

## **EU Work priorities for 2019-2021 for UNECE activities**

### **1. Working Group on Automated and connected vehicles (GRVA)**

#### **1.1. New Framework Regulation on automated/autonomous vehicles**

The purpose is to develop a new regulation that will cover the functional requirements of automated vehicles in a comprehensive manner the combination of the different functions for driving: longitudinal control (acceleration, braking, road speed), lateral control (lane discipline), environment monitoring (headway, side, rear), minimum risk manoeuvre, transition demand, HMI (internal and external) and driver monitoring.

It could take form either of a new global technical regulation or a new UN regulation depending on the contracting parties interested by this project. At this stage the discussion is starting in GRVA

Target date for WP29 vote: Q4/2020

#### **1.2. New assessment method for automated vehicles**

The purpose is to develop a new way to assess automated vehicles taking into account the fact that these vehicles will have to deal with many different driving situation whereas only a few can be physically tested. It could take form either of a new global technical regulation or a new UN regulation depending on the contracting parties interested by this project. At this stage the discussion is starting in GRVA

Target date for WP29 vote: Q4/2020

#### **1.3. New Regulation on Advanced Emergency Braking Systems (AEBS)**

This will be part of the implementing measures of the revised EU General Safety Regulation which proposes to mandate AEBS for cars and vans (as it is already the case for buses and trucks today). It will include detection of moving vehicles and stationary vehicles, as well as pedestrians and cyclists in front of the affected motor-vehicle. These requirements could take form either of a new global technical regulation or a new UN regulation depending on the contracting parties that are interested by this project.

Target date for WP29 vote: Q2/2019 for car to car and pedestrian requirements – Q2/2021 for car to cyclist requirements.

#### **1.4. Cyber security : Guidelines and/or new Regulation**

Building on the ITS/AD work on, a new Regulation could be developed to certify vehicles regarding cybersecurity. This new regulation could take form either of a new global technical regulation or a new UN regulation depending on the contracting parties that are interested by this project. It could also take form of guidelines only.

Target date for WP29 vote: Q1/2020

### **1.5. Software updates**

Building on the ITS/AD work on, a new Regulation could be developed to certify vehicles regarding software. This new regulation could take form either of a new global technical regulation or a new UN regulation depending on the contracting parties that are interested by this project. It could also take form of guidelines only.

Target date for WP29 vote: Q1/2020

### **1.6 Amendment to Regulation 79 on Lane Keeping Assist Systems (LKAS)**

This will be part of the implementing measures of the revised General safety Regulation which proposes to mandate LKAS for cars and vans. These requirements could take form of a new global technical regulation. It is already regulated under UN regulation 79. However these requirements may need to be revised on the basis of the final outcome of the discussion on the regulation on vehicle general safety.

Target date for WP29 vote: Q4/2020

## **2. Working group on general safety (GRSG)**

### **2.1. New Regulation on Event (Accident) Data Recorders**

Event data recorder will be crucial to assign liability in case of an accident of automated vehicles. The revision of the General Safety Regulation also requires the fitting of an EDR for M1 and N1 "classical" vehicles (for accident analysis purposes). This new regulation could take form either as a new global technical regulation or a new UN regulation depending on the contracting parties that are interested by this project.

Target date for WP29 vote: Q4/2020

### **2.2. Awareness of Vulnerable Road Users proximity in low speed manoeuvres (VRU-Proxi)**

The revision of the General Safety Regulation will require detection systems for VRU in front and to the side of truck cabs and buses as well as improved direct visibility by drivers through larger windows It will also mandate reversing cameras or alternative systems that detect presence of pedestrians/cyclists. Work is going-on in GRSG. The requirements could be incorporated into UN regulation No 46 or one or more new UN regulations.

Target dates for WP29 vote:

- turning truck/bus Q1/2019
- truck/bus taking-off Q4/2020
- reversing motion Q2/2020
- truck/bus direct vision Q4/2021

### **2.3. Prevention of Fire Risk, Fuel System Integrity, Rear Impact**

The purpose of this amendment to UN regulation No 34 on prevention of Fire Risk is to add protection against electric shock risk in case of rear impact, linked to revision of the General Safety Regulation.

Target date for WP29 vote: Q2/2020

## **2.4. Behaviour of the general construction of M2/M3 vehicles in case of a Fire Event**

The purpose is to update the general construction of buses and coaches (UN regulation 107) and the burning behaviour of material (UN regulation 118) in case of fire event.

Target date for WP29 vote: Q1/2021

## **3. Working group on passive safety (GRSP)**

### **3.1. Frontal off-set Crash Test**

Amendment to remove current exemption for all M1 passenger cars with a maximum mass of more than 2,500 kg as well as introduction of N1 light commercial vehicles in the scope of UN regulation No 94, linked to revision of the General Safety Regulation.

Target date for WP29 vote: Q2/2020

### **3.2. Side impact Crash Test**

Amendment to remove current exemption for all M1 passenger cars and N1 light commercial vehicles, where the R-point of the lowest seat is more than 700 mm from ground level, from UN regulation No 95, linked to revision of the General Safety Regulation.

Target date for WP29 vote: Q2/2020

### **3.3. Rear impact Crash Test**

Amendment to remove current exemption for heavy vehicles from the scope and update UN regulation No 34, linked to revision of the General Safety Regulation.

Target date for WP29 vote: Q2/2020

### **3.4. Safety of Electric Vehicles**

Revision of the UN regulation Nos 100, 12, 94, 95 and 137 based on the requirements of new the GTR 20 on Safety of Electric Vehicles

Target date for WP 29 vote: Q4/2020

### **3.5. Pedestrian Safety**

Enlargement of the head impact zone to include the windscreen area in UN regulation No 127 and GTR No 9, linked to revision of the General Safety Regulation.

Target date for WP29 vote: Q2/2021

### **3.6. Full Width Crash Test**

Amendment to introduce new crash test dummy (THOR) to ensure improved restraint systems as well as introduction of N1 light commercial vehicles in the scope of UN regulation No 137, linked to revision of the General Safety Regulation.

Target date for WP29 vote: Q4/2021

### **3.7. Hydrogen (Fuel Cell) Vehicle Safety**

Development of Phase 2 of GTR No 13 with material qualification requirements, to be subsequently transposed into UN regulation No 134.

Target date for WP29 vote: Q4/2021

## **4. Working group on lighting (GRE)**

### **4.1. Emergency Stop Signal (Emergency Braking Display)**

Amendment to mandate emergency stop signal instead of if fitted requirements in UN regulation No 48, linked to revision of the General Safety Regulation.

Target date: Q4/2019

### **4.2 Mandatory rear position lamps with DRL**

Amendment to mandate switching ON of at least rear position lamps together with DRL in UN regulation No 48.

Target date: Q4/2019

### **4.3. Introduction of performance based requirements for lighting and light-signalling regulations**

Phase 2 of the simplification will introduce technology neutral, performance based requirement for lighting devices that will facilitate the development of a new GTR for lighting.

Target date: Q1/2021

## **5. Working Group on Vehicle Emissions (GRPE)**

### **5.1 IWG on Global Real Driving Emissions (RDE) to create a new UN-GTR and then Regulation**

Target date: End 2020 (for GTR)

### **5.2. Continuation of the work of WLTP to focus on the issues of durability and conformity of production**

Target date: End 2019

### **5.2b. Transposition of WLTP GTR to a UN Regulation**

Target date: Mid 2020

### **5.3. Follow up of E-PPR**

Finalize the revision of the GTR2 (on emissions of two-wheelers) with the aim to bring this in line with the Euro 5 step. The intention is to finalize the Technical report and draft GTR by the end of 2018

Amending GTR18 (on OBD of two-wheelers) by March 2018 with the aim to include stage II in the GTR. The amendment will be based on the Euro 5 OBD stage requirements. The aim is to complete the amendment by 2019.

Target date: End 2019

### **5.4. Follow-up of the work of the PMP group (including the sub-23 nm, break wear and studies on tyre abrasion)**

Target date: end 2020

## **5.5 Participation to the work of the HDV group, including any discussions on CO2 from HDV**

The UN Regulation should be updated with the new developments of this regulation in Europe, such as the inclusion of PEMS-PN and cold start. Discussions have also started on the possible harmonisation of some parts of the CO2 from HDV certification.

Target date: mid-2020 for pollutants part

## **5.6 Electric Vehicles and the Environment (EVE)**

- a. Development of a new GTR focusing on determining the powertrain performance.
- b. Development of a new GTR focusing on battery performance and durability

Target date: a. Q4/2019, b. mandate to be extended in 2019

## **6. Working Group on Sound emissions and tyres performance (GRBP)**

### **6.1. Tyre Pressure Monitoring TPMS**

Amendment to introduce requirements for all M, N and O categories in UN regulation No 141, linked to revision of Regulation 661/2009.

Target date for WP29 vote: Q4/2020

### **6.2. Test on worn tyres**

New test on wet grip of worn tyres (also linked to revision of Regulation 661/2009)

Target date for WP29 vote: Q4/2020.

### **6.3. Reverse Warning Device**

Drafting of a new UN regulation on the subject – link to the above mentioned item "5.3.1. Awareness of Vulnerable Road Users proximity in low speed manoeuvres (VRU-Proxi) (GRSG)"

Target date for WP29 vote: : Q4/2020

### **6.4. Track alignment and measurement**

Track alignment and measurement discrepancies for UNECE R117

Target date for WP29 vote: : Q4/2020

### **6.5. Additional Sound Emission Provisions (ASEP)**

New range of testing for ASEP (Additional Sound Emission Provisions)

Target date for WP29 vote: : Q4/20202020

## **7. International Whole Vehicle Type Approval (IWVTA)**

Update of Annex IV to UN Regulation 0, including the definition of the UN Regulations to add to the IWVTA (IWVTA phase 2)  
Target date EC adoption: Q3 2019 and Q3 2020