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COMMISSION STAFF WORKING DOCUMENT

**PROGRESS REPORT ON THE 2012 ACTIVITIES OF THE WORLD FORUM FOR
HARMONISATION OF VEHICLE REGULATIONS**

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1. INTRODUCTION

In line with the CARS 21 Communication of 7 February 2007¹, the present document reports on the major automotive-related regulatory developments and activities that arose during 2012 at the World Forum for Harmonisation of Vehicle Regulations (“WP.29”) of the United Nations Economic Commission for Europe (“UNECE”). It aims at informing the European Parliament, the Council and stakeholders about the progress achieved by WP.29 and of the observance of the political orientations set out in the relevant European Union legislation. This document is the sixth annual report on these activities.

It is worth recalling that the UNECE was established by the United Nations Economic and Social Council in 1947 with the main goal of promoting regional economic integration through dialogue and cooperation on economic and sectoral issues. It delivers analysis and policy advice to governments, in consultation with key stakeholders, and also provides a framework for norms, standards and conventions to facilitate international cooperation for various sectors. The UNECE brings together 57 countries located in the European Union (EU), non-EU Western and Eastern Europe, the Commonwealth of Independent States, North America, Africa, South-Eastern Asia and Oceania². In 2012 Egypt acceded to the 1958 Agreement and Tajikistan joined the 1998 Agreement³.

The WP.29 and the Permanent Subsidiary Working Parties (Groups of Rapporteurs or “GRs”⁴) as well as the three Agreements administered by WP.29 (1958⁵, 1997 and 1998 Agreements) are described in more detail in previous Commission staff working documents⁶.

The EU is a Contracting Party to the 1958 and 1998 Agreements⁷ and therefore the present document will focus on progress made in 2012 under those two Agreements.

2. INCREASED INTERNATIONAL HARMONISATION AND REFORM OF THE UNECE 1958 AGREEMENT

The UNECE WP.29 framework aims at developing and strengthening the international harmonisation of vehicle-related technical regulations. It therefore contributes to facilitating international trade in motor vehicles. The 1958 Agreement plays a key role in this objective since manufacturers can operate a common set of type-approval standards knowing that their products will be recognised by many countries on different continents as being in conformity

¹ Communication from the Commission to the European Parliament and Council, “A *Competitive Automotive Regulatory Framework for the 21st Century*”, COM (2007) 22 final, 7.2.2007. See in particular Section 4, Point 41.

² Please note that other commissions have been established specifically for Asia and the Pacific (ESCAP), Latin America and the Caribbean (ECLAC), Africa (ECA), and Western Asia (ESCWA).

³ Egypt acceded as a Contracting Party to the 1958 Agreement on 05.12.2012. Tajikistan joined the 1998 Agreement as of 26.02.2012.

⁴ Currently there are 6 GRs on: Pollution and Energy (GRPE), General Safety Provisions (GRSG), Brakes and Running Gear (GRRF), Lighting and Light-Signalling (GRE), Passive Safety (GRSP) and Noise (GRB).

⁵ The list of Contracting Parties to the 1958, 1997 and 1998 Agreements is available at: http://www.unece.org/trans/conventn/agreem_cp.html.

⁶ Available at: http://ec.europa.eu/enterprise/sectors/automotive/documents/unece/index_en.htm.

⁷ The EU acceded to the 1958 and 1998 Agreements by the following Council Decisions: Council Decision 97/836/EC of 27 November 1997 with a view to accession by the European Community to the Agreement of the United Nations Economic Commission for Europe concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted to and/or used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions, OJ L 346, 17.12.1997, p.78; and Council Decision 2000/125/EC of 31 January 2000 concerning the conclusion of the Agreement concerning the establishing of global technical regulations for wheeled vehicles, equipment and parts which can be fitted and/or used on wheeled vehicles, OJ L 35, 10.2.2000, p.12.

with their national legislation, known as the principle of mutual recognition of type-approvals. International regulatory harmonisation is thus one of the most effective means to prevent trade barriers and facilitate access to major automotive markets.

The UNECE 1958 Agreement has proven its effectiveness as the main international framework for the adoption of technical regulations for vehicles and their components. The Agreement was revised for the last time in 1995, but given the changing shape of the global automotive industry and its expansion in third countries, it is now clear that a substantial reform of the Agreement is needed. As emerging economies are becoming the most important sales markets for automotive products, the recognition and implementation of the 1958 Agreement by them could contribute to preserving and enhancing the competitive position of the European automotive industry on the global market.

With the CARS 2020 Action Plan adopted in November 2012⁸, the Commission developed a clear strategy – accepted and supported by all stakeholders – to proceed with the review of the 1958 Agreement according to the lines and objectives set out in the Action Plan. Progress in international harmonisation is of key importance in order to achieve the overall goal of the Action Plan, i.e. improving the competitiveness and sustainability of the EU automotive industry.

The Informal Working Group established by WP.29 to review and update the 1958 Agreement made substantial progress in 2012 under the co-chairmanship of the European Commission and Japan. The main objectives of the review exercise are to make the Agreement more attractive so that more countries can accede to it and at the same time to maintain, and where necessary to improve, its reliability and robustness to ensure that it will remain the only and truly international framework for harmonisation of vehicle regulations.

Enhanced involvement of third countries through increased attractiveness and better governance of the Agreement

In 2012 good progress was made in developing principles and proposals to render the Agreement more attractive for emerging countries. The two most important novelties in this respect are:

- (i) the possibilities for Contracting Parties to issue and accept, for their domestic purposes, type approvals pursuant to earlier versions of the UN Regulations annexed to the Agreement (which is in principle not possible under the current 1958 Agreement);
- (ii) facilitating the participation of countries in the decision procedure for the adoption of new UN Regulations and amendments to existing ones, by enabling them to participate in the voting procedure without the need to be present at the meetings in Geneva (voting by delegation).

Despite the broad support to changing the voting rules by making the voting by delegation possible, some parties call for changing the 2/3 majority rule for the adoption of new UN Regulations and of amendments to existing UN Regulations. Under the current 1958 Agreement, this majority voting threshold has never had to be invoked, as WP.29 has been able to adopt decisions based on consensus. In view of the possible change in the voting procedure to enable voting by delegation, it may become more difficult to obtain consensus in all situations and therefore some Asian countries interested in joining the 1958 Agreement, or recently having joined it, consider that the majority rule should be increased to better serve the interests of the “newcomers”.

⁸ COM (2012) 636 final.

Further, the Informal Working Group focused its efforts on the actions as defined in the roadmap and the inventory for the review of the 1958 Agreement, endorsed by the WP.29 in November 2011. The majority of these actions are aimed at clarifying and improving, where necessary, current provisions of the Agreement in order to ensure better understanding and more harmonised implementation of its provisions by all Contracting Parties. Although substantial progress has been made in developing drafting proposals to address the identified actions, the main remaining question is the level of ambition that should be pursued in the review of the Agreement. The first deliverable for the review will be submitted for consideration by WP.29 in the first quarter of 2013, when clear guidance from WP.29 on a number of important issues of principle will be needed to ensure that further and substantial progress can be made in finalising the reform.

In addition, some steps to increase the involvement of emerging countries in the governance of the Agreements administered by the WP.29 have been made through their enhanced participation in the work of the Subsidiary bodies of the WP.29 (GRs) – for example Korea has been appointed as vice-chairman of the Working Group on Passive Safety (GRSP) and India assumed the vice-chairmanship of the Working Group on Pollution and Energy (GRPE). China is also showing signs it may be interested in taking a more active role in the future.

The attractiveness of the 1958 Agreement will be further increased by the introduction of an international whole vehicle type-approval system allowing for the reciprocal recognition of the entire vehicle. This should be gradual and conditional upon the reform of the Agreement, and will aim at ensuring the quality assurance of type-approval; improving transparency in the application and interpretation of the Agreement and its regulations; introducing minimum requirements for competence of technical services; enhancing procedures for ensuring conformity of production and rules for the withdrawal from the market of non-compliant products, etc.

The International Whole Vehicle Type-Approval (IWVTA)

The Informal Working Group made good progress in 2012 in developing the concept of IWVTA, allowing for the reciprocal recognition of the entire vehicle as opposed to the current situation, whereby individual components or systems can be approved separately in accordance with the various UN Regulations, annexed to the 1958 Agreement. The IWVTA concept offers the benefit to manufacturers for using a "one-shop stop" type-approval procedure for their motor vehicles. Therefore, it will considerably facilitate the international trade of motor vehicles through mutual recognition based on IWVTA certificates. It will constitute a competitive advantage for the EU industry, which is already approving its products in conformity with these international standards. However, it should be noted that the IWVTA will only be established between the Contracting Parties that acceded to the 1958 Agreement, but will not be valid for the Contracting Parties to the 1998 Agreement, thus excluding such important partners as USA, China and India.

The Informal Working Group has been focusing on the identification of the UN Regulations that should be covered by IWVTA, as well as on the need to address some further technical and administrative issues. One of the major challenges is to find appropriate solutions for those cases where, due to different societal approaches, traffic or climatic conditions, diverging regional requirements have been developed. Attempts will have to be made in trying to unify these diverging requirements or, if this would appear not to be feasible, to establish mechanisms within the IWVTA Regulation to enable a mutual recognition of approvals based on regionally applicable requirements. According to the roadmap, the informal group is expected to submit a first draft of the IWVTA Regulation by the end of 2013, while the finalisation of the IWVTA Regulation is scheduled for 2016, as a number of

existing UN Regulations will have to be reviewed by the respective GRs to address various challenges, such as the ones identified above.

3. EU INVOLVEMENT IN THE 1958 AND 1998 AGREEMENTS

Active participation by the European Commission in activities related to the 1958 and 1998 Agreements is key in ensuring that EU interests are taken into account. Hence, the Commission services deploy considerable efforts in the involvement in the Geneva technical legislative process, in particular by working within WP.29 and its subsidiary bodies (GRs) in order to ensure harmonisation of requirements in the UN Regulations and EU legislation and to ensure that the UN Regulations provide for a high level of safety, environmental and consumer protection that the EU Institutions and citizens expect. This is extremely important since numerous UN Regulations become binding EU law by virtue of Regulation (EC) No 661/2009 on the general safety of motor vehicles⁹ (hereafter the "GSR") which repeals 50 EU Directives and replaces the majority of them with UN Regulations covering the same subject.

Generally, the European Commission and the EU Member States take part in the preparatory work of the UN Working Parties. If it becomes obvious at this stage that further discussions between experts are necessary, an Informal Working Group may be set up within a Working Party with a view to making progress in the development of Regulations. This may occur where there is a rapid development of complex new technologies. The Commission is attentive in ensuring its active participation in those informal groups where sensitive and important issues may be dealt with. Following on from the work done at this stage, a vote is scheduled in WP.29 by the UN Secretariat for the adoption of a UN Regulation, or an amendment thereof. In order for the European Commission to be able to cast a positive vote in WP.29, on behalf of the EU and its 27 Member States, an authorisation procedure has to be followed at EU level taking approximately three months in preparation of the next WP.29 session (three sessions per year). This procedure leads to the adoption of a Decision (informally referred as the "mega decision") which grants Member States' authority to vote in favour of a UN Regulation, or an amendment thereof, to the European Commission. This is done in accordance with the procedures set out in the Council Decisions on the accession of the EU to the 1958 and 1998 Agreements.

In order to simplify and expedite the EU's internal procedure regarding the accession of the Union to UN Regulations, as well as to Global Technical Regulations (GTRs), hence reducing the delay for the adoption of these acts in the UNECE framework, the European Commission proposed amendments to the appropriate EU legal instruments (i.e. Council Decision 97/836/EC and Council Decision 2000/125/EC). These proposals were adopted by the Commission in 2012 and by the Council in March 2013 and are currently under examination for the consent of consideration the European Parliament.

This is important for two reasons: on the one hand, when the Union is not ready to vote on UN Regulations, or GTRs, it is forced to use its blocking minority, which is not consistent with the objective of promoting worldwide acceptance of UNECE acts; on the other hand, the EU vehicle type-approval system increasingly relies on UN Regulations, which are replacing

⁹ Regulation (EC) No 661/2009 of the European Parliament and of the Council of 13 July 2009 concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor, OJ L 200, 31.7.2009, p.1. See also: Commission Regulation (EU) No 407/2011 of 27 April 2011 amending Regulation (EC) No 661/2009 of the European Parliament and of the Council as regards the inclusion of certain Regulations of the United Nations Economic Commission for Europe on the type- approval of motor vehicles, their trailers and systems, components and separate technical units intended therefor, OJ L108, 28.4.2011, p. 13. Indeed, Regulation (EU) No 407/2011 introduced in Annex IV to Regulation (EC) No 661/2009 a total number of 62 UNECE Regulations which therefore become compulsory in the EU.

EU legislation (GSR). This exercise will also be the occasion to incorporate the changes introduced by the Treaties which occurred after the adoption of both Council Decisions, in particular the Treaty on the Functioning of the European Union, which have substantially altered the decision-making procedure to be followed.

As of 31 December 2012, the EU had acceded to 113 Regulations under the 1958 Agreement¹⁰ and voted in favour of all 12 GTRs under the 1998 Agreement¹¹. The effect of the accession to the UN Regulations is determined by Framework Directive 2007/46/EC¹² as complemented by the GSR, as well as by Regulation (EU) No 167/2013¹³ and Regulation (EU) No 168/2013¹⁴. The EU either introduces them as a mandatory part of the EU type-approval system, or accepts them as equivalent (i.e. an alternative way to comply with the corresponding provisions of EU law). As stated above, with the adoption of the GSR, and the new Framework Regulation for market surveillance and approval of agricultural and forestry vehicles and of light motor vehicles, several UN Regulations replaced numerous EU Directives and became mandatory EU law.

4. UNECE WP.29 ACTIVITIES DURING 2012 ENABLED TO ENSURE THE COHERENCE WITH THE EU REGULATORY OBJECTIVES – OUTLOOK OF ACTIVITIES IN 2013

The European Commission endeavours to ensure coherence between the regulatory activities at UNECE and EU levels. The activities related to the 1958 and 1998 Agreements in 2012 and the results obtained demonstrate that this coherence is being successfully achieved.

4.1. Safety

WP.29 achieved in 2012 significant progress by adapting various UN Regulations and specifying safety requirements compatible with the objectives and principles of EU legislation, notably those of the GSR.

Examples of increased vehicle safety through international harmonisation under the 1958 Agreement:

Protection of the occupants of the cab of a commercial vehicle: The EU acceded to UN Regulation No 29 on uniform provisions concerning the approval of vehicles with regards to the protection of the occupants of the cab of a commercial vehicle¹⁵ and it can now be integrated in the EU type-approval system for motor vehicles. The standardised requirements of this Regulation are intended to remove technical barriers to trade in motor vehicles and to ensure a significantly higher level of safety and protection for professional drivers and passengers in the cab of a commercial vehicle in case of a crash or roll-over accident.

¹⁰ For detailed information on the status of the EU accession to the 1958 Agreement, the UN Regulations and to their amendments, please see Annex I to this Report or follow the link:

<http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29fdocstts.html>

¹¹ For detailed information on the status of the EU transposition of UNECE GTRs under 1998 Agreement, please see Annex II to this Report or follow the link:

http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29glob_notification_gtr.html

¹² Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, OJ L 263, 9.10.2007, p.1.

¹³ Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles, OJ L60, 02.03.2013, p. 1

¹⁴ Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles, OJ, 02.03.2013, p. 52

¹⁵ The EU acceded to UN Regulation No 29 by Council Decision No 2012/142/EU of 14 February 2012, OJ L 71, 9.3.2012, p. 1.

Advanced vehicle safety systems: The Working Group – chaired by the European Commission – agreed on draft proposals for performance requirements and test procedures for both Lane Departure Warning Systems¹⁶ (LDWS) and Advanced Emergency Braking Systems¹⁷ (AEBS).

LDWS assist drivers in keeping to their lanes by emitting a warning when the vehicle is in danger of leaving the lane unintentionally, mainly due to lack of drivers' attention. These systems are particularly useful in avoiding accidents caused by heavy duty vehicles leaving their lane, which is a major cause of accidents on motorways.

AEBS uses sensors to alert the driver when a vehicle is coming too close to the vehicle in front. If the driver does not react on time, the system automatically triggers emergency braking to prevent or reduce the impact in a collision. Such systems are particularly effective in situations where a heavy vehicle is approaching the rear of a traffic jam and its driver does not react on time, or at all.

The adoption of these two new UN Regulations has enabled the Commission to adopt implementing measures under the GSR for the compulsory installation of AEBS and LDWS on heavy passenger and goods vehicles as from 2013 for new vehicle types, and 2015 for all new vehicles. The EU has voted in favour of these two new UN Regulations in the November 2012 session of the WP.29, with a view to applying them as soon as they enter into force in 2013.

Enhanced Child Restraint Systems: A new UN Regulation No 131 for child seats in cars was adopted by WP.29 in November 2012, to which the EU has also acceded. The new Regulation is a new version of Regulation No 44, which will be phased out in the coming decade, and sets out updated requirements on the protection of children in vehicles involved in a frontal collision or rear impact. It also introduces new requirements for the protection of children in side impact crashes. The new measures aim to ensure that the new generation of child seats are compatible with, and have seamless integration to, modern cars. The new child restraint system, called “i-Size” will no longer confuse parents with difficult weight classes, but offer a simple choice between different sizes, similar to how one would select a piece of children's clothing. In addition, children will no longer be put at risk by the early use of forward facing seats, as child seats will be rear-facing for children up to 15 months (instead of nine months in the current Regulation). In order to address the need for further improved safety, more stringent conditions are likely to be set in the coming years.

In 2012 some good progress has been also achieved as regards the UN Global Technical Requirements (GTRs) under the 1998 Agreement.

Hydrogen and fuel cell vehicle safety: A new GTR on hydrogen vehicle safety has nearly been completed. It takes on board elements from existing legislation in the EU, Japan, China, Korea and the USA. Whilst being supported by significant research efforts of all Contracting Parties and stakeholders, it reflects an unprecedented harmonisation effort. Challenges in connection to the different compliance systems found, namely type-approval (EU, Japan, and China) and self-certification (Korea, USA) have been reconciled and concessions have been made by all parties involved, but not at the detriment to the level of safety. At the same time, however, it is ensured that the level of safety offered is at least equivalent or even better than the legislation in force in the respective territories. The adoption of the new GTR by WP.29 is foreseen during its June 2013 session. The adoption of this GTR has proven to be of very high relevance for the Contracting Parties, notably the USA.

¹⁶ UN Regulation No 129.

¹⁷ UN Regulation No 130.

Tyres: The Informal Working Group on general technical requirements for tyres has been in existence already for a relatively long time, but in 2012 the results of its work have become more tangible. The Contracting Parties and stakeholders have now generally agreed to consolidate the worldwide technical requirements covering tyre safety and are aiming to finalise the package with tyre requirements meant for passenger cars and light trucks in a first phase, for a WP.29 vote in November 2013. The consolidation of requirements harmonises, in particular, the currently different tyre design prescriptions between the EU, USA, India and China.

4.2 Emissions

A formal document on the uptake of Euro VI into UN Regulation No 49 (heavy duty emissions from trucks and buses) was adopted by the relevant Working Group (GRPE) in January 2012. As far as Dual Fuel Heavy Duty Vehicles are concerned, the requirements for their type-approval have been developed by a task force within the Informal Group of Gaseous Fuelled Vehicles, subsequently incorporated to UN Regulation No 49 and adopted at Working Group level (GRPE) in June 2012.

Worldwide Light Duty Test Procedure (WLTP): The WLTP process focuses on the development of a new Global Technical Regulation (GTR) under the 1998 Agreement comprising a set of harmonised rules on the measurement of CO₂ and pollutant emissions. While regulations governing the exhaust-emissions from light duty vehicles have been in existence for many years, the test cycles and methods of emissions measurement vary significantly around the world. To be able to correctly determine the impact of a light duty vehicle on the environment in terms of its exhaust pollutant emissions as well as the efficient use of energy, it is deemed necessary to move towards adoption of a new GTR by WP.29, following similar efforts for other wheeled vehicles (e.g. GTR No 2 regarding the Worldwide Motorcycle Test Cycle and GTR No 4 on Worldwide Heavy Duty Test Cycle). The future GTR for WLTP will provide a common platform for comparison of emissions reductions and will reduce costs for the testing burden, which would be equally beneficial for manufacturers and consumers. In addition, it is expected to contribute to ensuring better air quality and to providing more accurate data for consumers in line with the substantial growth in the popularity of low-emission vehicles. Adoption of a new driving test-cycle and test procedure more representative of real-driving emissions is one of the actions set out in the CARS 2020 Action Plan. It should be noted that the envisaged timetable for the adoption of the GTR in 2013 is very ambitious and the strong commitment from all stakeholders, including third parties, will be vital to meet it.

With the publication in 2012 and the subsequent entry into force of revision 2 of UN Regulation No 96, further progress has been made towards achieving globally harmonised emission standards also in the field of tractors and non-road mobile machinery (NRMM), notably through defining common approval procedures and test cycles. The work undertaken seeks to ensure alignment with EU Directive 97/68/EC on emissions from NRMM which in the future, ideally, should make mere reference to UNECE measures for aspects such as test specifications or new emission stages. Likewise, work on the revision of the aforementioned Directive is currently being carried out in view of a harmonised approach at UNECE level. This allows for a coordinated approach on new emission limit values, such as for instance on the subject of the smaller fractions (ultra-fines) of particulate matter.

4.3 Electric and hybrid electric vehicles

As of 2009, the introduction of several models of electric vehicles on the European and other markets and the renewed policy-makers' interest in this technology, clearly indicated a need

to establish a set of new uniform requirements in order to eliminate regulatory obstacles to the roll-out of electric vehicles. A consensus has been reached, in the sense that electric vehicles will need to be as safe as conventional ones, so that public safety is ensured and, conversely, that the introduction of these vehicles is not jeopardised by any potential safety issues. Thus, ensuring safety of electric vehicles will improve consumers' confidence in new technologies. As electric vehicles operate indeed at very high voltages and involve risks that are different from vehicles equipped with internal combustion engines, these specific characteristics are taken on board by the UNECE work.

While the work on safety requirements for electric vehicles (including hybrids) was already largely accomplished under the 1958 Agreement in 2011, activities in 2012 have started successfully under a new global initiative on electric vehicles. This initiative involves the co-operation of two Informal Working Groups on environmental and safety aspects, respectively¹⁸. The key objective is to develop a global technical regulation on the safety of electric vehicles, including batteries, in the framework of the 1998 Agreement. This work, sponsored by the EU, the USA and Japan, aims at worldwide harmonisation (including China and India) for the testing and safety requirements of electric vehicles. The target is to achieve the results by the end of 2014. The European Commission has for a long time worked to persuade China not to regulate only on the basis of its own nationally developed requirements for vehicles, batteries and interfaces, but to participate in international projects (e.g. under the 1998 Agreement). As a result of these efforts, at the WP.29 session in March 2012 China officially announced its intention to sponsor the work initiated by EU, USA and Japan, aimed at establishing rules for future requirements regarding safety and emissions for electric vehicles (including hybrids) and related topics (propulsion batteries). It should be noted that since the signing of the 1998 Agreement, to which China is a contracting party, it will be the first time that China will actively participate in the work and adopt international rules.

The World Forum initially focused its efforts on the development of specific requirements on the risks linked to the use of batteries in electric vehicles. An Informal Group (Rechargeable Energy Storage Systems – REESS) has been consequently established and in 2012 prepared a further amendment to Regulation No 100 on battery safety and testing methods.

Battery Electric Vehicle Safety: Batteries installed in electric vehicles may be exposed to severe conditions such as strong vibrations, sudden changes of temperature, or even crashes, with the consequent risk of battery deterioration and possible impact on passenger safety. In order to address these concerns, a new set of requirements and tests has been developed by an Informal Group on Rechargeable Energy Storage Systems (REESS) to simulate certain situations which may appear during actual driving, such as crashes, external fires or a short-circuit. WP.29 adopted the new set of requirements and tests in November 2012 in the form of amendments to UN Regulation No 100, to which the EU has acceded. This represents an important step for the development of electromobility worldwide and will contribute in enhancing consumer confidence in this new promising technology. The informal Working Group on electric vehicle safety, operating under the 1998 Agreement, will also look into these aspects.

Electric safety of light motor vehicles: Regulation (EU) No 168/2013 of the European Parliament and of the Council on the approval and market surveillance of two- or three-wheel vehicles and quadricycles will become mandatory for new types of such vehicles on 1 January 2016. The Commission's associated delegated act on Vehicle Functional Safety, currently in the final drafting stage, is to provide for specific requirements for electric safety. In order to

¹⁸ Informal Working Group on Electric Vehicle Safety (EVS) and Informal Working Group on Electric Vehicle and Environment (EVE).

facilitate the drafting process with regard to electric safety and to enhance harmonisation, it was agreed in the Working Party on Passive Safety to develop the relevant requirements for both UNECE and EU adoption in parallel, under one umbrella. In a first stage, the informal working group has been developing functional safety requirements specifically for light vehicles, which will be immediately incorporated into a EU delegated act to be adopted in the second semester of 2013. The informal working group will then continue its work and address light vehicle specific REESS requirements. Once this work is also completed, the UNECE will then adopt the complete package for incorporation under the 1958 Agreement. Once this process has been completely finalised, a direct reference to the UNECE light vehicles electric safety package shall be prepared for incorporation in the then to-be-updated EU legislation.

The global harmonisation of regulatory requirements for electric vehicles at UNECE level will bring numerous benefits by providing legal certainty, facilitating trade and reducing costs significantly for the EU automotive industry in this important new vehicle technology. The new initiative forms also part of a wider effort to cooperate between the EU and the USA on different issues related to electro-mobility in the framework of the Transatlantic Economic Council (TEC).

5. ACCESS TO DOCUMENTS AND ANNEXES

Extensive information on the work carried out at WP.29 level can be found on the following website: <http://www.unece.org/trans/main/welcwp29.html>. Additionally, the following information is published and regularly updated:

- UNECE Agreements and their status in terms of accession by Contracting Parties;
- Regulations adopted – or amended – under the UNECE Agreements;
- Agendas, minutes, (formal) working documents, informal documents, documents adopted by WP.29;
- Agendas, minutes, (formal) working documents and informal documents of the six Subsidiary Working Parties (GRs);
- Agendas, minutes and working documents of the informal groups established for specific purposes, e.g. the development of a GTR.

The European Commission's websites supplement the body of information available from the UNECE. Reference documents regarding UNECE Regulations for motor vehicles can be found at the following link:

http://ec.europa.eu/enterprise/sectors/automotive/documents/unece/index_en.htm

Furthermore, in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers¹⁹, the Commission informs the European Parliament about the regulatory work on vehicle legislation undertaken via the comitology procedure, in particular the committee's agendas and minutes. These documents can be found in the comitology register and at this link:

http://ec.europa.eu/enterprise/sectors/automotive/working-groups/index_en.htm

Information on the latest amendments of UN Regulations in the area of vehicle approval adopted by WP.29 and on the latest EU published version can be found in Annex I and on the

¹⁹ OJ L 55, 28.2.2011, p. 13.

state of play with regard to the GTRs developed under the 1998 Agreement can be found in Annex II:

6. CONCLUSIONS

As a result of the EU's active participation in, and its commitment to the UNECE WP.29 activities, significant progress on the harmonisation of vehicle regulations has been achieved in 2012, particularly in the area of safety. A major driving factor for this work and effort is the increasingly important role that UN Regulations play in EU type-approval legislation.

In 2013 the European Commission will continue to increase its involvement in the UNECE technical legislative process. As recognised in the CARS 2020 Action Plan, international harmonisation through UN Regulations and GTRs related to the construction and functioning of motor vehicles is an essential factor in reducing the regulatory costs for all manufacturers, enhancing competitiveness, facilitating international trade and providing at least an equally high level of safety and environmental protection to European citizens and consumers worldwide.

Furthermore, the World Forum has proven to provide an adequate and effective framework in developing international requirements on new technologies, which could serve as a basis for type-approval of "green" vehicles in the EU. There are great expectations for the UNECE to deliver in the near future on key topics like e-mobility and the WLTP (World Light Duty Test Procedure). International harmonisation can contribute significantly in facilitating the development of new technologies (electric vehicles, fuel cell vehicles, etc.) and therefore the UNECE 1998 Agreement has a pivotal role to play in reaching the objective of delivering a GTR on safety of electric vehicles in 2013. The successful completion of the WLTP process is also of paramount importance as even if CO₂ emission limits remain different, the common measurement methods will greatly facilitate operations in global markets.

In order to deal with new challenges, considerable energy will continue to be dedicated to ensuring that substantial and timely progress is made in the reform of the 1958 Agreement with the aim for increasing its attractiveness and introducing new rules on governance. In this context, the Commission services are deploying important efforts both within the UNECE as well as through bilateral dialogues to encourage emerging economies, particularly those with a significantly growing automotive manufacturing capacity (e.g. Brazil, China, India and the Association of South East Asian Nations²⁰) to participate in the activities of WP.29 and to adhere to – or at least to apply - the 1958 and 1998 Agreements.

These efforts are geared to ensuring that the World Forum for the Harmonisation of Vehicle Regulations remains the only and truly international regulatory framework for the automotive industry and that the harmonised Regulations developed by WP.29 are recognised and applied by the major vehicle manufacturing economies in the world.

²⁰ ASEAN as a whole represents the EU's 3rd largest trading partner outside Europe (after USA and China) with more than €206 billion of trade in goods and services in 2011. The EU is ASEAN 2nd trading partner after China, accounting for 11 % of ASEAN trade. ASEAN countries are: Brunei Darussalam; Burma (Myanmar); Cambodia; Indonesia; Laos; Malaysia; Philippines; Singapore; Thailand and Vietnam.

ANNEX I

STATUS OF EU ACCESSION TO UN ECE REGULATIONS IN THE AREA OF VEHICLE APPROVAL AS OF 31 DECEMBER 2012

The table below summarises the state of UN Regulations as last amended /annexed to the 1958 Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions), to which the EU has acceded as of 31 December 2012, even if some of the amendments only entered into force after this date

Regulation number	Amendments when acceded	Series of amendments ¹⁻²	Supplements to the series ¹⁻²	Short title of Regulation
1	01	02	-	Asymmetric headlamps (R2 and/or HS1)
3	02	02	13	Retro-reflecting devices
4	00	00	15	Rear registration-plate lamp
5	02	02	7	Asymmetric headlamps (Sealed Beam)
6	01	01	23	Direction indicators
7	02	02	21	End-outline marker-, front/rear position-,side-,stop- lamps (M, N and O)
8	04	05	-	Headlamps (H1, H2, H3, HB3, HB4, H7, H8, H9, HIR1, HIR2 and/or H11)
10	02	04	2	Electro-magnetic compatibility
11	02	03	3	Door latches and hinges
12	03	04	2	Behaviour of steering device under impact
13	09	11	9	Braking (categories M, N and O)
13H	00	00	14	Braking (passenger cars)
14	04	07	5	Seat-belt anchorages
16	04	06	2	Seat belts
17	06	08	1	Seat strength
18	02	03	2	Anti-theft
19	02	04	4	Front fog lamps

20	02	03	-	Asymmetric headlamps (H4)
21	01	01	3	Interior fittings
22	04	05	1	Protective helmets and visors for motorcyclists
23	00	00	19	Reversing lamps
24	03	03	3	Diesel smoke and power
25	04	04	-	Head restraints
26	02	03	2	External projections
27	03	03	2	Advance warning triangles
28	00	00	3	Audible warning devices
29	03	03	-	
30	02	02	17	Tyres (motor vehicles and their trailers)
31	02	02	8	Asymmetric headlamps (halogen sealed beam)
34	01	02	5	Fire risks
37	03	03	40	Filament lamps
38	00	00	16	Rear fog lamps
39	00	00	5	Speedometer
43	00	01	1	Safety glazing
44	03	04	6	Child restraint system
45	01	02	5	Headlamp cleaners
46	01	04	-	Rear-view mirrors
48	01	06	1	Installation of lighting and light-signalling devices (M, N and O)
49	02	06	-	Emissions (diesel, NG & LPG)
50	00	00	16	Front/rear position-, stop-lamps, direction indicators, rear registration-plate lamps (L)
51	02	02	8	Sound levels (M and N)
53	00	01	14	Installation of lighting and light-

				signalling devices (L3)
54	00	00	18	Tyres (commercial vehicles and their trailers)
55	00	01	3	Mechanical coupling devices
56	00	01	-	Headlamps (mopeds)
57	01	02	-	Headlamps (motorcycles)
58	01	02	3	Rear underrun protective device
59	00	01	-	Replacement silencing systems
60	00	00	3	Driver operated controls - identification of controls, tell-tales and indicators (moped/motorcycles)
61	00	00	2	Cab strength of commercial vehicles
62	00	00	2	Anti-theft (moped/motorcycles)
64	00	02	2	Tyres (temporary use spare wheels/tyres)
66	00	02	-	Strength of superstructure (buses)
67	01	01	11	LPG equipment
69	01	01	5	Rear marking plates for slow moving vehicles
70	01	01	8	Rear marking plates for heavy and long vehicles
71	00	00	-	Field of vision, agricultural tractors
72	00	01	-	Headlamps (HS1) (motorcycles)
73	00	01	-	Lateral protection (goods vehicles and their trailers)
74	00	01	7	Installation of lighting and light-signalling devices (L1)
75	00	00	13	Tyres (motorcycles/mopeds)
77	00	00	15	Parking lamps
78	02	03	1	Braking (category L)
79	01	01	3	Steering equipment
80	01	03	-	Strength of seats and their anchorages

				(large passenger vehicles)
81	00	00	2	Rear-view mirrors (motorcycles/mopeds)
82	00	01	-	Headlamps (HS2 moped)
83	03	06	3	Emissions
85	00	00	6	Power - internal combustion and electric (M and N)
86	00	00	5	Installation of lighting and light-signalling devices (agricultural tractors)
87	00	00	16	Daytime running lamps
89	00	00	2	Speed limitation devices
90	01	02	1	Replacement brake linings and their assemblies
91	00	00	14	Side marker lamps
93	00	00	-	Front underrun protective devices
94	01	02	3	Protection of the occupants in the event of a frontal collision
95	02	03	2	Protection of the occupants in the event of a lateral collision
96	00	03	1	Diesel emission (agricultural tractors)
97	00	01	7	Alarm systems
98	00	01	4	Headlamps with gas-discharge light sources
99	00	00	8	Gas-discharge light sources
100	00	02	-	Electric vehicle safety
101	00	01	2	CO2 emission/fuel consumption (M1) and electric energy consumption and range (M1 and N1)
102	00	00	-	Close coupling devices
103	00	00	3	Replacement catalytic converters
104	00	00	6	Retro-reflective markings (heavy and long vehicles)
105	02	05	1	Carriage of dangerous goods -

				construction of vehicles
106	00	00	9	Tyres (agricultural vehicles)
107	01	05	-	Buses and coaches
108	00	02	3	Retreaded Tyres (motor vehicles and their trailers)
109	00	00	5	Retreaded tyres (commercial vehicles and their trailers)
110	00	01	-	Compressed natural gas systems
111	00	00	1	Roll-over stability of tank vehicles (N and O)
112	00	01	4	Asymmetrical headlamps (filament lamps)
113	00	01	2	Symmetrical headlamps (filament lamps)
114	00	00	-	Replacement airbags
115	00	00	5	LPG-CNG retrofit systems
116	00	03	-	Unauthorised use (anti-theft and alarm systems)
117	00	02	1	Tyres rolling noise
118	00	02	-	Fire resistance of interior materials
119	00	01	4	Cornering lamps
120	00	01	-	Power - internal combustion (agricultural tractors and mobile machinery)
121	00	01	-	Hand controls, tell-tales and indicators
122	00	00	2	Heating systems
123	00	01	4	Adaptive Front-lighting Systems
124	00	00	1	(Replacement) Wheels for passenger vehicles
125	00	01	-	Driver's forward field of vision
126	00	00	-	Partitioning systems to protect passengers against displaced luggage
127	00	00	-	Pedestrian Safety

128	00	00	-	Light Emitting Diode (LED) light sources
129	00	00	-	Lane Departure Warning Systems (LDWS)
130	00	01	-	Advanced emergency Braking Systems (AEBS)
131	00	00	-	Child Restraint Systems (CRS)

Notes:

1. This column lists the latest amendments to the Regulation concerned, that the European Union has acceded to by 31/12/2012. Some of the more recent series of amendments, or supplements to the series of amendments, will enter into force after that date. The date of entry into force of these amendments should be checked in the latest version of the UNECE status document TRANS/WP.29/343/Rev.20 available at: <http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29fdocstts.html>
2. All relevant corrigenda up to 31/12/2012 have also been adopted, unless otherwise indicated.

ANNEX II

STATUS OF EU TRANSPOSITION OF UNECE GLOBAL TECHNICAL REGULATIONS (GTRS) AS OF 31 DECEMBER 2012

GTR No. 1: door locks and door retention components

The EU notified the UN on 08 February 2008 that GTR No. 1 regarding door locks and door retention components was transposed in EU approval legislation (*final notification*).

At the 157th session of WP.29 in June 2012 amendment 1 to GTR No. 1 was agreed which ensures that GTR No. 1 is updated for technical progress.

The requirements of amendment 1 to GTR No. 1 were transposed into UN regulation No. 11, which was accepted as alternative to Directive 70/387/EEC²¹. Directive 70/387/EEC was repealed by means of Regulation (EC) No. 661/2009²². Subsequently, UN Regulation No. 11 was made mandatory in EU type-approval by means of Commission Regulation (EU) No. 1229/2012 of 10 December 2012 amending Annexes IV and XII to Directive 2007/46/EC (Framework Directive)²³. Consequently the European Union has transposed amendment 1 to GTR No. 1 (*final notification*).

GTR No. 2: measurement procedure for two-wheeled motorcycles equipped with a positive or compression ignition engine with regard to the emission of gaseous pollutants, CO₂ emissions and fuel consumption (WMTC)

The EU notified the UN on 29 August 2006 that GTR No. 2 regarding the World-harmonised Motorcycle Test Cycle (WMTC) was transposed in EU approval legislation (*final notification*).

At the 143th session of WP.29 in November 2007, respectively at the 149th session of WP29 in November 2009 amendments 1 and 2 to GTR No. 2 were adopted. Both amendments ensure that the GTR No. 2 is updated for technical progress.

The vehicle speed profile set-out in GTR No. 2 is accepted in the EU as alternative to the relevant provisions for two-wheeled motorcycles set-out in Chapter 5 of Directive 97/24/EC²⁴, amended by Commission Directive 2006/72/EC²⁵. The amendments 1 and 2 and associated supplements to GTR No. 2 have been integrated in the draft proposal for a Regulation on environmental and propulsion performance requirements (REPPR) for the approval of L-category vehicles and is therefore anticipated to be transposed in EU approval legislation in the future. However, in the meantime certain flaws and errors have been noted in GTR No. 2, which have to be corrected before the Union can entirely replace the environmental requirements regarding emission test types I and II, by referring to the provisions set-out in GTR No. 2. For this purpose the EU is sponsoring the UNECE L-EPPR working group operating under GRPE in order to discuss the identified concerns with other contracting parties and to find solutions to address these issues and concerns. In summary, transposition of amendments 1 and 2 of GTR No. 2 is in process.

²¹ OJ L 176, 10.08.1970, p. 5.

²² Regulation (EC) No 661/2009 of the European Parliament and of the Council of 13 July 2009 concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor (OJ L 200, 31.7.2009, p. 1).

²³ OJ L 353, 21.12.2012, p. 1.

²⁴ OJ L 226, 18.08.1997, p. 1.

²⁵ Commission Directive 2006/72/EC of 18 August 2006 amending for the purposes of adapting to technical progress Directive 97/24/EC of the European Parliament and of the Council on certain components and characteristics of two or three-wheel motor vehicles (OJ L 227, 19.08.2006, p. 43.)

GTR No. 3: motorcycle brake systems

The EU notified the UN on 08 February 2008 that GTR No. 3 regarding motorcycle brake systems had been transposed in EU approval legislation (*final notification*).

At the 145th session of WP.29, in June 2008, amendment 1 to GTR No. 3 was adopted. This amendment 1 ensures that GTR No. 3 is updated for technical progress.

The measurement of the Peak Braking Coefficient (PBC) as referred to in amendment 1 to GTR No. 3 may be measured according to the test procedure set-out in Appendix 1 to Annex 3 of UN Regulation No. 78, which is proposed to be part of EU approval legislation set-out in Annex VIII to Regulation 2010/0271(COD)²⁶ regarding approval and market surveillance of two- or three-wheel vehicles and quadricycles and its proposed delegated act regarding vehicle functional safety (RVFSR). The EU is therefore in the process of transposing amendment 1 to GTR No. 3 in EU approval legislation of L-category vehicles.

GTR No. 4: Test procedure for compression-ignition (C.I.) engines and positive ignition (P.I.) engines fuelled with natural gas (NG) or liquefied petroleum gas (LPG) with regard to the emission of pollutants (WHDC)

The EU notified the UN on 08 February 2008 that GTR No. 4 regarding the World-harmonised Heavy Duty vehicle Test Cycle (WHDC) had been transposed in EU approval legislation (*final notification*).

At the 149th session of WP.29 in November 2009, respectively at the 151st session of WP.29 in June 2010 amendments 1 and 2 of GTR No. 4 were adopted. Both amendments ensure that GTR No. 4 is updated for technical progress.

Amendments 1 and 2 of GTR No. 4 have been transposed in UN Regulation 49 and in Commission Regulation (EU) No 582/2011²⁷, which both make part of the EU approval legislation for Heavy Duty vehicles. Consequently the EU would like to herewith notify the UN that Amendments 1 and 2 to GTR No. 4 have been transposed in EU approval legislation (*final notification*).

GTR No. 5: technical requirements for on-board diagnostic systems (OBD) for road vehicles

The EU notified on 08 February 2008 that GTR No. 5 regarding on-board diagnostic systems had been transposed in EU approval legislation (*final notification*).

At the 158th session of WP.29 in November 2012 amendment 1 to GTR No. 5 was agreed which ensures that GTR No. 5 is updated for technical progress.

Amendment 1 to GTR No. 5 was transposed into UN Regulation 49 and into Commission Regulation (EU) No 64/2012²⁸. Thus, the European Union has transposed amendment 1 to GTR No. 5 (*final notification*).

GTR No. 6: safety glazing materials for motor vehicles

²⁶ <http://www.europarl.europa.eu/sides/getDoc.do?type=TA&language=EN&reference=P7-TA-2012-424>

²⁷ Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).

²⁸ Commission Regulation (EU) No 64/2012 of 23 January 2012 amending Regulation (EU) No 582/2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) (OJ L 28, 31.1.2012, p. 1).

At the 144th session of WP.29 in March 2008 GTR No. 6 regarding safety glazing materials was adopted.

Subsequently the requirements of GTR No. 6 were transposed into the existing UN Regulation No. 43, which is accepted in the EU as alternative to Council Directive 92/22/EEC²⁹. In accordance with Regulation (EC) No. 661/2009²², Directive 92/22/EEC will be repealed as of 1 November 2014 and replaced by UN Regulation No. 43 for EU whole vehicle type-approval. Consequently the European Union has transposed GTR No. 6 (*final notification*).

At the 156th session of WP.29 in March 2012 amendment 1 to GTR No. 6 was agreed to correct GTR No. 6.

Amendment 1 to GTR No. 6 is transposed into UN Regulation 43. Thus, the European Union has transposed amendment 1 to GTR No. 6 (*final notification*).

GTR No. 7: head restraints

At the 144th session of WP.29 in March 2008 GTR No. 7 regarding head restraints was adopted.

An initiative has been taken in the past in order to transpose the requirements of GTR No. 7 as in its current adopted state into the existing UN Regulation No. 17 by means of working document ECE/TRANS/WP.29/GRSP/2009/15. The UN Regulation is an accepted alternative to Council Directive 74/408/EEC³⁰, according to Annex IV of Directive 2007/46/EC³¹.

By means of the General Safety Regulation²², Directive 74/408/EEC will be repealed as of 1 November 2014 and replaced by UN Regulation No. 17 for EU whole vehicle type-approval. However, the work on phase 2 of the GTR is currently in an advanced state and it was therefore decided to instead transpose the GTR including the phase 2 requirements at once into UN Regulation No. 17 when the GTR phase 2 process is finished. As a result the aforementioned proposal has been withdrawn and an updated proposal will be submitted for consideration of GRSP in line with the completion of phase 2.

GTR No. 8: electronic stability control systems

At the 145th session of WP.29 in June 2008 GTR No. 8 was adopted.

The General Safety Regulation²² sets-out the mandatory application of electronic stability systems in compliance with the prescriptions of UN Regulation No. 13-H into which GTR No. 8 has been transposed. As of 1 November 2011 such application is mandatory for new types of the relevant categories M₁ and N₁ vehicles and as of 11 November 2014 it is mandatory for all new vehicles of these categories being registered in the EU. Consequently the European Union has transposed GTR No. 8 (*final notification*).

GTR No. 9: pedestrian safety

²⁹ Council Directive 92/22/EEC of 31 March 1992 on safety glazing and glazing materials on motor vehicles and their trailers (OJ L 129, 14.05.1992, p. 11.).

³⁰ Council Directive 74/408/EEC of 22 July 1974 on the approximation of the laws of the Member States relating to the interior fittings of motor vehicles (strength of seats and of their anchorages), OJ L 221, 12.08.1974, p. 1.

³¹ Directive 2007/46/EC of the European Parliament and of the Council establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive), OJ L 263, 9.10.2007, p. 1.

The EU notified the UN on 11 May 2010 that GTR No. 9 on pedestrian safety had been transposed in EU approval legislation (*final notification*).

At the 152nd session of WP.29, in November 2010, amendment 1 to UN GTR No. 9 was adopted. This amendment ensures that GTR No. 9 is updated for technical progress.

GTR No 9 and amendment 1 were transposed in UN Regulation No. 127 and in Commission Regulation (EU) No 459/2011³². Consequently the EU would like to herewith notify the UN that Amendment 1 to GTR No. 9 has been transposed in EU approval legislation (*final notification*).

GTR No. 10: Off-cycle emissions (OCE)

At the 148th session of WP.29 in June 2009 GTR No. 10 on off-cycle emissions (OCE) was adopted.

GTR No. 10 was transposed in UN Regulation No. 49 and in Commission Regulation (EU) No. 582/2011, which are part of the EU approval legislation for Heavy Duty vehicles. Consequently the EU would like to herewith notify the UN that GTR No 10 has been transposed in EU approval legislation (*final notification*).

GTR No 11: Test procedure for compression-ignition engines to be installed in agricultural and forestry tractors and in non-road mobile machinery with regard to the emissions of pollutants by the engine (NRMM)

At the 149th session of WP.29 in November 2009 GTR No. 11 on emission requirements for engines fitted in agricultural and forestry vehicles as well as in non-road mobile machinery (NRMM) was adopted.

GTR No. 11 has been transposed in the existing UN Regulation No. 96 which makes part of the EU legislation as UN Regulation No. 96 is referred to in Directive 97/68/EC³³. Consequently the EU would like to herewith notify the UN that GTR No. 11 has been transposed in EU approval legislation (*final Notification*).

GTR No. 12: location, identification and operation of motorcycle controls, tell-tales and indicators

At the 155th session of WP.29 in November 2011 GTR No. 12 was adopted.

GTR No. 12 is in process of being transposed into existing UN Regulation No. 60 regarding uniform provisions concerning the approval of two-wheeled motor cycles and mopeds with regard to driver-operated controls including the identification of controls, tell-tales and indicators. The EU is considering making UN Regulation No. 60 compulsory in the proposal for a Regulation on vehicle functional safety requirements (RVFSR) regarding the approval of L-category vehicles and it is likely that the UN Regulation will indeed be transposed into EU approval legislation. In summary the EU herewith reports that the transposition of GTR No. 12 in EU approval legislation is in process.

³² Commission Regulation (EU) No 459/2011 of 12 May 2011 amending the Annex to Regulation (EC) No 631/2009 laying down detailed rules for the implementation of Annex I to Regulation (EC) No 78/2009 of the European Parliament and of the Council on the type-approval of motor vehicles with regard to the protection of pedestrians and other vulnerable road users (OJ L 124, 13.5.2011, p. 1).

³³ Directive 97/68/EC of the European Parliament and of the Council of 16 December 1997 on the approximation of the laws of the Member States relating to measures against the emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery (OJ L 59, 27.2.1998, p. 1).