



# Economic and Social Council

Distr.: General  
9 December 2022

Original: English

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## Economic Commission for Europe

### Inland Transport Committee

#### Eighty-fifth session

Geneva, 21–24 February 2023

Item 7 (k) of the provisional agenda

#### **Strategic Questions of a Horizontal and Cross-Sectoral Policy or Regulatory Nature: Harmonization of Vehicle Regulations**

## The latest developments in Vehicle Regulations

### Note by the secretariat

#### *Summary*

The work in the World Forum for Harmonization of Vehicle Regulations (WP.29) continued to strengthen the areas of vehicle safety and environmental protection, resulting in numerous new and amended vehicle regulations and rules under the 1958, 1997 and the 1998 Agreements.

Important topics in 2022 were the establishment of a set of UN Regulations for better protection of vulnerable road users, UN Regulation No. 160 (Event Data Recorder) for better in-depth accident analysis, a set of UN Regulations for better anti-theft provisions attached to the 1958 Agreement, implementation and further development of the 1998 Agreement and Periodic Technical Inspections (PTI) under the 1997 Agreement with the drafting of a holistic framework on vehicle whole-life compliance.

The Inland Transport Committee (ITC) **is invited** to:

- **Endorse** the activities listed in this document
- **Welcome** the establishment of a set of UN Regulations for better protection of vulnerable road users, for vehicle automation and its engagement in the development of Life Cycle Assessment (LCA) of energy consumption and carbon emissions with focus on electric powered vehicles
- **Note** the limitation of the sessions of WP.29 and its subsidiaries as a reaction on the COVID-19 impact and **support** that WP.29 had urged the member States to request that an adequate budget be made available for the continuation of full interpretation services for hybrid meetings, to continue giving delegations from low- and middle-income countries the possibility to participate either in person or remotely in WP.29. The full continuation of hybrid meetings is consistent with the global push to reduce carbon emissions as evidenced by the Conference of Parties, COP27 meeting held in Egypt. Delegations were invited to communicate these elements to their capitals as well as to the Permanent Missions to the United Nations in Geneva and New York.



- **Note** the desire of the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) to hold one of its annual sessions outside Geneva.
- **Thank** Germany for the interim hosting of DETA

## I. General Consideration

1. The work of WP.29 and its subsidiary bodies (GRs) had been heavily impacted by the COVID-19 pandemic. Following the COVID-19 pandemic outbreak, in-person meetings were no longer possible and interpretation services for virtual meetings were only provided to a very limited extent. Furthermore, and to accommodate the participation of delegates from all continents and different time zones, the session time had to be limited to early afternoons (Geneva time). This resulted in, e.g. that the WP.29 sessions had to be limited to two-hour session only and thus the agenda had to be reduced to the necessary minimum to accommodate decision taking/voting. Furthermore, for several GR sessions only two hours of interpretation were provided by Conference Services of the United Nations Office at Geneva. In addition, necessary silence procedures, imposed by Executive Committee, needed to be followed leading to a heavier administrative burden.

2. Noting the decision by United Nations Headquarters to switch to in-person meetings as of 1 January 2023, WP.29 urged the member States to request that an adequate budget be made available for the continuation of full interpretation services for hybrid meetings, to continue giving delegations from low- and middle-income countries the possibility to participate either in person or remotely in WP.29. The full continuation of hybrid meetings is consistent with the global push to reduce carbon emissions as evidenced by the Conference of Parties, COP27 meeting held in Egypt. Delegations were invited to communicate these elements to their capitals as well as to the Permanent Missions to the United Nations in Geneva and New York.

## II. Vehicle Automation

3. Following the restructuring of WP.29 in June 2018 to implement ITC Decision No.19 of 2018 and the establishment of the Working Party on Automated/Autonomous and Connected Vehicles (GRVA), WP.29 and its subsidiary bodies worked according to the Framework Document on Automated/Autonomous Vehicles (ECE/TRANS/WP.29/2019/34/Rev.2), endorsed by ITC at its eighty-second session, which guided the work on automated vehicles. This work, led by Co-Chairs from America, Asia and Europe is performed in line with the safety vision, key safety elements, guidance provided by the framework document to the Working Parties of WP.29 and in line with the programme of activities included in its annex, which is aimed to be suitable for the countries under the regime of type approval and the countries under the regime of self-certification. These activities form a novel initiative aimed at harmonizing globally automated vehicles regulations and creating a more productive environment for innovation. In 2022, the highlights produced under the Framework Document include the first iteration of the New Assessment/Test Method for Automated Driving (NATM) – Master Document as well as the draft recommendations for automotive cybersecurity and software update.

4. The highlights noted above follow the achievements in 2021 with the adoption of a major amendment to the first UN Regulations on automated vehicles (UN Regulation No. 157 on Automated Lane Keeping System) which entered into force on 22 January 2021. This amendment to UN Regulation No. 157 on Automated Lane Keeping System increased the maximal speed of operation to 130 km/h as well as included lane change provisions. With this new provisions, full automated driving on motorways is possible allowing drivers to engage in other tasks than driving (see also the Working Party on Road Traffic Safety resolution on safety considerations for activities other than driving undertaken by drivers when automated driving systems issuing transition demands exercise dynamic control) as long as drivers stay available to take over when requested by the system

### III. 1958 Agreement

5. WP. 29 established at the March 2022 session a new UN Regulation No. 164 on studded tyres with regards to their snow performance, which entered into force on 30 September 2022;

6. WP.29 continued its regulatory work on protection of vulnerable road users and established at the June 2022 session a new UN Regulation No. 165 on reverse warning, and at the November 2022 session the following two new UN Regulations:

(a) UN Regulation No. [166] on Vulnerable Road Users in Front and Side Close Proximity; and

(b) UN Regulation No. [167] on Vulnerable Road Users Direct Vision.

7. Existing UN Regulations and related Resolutions were updated by 120 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.

8. As funding for the hosting of DETA at ECE could not be secured so far both under the regular budget or extrabudgetary resources. WP.29 was grateful to Germany, which currently hosts the system on an interim basis. WP.29 would continue to look into possibilities for sustained solutions for the funding of the hosting of DETA.

9. As regards the development of additional functionalities/modules of DETA, the International Motor Vehicle Inspection Committee reconfirmed its readiness to finance the development of the module for Declaration of Conformity (DoC). The industry associations: the European Association of Automotive Suppliers, the European Tyre and Rim Technical Organization and the International Organization of Motor Vehicle Manufacturers confirmed their intention to finance the module for the Unique Identifier (UI), when current contractual issues are solved.

### IV. 1997 Agreement

10. At its 187th session, WP.29 agreed in principle on the draft framework document on vehicle whole-life compliance, which provides for a compliance regime for vehicles from type-approval via periodic technical inspections, roadside technical inspections until its end-of-life and scrapping by applying a holistic approach.

### V. 1998 Agreement

11. In 2022, WP.29 concluded several years of work on two new UN Global Technical Regulations (UN GTR) and established:

(a) UN GTR No. 22 on in-vehicle durability for electrified vehicles; and

(b) UN GTR No. 23 on durability of pollution-control devices.

12. WP.29 established an amendment to UN Global Technical Regulation No. 2 (Worldwide Motorcycle Emissions Test Cycle) and one amendment to Mutual Resolution No.1 (M.R.1) on the description and performance of test tools and devices necessary for the assessment of compliance of wheeled vehicles, equipment and parts according to the technical prescriptions specified in the UN Regulations and the UN Global Technical Regulations. This will adapt the UN GTRs to the most recent technological innovations and introduce more stringent requirements aimed at increasing both the safety and environmental performance of vehicles.

## **VI. Link with the 2030 Agenda for Sustainable Development**

13. Accession to United Nations vehicle agreements and adherence to annexed UN Regulations, Rules and UN GTRs can contribute to progress in achieving targets 3.6, 3.9, 7.3, 9.1, 11.2 and 13.2 of the Sustainable Development Goals.

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