



Actions of the inland transport sector to
join the global fight against climate change

85th Session

INLAND TRANSPORT COMMITTEE



UNECE

Latest developments in Vehicle Regulations

World Forum for Harmonization of Vehicle
Regulations, WP.29
Item 7(k)

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■ Vehicle automation

- First iteration of the New Assessment/Test Method for Automated Driving (NATM) – Master Document
- 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 → full automated driving on motorways (allowing drivers to engage in other tasks than driving but drivers need to stay available to take over when requested by the system)

■ 1958 Agreement

- new UN Regulation No. 164 on studded tyres
- Work on protection of vulnerable road users continued
 - UN Regulation No. 165 on reverse warning,
 - UN Regulation No. [166] on Vulnerable Road Users in Front and Side Close Proximity,
 - UN Regulation No. [167] on Vulnerable Road Users Direct Vision.
- 120 amendments to existing UN Regulations and related Resolutions
- WP.29 thanks the German government for continuing hosting of DETA, while additional functionalities/modules under development:
 - Declaration of Conformity (DoC)
 - Unique Identifier (UI)

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- **1997 Agreement**
 - 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.
- **1998 Agreement**
 - New UN GTR No. 22 on in-vehicle durability for electrified vehicles, and
 - New UN GTR No. 23 on durability of pollution-control devices.
 - Amendment to UN Global Technical Regulation No. 2 (Worldwide Motorcycle Emissions Test Cycle) and
 - M.R.1 on “test dummies”.
- Development of Life Cycle Assessment (LCA), of e.g. energy consumption and carbon emissions to support decarbonization of road transport
- New Informal Working Group on Safer and Cleaner Used and New Vehicles for low- and middle-income markets.

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- WP.29 had urged the Member States to request that 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 missions to the United Nations in Geneva and New York.
- Working Party on Automated/Autonomous and Connected Vehicles (GRVA) wishes to hold one of its annual sessions outside Geneva



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Thank you!

Antonio Erario
WP.29 Chair

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