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**PROGRESS REPORT ON THE 2013 ACTIVITIES OF THE WORLD FORUM FOR
HARMONISATION OF VEHICLE REGULATIONS (UNECE WP.29)**

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1. INTRODUCTION

In line with the CARS 21 Communication of 7 February 2007¹, the present document reports on the major developments and activities in the automotive sector that arose during 2013 at the World Forum for Harmonisation of Vehicle Regulations (“WP.29”) of the United Nations Economic Commission for Europe (“UNECE”). This Commission staff working document is the seventh annual report² on these activities aiming at informing the European Parliament, the Council and stakeholders about the progress achieved by WP.29 and of the compliance observed by the European Commission with regards to the political orientations set out in the relevant European Union legislation.

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 provides analysis and policy advice to governments, in consultation with key stakeholders, as well as a framework for norms, standards and conventions to facilitate international cooperation for various sectors.

The WP.29 is a permanent working party within the UNECE’s Inland Transport Committee that administers three Global Agreements on motor vehicles (1958, 1997 and 1998 Agreements)³ and offers a unique framework for globally harmonised regulations on motor vehicles. The benefits of such harmonised regulations are tangible in road safety, environmental protection and trade.

The UNECE brings together 57 countries across the five continents. Any country that is a member of the United Nations (as well as any regional economic integration organisation, set up by countries that are members of the UN) may participate fully in the activities of the WP.29 and may accede as a Contracting Party. The last ones to become Contracting Parties are Egypt and Tajikistan⁴. Currently, India and the Philippines give some indications that they are considering acceding to the 1958 Agreement.

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 The previous reports are available at: http://ec.europa.eu/enterprise/sectors/automotive/documents/unece/index_en.htm.

³ The three UNECE Agreements related to vehicle regulations are:

- The Agreement 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 (the 1958 Agreement),
- The Agreement concerning the establishing of global technical regulations for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles (the 1998 Agreement), and
- The Agreement concerning the adoption of uniform conditions for periodical technical inspections for wheeled vehicles and the reciprocal recognition of such inspections (the 1997 Agreement).

⁴ Egypt acceded as a Contracting Party to the 1958 Agreement on 05.12.2012. Tajikistan joined the 1998 Agreement as of 26.02.2012. The complete list of the Contracting Parties to the 1958, 1997 and 1998 Agreements is available at: http://www.unece.org/trans/conventn/agreem_cp.html.

Given that the EU is a Contracting Party to the 1958 and 1998 Agreements⁵, the present document focuses on progress made in 2013 under those two Agreements.

2. ENHANCING THE COMPETITIVENESS OF THE EU AUTOMOTIVE INDUSTRY ON GLOBAL MARKETS THROUGH INTERNATIONAL HARMONISATION

The UNECE 1958 Agreement has proven its effectiveness as the main international regulatory framework for the development and adoption of harmonised rules governing the safety and environmental performance of motor vehicles. As such, it has a predominant role in EU type-approval legislation for motor vehicles which provides for the mandatory application of these internationally agreed rules. At the same time the Agreement is an important tool to avoid technical barriers to trade of automotive products as it requires its Contracting Parties to mutually recognise the type-approvals issued pursuant to these rules.

The 1958 Agreement has not been updated since 1995 and the specific challenges entailed by the accelerating globalisation of the automotive industry and market in the last decades call for a fundamental reform of this Agreement.

This need has also been acknowledged in the CARS 2020 Action Plan adopted by the Commission in November 2012⁶, which identifies the reform of the 1958 Agreement as a key element of the strategy for international harmonisation of vehicle regulations. The acceptance of the regulations established under the 1958 Agreement by the EU's trading partners has been recognised as the best way to remove non-tariff barriers to trade. Furthermore, in order to enable countries with emerging automotive industries and markets to agree and apply common global standards alongside other major markets around the world, and thus to offer additional benefits of lower compliance costs and economies of scale, the attractiveness and the reliability of the 1958 Agreement needs to be enhanced. Ultimately, this will contribute to preserving and enhancing the competitive position of the European automotive industry on the global market.

2.1 Reform of the 1958 Agreement

The European Commission is committed to steering the development of the third revision of the 1958 Agreement and therefore has taken the leadership of the UNECE task force in charge of preparing the draft proposal. The first informal draft was presented to the WP.29 in March 2013, while in November 2013 already a formal document with amending proposals for revision was submitted. Currently, all contracting parties are called for scrutinising the proposed changes and will provide their feedback at the next session of WP.29 in June 2014. It should be underlined that the significant efforts made by the informal working group, under the co-chairmanship of the European Commission and Japan, paid off and it is expected that, on the basis of the submitted proposal for revision, WP.29 will be in a position to achieve unanimity by all Contracting Parties to amend the Agreement so that the formal procedure for

⁵ The EU acceded to the 1958 Agreement by Council Decision 97/836/EC of 27 November 1997 (OJ L 346, 17.12.1997, p. 78) and to the 1998 Agreement by Council Decision 2000/125/EC of 31 January 2000 (OJ L 35, 10.2.2000, p.12).

⁶ COM (2012) 636 final.

adoption of the revised Agreement can be launched at the March 2015 session of WP.29 with a view to allowing the Agreement to enter into force in March 2016.

Increasing the attractiveness of the 1958 Agreement

One of the main objectives in the revision process was 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. This objective has been reached to the greatest extent possible by securing agreement among the Contracting Parties on the following main features of the proposal for revision:

- (i) the possibility for contracting parties to grant and recognise, 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 through the delegation of their voting rights to another contracting party;
- (iii) the possibility for a contracting party to vote in favour of a new UN Regulation while postponing its application to a later stage.

In addition, all contracting parties applying a UN Regulation will have the obligation to accept type-approvals issued pursuant to the latest version of this UN Regulation, while at the same time they may be entitled to issue type-approvals pursuant to earlier versions of that UN Regulation. However, in this later case other contracting parties applying the same UN Regulation cannot be obliged to accept such type-approval.

Improving the functioning of the 1958 Agreement

At the same time the revised Agreement needs to maintain its reliability and robustness in the future with a global automotive market whose focus is shifting to emerging countries. Therefore, it contains enhanced safeguard provisions with regard to approved vehicles which nevertheless do not comply with the requirements; clarified and enhanced provisions on Conformity of Production; a shorter and simpler notification procedure; a flexible amendment procedure with more time for contracting parties to consider future amendments, as well as a special amendment procedure for new technologies.

Finally, the only open political issue left to agree upon concerns the voting threshold for the adoption of the new UN Regulations and the amendment of existing ones, and the possibility to increase this threshold from the current 2/3 majority to a higher ratio. If this matter finds a positive solution, the chances to attract as new contracting parties such important EU partners as India, China, the ASEAN countries and even Brazil would be much higher.

2.2 Helping EU car producers to go international

By 2020, around 70 % of new growth will be in the emerging economies and a similar trend will be followed by the car sector. While the demand in mature markets will remain stable, it will steadily increase in the global market. Therefore, the possibility for reciprocal recognition of an 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, would offer significant benefits to the European car industry in terms of facilitating international trade of motor vehicles and improving market access of manufacturers to new growing markets. The International Whole Vehicle Type Approval (IWVTA) concept will allow manufacturers to use a "one-stop shop" type-approval procedure for their motor vehicles thus constituting 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.

International Whole Vehicle Type Approval (IWVTA)

The development of the IWVTA concept, as part of the reform of the 1958 Agreement, has been progressing slowly but steadily. Though the idea is clearly inspired by the successful introduction of Whole Vehicle Type Approval in EU legislation, discussions have demonstrated that in view of the diverging degree of application of UN Regulations by contracting parties, the European concept cannot be simply copied into the UNECE system. Therefore, considerable time and effort have been devoted to clarifying the basic differences and to developing appropriate solutions to address them. As a result, the need for a stepwise approach has been acknowledged, as well as the need to elaborate a flexibility scheme to enable the application of limited recognition of IWVTA for those contracting parties who may need this for domestic purposes.

Although the discussions on IWVTA are taking place in parallel with those on the reform of the 1958 Agreement, the calendar for the first deliverables on IWVTA is less demanding than that for the reform. Nevertheless, some important progress has been made in 2013 as an informal proposal for a new UN Regulation No. 0 on IWVTA has been co-developed and supported by the European Commission and submitted to the WP.29 session in November 2013. Currently, discussions are focusing on identification of the UN Regulations to be covered by the IWVTA Regulation allowing to start granting partial IWVTA as of March 2016 with the perspective of granting complete Whole Vehicle Type Approval in the longer term.

3. EU INVOLVEMENT IN THE 1958 AND 1998 AGREEMENTS

The European Commission continues to invest considerable energy in the Geneva technical legislative process, within the framework of the 1958 and 1998 Agreements, in order to ensure that EU interests are properly taken into account and to guarantee that the regulatory requirements in the UN Regulations are as rigorous and reliable as those provided for at EU level in terms of high level of safety, as well as environmental and consumer protection. This is extremely important since numerous UN Regulations became binding EU law by virtue of

the Regulation on the General Safety of motor vehicles⁷ which repealed 50 EU Directives and replaced the majority of them with UN Regulations covering the same subject.

Furthermore, 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 relevant EU legal instruments (i.e. Council Decision 97/836/EC⁸ and Council Decision 2000/125/EC⁹). The two amending Council Decisions were adopted on 22 July 2013¹⁰. This exercise was also an 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 2013, the EU had acceded to 114 Regulations under the 1958 Agreement¹¹ and voted in favour of all 14 GTRs under the 1998 Agreement¹². The effect of the accession to the UN Regulations is determined by Framework Directive 2007/46/EC¹³ as complemented by the General Safety Regulation, as well as by Regulations (EU) No

⁷ 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.

⁸ OJ L 346, 17.12.1997, p. 78.

⁹ OJ L 35, 10.2.2000, p. 12.

¹⁰ Council Decision 2013/456/EU amending Decision 97/836/EC 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 be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions ("Revised 1958 Agreement"), OJ L 245, 14.9.2013, p. 25; and Council Decision 2013/454/EU amending Decision 2000/125/EC concerning the conclusion of the Agreement concerning the establishment of global technical regulations for wheeled vehicles, equipment and parts which can be fitted to and/or be used on wheeled vehicles ("Parallel Agreement"), OJ L 245, 14.9.2013, p. 1.

¹¹ 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>

¹² 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

¹³ 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.

167/2013¹⁴ and No 168/2013¹⁵. 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).

4. UNECE WP.29 ACTIVITIES DURING 2013 ASSURED COHERENCE WITH THE EU REGULATORY OBJECTIVES – OUTLOOK OF ACTIVITIES IN 2014

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 2013 and the results obtained demonstrate that this coherence is being successfully achieved.

4.1. Safety

In 2013 some good progress has been achieved as regards the adoption of UN Global Technical Regulations (GTRs) under the 1998 Agreement concerning safety requirements for motor vehicles. It should be noted that GTRs contain globally harmonised performance-related requirements and test procedures. They provide a predictable regulatory framework for the global automotive industry and consumer associations. However, they do not contain administrative provisions for type approvals and their mutual recognition and therefore, in order for these principles to become applicable they must be further integrated in UN Regulations or introduced in the national legislation of the Contracting Parties.

Pole side impact: A new GTR adopted in November 2013 will significantly improve the safety of the occupants of motor vehicles by increasing the protection of drivers' and passengers' heads in the event of an impact. This is the first harmonised international vehicle safety legislation addressing this issue. It has the potential to prevent a high number of fatalities and serious injuries occurring in pole side impacts worldwide. In the nine countries for which data is available (Australia, Canada, France, Germany, Great Britain, Japan, Netherlands, Republic of Korea and United States) more than 10,000 people died in pole or other side impacts in 2009. In the same year, around the same number of people was severely injured in pole side impacts and more than 218,000 in other side impacts. Additionally, brain injuries, often severe, were the prevailing consequence of side impacts. Therefore, the new GTR introduces requirements on lateral crash tests simulating these types of accidents before vehicles are put on the market. It is expected that manufacturers will react by, amongst others, installing wider side airbags in order to increase passenger safety.

Hydrogen and fuel cell vehicle safety: A new GTR on the safety of hydrogen and fuel cell-powered vehicles (HFCVs) was adopted in June 2013. Generally, HFCVs use either internal combustion engines fuelled by liquefied hydrogen or fuel-cells fuelled by compressed gaseous hydrogen. The GTR specifies safety-related performance requirements with the aim of protecting occupants from fire or explosion of the on-board hydrogen containers and to ensure that such vehicles attain the same level of safety as conventional gasoline vehicles. It

¹⁴ 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

¹⁵ 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

also includes requirements to prevent electric shock to occupants or first responders in case of a crash. Although the GTR takes on board elements from existing legislation in the EU, Japan, China, Korea and the USA, it represents an unprecedented harmonisation effort as it brings together the different compliance systems found in the Contracting Parties, namely type-approval (EU, Japan, and China) and self-certification (Korea, USA), while securing 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 this GTR has proven to be of very high relevance for the Contracting Parties, notably the USA. Furthermore, it can help foster interest in HFCVs, vis-à-vis the potential benefits of this technology in terms of energy efficiency and emissions reduction. Thanks to the elimination of the engine's mobile parts, HFCVs generally achieve between 40–60 % energy efficiency, compared to 25 % in conventional internal combustion engine vehicles. These vehicles do not produce harmful tailpipe emissions and thus contribute to the total reduction of vehicles' emissions of harmful gaseous pollutants. In addition, the high-voltage safety provisions can be used in the future UN GTR which is under preparation in the WP.29 aiming to encompass all types of electric vehicles, irrespective of the technology used to generate power.

Tyres: The Informal Working Group on general technical requirements for tyres has been in existence already for a relatively long time, but in 2013 the outcome of its work has almost been completed. 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 possible WP.29 vote in June 2014. The consolidation of requirements harmonises, in particular, the currently different tyre design prescriptions between the EU, USA, India and China.

4.2 Emissions and fuel efficiency

One of the key actions set out in the CARS 2020 Action Plan is the development of a new driving test cycle and test procedure to measure fuel consumption and emissions from passenger cars, vans and vehicles less than 3.5 tons that better reflect real-world driving behaviour and at the same time takes into account the specific characteristics of the EU market.

The World Light duty Test Procedures (WLTP) test cycle is a much more accurate fuel efficiency testing method than the current system, known as the New European Driving Cycle (NEDC), used since 1996. The WLTP better simulates real driving conditions, with more modern and realistic driving scenarios. It also closes many of the loopholes that existed in the current test method in order to create accurate, consistent and repeatable results on fuel consumption.

Therefore, 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, a new GTR for WLTP was developed, similarly to those already agreed for other wheeled vehicles¹⁶. The new GTR comprises a set of harmonised rules on the measurement of CO₂

¹⁶ For example, GTR No 2 regarding the Worldwide Motorcycle Test Cycle and GTR No 4 on Worldwide Heavy Duty Test Cycle.

and pollutant emissions of light duty vehicles and has the following three main objectives: (1) to provide realistic fuel consumption/ CO₂ emission information for a vehicle to the consumer; (2) to represent average real driving conditions under which incentives for deploying fuel saving technologies can be created, and (3) to take a step towards global harmonisation of vehicle test conditions.

Promoting testing procedures that are more representative of real-driving emissions

The work related to the development of the new GTR for WLTP test cycle under the UNECE framework has been completely finalised in the course of 2013 with the active participation and coordination of the European Commission. The WLTP GTR (phase 1a), basically describing the core elements of the new test cycle, was approved by the Working Party on Pollution and Energy (GRPE) in November 2013 and adopted by WP.29 in March 2014. The Contracting Parties who voted in favour will have one year to initiate its introduction in their national or regional law. Once transposed into the legislation, the new standard will make the consumers buying new cars feel more confident about the fuel efficiency advertised by manufacturers and will assure them that there will be no surprises at the service station. In addition, the more accurate CO₂ emissions measurements will deliver a solid basis for the governments to determine carbon emission limits. The new GTR will also provide a common platform for comparison of emissions reductions and will reduce costs for the testing burden, which would be beneficial for manufacturers and consumers alike. Finally, 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. This test cycle of the Worldwide Harmonized Light-duty Test Procedures is the result of five years of efforts at the WP.29 initiated at the request of policy makers, the industry and consumers.

The WLTP should be implemented in the EU legal framework together with European specific modalities in the course of 2014. As announced by the European Commission in the CARS 2020 Action Plan, the new procedure should be applicable as of 2017 and 2018 for new types and for all new vehicles, respectively. The modalities for the inclusion into the EU legal framework of the new test cycle and test procedures should be defined in advance, including the methodology for correlation of the CO₂ targets established on the basis of the old cycle and procedure. For the emission testing, the implementation of the new cycle and procedure should ensure compliance with the Euro 6 limit values under real driving conditions, with appropriate transitional arrangements from 2014 up to 2017. For CO₂ testing, the implementation of the new cycle and procedure should take into account and be consistent with the environmental objectives already defined and ensure that CO₂ reduction requirements remain comparable following the change in the test procedure. The definition of the driving range for electric vehicles will also be considered.

Retrofit Emission Control devices (REC): A new UN Regulation on retrofit emission control devices was adopted in November 2013. In practice, it will allow to equip existing buses and other heavy duty vehicles with a new tailpipe in order to reduce the emissions of local air pollutants. The wide implementation of this UN Regulation, complemented by the adoption of specific retrofit requirements at national and local level by the Contracting Parties, will contribute to a quicker suppression of the emissions of air pollutants and will result in the more rapid replacement of vehicles and engines that are scrapped from the vehicle stock. Furthermore, it will open a new policy option for local governments to obtain

significant reductions in the emissions of local air pollutant (PM and NOx) from buses operating in city centres, at a fraction of the cost of the investment in new buses.

4.3. End-of life vehicles

In November 2013 the WP.29 adopted a new UN Regulation on the recyclability of motor vehicles that will significantly limit the waste production from end-of life vehicles (ELV). The Regulation requires that 85% of the total mass of end-of-life vehicles be reusable (i.e. components of such vehicles are used for the same purpose for which they were conceived) and/or recyclable (i.e. reprocessed in a production process of waste materials for the original purpose or for other purposes but excluding energy recovery). At the same time, 95% of the total mass shall be reusable and/or recoverable together with processing as a means of generating energy. In addition, manufacturers shall demonstrate that their vehicles meet these requirements before they can be put on the market. In Europe, some experience has already been gained in this area from the national legislation enforced by several EU Member States in the 1990s, followed by the adoption of Directive 2000/53/EC¹⁷, and it has demonstrated significant improvements towards the environmentally-friendly treatment of end-of life vehicles. Whereas some aspects of ELV-recycling (e.g. the minimum requirements for dismantling companies) depend on regional or even local situation, the new UN Regulation will provide a globally harmonised framework for all the elements which deal with the design of the vehicles. Therefore, it can provide the basis for the introduction of such measures for ELV in a number of key EU partners, such as Brazil, China, India, Canada, Mexico and Russia.

4.4. Electric and hybrid electric vehicles

Electric vehicles, including hydrogen and fuel cell vehicles, represent a promising technology in terms of addressing climate change, improving air quality and cutting oil dependency. The current regulatory pressure to lower CO₂ and pollutant emissions is helping to drive an increasing market penetration of electric vehicles. Furthermore, many governments support the development and deployment of electric vehicles by financing research or offering incentives for consumers. Consequently, the automotive industry is investing in research and development, as well as in production capacity for electric vehicles, at an unprecedented scale.

It is also important to note that while EVs are already on the market and regulators are moving forward with setting applicable technical requirements, the technology is continuously evolving. This ongoing technology development needs a flexible yet solid regulatory framework mostly in order to ensure the safety of EVs and thus to gain consumers' confidence, but also to take due consideration of environmental performance measures. Moreover, taking into account the relatively small volume of electric vehicles and their components currently produced, any degree of convergence between regulatory obligations can result in significant economies of scale and cost reductions to the benefit of automotive manufacturers – critical in the context of economic recovery and the general cost-sensitiveness of the industry.

¹⁷ Directive 2000/53/EC of the European Parliament and of the Council of 18 September 2000 on end-of-life vehicles, OJ L 269, 21.10.2000, p. 34.

These new market developments have been taken on board at UNECE level through the deployment of the global initiative on electric vehicles involving the co-operation of two informal working groups on environmental and safety aspects¹⁸ with the aim of seeking regulatory convergence on a global scale via the framework of the 1998 Agreement. The key objective is the development, by the end of 2014, of a global technical regulation aiming at worldwide harmonisation for the testing and safety requirements of electric vehicles, including batteries. Both informal working groups were launched at the initiative of the EU and the USA but have already attracted a broad membership, including Japan, China and Canada. The agreement on a GTR on electric vehicles' safety will be of key importance so as to ensure economies of scale for manufacturers and reassure consumers on the adequate level of safety of such vehicles. This avenue of cooperation is particularly interesting in consideration of the fact that the regulatory structure for electro-mobility technologies is currently being developed on both sides of the Atlantic and in Asia, so that there exists a unique opportunity to develop common approaches.

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

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

¹⁹ OJ L 55, 28.2.2011, p. 13.

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. Information on the 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 and commitment to the UNECE WP.29 activities, significant progress on the harmonisation of vehicle regulations has been achieved in 2013. A major driving factor for this work is the increasingly important role that UN Regulations play in EU type-approval legislation. Hence, the European Commission will continue to increase its involvement in the UNECE technical legislative process in 2014 with a view to guaranteeing enhanced competitiveness for the EU automotive industry and to providing a high level of safety and environmental protection to European citizens and consumers worldwide.

The high interest shown by China, India and Brazil demonstrates that the 1958 Agreement is becoming very attractive to countries around the globe representing key markets for automotive products and it may soon significantly supersede the importance of the 1998 Agreement, which should be very much in the interest of the European industry and citizens. Therefore, in 2014, a considerable amount of energy will be dedicated to ensuring unanimity on the reform of the 1958 Agreement and the swift adoption of the third revision of the Agreement with the aim of increasing its attractiveness and reliability. At the same time important efforts will be devoted to securing that substantial and timely progress is achieved on the new UN Regulation on International Whole Vehicle Type Approval (IWVTA) as part of the reform of the 1958 Agreement in order to allow at least partial application of the scheme by the contracting parties in 2016. In addition, the adoption of a global standard for fuel efficiency (WLTP) and its subsequent implementation will increase the transparency and accuracy of information provided both to consumers and to national authorities.

The WP.29 will continue to provide an adequate and effective framework for developing international requirements on new technologies and there are great expectations that it can deliver in the near future on key topics like e-mobility.

Finally, the Commission will continue to deploy appropriate efforts to ensure that harmonised Regulations developed by WP.29 are recognised and widely applied. With this aim, the multilateral regulatory cooperation under the UNECE framework will be further complemented by bilateral regulatory cooperation in particular with key partners as, for example, with the United States in the framework of the Transatlantic Trade and Investment Partnership (TTIP) and with Japan.

ANNEX I

**STATUS OF EU ACCESSION TO UN ECE REGULATIONS IN THE AREA OF
VEHICLE APPROVAL AS OF 31 DECEMBER 2013**

The table below summarises the state of UNECE 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 2013, 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	15	Retro-reflecting devices
4	00	00	17	Rear registration-plate lamp
5	02	03		Asymmetric headlamps (Sealed Beam)
6	01	01	25	Direction indicators
7	02	02	23	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	3	Behaviour of steering device under impact
13	09	11	10	Braking (categories M, N and O)
13H	00	00	15	Braking (passenger cars)
14	04	07	5	Seat-belt anchorages
16	04	06	5	Seat belts
17	06	08	2	Seat strength
18	02	03	2	Anti-theft
19	02	04	6	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	20	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	1	Protection of occupants of the cab
30	02	02	17	Tyres (motor vehicles and their trailers)
31	02	03	-	Asymmetric headlamps (halogen sealed beam)
34	01	02	5	Fire risks
37	03	03	42	Filament lamps
38	00	00	17	Rear fog lamps
39	00	00	5	Speedometer
43	00	01	2	Safety glazing
44	03	04	7	Child restraint system
45	01	02	5	Headlamp cleaners
46	01	04	-	Rear-view mirrors
48	01	06	3	Installation of lighting and light-signalling devices (M, N and O)
49	02	06	2	Emissions (diesel, NG & LPG)
50	00	00	17	Front/rear position-, stop-lamps, direction indicators, rear registration-plate lamps (L)
51	02	02	9	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 under run protective device
59	00	01	-	Replacement silencing systems
60	00	00	4	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	13	LPG equipment
69	01	01	6	Rear marking plates for slow moving vehicles
70	01	01	9	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	17	Parking lamps

78	02	03	1	Braking (category L)
79	01	01	4	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	18	Daytime running lamps
89	00	00	2	Speed limitation devices
90	01	02	1	Replacement brake linings and their assemblies
91	00	00	16	Side marker lamps
93	00	00	-	Front underrun protective devices
94	01	02	5	Protection of the occupants in the event of a frontal collision
95	02	03	3	Protection of the occupants in the event of a lateral collision
96	00	04		Diesel emission (agricultural tractors)
97	00	01	7	Alarm systems
98	00	01	5	Headlamps with gas-discharge light sources
99	00	00	9	Gas-discharge light sources
100	00	02	1	Electric vehicle safety
101	00	01	3	CO2 emission/fuel consumption (M1) and electric energy consumption and range (M1 and N1)
102	00	00	-	Close coupling devices
103	00	00	4	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	10	Tyres (agricultural vehicles)
107	01	06	-	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	1	Compressed natural gas systems
111	00	00	1	Roll-over stability of tank vehicles (N and O)
112	00	01	5	Asymmetrical headlamps (filament lamps)
113	00	01	3	Symmetrical headlamps (filament lamps)
114	00	00	-	Replacement airbags

115	00	00	6	LPG-CNG retrofit systems
116	00	03	-	Unauthorised use (anti-theft and alarm systems)
117	00	02	4	Tyres rolling noise
118	00	02	1	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	5	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	2	Light Emitting Diode (LED) light sources
129	00	00	-	Enhanced Child Restraint Systems (ECRS)
130	00	00	2	Lane Departure Warning Systems (LDWS)
131	00	01	1	Advanced emergency Braking Systems (AEBS)
[132]	00	00	-	Retrofit Emission Control Devices (REC) for heavy duty vehicles, agricultural and forestry tractors and non-road mobile machinery equipped with compression ignition engines
[133]	00	00	-	Reusability, recyclability and recoverability

Notes:

1. This column lists the latest amendments to the Regulation concerned, that the European Union has acceded to by 31/12/2013. 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.22 available at:

<http://www.unece.org/fileadmin/DAM/trans/main/wp29/wp29regs/updates/ECE-TRANS-WP.29-343-Rev.22.pdf>

2. All relevant corrigenda up to 31/12/2013 have also been adopted, unless otherwise indicated.

ANNEX II

STATUS OF EU TRANSPOSITION OF UNECE GLOBAL TECHNICAL

REGULATIONS (GTRS) AS OF 31 DECEMBER 2013

UN GTR No.	Including amendment number	Including Appendix number	UN GTR title	UN Regulation Number where the UN GTR is transposed	Application of the UN GTR into the UN Regulation	Date of entry into force of amendment to UN Regulation published	Regulation transposing the UN GTR / UN Regulation in EU legislation	Mandatory date of entry into force of GTR application in the EU	Final notification in process / Done / Yes
1	-	1	Door locks and door retention components	R11.03 Sup 2	Mandatory	17 Mar 10	Regulation (EU) No 407/2011 ²⁰	01 Nov 12 for new types, 01 Nov 14 for all new vehicles	Done
1	1	1		R11.03 Sup 3	In process	27 Jan 13	In process	-	In process
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	-	Mandatory (as alternative to Directive 97/24/EC ²¹)	-	Directive 2006/72/EC ²² (link to GTR No 2)	01 Jul 07	Done
2	3	1		In process	Mandatory (replacing	-	Regulation (EU) No 134/2014 ²³ (GTR No 2 into	13 Mar 14	Yes

²⁰ 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 L 108, 28.4.2011, p. 13)

²¹ Directive 97/24/EC of the European Parliament and of the Council of 17 June 1997 on certain components and characteristics of two or three-wheel motor vehicles (OJ L 226, 18.8.1997, p. 1)

²² 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

²³ Commission delegated Regulation (EU) No 134/2014 of 16 December 2013 supplementing Regulation (EU) No 168/2013 of the European Parliament and of the Council with regard to environmental and propulsion unit performance requirements and amending Annex V thereof (OJ L53, 21.2.2014, p. 1)

UN GTR No.	Including amendment number	Including Appendix number	UN GTR title	UN Regulation Number where the UN GTR is transposed	Application of the UN GTR into the UN Regulation	Date of entry into force of amendment to UN Regulation published	Regulation transposing the UN GTR / UN Regulation in EU legislation	Mandatory date of entry into force of GTR application in the EU	Final notification in process / Done / Yes
3	1		Motorcycle brake systems	R78.03 Sup 1	Mandatory	26 Feb 09	Regulation(EU) No 3/2014 ²⁴	01 Jan 16 for new types, 01 Jan 17 for all new vehicles	Yes
4	1	-	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	R49.05 Sup 2	Mandatory	19 Aug 10	Regulation (EU) No 582/2011 ²⁵	14 Jun 11	Done
4	2	-		R49.06 Sup 2	Mandatory	10 Jun 14	Regulation (EU) No 133/2014 ²⁶	10 Mar 14	Yes
5	1		Technical requirements for on-board diagnostic systems (OBD) for road vehicles	R49.05 Sup 2	Mandatory	19 Aug 10	Regulation (EU) No 64/2012 ²⁷	26 Jan 12	Done
5	1	1		R49.06 Sup 2	Mandatory	10 Jun 14	Regulation (EU) No 133/2014 ²⁸	10 Mar 14	Yes

²⁴ Commission Delegated Regulation (EU) No 3/2014 of 24 October 2013 supplementing Regulation (EU) No 168/2013 of the European Parliament and of the Council with regard to vehicle functional safety requirements for the approval of two- or three-wheel vehicles and quadricycles (OJ L7, 10.1.2014, p. 1)

²⁵ 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).

²⁶ Commission Regulation (EU) No 133/2014 of 31 January 2014 amending, for the purposes of adapting to technical progress as regards emission limits, Directive 2007/46/EC of the European Parliament and of the Council, Regulation (EC) No 595/2009 of the European Parliament and of the Council and Commission Regulation (EU) No 582/2011 Text with EEA relevance (OJ L 47, 18.2.2014, p. 1).

²⁷ 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)

UN GTR No.	Including amendment (Am) No.	Including Appendix (Ap) No.	UN GTR title	UN Regulation Number where the UN GTR is transposed	Application of the UN GTR into the UN Regulation	Date of entry into force of amendment to UN Regulation published	Regulation transposing the UN GTR / UN Regulation in EU legislation	Mandatory date of entry into force of GTR application in the EU	Final notification in process / Done / Yes
6	1		Safety glazing materials for motor vehicles and motor vehicle equipment	R43.01	Mandatory	28 Oct 11	Regulation (EC) No. 661/2009 ²⁹ and Regulation (EU) No 407/2011 ³⁰	01 Nov 12 for new types, 01 Nov 14 for all new vehicles	Done
7	-	1	Head restraints	Pending transposition in R17	In process	-	In process	-	-
8	-	1	Electronic stability control systems	R13H Sup 7	Mandatory	22 Jul 09	Regulation (EC) No. 661/2009 and Regulation (EU) No 407/2011	01 Nov 11 for new types, 01 Nov 14 for all new vehicles	Done
8	-	1, Corr 2		R13H Sup 13	In process	13 Apr 12	In process	-	In process

²⁸ Commission Regulation (EU) No 133/2014 of 31 January 2014 amending, for the purposes of adapting to technical progress as regards emission limits, Directive 2007/46/EC of the European Parliament and of the Council, Regulation (EC) No 595/2009 of the European Parliament and of the Council and Commission Regulation (EU) No 582/2011 Text with EEA relevance (OJ L 47, 18.2.2014, p. 1).

²⁹ 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).

³⁰ 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 L 108, 28.4.2011, p. 13)

9	-	-	Pedestrian safety	R127	Mandatory	17 Nov 12	Regulation (EU) No 459/2011 ³¹	02 Jun 11	Done
9	1	-		R127	In process	-	In process	-	In process
UN GTR No.	Including amendment (Am) No.	Including Appendix (Ap) No.	UN GTR title	UN Regulation Number where the UN GTR is transposed	Application of the UN GTR into the UN Regulation	Date of entry into force of amendment to UN Regulation published	Regulation transposing the UN GTR / UN Regulation in EU legislation	Mandatory date of entry into force of GTR application in the EU	Final notification in process / Done / Yes
10	-	1	Off-cycle emissions (OCE)	R49, Am 5	Mandatory	03 Feb 08	Regulation (EU) No. 582/2011	15 Jul 11	Done
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	R96.03	Mandatory	26 Jul 12	Directive 97/68/EC ³²	19 Mar 98	Done.
11	-	2		R96.04	In process	13 Feb 14	In process	-	In process
12	1	1	Global Technical Regulation concerning the location, identification and operation of motorcycle controls, tell-tales and indicators	R60, Sup 4	Mandatory	12 Aug 04	Regulation(EU) No 3/2014 ³³	01 Jan 16 for new types, 01 Jan 17 for all new vehicles	Yes
13	-	1	Global Technical Regulation concerning the hydrogen and fuel cell vehicles	-	In process	-	In process	-	In process
14	-	1	Pole side impact	-	In process	-	In process	-	In process

³¹ 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).

³² 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).

³³ Commission Delegated Regulation (EU) No 3/2014 of 24 October 2013 supplementing Regulation (EU) No 168/2013 of the European Parliament and of the Council with regard to vehicle functional safety requirements for the approval of two- or three-wheel vehicles and quadricycles (OJ L7, 10.1.2014, p. 1)

