

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

Insert new Section 12., to read:

"12. Transitional provisions

- 12.1. As from the official date of entry into force of the 01 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the 01 series of amendments.
- 12.2. As from [1 September 202X], Contracting Parties applying this Regulation shall not be obliged to accept type approvals to the preceding series of amendments, first issued on or after [1 September 202X].
- 12.3. Until [1 September 202Y], Contracting Parties applying this Regulation shall accept type approvals to the preceding series of amendments, first issued before [1 September 202X].
- 12.4. As from [1 September 202Y], Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the preceding series of amendments to this Regulation."

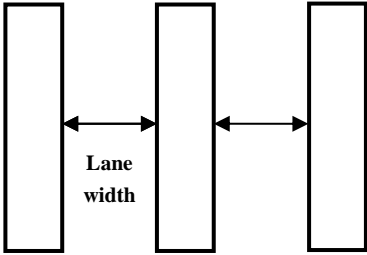
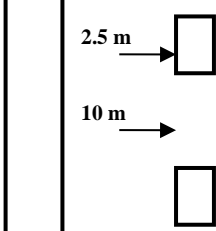

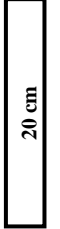
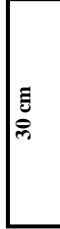
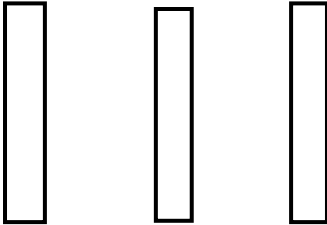
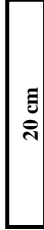
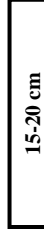
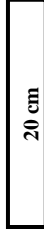
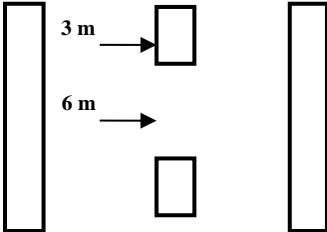

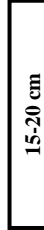
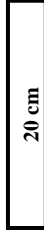
Annex 3., amend to read:

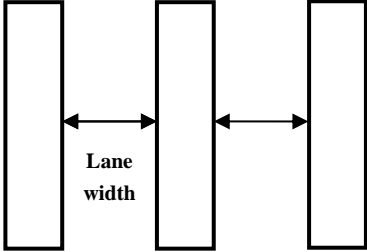
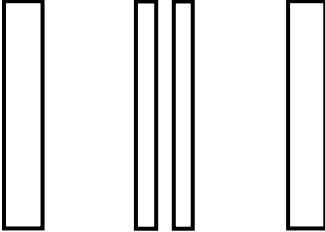



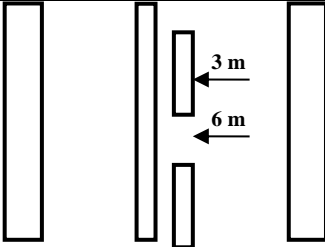

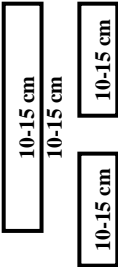

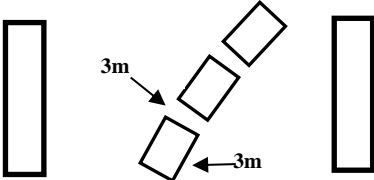
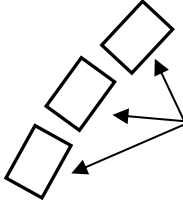
"Annex 3

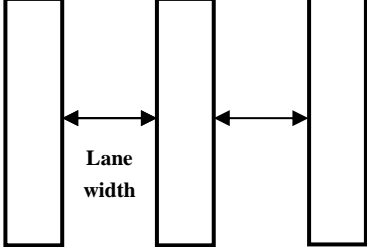
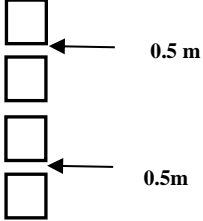
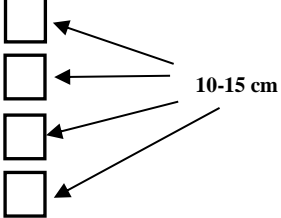


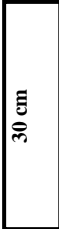
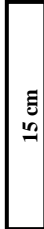
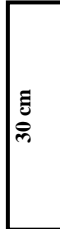


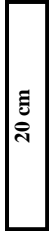


Visible lane marking identification

1. For the purpose of the approval test referred to in paragraphs 6.2.3. and 6.5. of this Regulation, the test lane width shall be greater than 3.5 m.
2. The visible lane markings identified in Table 1 below are assumed to be white, unless otherwise indicated in this annex.
3. Table of identified visible lane markings to be used for approval test in accordance with paragraphs 6.2.3. and 6.5. of this Regulation.

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
			<p>Definition of lane width for the purpose of this Regulation</p>			
	<p>CANADA</p>					
 <p>Centrelines yellow, right edge lines white left edge line yellow</p>	<p>CANADA Traffic Flowing in Opposite Direction</p>					
 <p>Centrelines yellow, right edge lines white left edge line yellow</p>	<p>CANADA Traffic flowing in same direction</p>					

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>Centrelines yellow, right edge lines white left edge line yellow</p>			CANADA Traffic flowing in opposite directions with lane changing prohibited			
 <p>Centrelines yellow, right edge lines white left edge line yellow</p>			CANADA Traffic flowing in opposite directions with lane changing allowed only from one lane			
 <p>Centrelines white</p>			CANADA Continuity lines in merging and diverging areas			

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			
White Lines 			CANADA Guiding Lines			
			DENMARK			
			FINLAND			

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			
			FRANCE Motorway ¹			
			FRANCE Highways (4 lanes or 2x2 lanes)			
			FRANCE (other roads)			

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			
			GERMANY Secondary	12 cm	12 cm	12 or 25 cm
			GERMANY Motorway	15 cm	15 cm	30 cm
			GREECE	12 cm	12 cm	12 cm

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			
			ITALY Secondary and Local			
			ITALY Motorway			
			ITALY Main			

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			
			IRELAND			
			JAPAN			
			THE NETHERLANDS			

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			
			NORWAY	20 cm	15 cm	20 cm
			PORTUGAL	20 cm	15 cm	20 cm
			RUSSIAN FEDERATION More than one line in each direction (Basic variant)	10-20 cm	10-15 cm	10-20 cm

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			
			RUSSIAN FEDERATION More than one line in each direction (Variant 1 with a lane for reversing traffic)	10-20 cm	10-20 cm	10-20 cm
			RUSSIAN FEDERATION More than one line in each direction (Variant 2 with a lane for reversing traffic)	10-20 cm	10-15 cm	10-20 cm
			RUSSIAN FEDERATION One line in each direction (Variant 1)	10-15 cm		10 cm

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			
			RUSSIAN FEDERATION One line in each direction (Variant 2)			
			SPAIN			
			SWEDEN			

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			
			SWITZERLAND	20 cm	15 cm	20 cm
			UNITED KINGDOM Motorway ¹	20 cm	15 cm	20 cm
			UNITED KINGDOM Dual Carriageway	10 or 15 or 20 cm	15 cm	10 or 15 or 20 cm

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			
			UNITED KINGDOM Single Carriageway (speed limit >40 mph)	10 or 15 or 20 cm	10 or 15 cm	10 or 15 or 20 cm
<p>Undivided road with one lane each way</p>			AUSTRALIA Two-lane, two-way road	15 or 20 cm	10 cm	15 or 20 cm
<p>Central dividing line on an undivided road with more than one lane each way</p>			AUSTRALIA Multi-lane undivided road	15 or 20 cm	10 cm	15 or 20 cm

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 Two-lane, two-way road with lane changing allowed from one direction only	15 or 20 cm	10 cm 10 cm 10 cm	15 or 20 cm
			AUSTRALIA Two-lane, two-way road with lane changing not allowed	15 or 20 cm	10 cm 10 cm 10 cm	15 or 20 cm
			AUSTRALIA Single barrier line	15 or 20 cm	10 cm	15 or 20 cm

¹ Excepted certain zones (e.g.: slip road, lane for slow vehicles ...)

* *Note:*

For the traffic speed limit up to 60 km/h:

a = 1...3 m; b = 3...9 m; a:b = 1:3;

c = 3...6 m; d = 1...2 m; c:d = 3:1;

e = 1 m; f = 2 m; e:f = 1:2

For the traffic speed limit above 60 km/h:

a = 3...4 m; b = 9...12 m; a:b = 1:3;

c = 6...9 m; d = 2...3 m; c:d = 3:1;

e = 2 m; f = 4 m; e:f = 1:2

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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.
