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COMMISSION STAFF WORKING DOCUMENT

**PROGRESS REPORT ON THE 2011 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 2011 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 the public about the progress achieved by WP.29 and of the observance of the political orientations set out in the relevant European Union legislation. This 2011 Commission staff working document is the fifth annual report on these activities.

It has to be reminded that the UNECE was established by the United Nations Economic and Social Council in 1947. Its goal is to promote 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. It also provides a framework for norms, standards and conventions to facilitate international cooperation for various sectors. The UNECE brings together 56 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.

The WP.29 and the Permanent Subsidiary Working Parties (Groups of Rapporteurs or “GRs”³) as well as the three Agreements administered by WP.29 (1958⁴, 1997 and 1998 Agreements) are described in more detail in previous Commission staff working documents⁵.

Since the EU is a Contracting Party to the 1958 and 1998 Agreements⁶, the present document focuses on progress made in 2011 under those two Agreements⁷.

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 Pollution and Energy (GRPE), General Safety Provisions (GRSG), Brakes and Running Gear (GRRF), Lighting and Light-Signalling (GRE), Passive Safety (GRSP) and Noise (GRB).

⁴ The list of Contracting Parties to the 1958, 1997 and 1998 Agreements is available at: http://www.unece.org/trans/conventn/agreem_cp.html As far as the 1958 Agreement is concerned, it has to be underlined that Kazakhstan joined on 8.01.2011 and Albania joined on 5.11.2011.

⁵ See notably: http://ec.europa.eu/enterprise/sectors/automotive/files/unece/sec-2010-0631_en.pdf.

⁶ 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.

⁷ As far as the 1998 Agreement is concerned, as of 31 December 2010, *eleven GTRs* have been established (ten in 2009). The current GTRs cover door locks, motor cycle emissions test cycle and brake systems, the test procedure for heavy-duty engine exhaust emissions, on-board diagnostic systems, safety glazing materials, head restraints, electronic stability control systems, pedestrian safety, off-cycle emissions and engine emissions from agricultural and forestry tractors and from non-road mobile machinery. Furthermore, discussions are ongoing to develop a new GTR concerning the *safety*

2. INCREASED INTERNATIONAL HARMONISATION THROUGH THE 1958 AGREEMENT

The UNECE WP.29 framework aims at developing and strengthening the international harmonisation of vehicle-related technical regulations. It therefore contributes to facilitate 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 with their national legislation. International regulatory harmonisation is thus one of the most effective means to prevent obstacles to trade.

UNECE WP.29 increases market access worldwide

Although Canada is not a Contracting Party to the 1958 Agreement, it applies the technical provisions of 18 UNECE Regulations. It is still considering to add a new one to this list.

South Africa is a Contracting Party to 49 Regulations under the 1958 Agreement. During the WP.29 meeting of November 2011, South Africa informed that it is currently actively promoting UNECE Regulations in its neighbouring African countries in order to ease market access. Tunisia is a Contracting Party to a total of 26 UNECE Regulations to date.

The Russian Federation is a Contracting Party to 124 Regulations under the 1958 Agreement. During the WP.29 meeting of November 2011, Russia informed that it considers that UNECE Regulations should be used for the legal framework of the upcoming Customs Union with Belarus and Kazakhstan (the latter joined the 1958 Agreement in 2011). Ukraine, which is currently a Contracting Party to 109 UNECE Regulations, informed that it intends to accede to several UNECE Regulations in the near future.

Moreover, China - which participates in WP.29 meetings but has not joined the 1958 Agreement at this stage - uses UNECE Regulations to a certain extent as a reference in its domestic legislation. As far as India is concerned, it is currently not a Contracting Party to the 1958 Agreement. Nevertheless, India has already based approximately one third of its automotive legislation on UNECE Regulations.

Japan, which is a Contracting Party to 42 UNECE Regulations, is actively participating in the development of several UNECE Regulations and their promotion in the ASEAN region. The Republic of Korea (South Korea) is for now a Contracting Party to 6 UNECE Regulations. Moreover, it recognises several additional UNECE Regulations in the framework of the EU-Korea free trade agreement. Thailand joined the 1958 Agreement but has not yet adhered to UNECE Regulations. By contrast, Malaysia is a Contracting Party to all 127 UNECE Regulations. Indonesia is in the process of acceding to the 1958 Agreement.

Australia and New Zealand, respectively Contracting Parties to 29 and to 50 UNECE Regulations, have started to apply the same rigorous rules on vehicle crashes (frontal collision) as have been agreed at UNECE level, providing for more global harmonisation on vehicle safety rules.

of vehicles with hydrogen propulsion. Also, a Working Group is developing another new GTR on pole side impact.

The Informal Working Group established by WP.29 to review and update the 1958 Agreement made substantial progress in 2011 under the co-chairmanship of the European Commission and Japan. The main objective of this review is to ensure that the Agreement will be able to cope with the challenges ahead, by widening and deepening its application.

Widening the 1958 Agreement – New governance

The discussions within the Informal Working Group are notably geared towards making the 1958 Agreement more attractive for emerging countries to join, so that the UNECE vehicle Regulations annexed to the Agreement are accepted and applied on a globally wider scale involving emerging markets⁸.

The World Forum endorsed in November 2011 a roadmap and an inventory for the review of the 1958 Agreement as proposed by the Working Group. The inventory contains 50 proposals for specific actions, including a number of wide ranging ideas aimed at maintaining and increasing the attractiveness for emerging countries to join the 1958 Agreement. The roadmap provides that the informal group should come forward with a first draft of a revised 1958 Agreement by the end of 2012.

In anticipation of further progress in the review of the 1958 Agreement, the World Forum has already taken some first steps to increase the involvement of emerging countries in the governance of Agreements administered by it. As a result, the participation in the Administrative Committee for the World Forum will be enlarged to representatives of China, India and South Korea. These three countries have also been invited to consider assuming the vice-chairmanship in the WP.29 Working Groups (GRs).

Deepening the 1958 Agreement – The International Whole Vehicle Type-Approval

The Informal Working Group made substantial progress in 2011 in developing the concept of International Whole Vehicle Type-Approval (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 UNECE Regulations.⁹ The IWVTA concept offers the benefit to manufacturers to use 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 against these international standards.

The informal group has been focusing on the identification of the UNECE 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 in the past. 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 for a mutual recognition of

⁸ In line with the Interim Report 2011 of the CARS 21 High Level Group, Point 13, page 6: http://ec.europa.eu/enterprise/sectors/automotive/files/pagesbackground/competitiveness/cars21-interim-report-2011_en.pdf

⁹ See the Interim Report mentioned in the previous footnote and in particular its page 30.

approvals based on regionally applicable requirements. The roadmap endorsed by WP.29 in November 2011 provides that the informal group will have to submit a first draft of the IWVTA Regulation by the end of 2013. Finalisation of the IWVTA Regulation is scheduled for 2016, as a number of existing UNECE 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 to ensure that EU interests are taken into account. Hence, Commission services deploy considerable efforts on 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 UNECE Regulations and EU legislation and to ensure that the UNECE 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 UNECE Regulations are binding EU law by virtue of Regulation (EC) No 661/2009 on the general safety of motor vehicles (hereafter the "GSR")¹⁰ which repealed numerous EU Directives and replaced them with several UNECE Regulations.

Generally, the European Commission and the EU Member States take part in the preparatory work of the UNECE Working Parties (GRs). 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 to ensure 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 at WP.29 by the UN Secretariat for the adoption of a UNECE 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, a long procedure has to be followed at EU level. This procedure leads to the adoption of a Decision which grants the authority to vote in favour of a UNECE 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 internal procedure regarding the accession of the Union to UNECE Regulations, as well as to Global Technical Regulations (in short: GTRs), hence reducing the delay in the adoption of these acts in the UNECE framework, it is considered to propose in due time an amendment to the appropriate EU legal instruments (i.e. Council Decision 97/836/EC and Council Decision 2000/125/EC).

¹⁰ 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.

This is important for two reasons: on the one hand, when the Union is not ready to vote on UNECE Regulations, or GTRs, it is forced to use its blocking minority, which is not consistent with the objective to promote worldwide acceptance of UNECE acts; on the other hand, the EU vehicle type-approval system relies more and more on UNECE Regulations which are replacing EU legislation (GSR). This exercise will also be the occasion to reflect the changes to the Treaties which occurred after the adoption of both Council Decisions, in particular the adoption of the Treaty on the Functioning of the European Union, and which have substantially altered the decision-making procedure to be followed.

As of 31 December 2011, the EU had acceded to 106 Regulations under the 1958 Agreement and initiated in 2011 the process for the accession to further three UNECE Regulations¹¹. At the same date, it had voted in favour of all 11 GTRs under the 1998 Agreement. The effect of accession to the UNECE Regulations is determined by the Framework Directive 2007/46/EC¹² as complemented by the GSR. The EU either introduce them as an obligatory part of the EU type-approval system, or accept them as equivalent (i.e. alternative way to comply with the corresponding provisions of EU law). As stated above, with the adoption of the GSR, several UNECE Regulations replaced numerous EU Directives to become mandatory EU law.

4. UNECE WP.29 ACTIVITIES DURING 2011 ENABLED TO ENSURE THE COHERENCE WITH THE EU REGULATORY OBJECTIVES – OUTLOOK OF ACTIVITIES IN 2012

The European Commission endeavours ensuring coherence between the regulatory activities at UNECE and EU levels. The activities related to the 1958 and 1998 Agreements during 2011 and the results obtained illustrate that this coherence is being successfully achieved.

4.1. Safety

WP.29 achieved in 2011 significant progress by adapting various UNECE Regulations and specifying safety requirements compatible with the objectives and principles of the EU legislation, notably those of the GSR.

Examples of progress in safety performance through UNECE activity

- **Child Restraint Systems:** A new draft UNECE Regulation for child seats in cars has been adopted by the relevant Working Party (GRSP) in December 2011. The new Regulation is a modernised version of the current Regulation No 44 which will be phased out in the coming decade. Updated requirements on the protection of children in vehicles against frontal and rear impacts and the introduction of new requirements for side impact crashes have been developed in a Working Group over the course of the past four years. The package has been completed and WP.29 is expected to agree on these requirements in the

¹¹ In 2011 the EU formally engaged in the procedure for its accession to two fully new UNECE Regulations on pedestrian safety and on LEDS lighting systems as well as to UNECE Regulation No 29 on cab strength. For detailed information on the status of the accession to the 1958 Agreement, UNECE Regulations and amendments, see:

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

course of 2012, once the EU has acceded to this new UNECE Regulation. A second phase is foreseen and further elements to be taken on board are better measures to avoid the incorrect placement of children and installation of child seats in motor vehicles as well as to avoid the severity of frontal crash pulses to which children are exposed in case of an accident. In order to address the need for further improved safety, more stringent conditions are likely to be set in the coming years.

- **Pedestrian safety and lights:** A proposal for a UNECE Regulation on pedestrian safety as well as a proposal for a UNECE Regulation on LEDs (Light-Emitting Diodes) were finalised and made ready for adoption. The EU is expected to accede to these two new UNECE Regulations in March 2012.
- **Protection of occupants of commercial vehicles:** The current specifications to UNECE Regulation No 29 (protection of the occupants of the cab of a commercial vehicle) have been updated in 2011, offering a significantly higher level of protection for the driver and passengers in the cab of a commercial vehicle in case of a crash or roll-over accident. The EU is expected to accede to this UNECE Regulation in March 2012.
- **Advanced safety systems for commercial vehicles:** The Working Group – chaired by the European Commission – succeeded to agree on draft proposals for performance requirements and test procedures for both Advanced Emergency Braking Systems (AEBS) and Lane Departure Warning Systems (LDWS). These draft proposals have been endorsed by WP.29 in November 2011. This successful result will enable the Commission to adopt the 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 is expected to accede to these two new UNECE Regulations in the course of 2012.
- **Hydrogen 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, 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. At the same time, however, it has been 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 is foreseen in the course of 2012. The methodologies applied by the hydrogen safety Working Group have been so successful that the Working Group has been taken as a model for the new EU and US initiative on electric vehicle safety (see 4.3 below).

4.2. Environment

- **Motorcycle emissions:** In the June 2011 session of WP.29 a unique vote took place. For the first time in the history of WP.29, a set of common emission limits, globally applicable, were adopted for a world-harmonised emission laboratory test cycle. This amendment was unanimously endorsed by the 31 Contracting Parties to the 1998 Agreement. In this particular case the World-Harmonised Motorcycle Test Cycle (WMTC) was concerned and GTR No 2 was amended accordingly. Motorcycle manufacturers are already using this global test cycle in the EU since 2006 to approve vehicles. The adoption of those common

emission limits is another important step towards true global harmonisation of emission legislation for motorcycles, providing economic benefits to the vehicle manufacturing industry as well as boosting the environmental performance of such vehicles in order to reduce global and local air quality problems.

* **Dual fuel:** A task force within the Informal Group of Gaseous Fuelled Vehicles is developing requirements for the type-approval of Dual Fuel Heavy Duty Vehicles. These requirements, once finalised, will be incorporated in UNECE Regulation No 49. A formal document is to be submitted for adoption at Working Group level (GRPE) in June 2012.

* **Heavy duty emissions (trucks and buses):** A formal document on the uptake of Euro VI into UNECE Regulation No 49 was prepared in 2011 and subsequently adopted by the relevant Working Group (GRPE) in January 2012.

4.3. Electric and hybrid electric vehicles

There is a clear need to establish a set of new rules in order to eliminate regulatory obstacles to the roll-out of electric vehicles. At the same time, electric vehicles will need to be as safe as conventional ones, so that public safety is ensured and the introduction of these cars is not jeopardised by any potential safety issues. 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.

UNECE Regulation No 100 dealing with electric vehicles has been amended to cover hybrid and fuel cell vehicles and to improve the requirements on electric shock following the latest technology developments. Additionally, WP.29 adopted further amendments to UNECE Regulations Nos 12, 94 and 95 on the crash safety of vehicles in order to cover the specific risks of electric vehicles in case of crash. Finally, WP.29 adopted a number of amendments covering electric vehicles: Regulation Nos. 13 (regenerative braking) and 10 (electromagnetic compatibility), as well as a recommendation on devices ensuring a minimum noise level for electric vehicles.

In the context of the implementation of the GSR, the EU adopted a proposal on the mandatory application of 62 UNECE Regulations¹³ including UNECE Regulations Nos 10, 12, 94, 95 and 100. These Regulations will become mandatory from the 1st November 2014 for new vehicles and will provide an EU framework for electric vehicles.

The World Forum is now developing specific requirements on the risks linked to the use of batteries in electric vehicles. An Informal Group (Rechargeable Energy Storage Systems - RESS) has been constituted for that purpose and this group should propose a further amendment to Regulation No 100 by the end of 2012.

• **Informal Working Groups created:** Finally, at its November 2011 session, WP.29 agreed to launch a new and global initiative on electric vehicles. The initiative involves the setting up of two Informal Working Groups, on environmental and safety aspects respectively. One of the objectives 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 a worldwide harmonization

¹³ Commission Regulation (EU) No 407/2011 of 27 April 2011 (see footnote 10).

(including China and India) for the testing of electric vehicles. The target is to achieve this work by the end of 2014. If successful, this work will represent an important step for the development of electromobility worldwide. The establishment of a common regulatory framework will allow industry to benefit from economy of scale which is crucial to achieve lower costs. At the same time, this will contribute to enhance consumers confidence in this new promising technology.

The harmonisation of regulatory requirements for electric vehicles at UNECE level will provide legal certainty, facilitate trade and reduce 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 electromobility in the framework of the Transatlantic Economic Council (TEC).

4.4. Non-road mobile machinery

In June 2011, a Working Group (GRPE) endorsed a new proposal from the European Commission aiming at amending UNECE Regulation No 96 on uniform provisions concerning the approval of engines installed in non-road mobile machinery (NRMM) and in agricultural and forestry tractors with regard to engine emissions. This 03 series of amendment to Regulation No 96 (Diesel emissions of agricultural tractors and NRMM) has been adopted by the WP.29 at its session of November 2011. The objective is to make the emissions Regulations economically more efficient for NRMM engine manufacturers and to allow consumers to have the choice of low emitting engines built and approved according to globally harmonised standards, at a competitive price.

5. ACCESS TO DOCUMENTS

Extensive information on the work carried out by 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 services' websites supplement the mass 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 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 powers¹⁴, 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

6. CONCLUSION

Significant progress on the harmonisation of vehicle regulations could be achieved in 2011 due to the continuing EU active participation in and commitment to the UNECE WP.29 activities. A major driving factor for this work and effort is the increasingly important role that UNECE Regulations play in EU type-approval legislation for motor vehicle safety, in particular through the GSR. In addition, WP.29 has proven to provide an adequate and effective framework for developing international requirements on new technologies which serve as a basis for type-approval of vehicles in the EU (e.g., hydrogen and electric vehicles). There are great expectations for Geneva to deliver in the future on key topics like e-mobility and the WLTP (World Light Test Procedure).

At EU level, changes to the decision-making process will have to be considered in 2012 to facilitate and speed-up the accession by the EU to UNECE Regulations and GTRs as well as to amendments thereto. This is important to safeguard the credibility of the engagement of the EU in the international harmonisation work in the framework of the UNECE.

In order to deal with new challenges, considerable energy is dedicated to review and update the 1958 Agreement, widening and deepening its scope. 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 and India) 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 ensure 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.

The Commission services will continue their endeavours in the World Forum to ensure that substantial and timely progress is made in the review of the 1958 Agreement, and intend to develop specific initiatives in 2012 to raise the public and political awareness about the importance of this exercise for the competitiveness of the European automotive industry and for maintaining a sustainable high level of safety and environmental protection in the international rulemaking for motor vehicles.

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¹⁴ OJ L 55, 28.2.2011, p. 13.