

Proposal for amendments to UN Regulation No. 130 – Lane Departure Warning System (LDWS)

This document proposes an amendment to the original text of United Nations Regulation No. 130 – Lane Departure Warning Systems (LDWS). This proposal intends to facilitate effective functioning of the LDWS fitted to Australian supplied vehicles of category M₂, M₃, N₂ and N₃ primarily used under highway conditions.

I. Proposal

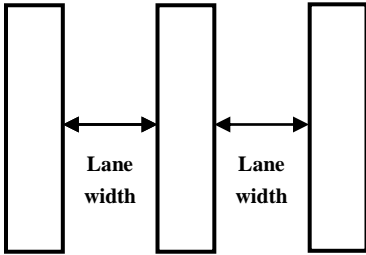
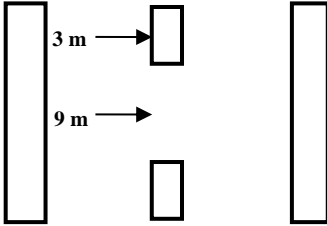
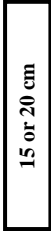

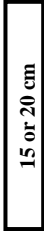
Annex 3., amend to read:

"Annex 3

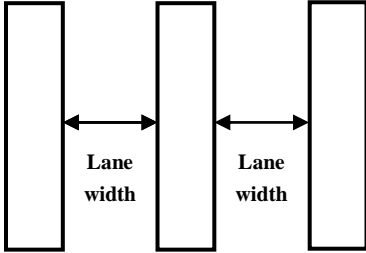
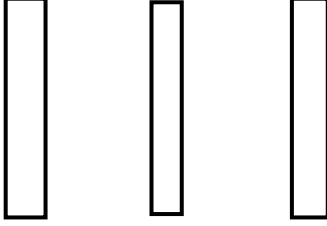
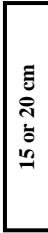

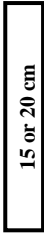
Visible lane marking identification

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Table 1

Pattern			Country	Width		
Left edge lane marking	Centre line	Right edge lane marking		Left edge lane marking	Centre line	Right edge lane marking
			Definition of lane width for the purpose of this Regulation			
 <p>Undivided road with one lane each way</p>			AUSTRALIA Two-lane, two-way road			

Pattern			Country	Width		
Left edge lane marking	Centre line	Right edge lane marking		Left edge lane marking	Centre line	Right edge lane marking
			Definition of lane width for the purpose of this Regulation			
<p>Central dividing line on an undivided road with more than one lane each way</p>			AUSTRALIA Multi-lane undivided road			
			AUSTRALIA Two-lane, two-way road with lane changing allowed from one direction only			
			AUSTRALIA Two-lane, two-way road with lane changing not allowed			

Pattern			Country	Width		
Left edge lane marking	Centre line	Right edge lane marking		Left edge lane marking	Centre line	Right edge lane marking
			Definition of lane width for the purpose of this Regulation			
			AUSTRALIA Single barrier line			
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II. Justification

1. The expert from Australia proposes to include amendments to Annex 3 of UN Regulation No. 130 to account for Australian-specific lane marking identification ensuring vehicles will be designed for operation in the Australian market.
2. Approximately 10 per cent of Australian vehicle safety reports generated from January to December 2022 identified that when lane markings were present on roads, the lane departure warning system or lane keep assist system fitted to the vehicles:
 - Did not warn the driver;
 - Did not intervene if it had the capability to do so; or
 - Intervened (conducted active steering) when there was no apparent safety or operational risk.
3. The Australian Government has collected evidence that the frequency of these reports generated has increased over the past three years. This is attributed to the increase in such features being fitted to new vehicles entering the Australian market.
4. The Lane Departure Warning System should be able to:

- Detect edge line or outline markings of 15 or 20 cm thickness;
- Detect variations in longitudinal gaps between lane markings ranging from a minimum of 3 m to a maximum of 9 m; and
- Detect unique Australian barrier lines separated by a 10 cm lateral gap between the 10 cm thick dividing lines.

5. The Australian Government has consulted nationally on UN Regulation No. 130 in early 2022 and is seeking to propose a mandate on November 2025 for new types (new models) and November 2027 for all types (all vehicles) for motor vehicles of categories M₂, M₃, N₂ and N₃. This is subject to the relevant Minister's signature on the national road vehicle standard (also known as an Australian Design Rule).

6. There are vacant rows located between the lane marking information for Greece and Italy, and Italy and Ireland. If there are no requirements for these vacant rows, they should be removed.
