Update on IWVTA

Bill Coleman, GRPE Ambassador to IWVTA
GRPE 82, January 2021
Progress of Regulation 0

• Regulation 0 was published on 10 August 2018 and entered into force on 19 July
• The latest revision (the 02 series of amendments) entered into force on 29 May 2020
• In March 2020 Japan reported that they had issued the world’s first approval to Regulation 0
• A review at the November 2020 IWG meeting revealed that the number of approvals issued had doubled!
Inclusion of (GRPE) regulations in UNR 0
(taken from IWVTA-31-03)

• Phase 1 of UNR 0 was its initial development with a „starter list“ of „system“ Regulations which need to be met for approval

• Phase 2 (2018-2022) will extend this list in blocks (~ annually)

• The process for phase 3 is still in discussion:
  • Automatic inclusion (after review by IWG IWVTA)
  • Proposal by a Contracting Party followed by interaction with the responsible GR
### Status of future inclusions of GRPE Regulations

<table>
<thead>
<tr>
<th>Priority*1</th>
<th>The Prioritized UN Regulations by GRs</th>
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</thead>
<tbody>
<tr>
<td>(i) appropriate to apply these items to IWVTA in Phase 2 (2018-2022)</td>
<td>UNR110 CNG, UNR116 Protection against unauthorized use, UNR134 FCV, UNR135 PSI, UNR137 Frontal Impact, UNR138 QRTV, UNR148 LSD, UNR149 RID, UNR150 RRD, UNR “WLTP” [Provided that Series of Amendments 01 is in force, otherwise (ii)], UNR ”RDE” [Provided that the UNR is in force, otherwise (ii)]</td>
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<tr>
<td>(ii) appropriate to apply these items to IWVTA in Phase 3 or later (2023-20xx)</td>
<td>[UNR89 Speed limiters], UNR 24 Diesel smoke, UNR 49 Diesel emissions, UNR67 LPG, UNR 133 Recyclability, UNR144 AECs, UNR145 ISOFIX Wheel guards, Defrost/ demist, Washer/ wiper (no UN Regulations available)</td>
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<tr>
<td>(iii) not necessary to apply these items to IWVTA</td>
<td>UNR27 Advance warning triangle, UNR55 Coupling, UNR 101 CO₂ emissions, UNR122 Heating system Towing hooks, Air-conditioning system (No UN Regulations available)</td>
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Open items for GRPE (view of ambassador)

- **UNR 154 (WLTP), UNR „RDE“**
  - During the development of these UNRs, it was recognised that CPs must be allowed to freely decide whether to apply WLTP, RDE and In-Service Conformity (ISC). It was therefore decided to further develop UNR 83. The EU would for example demand approval to the following 3 Regulations:
    - UNR 154 Level 1a (not in R0) or Level 2
    - UNR „RDE“, adoption by WP.29 delayed
    - UNR 83.08 (possibly .09), draft delayed for second time
  - It would be interesting to see the EU plan for managing the situation until all 3 exist

- **UNR 24**
  - The Russian Federation proposed inclusion of tractors (GRPE-78-07 – rejected) which led to a discussion of a need to split UNR 24 before inclusion
  - Is a split still desired/necessary and if so, who should propose it?

- **UNR 49**
  - As UNR 0 applies exclusively to M1 category vehicles, is there a need for inclusion?

- **UNR 133**
  - Reservations previously expressed by Japan are expected to be resolved before Phase 3 (2023+)