some 136 delegates representing 24 ECE countries, 7 non-European countries, 2 inter-governmental organizations including the IEA and 26 NGOs.

⁴ The complete list of the Contracting Parties to the 1958, 1997 and 1998 Agreements is available at:
http://www.unece.org/trans/conventn/agreem_cp.html.

⁵ OJ L 346, 17.12.1997, p. 78.

⁶ OJ L 35, 10.2.2000, p.12.

environmental protection and energy efficiency. They also facilitate international trade by eliminating the existing technical barriers and preventing the creation of new ones. Consequently, the EU involvement in the UNECE regulatory process is of key importance for enabling easy access for EU manufacturers to non-EU markets.

This Commission staff working document will focus on the progress achieved in 2014 under those two agreements and will provide an indication for the forthcoming developments in 2015.

2. INCREASED INTERNATIONAL HARMONISATION THROUGH THE 1958 AGREEMENT

The UNECE WP.29 framework aims at developing and strengthening the international harmonisation of vehicle-related technical regulations that may lead to a significant reduction of non-tariff barriers to international trade. The 1958 Agreement plays an important role in achieving this objective since it allows the manufacturers to operate a common set of type-approval standards knowing that their products will be recognised by many countries on different continents as being in conformity with their national legislation. International harmonisation is thus one of the most effective means to prevent obstacles to trade.

Nevertheless, the 1958 Agreement has not been updated since 1995 and the specific challenges entailed by the accelerating globalisation of the automotive industry and market in the last decades call for a fundamental reform of this Agreement.

With this in mind, at its 150th session in March 2010, the World Forum for Harmonisation of Vehicle Regulations set up an informal group on the future direction for harmonisation of vehicle regulations of the UNECE 1958 Agreement. The objective of this informal group is to assist the WP.29 in considering actions on the future direction for the 1958 Agreement. Two main areas have been identified for further actions:

- The need to review the 1958 Agreement with the view to increase its attractiveness, as well as to improve its functioning and reliability, so as to ensure that it remains the key international framework for the harmonisation of technical regulations in the automotive sector.
- The possibility of introducing the concept of international whole vehicle type approval (IWVTA) and to ensure that the quality of type approval can be maintained and where necessary improved.

The European Union and Japan are co-chairing the two sub-groups of the informal group, with Japan being in charge of the sub-group on the draft Regulation on IWVTA and the Union taking the lead in the sub-group on the review of the 1958 Agreement.

2.1 Reform of the 1958 Agreement

The main objective of this review process is to consolidate and strengthen the position of the 1958 Agreement as the international framework for harmonisation of vehicle regulations. This agreement was revised twice, in 1967 and 1995, but given the rapidly changing global automotive industry and its expansion in third countries, it became clear that a substantial reform is now needed. In order to achieve this, the revised 1958 Agreement has to remain a robust and reliable instrument ensuring an adequate level of safety and environmental protection which is built on mutual trust between its Contracting Parties. At the same time, it should become more attractive and foster the participation of more countries as Contracting

Parties to the 1958 Agreement and in particular the emerging countries with an expanding automotive industry and markets.

The Council provided in July 2013 an authorisation to the Commission to open negotiations, on behalf of the European Union, on a review of the 1958 Agreement⁷. Following up on this authorisation, the European Union has been steering the WP.29 task force in charge of preparing draft proposals for the third revision of the 1958 Agreement. A formal document with the proposals was presented to WP.29 in March 2014. The WP.29 has welcomed these proposals and invited Contracting Parties to scrutinize the 'frozen' text of the third revision of the 1958 Agreement and to provide their feedback, in particular on the only outstanding political issue concerning the voting threshold for the adoption of the new UNECE Regulations and the amendment of existing ones, and the possibility to increase this threshold from the current two-third majority to a higher ratio.

From the exchanges of views that took place at the WP.29 sessions in June and November 2014 emerged that there are different opinions among Contracting Parties on the need and the conditions for increasing the threshold and on what should be the appropriate level of this increase. Some of them considered an increase of the majority threshold as essential to attract new Contracting Parties, while others were underlining the need for evidence that the change in voting thresholds would indeed result in new accessions to the Agreement.

At the WP29 session in November 2014, a joint submission was made by Australia, Japan, Malaysia and the Russian Federation **proposing to raise the voting threshold from the two-thirds to a four-fifths majority**. In response, the European Commission made a declaration welcoming the proposal and stating that it provides a clear starting point for further consideration and for domestic consultations with EU Member States with a view to establishing a coordinated position on this important issue.

On this basis and in accordance with the procedure under Article 218(6)(a) of the TFEU, the Commission is currently preparing a recommendation for a Council Decision authorising the Commission to vote, on behalf of the EU, in favour of the proposal for the third revision of the 1958 Agreement in which the 2/3rd majority voting threshold is replaced by a 4/5th threshold. Once the informal vote in WP.29 is successfully concluded, the Commission will prepare a recommendation for a Council Decision authorising the Commission to submit to the Contracting Parties, on behalf of the EU, the proposed amendments for the third revision of the 1958 Agreement for adoption in accordance with the procedure laid down in Article 13 of the current 1958 Agreement.

The long-awaited Revision 3 of the 1958 Agreement in final stage

The UNECE WP.29 is expecting a clear signal from the EU as to whether the proposal to increase the majority voting rule to four-fifths majority threshold can be accepted. This would then pave the way to proceed with an informal vote in WP.29 to verify that unanimity by all Contracting Parties to the current 1958 Agreement can be achieved so that the formal procedure for amending the 1958 Agreement can be launched and successfully concluded. Providing that this informal vote takes place at the June 2015 session of WP.29, and taking into account the procedural steps laid down in Article 13 of the current Agreement, the Revision 3 of the 1958 Agreement could enter into force in June 2016.

It is anticipated that if the majority voting threshold is raised to a higher ratio, the chances to attract as new Contracting Parties such important EU partners as Brazil, India, China and the

⁷ OJ L 245, 14.9.2013, p. 25.

ASEAN countries would become more realistic. As recognised by the CARS 2020 Action Plan⁸, the acceptance of internationally harmonised vehicle regulations established under the 1958 Agreement by the EU's trading partners is the best way to remove non-tariff barriers to trade and thus, the attractiveness of the 1958 Agreement needs to be enhanced. With a view to provide supportive evidence of the benefits the accession of emerging countries to the revised 1958 Agreement will generate for the EU automotive industry, the European Commission has awarded a study contract the results of which will be available in June 2015.

2.2 Development of the International Whole Vehicle Type Approval system

At present, mutual recognition under the 1958 Agreement applies to vehicle systems (e.g. all lighting equipment as installed on the vehicle, complete engine/motor drivetrain, crash protection, all seats/headrests and all interior fittings), parts and equipment (i.e. the individual components), but not to the vehicle as a whole. The idea to extend the system established under the various UNECE Regulations to whole vehicle type approval is clearly inspired by the successful application of this concept in the Union legislation over many decades and is seen as a logical and necessary step and for which it is necessary to update the 1958 Agreement.

The prospect of reciprocal recognition of the entire vehicle as opposed to the separate approval of individual components or systems, would offer significant benefits to the European car industry in terms of facilitating international trade of motor vehicles and improving market access of producers to new growing markets.

The implementation of the IWVTA system at UNECE level will certainly create a strong competitive advantage for the European car industry, which is already approving its products in conformity with those international standards. Additional gains for the European car producers might also be generated due to the fact that 80 % of growth in the next decade is expected to come from outside of Europe with the car sector following the same trend. Nevertheless, it should be noted that the advantages of the IWVTA will be limited only to those Contracting Parties to the 1958 Agreement that will apply the UN Regulation No 0 on IWVTA.

International Whole Vehicle Type Approval (IWVTA)

Although the discussions on IWVTA are taking place in parallel with those on the reform of the 1958 Agreement, the process of developing the IWVTA is advancing in slower but steady steps due to the complexity of the subject. In 2014, the sub-group on IWVTA succeeded to solve most of the outstanding issues on the draft UN Regulation No. 0 on IWVTA (UN R0), co-developed and supported by the European Union. The discussions allowed for the clear identification of the UN Regulations to be covered by the IWVTA Regulation. The need for a flexibility scheme enabling some Contracting Parties to apply limited recognition of IWVTA for domestic purposes has also been acknowledged and specific procedures are developed to accommodate this need.

Currently, three main issues remain open for further discussion: (i) the time necessary between the establishment of UN R0 and the date of its entry into force to enable Contracting Parties to adapt their national or regional legislation accordingly; (ii) resolving the

⁸ COM (2012) 636 final.

uncertainty in applying UN Regulation No. 116 on immobiliser requirements, and (iii) a common procedure for spare parts to be fitted on vehicles covered by an IWVTA.

According to the revised calendar, it is expected that discussions on the first phase of the IWVTA programme will be concluded at the November 2015 session of WP.29 by voting on the final draft of the UN R0. This would allow the granting of partial IWVTA to start already in 2016 with the perspective of granting complete Whole Vehicle Type Approval in the longer term, provided that the third revision of the 1958 Agreement has entered into force.

3. EU INVOLVEMENT IN THE REGULATORY DEVELOPMENT PROCESS UNDER 1958 AND 1998 AGREEMENTS

As from 1st November 2014, a large number of UN Regulations has been implemented into binding Union law by means of adopting Regulation (EC) No 661/2009 on the General Safety of motor vehicles⁹ (General Safety Regulation), which repealed more than 50 EU Directives and replaced the majority of the previous regulation at Union level with provisions implementing the respective UN Regulations. In the meantime, Regulation (EU) Nos 407/2011¹⁰, 523/2012¹¹ and 2015/166¹² have amended the General Safety Regulation by supplementing its Annex IV with provisions stemming from a total number of 70 UN Regulations.

The activities of the WP.29 and the UNECE working groups responsible for the motor vehicle regulations are becoming more and more important. These intergovernmental bodies are used by the European Union as the main instrument for the development of revisions and amendments to those regulations with respect to updates according to technological progress. Therefore, it is of outmost importance that the UN Regulations continue to provide a coherent framework for technical discussions that will be compatible to the EU type-approval policy framework.

As of 31 December 2014, the Union had acceded to 118 Regulations under the 1958 Agreement¹³ and voted in favour of all 16 Global Technical Regulations under the 1998 Agreement¹⁴. The effect of the accession to the UN Regulations is reflected by Framework Directive 2007/46/EC¹⁵ as supplemented by the General Safety Regulation, as well as by Regulations (EU) No 167/2013¹⁶ and No 168/2013¹⁷ and their implementing regulations making reference to or even replacing some of the traditional European requirements with provisions contained in UN Regulations. The Union either introduces them as a mandatory

⁹ OJ L 200, 31.7.2009, p.1.

¹⁰ OJ L108, 28.4.2011, p. 13.

¹¹ OJ L 160, 21.6.2012, p. 8.

¹² OJ L 28, 4.2.2015, p. 3

¹³ For detailed information on the status of the EU accession to the 1958 Agreement, the UN Regulations and to their amendments, please see Annex I to this Report or follow the link: <http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29fdocstts.html>

¹⁴ For detailed information on the status of the EU transposition of UNECE GTRs under 1998 Agreement, please see Annex II to this Report or follow the link: http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29glob_notification_gtr.html

¹⁵ OJ L 263, 9.10.2007, p.1.

¹⁶ OJ L 60, 2.3.2013, p. 1.

¹⁷ Ibid.

part of the European type-approval system, or accepts them as equivalent (i.e. an alternative way to comply with the corresponding provisions of Union law).

4. UNECE WP.29 ACTIVITIES DURING 2014 ASSURED COHERENCE WITH THE EU REGULATORY OBJECTIVES – OUTLOOK OF ACTIVITIES IN 2015

The European Commission endeavours to ensure coherence between the regulatory activities at UNECE and EU levels. The activities related to the 1958 and 1998 Agreements in 2014 and the results obtained demonstrate that this coherence is being successfully achieved.

4.1 Safety

In 2014, useful progress was achieved at UNECE level. The two new UN Regulations (pole side impact and hydrogen safety) adopted at the November session of the WP.29 further complete the set of globally applicable standards. Furthermore, the adoption of more than 80 technical amendments to existing UN Regulations ensures that those regulations are as clear and as up-to-date as possible. Where appropriate, the changes will be incorporated into Union legislation, notably through the continuous process of updating the General Safety Regulation. The European Commission will work to ensure that progress continues in 2015.

The **UN Regulation on Hydrogen and fuel cell vehicles** introduces uniform provisions concerning the approval of motor vehicles and their components with regard to the safety-related performance of hydrogen-fuelled vehicles. The objective of this Regulation is to establish a high level of safety for compressed hydrogen storage systems, vehicle fuel systems and their specific components, based on the established provisions of GTR No 13 on Hydrogen Safety as already adopted in 2013. The level of safety as provided is considered to be equivalent to the existing measures in the EU as laid down in Regulation (EC) 79/2009¹⁸.

The **UN Regulation on Pole side impact** and its amendments introduce uniform provisions concerning the approval of vehicles with regard to their Pole Side Impact performance with the objective to establish a high level of safety for the occupants of vehicles involved in a side crash with a tall rigid object such as a tree or lantern post. The provisions are based on the previously adopted Global Technical Regulation No 14 on Pole Side Impact. Although the Union acceded to this regulation, there are currently no initiatives to make these new provisions obligatory at EU level, however, the prescriptions and their effects are subject to an ongoing cost/benefit analysis, which is linked to the planned reporting on the General Safety Regulation (Article 17).

New impact testing method for more pedestrian friendly cars: Embracing the latest technological developments, WP.29 adopted in June 2014 an amendment to UN Regulation No. 127 (Pedestrian Safety), which sets the standard test used by vehicle manufacturers to measure the level of damage a car could cause to the human body upon impact. The new leg form test tool (known as FLEX-PLI) will measure more accurately the level of injury that a car's bumper can cause when it impacts a human leg. This level of harm can be the deciding factor between a serious or minor injury. Thus, having the most precise measure of damage allows for the design of more pedestrian friendly car bodies and the mitigation of injury. As a result of the new impact testing method, which will take effect in 2015, serious and fatal injuries from car accidents involving pedestrians will be dramatically reduced making

¹⁸ OJ L 35, 4.2.2009, p. 32

walking and cycling safer. The amendment will potentially be applied in more than 50 countries worldwide including most of Europe, South Africa, Japan, etc. This regulation is considered equivalent to Union legislation laid down in Regulation (EC) No 78/2009¹⁹ that in turn updated pedestrian protection provisions introduced since 2004.

Amended UN Regulation marks a major milestone for Natural Gas Vehicles (NGV) industry: The safety-related requirements for Compressed Natural Gas (CNG) components and systems installed in natural gas vehicles are currently set out in UN Regulation No. 110 that allows for mutual recognition of approvals granted for CNG components or vehicles. However, Liquefied Natural Gas (LNG) components and systems were not covered by this Regulation until July 2014 when new amendments came into effect. The amended UN Regulation No. 110 contains safety prescriptions for the on-board LNG systems, the LNG storage tank and the minimum holding time after filling and is seen as a benchmark regulation for the global NGV community governing the testing and safety of NGV components, including retrofit and factory-built vehicles.

As regards the adoption of UN Global Technical Regulations (GTRs) under the 1998 Agreement, the key achievement in 2014 was the adoption of a new GTR on Tyres. Slower progress was noted for other safety related requirements for motor vehicles, such as GTR No. 7 (Head restraints), GTR No. 9 (Pedestrian Safety) and the draft GTRs on Electric Vehicles Safety (EVS) and on Quiet Road Transport Vehicles (QRTV). On the other hand, the developments on the environmentally related GTRs were progressing according to schedule, i.e. GTR No. 2 (World-harmonised Motorcycle Test Cycle), with the exception of GTR No. 4 (WHDC) whose draft amendments are expected to be adopted behind schedule later in 2015.

It should be noted that GTRs contain globally harmonised performance-related requirements and test procedures. They provide a predictable regulatory framework for the global automotive industry and consumer associations. Contrary to UN Regulations, GTRs do not foresee mutual recognition of type approvals and therefore, in order for this principle to become applicable they must be further integrated in UN Regulations or introduced in the national legislation of the Contracting Parties.

New GTR on tyres: The Contracting Parties to the 1998 Agreement and stakeholders agreed to consolidate the worldwide technical requirements covering safety of tyres for passenger cars and light trucks. The new GTR No 16 adopted by WP.29 in November 2014 will harmonise, in particular, the currently different tyre design prescriptions between the EU, India and China (unfortunately, the US abstained from voting). Thus, the expected principle economic benefit of the GTR will be the reduction in the variety of tests for the same or substantially similar requirements in the different world regions. Safety benefits are also anticipated, although it is not feasible at this stage to assess them in clear terms of reduction of number of accidents and victims. The next steps will be the alignment with UN Regulation No 117 (phase 1b) and the extension of the scope of the GTR (phase 2). At this stage, the European Commission has supported phase 1b but is less interested in phase 2. The Russian Federation has already offered to sponsor and chair the two next phases of the process.

¹⁹ OJ L 35, 4.2.2009, p. 1

4.2 Emissions and fuel efficiency

CARS 2020 Action Plan sets out as a key action the development of a new driving test cycle and test procedure to measure fuel consumption and emissions from passenger cars, vans and light-duty vehicles, that better reflect real-world driving behaviour and at the same time takes into account the EU specific characteristics of the market.

Under the sponsorship of the EU and Japan a new GTR for a World Harmonized Light duty Test Procedure (WLTP) is being developed by the UNECE Working Party on pollution and energy (GRPE). The phase 1a version of the GTR has been adopted by the UNECE WP.29 in March 2014. Currently this version is being further developed towards a phase 1b version of the GTR on WLTP that should be adopted by WP.29 in 2016.

Depending on a future political decision, the GTR on WLTP could be implemented into the EU legal framework (i.e. as Annex to Regulation 692/2008/EC) together with European specific modalities. This means that the GTR on WLTP text would have to be complemented by a number of further technical elements, which have been and would still be decided at EU level, e.g. corrections for cycle flexibilities and European ambient temperatures or administrative surveillance procedures.

World Harmonised Light-duty Vehicles Testing Procedure for measuring CO₂ emissions (WLTP)

The new GTR on WLTP comprises a set of harmonised rules on the measurement of CO₂ and pollutant emissions of light duty vehicles. The new test cycle of the WLTP (phase 1a) will better reflect real-world driving behaviour when measuring the fuel consumption of cars.

The adoption of GTR No 15 marks an important step in increasing transparency and accuracy of information provided both to consumers and national authorities. The new standard ensures more precise CO₂ emissions measurements that will provide a solid basis for the governments to determine carbon emission limits, as well as a common platform for comparison of emissions reductions that will ultimately reduce the costs for the testing.

Overall this GTR No 15 was adopted with broad support from the Contracting Parties. Korea, traditionally applying the self-certification system and the USA emission test cycle, supported the adoption of the GTR and declared to be actively engaging in the next phases of supplementing it with additional environmental performance requirements.

Even the US, although abstaining from the vote, declared to be supportive of the global community using a single laboratory test cycle. However, owing to lack of their participation in the work of the UN informal working group, data from the US market had not been submitted and could therefore not be taken into account by the working group. The US took the commitments to reflect on the relevance for their domestic legislation when GTR No 15 will be more developed and supplemented with the outcome of the next phases of work from the UN working group.

With respect to the environmental and propulsion unit performance requirements (EPPR) of L-category vehicles²⁰ the Union is sponsoring the UNECE EPPR working group²¹ that focusses on developing these requirements at the world-wide level. Progress has been made on a number of priority items, among others the entire revision of GTR No 2, a new draft

²⁰ L-category is the family name of light two-, three- and four wheeled vehicles such as powered cycles, two- and three-wheeled mopeds, tricycles and quadricycles.

²¹ <https://www2.unece.org/wiki/pages/viewpage.action?pageId=5800520>

GTR on crankcase and evaporative emissions as well as a new draft GTR on on-board diagnostics, all under the current mandate of the group that runs until 2016. It is envisaged to request WP29 to extend the mandate in 2015 to allow the informal working group to continue the activities until 2020 in order to cover all the tasks in the agreed scope of work of the group. The output of the group may be used in the Union beyond 2020 to replace the European EPPR requirements in Regulation (EU) No 134/2014 by making references to UN Regulations that offer the same level or better environmental protection but that allow at the same time to reduce test and administrative burden for European L-category vehicle manufacturers when introducing a new model on the global market and when for example exporting such a vehicle outside the Union.

Environmental and Propulsion unit Performance requirements (EPPR) for L-category vehicles

The proposal to establish under the UNECE Working Party on Pollution and Energy (GRPE) an informal working group (IWG) on EPPR for L-category vehicles was initiated by the European Union. The IWG was established to create, under both the 1958 and 1998 Agreements, the basis for the possible development of UN Regulations and UN GTRs on EPPR. The European Commission took the lead of this activity and tabled in 2013 and 2014 five proposals for new draft GTRs in this field as well as proposals to transpose these 5 GTRs into five equivalent UN Regulations. These ten proposals are based on Regulation (EU) No 168/2013 and Regulation (EU) No 134/2014²² in force in the EU, which contain among others the Euro 4 (2016) and Euro 5 (2020) environmental step requirements.

The intention of setting up the informal working group was announced during the GRPE and WP.29 meetings in 2012. A mandate to start the activities of the IWG on EPPR was endorsed by WP.29 at its November 2012 session. The IWG had its first meeting in January 2013. Many global partners, such as China, India, Japan and the USA were invited to join the group and have been sharing their experiences in developing relevant regulatory requirements. The tasks of the IWG aim at replicating the successful approach of the GRPE informal group on GTR No 2 regarding the World-harmonised Motorcycle Test Cycle (WMTC), which had facilitated successfully an exchange of information among the participants on their domestic regulatory requirements for an emission laboratory test cycle to measure exhaust gas emissions from a motorcycle after cold start. In 2011 Contracting Parties endorsed Amendment 2 to GTR No. 2 putting forward global exhaust gas emission limit values for the type I emissions test for motorcycles (WMTC). Building on this success, the process of international collaboration continues to further harmonize EPPR for the whole range of L-category vehicles. Furthermore, the IWG will review technical progress of current and near future powertrain technologies, including electrified powertrains and different fuel types, and develop appropriate requirements for adapting the provisions to the technical progress.

4.3 Simplification and consolidation of automotive lighting and light-signalling regulations at the UNECE level

The UNECE Working Party on Motor Vehicles' Lighting and Light-Signalling Devices (GRE) administers more than 40 UN Regulations that harmonise lighting and light-signalling systems, components and separate technical units of motor vehicles. Those regulations are considered as design and technologically restrictive by many EU Member States. Moreover, the regulatory system currently in place is primarily based on proprietary information,

²² OJ L53, 21.2.2014, p.1.

including specific patents and designs, of the industrial players of the sector. Therefore, the regulatory framework that has resulted after almost 40 years of the operation of the GRE Working Group has raised the concerns of the policy stakeholders.

The European Commission took the initiative to set up a platform for discussing those concerns at UNECE and EU Member States' levels with the aim to improve the current situation. It was proposed to sponsor the operation of an informal working group to develop possible solutions and to indicate a clear roadmap of actions. The Special Interest Group entrusted with these tasks has started its work in 2014 and first results are expected for 2015.

The rationalisation and at the same time the simplification and consolidation of the UN Regulations on lighting and light-signalling devices are expected not only to provide administrative benefits but also to contribute towards the fostering of innovation through the creation of a level-playing field in the automotive sector. This process will lead to a major transformation of the affected regulations that will allow a more transparent, performance-based and inclusive regulatory framework.

4.4 Need to improve the implementation of the 1998 Agreement

It appears that the Union and the Russian Federation are the only two Contracting Parties, out of 33 in total, that continuously and consistently fulfil their commitments by transposing the UN GTRs into regional type-approval legislation and both notify the UN of these domestic implementations in due time. For all other contracting parties this is apparently less obvious. Therefore, the low level of notifications recorded from Contracting Parties to the 1998 Agreement clearly demonstrates that the Agreement is in-effective in terms of domestic transposition of GTRs.

There are different reasons for the uneven pace of adoption of GTRs into domestic law by the Contracting Parties, for instance the limited availability of resources, differences in the usual length of time required to complete internal procedures for adoption and the need for additional research to resolve issues that become apparent during the adoption process.

In this regard, the European Commission has proposed improvements to the operation of the 1998 Agreement. In particular, efforts will be focused on improving the project selection strategy for the Program of Work, the management of the GTRs development process and the adoption of the GTRs at the national/regional level.

5. Automated vehicles – a new challenge

The 1968 Vienna Convention on Road Traffic is an international treaty designed to facilitate international road traffic by setting minimum standards that shall be recognised by all the Contracting Parties. According to its Article 8, the general principles for traffic rules are addressed to the driver and not to the vehicle. This has been interpreted by some stakeholders as a design restriction for vehicles. Such an interpretation puts at risk the development of driver assistance systems (e.g. automated braking) which are beneficial for road safety and in some cases are already regulated by UN Regulations, annexed to the 1958 Agreement.

Therefore, UNECE WP.1 on Road Traffic Safety, which is the inter-governmental body administering the 1968 Vienna Convention, adopted in 2014 an amendment confirming that “*systems which influence the way vehicles are driven*”, as well as other systems that can be overridden or switched off by the driver are deemed to be in conformity with Article 8 of the 1968 Vienna Convention. The Contracting Parties will have to adjust their domestic traffic regulation to make it consistent with this amendment before September 2015.

The advanced technology development of the car industry can be well witnessed today. Due to economic interests and to intellectual property rights, industry will increasingly push for regulatory framework on automated vehicles, thus progressively putting them as priority topic on the agenda of WP.29 in the years to come. In order to ensure unobstructed development in this area, close collaboration with UNECE WP.1 will be essential.

As the 1968 Vienna Convention still requires a driver to be present in the vehicle, a further amendment would be required to accommodate the fully autonomous/driverless cars in the future. However, this is a long term goal which still requires a great deal of technical development and testing from manufacturers. In the meantime, Member States may still allow the testing of driverless cars on a national basis as the Convention does not prevent Contracting Parties to take specific measures for national traffic.

6. ACCESS TO DOCUMENTS AND ANNEXES

Extensive information on the work carried out at WP.29 level can be found on the following website: <http://www.unece.org/trans/main/welcwp29.html>. Additionally, the following information is published and regularly updated:

- UNECE Agreements and their status in terms of accession by Contracting Parties;
- Regulations adopted – or amended – under the UNECE Agreements;
- Agendas, minutes, (formal) working documents, informal documents, documents adopted by WP.29;
- Agendas, minutes, (formal) working documents and informal documents of the six Subsidiary Working Parties (GRs);
- Agendas, minutes and working documents of the informal groups established for specific purposes, e.g. the development of a GTR.

The European Commission's websites supplement the body of information available from the UNECE. Reference documents regarding UN Regulations for motor vehicles can be found at the following link:

http://ec.europa.eu/growth/sectors/automotive/technical-harmonisation/international/index_en.htm

Furthermore, in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers²³, the Commission informs the European Parliament about the regulatory work on vehicle legislation undertaken via the comitology procedure, in particular the committee's agendas and minutes. These documents can be found in the comitology register at this link:

<https://circabc.europa.eu/faces/jsp/extension/wai/navigation/container.jsp>

²³ OJ L 55, 28.2.2011, p. 13.

Information on the latest amendments of UN Regulations in the area of vehicle approval adopted by WP.29 and on the latest EU published version can be found in Annex I and on the state of play with regard to the GTRs developed under the 1998 Agreement can be found in Annex II.

7. CONCLUSIONS

Since the technical legislative process at UNECE level acquires increasing importance, the European Commission has dedicated significant efforts to the developments under the 1958 and 1998 Agreements in order to ensure that the EU interests are properly taken into account and that the regulatory requirements set out in the UN Regulations are as rigorous and reliable as those provided for at EU level in terms of high levels of safety, as well as environmental and consumer protection.

The key focus of the WP. 29 activities in 2015 will be on the successful finalisation of the reform of the 1958 Agreement through the swift adoption of its Revision 3, which is promising to bring substantial benefits in terms of trade facilitation and enhancing of the competitive position of the European automotive industry on a global market whose centre of gravity is steadily shifting to emerging countries. There are already strong signals of increasing interest in joining the 1958 Agreement shown by important partners of the Union, such as China, India and Brazil, as well as from other countries in the Asian region. Domestic procedures aiming at becoming Contracting Parties to the 1958 Agreement already in 2015 are launched by Brazil, the Philippines, and Ecuador as reported by their representatives. Further on, China expressed a desire to start participating in the Steering Committee AC.2. In addition, on 3 March 2015 Belarus became a Contracting Party to the 1998 Agreement.

The possible adoption of the new UN Regulation on International Whole Vehicle Type Approval (IWVTA), as part of the reform of the 1958 Agreement, will also be at the focus of the attention and could allow at least partial application of the scheme by the Contracting Parties in 2016. Having in mind that the IWVTA will only be established between the Contracting Parties to the 1958 Agreement, thus excluding such important partners of the Union as the US, China and India, the need of fostering the accession of more countries to the 1958 Agreement becomes even more tangible.

WP.29 will also continue to provide an adequate and effective framework for developing international requirements on new technologies. As a general rule, research and science based evidence will continue to steer the future work of the WP.29, determining the need for further regulatory harmonisation via adoption of new GTRs.

Last but not least, strengthening the implementation of internationally agreed standards under the UNECE framework and complementing them through bilateral regulatory cooperation with key EU partners have also been at the center of the European Commission's efforts. In this regard, the negotiations with the United States in the framework of the Transatlantic Trade and Investment Partnership, are of paramount importance.

ANNEX I

**STATUS OF EU ACCESSION TO UN ECE REGULATIONS IN THE AREA OF
VEHICLE APPROVAL AS OF 31 DECEMBER 2014**

The table below summarises the state of UNECE Regulations as last amended (annexed to the 1958 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), to which the EU has acceded as of 31 December 2014, even if some of the amendments only entered into force after this date

Regulation number	Amendments when acceded	Series of amendments ¹⁻²	Supplements to the series ¹⁻²	Short title of Regulation
1	01	02	00	Asymmetric headlamps (R2 and/or HS1)
3	02	02	15	Retro-reflecting devices
4	00	00	18	Rear registration-plate lamp
5	02	03		Asymmetric headlamps (Sealed Beam)
6	01	01	26	Direction indicators
7	02	02	23	End-outline marker-, front/rear position-, side-, stop- lamps (M, N and O)
8	04	05	00	Headlamps (H1, H2, H3, HB3, HB4, H7, H8, H9, HIR1, HIR2 and/or H11)
10	02	05	00	Electro-magnetic compatibility
11	02	04	00	Door latches and hinges
12	03	04	03	Behaviour of steering device under impact
13	09	11	12	Braking (categories M, N and O)
13H	00	00	16	Braking (passenger cars)
14	04	07	06	Seat-belt anchorages
16	04	06	05	Seat belts
17	06	08	02	Seat strength
18	02	03	03	Anti-theft
19	02	04	07	Front fog lamps
20	02	03	00	Asymmetric headlamps (H4)
21	01	01	03	Interior fittings
22	04	05	01	Protective helmets and visors for motorcyclists
23	00	00	20	Reversing lamps
24	03	03	03	Diesel smoke and power
25	04	04	01	Head restraints
26	02	03	02	External projections
27	03	04	00	Advance warning triangles
28	00	00	03	Audible warning devices

Regulation number	Amendments when acceded	Series of amendments¹⁻²	Supplements to the series¹⁻²	Short title of Regulation
29	03	03	02	Protection of the occupants of the cab of a commercial vehicle
30	02	02	17	Tyres (motor vehicles and their trailers)
31	02	03	00	Asymmetric headlamps (halogen sealed beam)
34	01	03	00	Fire risks
37	03	03	43	Filament lamps
38	00	00	17	Rear fog lamps
39	00	00	05	Speedometer
41	04	04	01	Noise emissions of motorcycles
43	00	01	03	Safety glazing
44	03	04	09	Child restraint system
45	01	02	05	Headlamp cleaners
46	01	04	01	Rear-view mirrors
48	01	06	05	Installation of lighting and light-signalling devices (M, N and O)
49	02	06	02	Emissions (diesel, NG & LPG)
50	00	00	17	Front/rear position-, stop-lamps, direction indicators, rear registration-plate lamps (L)
51	02	02	10	Sound levels (M and N)
53	00	01	16	Installation of lighting and light-signalling devices (L3)
54	00	00	18	Tyres (commercial vehicles and their trailers)
55	00	01	03	Mechanical coupling devices
56	00	01	00	Headlamps (mopeds)
57	01	02	00	Headlamps (motorcycles)
58	01	02	03	Rear under run protective device
59	00	01	00	Replacement silencing systems
60	00	00	04	Driver operated controls - identification of controls, tell-tales and indicators
61	00	00	02	Cab strength of commercial vehicles
62	00	00	02	Anti-theft (moped/motorcycles)
64	00	02	02	Tyres (temporary use spare wheels/tyres)
66	00	02	00	Strength of superstructure (buses)
67	01	01	14	LPG equipment
69	01	01	06	Rear marking plates for slow moving vehicles
70	01	01	9	Rear marking plates for heavy and long
71	00	00	00	Field of vision, agricultural tractors
72	00	01	00	Headlamps (HS1) (motorcycles)
73	00	01	00	Lateral protection (goods vehicles and their trailers)

Regulation number	Amendments when acceded	Series of amendments¹⁻²	Supplements to the series¹⁻²	Short title of Regulation
74	00	01	08	Installation of lighting and light-signalling devices (L1)
75	00	00	14	Tyres (motorcycles/mopeds)
77	00	00	17	Parking lamps
78	02	03	01	Braking (category L)
79	01	01	04	Steering equipment
80	01	03	00	Strength of seats and their anchorages (large passenger vehicles)
81	00	00	02	Rear-view mirrors (motorcycles/mopeds)
82	00	01	00	Headlamps (HS2 moped)
83	03	06	04	Emissions
85	00	00	06	Power - internal combustion and electric (M and N)
86	00	00	05	Installation of lighting and light-signalling devices (agricultural tractors)
87	00	00	18	Daytime running lamps
89	00	00	02	Speed limitation devices
90	01	02	02	Replacement brake linings and their assemblies
91	00	00	16	Side marker lamps
93	00	00	00	Front underrun protective devices
94	01	02	05	Protection of the occupants in the event of a frontal collision
95	02	03	03	Protection of the occupants in the event of a lateral collision
96	00	04	01	Diesel emission (agricultural tractors)
97	00	01	07	Alarm systems
98	00	01	05	Headlamps with gas-discharge light sources
99	00	00	09	Gas-discharge light sources
100	00	02	01	Electric vehicle safety
101	00	01	04	CO2 emission/fuel consumption (M1) and electric energy consumption and range (M1 and N1)
102	00	00	00	Close coupling devices
103	00	00	04	Replacement catalytic converters
104	00	00	08	Retro-reflective markings (heavy and long vehicles)
105	02	05	02	Carriage of dangerous goods - construction of vehicles
106	00	00	10	Tyres (agricultural vehicles)
107	01	06	01	Buses and coaches

Regulation number	Amendments when acceded	Series of amendments¹⁻²	Supplements to the series¹⁻²	Short title of Regulation
108	00	02	03	Rethreaded tyres (motor vehicles and their trailers)
109	00	00	05	Rethreaded tyres (commercial vehicles and their trailers)
110	00	01	02	Compressed natural gas systems
111	00	00	01	Roll-over stability of tank vehicles (N and O)
112	00	01	05	Asymmetrical headlamps (filament lamps)
113	00	01	03	Symmetrical headlamps (filament lamps)
114	00	00	00	Replacement airbags
115	00	00	06	LPG-CNG retrofit systems
116	00	00	04	Unauthorised use (anti-theft and alarm systems)
117	00	02	04	Tyres rolling noise
118	00	02	05	Fire resistance of interior materials
119	00	01	04	Cornering lamps
120	00	01	00	Power - internal combustion (agricultural tractors and mobile machinery)
121	00	01	00	Hand controls, tell-tales and indicators
122	00	00	02	Heating systems
123	00	01	06	Adaptive Front-lighting Systems
124	00	00	01	(Replacement) Wheels for passenger vehicles
125	00	01	00	Driver's forward field of vision
126	00	00	00	Partitioning systems to protect passengers against displaced luggage
127	00	01	00	Pedestrian Safety
128	00	00	03	Light Emitting Diode (LED) light sources
129	00	00	03	Enhanced Child Restraint Systems (ECRS)
130	00	00	02	Lane Departure Warning Systems (LDWS)
131	00	01	01	Advanced emergency Braking Systems (AEBS)
132	00	01	00	Retrofit Emission Control Devices (REC)
133	00	00	00	Reusability, recyclability and recoverability
134	00	00	00	Hydrogen and fuel cell vehicles (HFCV)
135	00	00	01	Pole Side Impact (PSI)

Notes:

1. This column lists the latest amendments to the Regulation concerned, that the European Union has acceded to by 31/12/2014. Some of the more recent series of amendments, or supplements to the series of amendments, will enter into force after that date. The date of entry into force of these amendments should be checked in the latest version of the UNECE status document TRANS/WP.29/343/Rev.23 available at: <http://www.unece.org/fileadmin/DAM/trans/main/wp29/wp29regs/ECE-TRANS-WP.29-343-Rev.23.pdf>
2. All relevant corrigenda up to 31/12/2014 have also been adopted, unless otherwise indicated.

ANNEX II
STATUS OF EU TRANSPOSITION OF UNECE GLOBAL TECHNICAL
REGULATIONS (GTRs) AS OF 31 DECEMBER 2014

Annex - Status report of global technical regulations in the European Union submitted in accordance with paragraph 7.4 of Article 7 of the 1998 Global Agreement, 27 February 2015

UN GTR No.	Including amendment (Am) number.	Including Appendix (Ap) number	UN GTR title	UN Regulation Number where the UN GTR is transposed	Application of the UN GTR into the UN Regulation	Date of entry into force of amendment to UN Regulation published	Regulation transposing the UN GTR / UN Regulation in EU legislation	Mandatory date of entry into force of GTR application in the EU	Final notification in process / Done
1	-	1	Door locks and door retention components	R11.03 Sup 2	Mandatory	17 Mar 10	Regulation (EU) No 407/2011 ²⁴	01 Nov 12 for new types, 01 Nov 14 all new vehicles	Done
1	1	1		R11.03 Sup 3	In process	27 Jan 13	In process	-	In process

²⁴ Commission Regulation (EU) No 407/2011 of 27 April 2011 amending Regulation (EC) No 661/2009 of the European Parliament and of the Council as regards the inclusion of certain Regulations of the United Nations Economic Commission for Europe on the type-approval of motor vehicles, their trailers and systems, components and separate technical units intended therefor (OJ L 108, 28.4.2011, p. 13)

UN GTR No.	Including amendment (Am) No.	Including Appendix (Ap) No.	UN GTR title	UN Regulation Number where the UN GTR is transposed	Application of the UN GTR into the UN Regulation	Date of entry into force of amendment to UN Regulation published	Regulation transposing the UN GTR / UN Regulation in EU legislation	Mandatory date of entry into force of GTR application in the EU	Final notification in process / Done
2	-	-	Measurement procedure for two-wheeled motorcycles equipped with a positive or compression ignition engine with regard to the emission of gaseous pollutants, CO2 emissions and fuel consumption	In process	Mandatory (as alternative to Directive 97/24/EC ²⁵)	-	Directive 2006/72/EC ²⁶ (link to GTR No 2)	01 Jul 07	Done
2	3	1		In process	Mandatory (replacing 97/24/EC)	-	Regulation (EU) No 134/2014 ²⁷ (GTR No 2 into its Annex II)	01 Jan 16 for new types of L3e, L4e, L5e-A and L7e-A categories, 01 Jan 17 for all new vehicles of these categories	Done
3	1		Motorcycle brake systems	R78.03 Sup 1	Mandatory	26 Feb 09	Regulation (EU) No 3/2014 ²⁸	01 Jan 16 for new types, 01 Jan 17 for all new vehicles	Done

²⁵ Directive 97/24/EC of the European Parliament and of the Council of 17 June 1997 on certain components and characteristics of two or three-wheel motor vehicles (OJ L 226, 18.8.1997, p. 1)

²⁶ Commission Directive 2006/72/EC of 18 August 2006 amending for the purposes of adapting to technical progress Directive 97/24/EC of the European Parliament and of the Council on certain components and characteristics of two or three-wheel motor vehicles

²⁷ Commission delegated Regulation (EU) No 134/2014 of 16 December 2013 supplementing Regulation (EU) No 168/2013 of the European Parliament and of the Council with regard to environmental and propulsion unit performance requirements and amending Annex V thereof (OJ L53, 21.2.2014, p. 1)

²⁸ Commission Delegated Regulation (EU) No 3/2014 of 24 October 2013 supplementing Regulation (EU) No 168/2013 of the European Parliament and of the Council with regard to vehicle functional safety requirements for the approval of two- or three-wheel vehicles and quadricycles (OJ L7, 10.1.2014, p. 1)

UN GTR No.	Including amendment (Am) No.	Including Appendix (Ap) No.	UN GTR title	UN Regulation Number where the UN GTR is transposed	Application of the UN GTR into the UN Regulation	Date of entry into force of amendment to UN Regulation published	Regulation transposing the UN GTR / UN Regulation in EU legislation	Mandatory date of entry into force of GTR application in the EU	Final notification in process / Done
4	1	-	Test procedure for compression-ignition (C.I.) engines and positive-ignition (P.I.) engines fuelled with natural gas (NG) or liquefied petroleum gas (LPG) with regard to the emission of pollutants	R49.05 Sup 2	Mandatory	19 Aug 10	Regulation (EU) No 582/2011 ²⁹	14 Jun 11	Done
4	2	-		R49.06 Sup 2	Mandatory	10 Jun 14	Regulation (EU) No 133/2014 ³⁰	10 Mar 14	Done
5	1		Technical requirements for on-board diagnostic systems (OBD) for road vehicles	R49.05 Sup 2	Mandatory	19 Aug 10	Regulation (EU) No 64/2012 ³¹	26 Jan 12	Done
5	1	1		R49.06 Sup 2	Mandatory	10 Jun 14	Regulation (EU) No 133/2014 ³²	10 Mar 14	Done

²⁹ Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).

³⁰ Commission Regulation (EU) No 133/2014 of 31 January 2014 amending, for the purposes of adapting to technical progress as regards emission limits, Directive 2007/46/EC of the European Parliament and of the Council, Regulation (EC) No 595/2009 of the European Parliament and of the Council and Commission Regulation (EU) No 582/2011 Text with EEA relevance (OJ L 47, 18.2.2014, p. 1).

³¹ Commission Regulation (EU) No 64/2012 of 23 January 2012 amending Regulation (EU) No 582/2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) (OJ L 28, 31.1.2012, p. 1)

³² Commission Regulation (EU) No 133/2014 of 31 January 2014 amending, for the purposes of adapting to technical progress as regards emission limits, Directive 2007/46/EC of the European Parliament and of the Council, Regulation (EC) No 595/2009 of the European Parliament and of the Council and Commission Regulation (EU) No 582/2011 Text with EEA relevance (OJ L 47, 18.2.2014, p. 1).

UN GTR No.	Including amendment (Am) No.	Including Appendix (Ap) No.	UN GTR title	UN Regulation Number where the UN GTR is transposed	Application of the UN GTR into the UN Regulation	Date of entry into force of amendment to UN Regulation published	Regulation transposing the UN GTR / UN Regulation in EU legislation	Mandatory date of entry into force of GTR application in the EU	Final notification in process / Done
6	1		Safety glazing materials for motor vehicles and motor vehicle equipment	R43.01	Mandatory	28 Oct 11	Regulation (EC) No. 661/2009 ³³ and Regulation (EU) No 407/2011 ³⁴	01 Nov 12 for new types, 01 Nov 14 for all new vehicles	Done
7	-	1	Head restraints	Pending transposition in R17	In process	-	In process	-	-
8	-	1	Electronic stability control systems	R13H Sup 7	Mandatory	22 Jul 09	Regulation (EC) No. 661/2009 and Regulation (EU) No 407/2011	01 Nov 11 for new types, 01 Nov 14 for all new vehicles	Done
8	-	1, Corr 2		R13H Sup 13	In process	13 Apr 12	In process	-	In process

³³ Regulation (EC) No 661/2009 of the European Parliament and of the Council of 13 July 2009 concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor (OJ L 200, 31.7.2009, p. 1).

³⁴ Commission Regulation (EU) No 407/2011 of 27 April 2011 amending Regulation (EC) No 661/2009 of the European Parliament and of the Council as regards the inclusion of certain Regulations of the United Nations Economic Commission for Europe on the type-approval of motor vehicles, their trailers and systems, components and separate technical units intended therefor (OJ L 108, 28.4.2011, p. 13)

UN GTR No.	Including amendment (Am) No.	Including Appendix (Ap) No.	UN GTR title	UN Regulation Number where the UN GTR is transposed	Application of the UN GTR into the UN Regulation	Date of entry into force of amendment to UN Regulation published	Regulation transposing the UN GTR / UN Regulation in EU legislation	Mandatory date of entry into force of GTR application in the EU	Final notification in process / Done
9	-	-	Pedestrian safety	R127	Mandatory	17 Nov 12	Regulation (EU) No 459/2011 ³⁵	02 Jun 11	Done
9	1	-		R127	In process	-	In process	-	In process
10	-	1	Off-cycle emissions (OCE)	R49, Am 5	Mandatory	03 Feb 08	Regulation (EU) No. 582/2011	15 Jul 11	Done
11	-	-	Test procedure for compression-ignition engines to be installed in agricultural and forestry tractors and in non-road mobile machinery with regard to the emissions of pollutants by the engine	R96.03	Mandatory	26 Jul 12	Directive 97/68/EC ³⁶	19 Mar 98	Done.
11	-	2		R96.04	In process	13 Feb 14	In process	-	In process
12	1	1	Global Technical Regulation concerning the location, identification and operation of motorcycle controls, tell-tales and indicators	R60, Sup 4	Mandatory	12 Aug 04	Regulation(EU) No 3/2014 ³⁷	01 Jan 16 for new types, 01 Jan 17 for all new vehicles	Done

³⁵ Commission Regulation (EU) No 459/2011 of 12 May 2011 amending the Annex to Regulation (EC) No 631/2009 laying down detailed rules for the implementation of Annex I to Regulation (EC) No 78/2009 of the European Parliament and of the Council on the type-approval of motor vehicles with regard to the protection of pedestrians and other vulnerable road users (OJ L 124, 13.5.2011, p. 1).

³⁶ Directive 97/68/EC of the European Parliament and of the Council of 16 December 1997 on the approximation of the laws of the Member States relating to measures against the emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery (OJ L 59, 27.2.1998, p. 1).

³⁷ Commission Delegated Regulation (EU) No 3/2014 of 24 October 2013 supplementing Regulation (EU) No 168/2013 of the European Parliament and of the Council with regard to vehicle functional safety requirements for the approval of two- or three-wheel vehicles and quadricycles (OJ L7, 10.1.2014, p. 1)

UN GTR No.	Including amendment (Am) No.	Including Appendix (Ap) No.	UN GTR title	UN Regulation Number where the UN GTR is transposed	Application of the UN GTR into the UN Regulation	Date of entry into force of amendment to UN Regulation published	Regulation transposing the UN GTR / UN Regulation in EU legislation	Mandatory date of entry into force of GTR application in the EU	Final notification in process / Done
13	-	1	Global Technical Regulation concerning hydrogen and fuel cell vehicles	-	In process	-	In process	-	In process
14	-	1	Pole side impact	-	In process	-	In process	-	In process
15	-	-	Worldwide harmonized Light-duty vehicle Test Procedures (WLTP)	-	In process	-	In process	-	In process
16	-	-	GTR on Tyres	-	In process	-	In process	-	In process