



**Work Programme on Automotive and Mobility Industries  
2020-2021**

**Proposals under the responsibility of DG GROW  
(Internal Market, Industry, Entrepreneurship and SMEs)**

**External version**

- 1) Pending Ordinary Legislative Procedure proposals
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## **1) PENDING ORDINARY LEGISLATIVE PROCEDURE PROPOSALS**

### **1. Regulation of the European Parliament and the Council amending Regulation (EU) No 715/2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information**

On 13 December 2018, the General Court delivered judgment in the Direct Actions T-339/16 (Ville de Paris/Commission), T-352/16 (Ville de Bruxelles/Commission) and T-391/16 (Ayuntamiento de Madrid/Commission) submitted against Commission Regulation (EU) 2016/646. The Court annulled the part of Regulation (EU) 2016/646 which established the conformity factors to progressively reduce the discrepancy between emissions measured in real driving and those measured in a laboratory. The Court finds that only the legislator itself could have introduced the conformity factors as they touch upon an essential element of Regulation (EC) 715/2007.

Proposal was adopted by the Commission on 14 June 2019. Discussion ongoing, trilogues envisaged in March 2020.

## **2) ENVISAGED ORDINARY LEGISLATIVE PROCEDURE PROPOSALS**

### **2.1. Regulation (EC) No xxxx/xxxx of the European Parliament and the Council on the approval and market surveillance of motor vehicles with respect to emissions from light- and heavy-duty vehicles (Euro 7)**

The envisaged Ordinary Legislative Procedure proposal will embrace a modern and consolidated Euro 7 emission standard for all cars, vans, lorries and buses. It will comprise real-time measurement of emissions to ensure that vehicles on EU roads are clean over their whole lifetime, and possibly new pollutant emissions limits. The proposal will support the European Green Deal to move towards a zero-vehicle pollution in Europe. The entry into force of the envisaged Euro 7 emission standard is not expected before 2025.

Preparatory work started. An Advisory Group on Vehicle Emission Standards (AGVES) was set up. It brings together all relevant stakeholders - industry, NGOs, consumer organisations – and Member States.

Target date for adoption of Commission proposal: Q4 2021

### **2.2. Ordinary Legislative Procedure act (EC) No xxxx/xxxx of the European Parliament and the Council on the access to in vehicle data**

As announced in the Communication on connected and automated mobility (CAM)<sup>1</sup>, the Commission will assess regulatory options on remote repair and maintenance and other services based on data generated by vehicles.

Target date for adoption of Commission proposal: Q1 2021

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<sup>1</sup> <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52018DC0283> 'On the road to automated mobility: An EU strategy for mobility of the future'

### **3) SUPPLEMENTING LEGISLATION: DELEGATED ACTS AND IMPLEMENTING ACTS**

<b>TYPE-APPROVAL</b>
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#### **3.1. IMPLEMENTING MEASURES TO REGULATION (EU) 2018/858**

##### **3.1.1. Implementing measures for type-approval arrangements**

32 implementing measures for the new Regulation must be adopted and published. 11 implementing measures (templates and exchange of type-approval information) for the new Regulation must be adopted and published before 5 July 2020. 1 implementing measure (basic requirements for electronic CoC) must be adopted before 1 September 2020. 3 implementing measures will be implemented in 2020 and 5 in 2021 related to market surveillance. 2 implementing measures (specific requirements electronic CoC) will be implemented in 2021. 11 others (new technologies, parts with serious risk, designation technical services, etc.) can be implemented after 2021, no legal deadline.

Proposed priorities for 2020-2021:

*I – Acts which must be adopted before 5 July 2020 (Q1 and Q2 2020):*

I.A) Carry-over from existing annexes I

- a) Implementing act Article 24(4) on information folder + Annexes I and III: information document (complete revision).
- b) Implementing act on the templates for the type-approval certificate, its numbering system, and the test result sheet Article 28(3).
- c) Implementing act on the format of the test reports Article 30(3).
- d) Implementing act Article 38(3) (type approval marking): EU type-approval.
- e) Implementing act Article 41(4): format of EU type-approval certificates for vehicles produced in small series.
- f) Implementing act Article 42(5) format and numbering system of national type-approval certificates for vehicles produced in small series.
- g) Implementing act Article 44(5) template and the numbering system of EU individual vehicle approval certificates.
- h) Implementing act Article 45(7): template and numbering system for national individual approval certificate.
- i) Implementing act Article 36(4): template, security elements and manner of signing for the certificate of conformity.

I.B) New requirements – IT aspects Online data exchange

- j) Implementing act Article 12(4): format and criteria to make a list of EU type-approvals public available.
- k) Implementing act Article 27(3): format, exchange mechanism, procedures and security measures for the online exchange of type-approval documentation.

II – Acts which must be adopted before 1 September 2020 (Q3 2020):

l) Implementing act Article 37(8): basic requirements for online data exchange of motor vehicle and trailer certificates of conformity as structured data public available.

III – Acts planned to be adopted before 31 December 2020 (Q4 2020 no legal deadline):

j) Implementing act Article 13(10): criteria for the scale of compliance verifications, criteria for the format of the overview of planned market surveillance checks and criteria for the format of the reporting in the area of market surveillance.

k) Implementing act Article 9(5): specifying the additional data manufacturers shall make available for compliance verifications by the Commission.

l) Implementing act Article 8(15): specifying the additional data manufacturers shall make available for compliance verifications by recognised third parties and the requirements to be met by recognised third parties.

IV – Acts planned to be adopted before 31 December 2021 (Q4 2021 no legal deadline):

IV.A) New requirements – IT aspects Online data exchange

m) Implementing act Article 12(2): format and criteria for public access to the certificate of conformity as structured data.

n) Implementing act Article 37(8): specific requirements for online data exchange of motor vehicle and trailer certificates of conformity as structured data public available.

IV.B) New requirements – Market surveillance aspects

o) Implementing act Article 6(10): criteria for the reporting format on the reviews and assessments of Member States type-approval and market surveillance functioning.

p) Implementing act Article 10(9): criteria for setting out the scope and methodology for the Commission assessments at Member States type-approval authorities.

q) Implementing act Article 67(6): laying down the model for the provision of information for Member States assessments at technical services.

r) Implementing act Article 67(9): setting out the plan for peer-evaluations, criteria for the composition of the peer-evaluation team, methodology, schedule and tasks.

s) Implementing act Article 78(2): establish the template for the harmonised assessment check-list for assessments of technical services.

V – Acts planned to be adopted after 31 December 2021 – start of the work Q1 2022 no legal deadline:

t) Implement act Articles 39(3), 40(3), 52(4), 53(6), 54(4), 54(5), 55(6), 56(2&6), 76(3), 77(4).

### **3.1.2. Delegated measures for type-approval arrangements**

I – Acts planned to be adopted before 31 December 2020 (Q4 2020 no legal deadline):

- a) Delegated act Article 5(3) amending Annex II: listing the regulatory acts applicable for vehicle approvals.
- b) Delegated act Article 85(2) (EU fines: methods for the calculation and collection of the administrative fines)

II – Acts planned to be adopted before 31 December 2021 (Q4 2021 no legal deadline):

- c) Delegated act Article 70(3): Amendment of Annex III requirements for the assessment of the technical services.

III – Acts planned to be adopted after 31 December 2021 – start of the work Q1 2022 no legal deadline:

- d) Delegated act Articles: 4(2), 26(3), 30(8), 31(8), 41(5), 44(7), 55(3&4), 57(2), 72(3).

### **3.1.3. Delegated measures for updating to technical progress the requirements on access to on board diagnostics (OBD) information and Repair and Maintenance Information (RMI) for SERMI**

Update of Annex X to Regulation (EU) 2018/858 to include the reference to the technical specifications of ISO 18541 and the SERMI scheme standardising the exchange of information between vehicle manufacturers and independent operators.

Target date for endorsement by Expert Group: Q1 2020  
Target date for Commission adoption: Q2 2020

### **3.1.4. Delegated measures for updating to technical progress the requirements on repair and maintenance services provided by wireless connection (remote diagnostic) – to be assessed jointly with initiative in point 2.2**

Update of Annex X to Regulation (EU) 2018/858 to include requirements for repair and maintenance services by wireless connection (remote diagnostic).

Target date for endorsement by Expert Group: Q3 2020  
Target date for Commission adoption: Q4 2020

### **3.1.5. Delegated measures for updating to technical progress the requirements on repair and maintenance services: OBD Requirements for electric vehicles**

Update of Annex X to Regulation (EU) 2018/858 to include the reference to the technical specifications to specify which data shall be provided by electric vehicles through the OBD connector and possible harmonised requirements on repair data for spare parts (e.g. oil characteristics).

Target date for endorsement by Expert Group: Q3 2020  
Target date for Commission adoption: Q4 2020

### **3.1.6. Implementing measures of Regulation (EU) 2018/858 to technical progress on software updates**

The purpose is to adopt implementing measures to include the concept of software update and to ensure an harmonised practice on the deployment of software updates on used vehicles throughout Europe.

Target date for vote in TCMV: Q3 2020

Target date for Commission adoption: Q4 2020

## **EMISSIONS**

### **3.2. IMPLEMENTING MEASURES OF THE EURO 6 REGULATION**

#### **3.2.1. RDE 5 and WLTP 3 Regulation**

Revision of Regulation (EU) 2017/1151 to delete the RDE conformity factors following the Ordinary Legislative Procedure proposal (see point 1) and make technical amendments of RDE and WLTP, including the latest improvements made in UNECE for both RDE and WLTP.

Target date for vote in TCMV: Q4 2020

Target date for Commission adoption: Q2 2021

#### **3.2.2. Implementing measures for deleting the provisions on access to OBD information and RMI from Regulation (EU) 2017/1151**

As Regulation (EU) 2018/858 integrates provisions on access to OBD and will be applicable as from 1.9.2020, it is necessary to delete them from the currently applicable legislation.

Target date for vote in TCMV: Q2 2020

Target date for Commission adoption: Q3 2020

### **3.3. IMPLEMENTING MEASURES OF THE STRATEGY ON CO<sub>2</sub> for HDV**

**See 4.4 of non-legislative proposals**

## **SAFETY AND AUTOMATED/CONNECTED VEHICLES**

### **3.4. IMPLEMENTING MEASURES TO THE NEW VEHICLE GENERAL SAFETY REGULATION**

The new Vehicle General Safety Regulation (EU) 2019/2144 mandates a package of vehicle safety systems for which specific technical requirements and test procedures have to be established. The preparatory work for most of the measures has already started within the relevant Working Groups of UNECE, however, technical requirements need to be developed in parallel at EU level as the progress in the international forum is slow and will not allow the Commission to meet the deadlines under the GSR.

#### **3.4.1. Implementing Regulation on administrative procedures and technical specifications for type-approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users**

The Regulation will carry-over the provisions of the current legislation repealed by the new GSR (registration plate space, windscreen wipers, etc.) while adapting the technical requirements to technological development where appropriate. It will also include specifications for approval of certain newly mandated vehicle systems, for which international requirements have already been developed at UNECE level, such as the blind spot information system and advanced emergency braking detecting moving vehicles and pedestrians ahead of the motor vehicle. It will also carry over specific provisions on matters that are not fully covered by UNECE regulations, such as provisions for material compatibility qualification and for liquefied hydrogen storage systems, as well as for frontal protection systems.

Target date for vote in TCMV: Q2 2020

Target date for Commission adoption: Q3 2020

#### **3.4.2. Delegated Regulation establishing detailed technical requirements and test procedures for the EU type-approval of motor vehicles with regard to their advanced vehicle systems**

The Regulation will establish technical requirements with regard to the advanced vehicle systems mandated under Article 6 of the GSR such as driver drowsiness and attention warning, emergency stop signal, reversing detection, alcohol interlock installation facilitation.

Target date for endorsement by Expert Group: Q3 2020

Target date for Commission adoption: Q4 2020

#### **3.4.3. Delegated Regulation establishing detailed technical requirements and test procedures for the EU type-approval of motor vehicles with regard to their event data recorder and for system approval of the event data recorder as separate technical unit**

The Event Data Recorder is part of the package to become mandatory in mid-2022 for new types of vehicles. Due to technology constraints, it will first apply to passenger cars and vans only, and at a later stage will be extended to trucks and buses (2025 for new types and 2028 for all new vehicles). This Regulation will establish the technical standards for the approval of the EDR as well as of vehicles fitted with EDR.

Target date for endorsement by Expert Group: Q3 2020

Target date for Commission adoption: Q4 2020

#### **3.4.4. Delegated Regulation establishing detailed technical requirements and test procedures for the EU type-approval of motor vehicles with regard to their intelligent speed assistance and for system approval of the intelligent speed assistance as separate technical unit**

The Intelligent Speed Assistance (ISA) is one of the systems to become mandatory in mid-2022 for new types of vehicles under the revised General Vehicle Safety Regulation. It will make the driver aware when the applicable speed limit is exceeded thus reducing the safety risks. This Regulation will set out the requirements and the test procedures for the approval of vehicles fitted with ISA.

Target date for endorsement by Expert Group: Q3 2020

Target date for Commission adoption: Q4 2020

#### **3.4.5. Implementing Regulation on administrative procedures and technical specifications for type-approval of motor vehicles and their trailers with regard to their tyre pressure monitoring system**



Further to the existing requirements for the approval of tyre pressure monitoring systems for passenger cars (and vans), technical standards will be established for such systems to cover also heavy duty vehicles (buses and trucks) and their trailers.

Target date for vote in TCMV: Q4 2020

Target date for Commission adoption: Q1 2021

#### **3.4.6. Implementing Regulation on administrative procedures and technical specifications for EU type-approval of motor vehicles with regard to their cybersecurity**

The purpose is to include the principles currently being developed at the UNECE level into the EU legal framework and to ensure consistency with other pieces of EU legislation (e.g. emissions, repair and maintenance information, national and/or EU horizontal rules on cybersecurity).

Target date for vote in TCMV: Q4 2020

Target date for Commission adoption: Q1 2021

#### **3.4.7. Implementing Regulation on uniform procedures and technical specifications for EU type-approval of automated [and fully automated] vehicles and of systems intended for such vehicles with regard to their safe operation on public roads**

In order to be operational on public roads, automated vehicles need to be fitted with systems to replace the driver's control of the vehicle, including signalling, steering, accelerating and breaking and with systems to provide the vehicle with real-time information on the state of the vehicle and the surrounding area, EDR for automated vehicles. This Regulation will provide the technical specifications for the specific systems and uniform procedures for the approval of automated vehicles with regard to such systems.

Target date for vote in TCMV: Q1 2021

Target date for Commission adoption: Q1 2021

#### **3.4.8. Delegated Regulation establishing detailed technical requirements and test procedures for the EU type-approval of trucks and buses with regard to their Direct Vision**

The elimination of blind zones directly in front and on the sides of trucks and buses will be achieved through larger windscreens and better side windows. This will become mandatory in the start of 2026 for new types of vehicles under the revised General Vehicle Safety Regulation. It will avoid collisions with persons that will be better visible to the driver. This Regulation will set out the requirements and the test procedures for the approval of vehicles as regards Direct Vision.

Target date for endorsement by Expert Group: Q3 2021

Target date for Commission adoption: Q4 2021

#### **3.4.9. Implementing measures for emergency lane keeping systems and other driver assistant steering systems.**

This regulation will provide the necessary requirements for emergency lane keeping systems using steering systems but also emergency lane keeping systems using brakes. It will also propose a new approach for innovative driver assistant steering systems.

Target date for vote in TCMV: Q3 2020

Target date for Commission adoption: Q4 2020

**3.5. Delegated Regulation amending Commission Regulation (EU) 2017/79 establishing detailed technical requirements and test procedures for the EC type-approval of motor vehicles with respect to their 112-based eCall in-vehicles systems**

On the basis of Article 5(8) and (9) of Regulation (EU) 2015/758, the detailed technical requirements and test procedures for the approval of 112-based eCall in-vehicle systems will be further clarified, where necessary, and updated to technical progress.

Target date for endorsement by Expert Group: Q4 2020

Target date for Commission adoption: Q1 2021

<b>L-CATEGORY, T-CATEGORY, NRMM EMISSIONS</b>
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**3.6. IMPLEMENTING MEASURES OF THE REGULATION ON ENGINES FOR NON-ROAD MOBILE MACHINERY (NRMM)**

**3.6.1. Extension of the scope of Regulation (EU) 2017/655**

Delegated act amending Regulation (EU) 2017/655 to adapt the provisions on monitoring of gaseous pollutant emissions from in-service internal combustion engines installed in NRMM to engines with power of less than 56 kW and more than 560 kW.

Target date for endorsement by Expert Group: Q2 2020

Target date for Commission adoption: Q3 2020

**3.7. IMPLEMENTING MEASURES OF THE REGULATION ON TWO- AND THREE-WHEELED VEHICLES AND QUADRICYCLES (L-CATEGORY)**

**3.7.1. OBD Requirements for electric vehicles**

Delegated act amending Regulations (EU) 3/2014 and 44/2014 to adapt the provisions on on-board diagnostics (OBD) to vehicles not fitted with and internal combustion engine, namely electric vehicles.

Target date for endorsement by Expert Group: Q3 2020

Target date for Commission adoption: Q4 2020

#### **4) NON-LEGISLATIVE PROPOSALS**

##### **4.1. New assessment method for automated vehicles**

The purpose is to develop a new way to assess automated vehicles - an EU approach and support UNECE discussions. JRC will provide technical support for this discussion.

Target date for completion: Q4 2020

##### **4.2. Practical implementation of new Market Surveillance activities by the Commission**

In order to implement new Type Approval and Market Surveillance Regulation as well as the new scheme on in-service conformity checks, the Commission has to put in place two new laboratories and update older ones located at JRC Ispra.

Target date for completion: September 2020

##### **4.3.a Review of the guidance document on AES and Defeat Device**

The Guidance document on AES and DD shall be reviewed to adapt it for application to RDE compliant vehicles and introduce the methodologies for HDV.

Target date for completion: Q3 2020

##### **4.3.b Guidance documents on recalls**

A new Guidance document on recalls shall be developed as a joint action of the Forum

Target date for completion: May 2020

##### **4.4. Development of HDV CO<sub>2</sub> certification for buses and medium lorries<sup>2</sup>**

A certification and on-road verification testing procedure of CO<sub>2</sub> emissions and fuel consumption of buses and medium lorries is under development in the HDV CO<sub>2</sub> Editing Board, in order to extend the HDV CO<sub>2</sub> certification and on-road verification for lorries to remaining heavy-duty vehicles and new technologies such as hybrid and fully electrical vehicles, dual-fuel vehicles, waste heat recovery and advanced driver assistance systems. A pilot phase will be carried out in 2020 with involvement of Commission, manufacturers and approval authorities.

Target date: Q2 2021 (for legislative proposal and TCMV vote in Q2 2022)

##### **4.5. Report to the European Parliament and to the Council on the mandatory fitting of an anti-lock brake system in motorcycles**

According to Regulation 168/2013, the Commission must submit a report to the European Parliament and to the Council examining the mandatory fitting of an anti-lock brake system and a supplemental combined brake system at

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<sup>2</sup> For further LDV/HDV legislation supporting CO<sub>2</sub> standards implementation see table on “CLIMA planning : legislation supporting CO<sub>2</sub> standards implementation” at the end of the document

the choice of the manufacturer to L3e-A1 subcategory motorcycles by 31 December 2019. A preparatory study has been launched. Work was partly delayed due to the limited information sent by MS, which was a prerequisite for launching the study.

Target date for completion: Q4 2020

**4.6. Report to the European Parliament and to the Council on retrofitting of non-road mobile machinery engines already placed in the market**

According to Regulation 2018/1628, the Commission must submit a report to the European Parliament and to the Council on assessment of the possibility of laying down harmonised measures for the installation of retrofit emission control devices in engines in NRMM that has already been placed on the Union market by 31 December 2018.

Target date for completion: Q2 2020

**4.7. Report to the EU Parliament on the measures to avoid tampering, and odometer fraud**

EP resolution on odometer manipulation in motor vehicles requires the Commission to report on the effectiveness of the WLTP Regulation with regard to tampering.

Target date for completion: Q3 2021

**4.8. Development of Electronic Platform for ISC**

An electronic platform for information regarding ISC of LDVs applying RDE4 rules will be delivered in 2020. Phase 1 of the project will include WLTP and RDE testing and a vehicle selection for testing. The platform will be accessible by OEMs, TA Authorities, technical services and accredited laboratories.

A phase 2 (indicative 2021), will expand the platform to other types of tests and accommodate special purpose and multistage vehicles.

**4.9. Report to the European Parliament and to the Council on the achievements of the 112-based eCall in-vehicle system**

Under Article 12 of Regulation (EU) 2015/758, the Commission has to present by 31 March 2021 an evaluation of implementation of the 112-based eCall in-vehicle system, including possible extension of the scope of the Regulation to other vehicle categories such as HDVs, buses and coaches, powered two-wheelers and agricultural tractors.

Target date for completion: Q1 2021

## **5) UNECE activities**

### **5.1. Preparation of WP.29 meetings in Geneva & Megadecision**

On the basis of a Commission proposal, a Council Decision must be sought (so called 'Megadecision') that empowers the Commission to vote on behalf of its 27(8) Member States on new Regulations and the amendments to existing Regulations adopted under the 1958 (4/5 majority vote) and 1998 Agreements (consensus vote) in WP 29 meetings.

For the Megadecision, procedures for Commission and Council adoption must be achieved within the 2,5 to 3 months preceding each WP.29 session, respectively.

Target date EC adoption: February, May & October 2020

<b>SAFETY AND AUTOMATED/CONNECTED VEHICLES</b>
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### **5.2. Automated and connected vehicles (GRVA)**

#### **5.2.1. New Framework Regulation on automated/autonomous vehicles**

The purpose is to develop a new regulation that will cover the functional requirements of automated vehicles in a comprehensive manner the combination of the different functions for driving: longitudinal control (acceleration, braking, road speed), lateral control (lane discipline), environment monitoring (headway, side, rear), minimum risk manoeuvre, transition demand, HMI (internal and external) and driver monitoring. At this stage, only a UN regulation restricted to Automated lane keeping systems is being drafted. But it is expected that the current UN discussion on possible functional requirements for any automated/autonomous vehicles will lead to a framework UN Regulation/GTR covering any automated/autonomous vehicles.

Target date for WP29 vote: Q1 2021

#### **5.2.2. New assessment method for automated vehicles**

The purpose is to develop a new way to assess automated vehicles taking into account the fact that these vehicles will have to deal with many different driving situation whereas only a few can be physically tested. It could take part of the new framework UN regulation/GTR on automated/autonomous vehicles.

Target date for WP29 vote: Q1 2021

#### **5.2.3. New Regulation on Advanced Emergency Braking Systems (AEBS)**

This will be part of the implementing measures of the revised EU General Safety Regulation which proposes to mandate AEBS for cars and vans (as it is already the case for buses and trucks today). It will include detection of moving vehicles and stationary vehicles, as well as pedestrians and cyclists in front of the affected motor-vehicle. Requirements for moving vehicles and stationary vehicles, as well as pedestrians have already been adopted.

Target date for WP29 vote: Q2 2021 (for car to cyclist requirements)

#### **5.2.4. Cyber security : Guidelines and/or new Regulation**

A new Regulation is being developed for the purposes of certification of vehicles regarding cybersecurity. This new regulation will take form of a new UN regulation, and possibly followed by a new global technical regulation, depending on the contracting parties that are interested by this project.

Target date for WP29 vote: Q2 2020

### **5.2.5. Software updates**

A new Regulation and a draft resolution is being developed for the purposes of certification of vehicles regarding software. This new regulation will take form of a new UN regulation, possibly followed by a new global technical regulation, depending on the contracting parties that are interested by this project.

Target date for WP29 vote: Q2 2020

### **5.2.6. Amendment to Regulation 79 on Lane Keeping Assist Systems (ELKS)**

This will be part of the implementing measures of the revised General safety Regulation which proposes to mandate ELKS for cars and vans. Some of these systems are already regulated under UN regulation 79. However these requirements may need to be revised on the basis of the final outcome of the EU discussion on the implementing regulations on vehicle general safety.

Target date for WP29 vote: Q1 2021

## **5.3. Working group on general safety (GRSG)**

### **5.3.1. New Regulation on Event (Accident) Data Recorders**

Event data recorders will be crucial to assess the circumstances of an accident of an automated vehicle, in particular who was driving and if the driver/vehicle reacted appropriately. The revision of the General Safety Regulation also requires the fitting of an EDR for "classical" vehicles (for accident analysis purposes). This new regulation could take form of a new UN regulation and possibly a global technical regulation depending on the contracting parties interest on this project.

Target date for WP29 vote: Q4 2020

### **5.3.2. Awareness of Vulnerable Road Users proximity in low speed manoeuvres (VRU-Proxi)**

The revision of the General Safety Regulation will require detection systems for VRU in front and to the side of truck cabs and buses as well as improved direct visibility by drivers through larger windows It will also mandate reversing cameras or alternative systems that detect presence of pedestrians/cyclists. Work is going-on in GRSG. The requirements could be incorporated into UN regulation No 46 or one or more new UN regulations.

Target dates for WP29 vote:

- truck/bus taking-off (Moving Off Information System) Q4 2020
- reversing motion Q4 2020
- truck/bus direct vision Q4 2021

### **5.3.3. Behaviour of the general construction of M2/M3 vehicles in case of a Fire Event**

The purpose is to update the general construction of buses and coaches (UN regulation 107) and the burning behaviour of material (UN regulation 118) in case of fire event.

Target date for WP29 vote: Q1 2021

#### **5.3.4. UN Regulation 144 on eCall**

The detailed technical requirements and test procedures for the approval of 112-based eCall in-vehicle systems will be further clarified, where necessary, and updated to technical progress.

Target date for WP29 vote: Q1 2021

#### **5.3.5. UN Regulation 116 (Antitheft, immobilizer and alarm)**

The detailed technical requirements and test procedures for the approval of antitheft, immobilizer and alarm systems will be updated to technical progress to support innovative systems in favour of car sharing, such as door-unlocking using smart phones.

Target date for WP29 vote: Q2 2021

### **5.4. Working group on passive safety (GRSP)**

#### **5.4.1. Removal of exemptions in Regulation 94 (Frontal off-set Crash Test) and Regulation 95 (Side impact Crash Test)**

Linked to revision of the General Safety Regulation, the purpose is to :

- remove current exemptions in Regulation 94 for M1 passenger cars with a maximum mass of more than 2,500 kg and to include N1 in the scope.
- remove current exemptions in Regulation 95 for all M1 and N1 light commercial vehicles where the R-point of the lowest seat is more than 700 mm from ground level.

Target date for WP29 vote: Q2 2020

#### **5.4.2. Rear Impact Test**

The purpose of this new UN regulation is the prevention of Fire Risks, as based on UN Regulation 34, however complemented with protection against electric shock risk in case of rear impact, linked to revision of the General Safety Regulation.

Target date for WP29 vote: Q2 2020

#### **5.4.3. Safety of Electric Vehicles**

Revision of the UN regulation Nos 100, (12,) 94, 95 and 137 based on the requirements of new the GTR 20 on Safety of Electric Vehicles

Target date for WP 29 vote: Q4 2020

#### **5.4.4. Pedestrian Safety**

Enlargement of the head impact zone to include the windscreen area in UN regulation No 127 and GTR No 9, linked to revision of the General Safety Regulation.

Target date for WP29 vote: Q2 2021

#### **5.4.5. Hydrogen (Fuel Cell) Vehicle Safety**

Development of Phase 2 of GTR No 13 with material qualification requirements, to be subsequently transposed into UN regulation No 134.

Target date for WP29 vote: Q4 2020

### **5.5. Working group on lighting (GRE)**

#### **5.5.1. Emergency Stop Signal (Emergency Braking Display)**

Amendment to mandate emergency stop signal instead of if fitted requirements in UN regulation No 48, linked to revision of the General Safety Regulation.

Target date: Q1 2020

#### **5.5.2. Mandatory rear position lamps with DRL**

Amendment to mandate switching ON of at least rear position lamps together with DRL in UN regulation No 48.

Target date: Q4 2020

#### **5.5.3. Introduction of performance based requirements for lighting and light-signalling regulations**

Phase 2 of the simplification will introduce technology neutral, performance based requirement for lighting devices that will facilitate the development of a new GTR for lighting.

Target date: Q1 2021

## **EMISSIONS**

### **5.6. Working group on emissions from motor vehicles (GRPE)**

#### **5.6.1. IWG on Global Real Driving Emissions (RDE) to create a new UN-GTR and Regulation**

Target date: June 2020 for both GTR and UNR to be submitted to GRPE

#### **5.6.2. Finalisation of the work of WLTP with transposition and WLTP3**

The EC will not participate in any further work on the WLTP after June 2020, in order to focus on the development of the EURO 7

Target date: Mid 2020

#### **5.6.3. Follow up of E-PPR**

Amending GTR18 (on OBD of two-wheelers) with the aim to include stage II in the GTR. The amendment will be based on the Euro 5 OBD stage requirements. The aim is to complete the amendment approved by Q1 2020.

New GTR on durability requirements for after-treatment devices for L-category vehicles. The aim is to complete the amendment approved by Q4 2021.



New GTR on propulsion performance requirements for L-category vehicles. The aim is to discuss a draft proposal along 2020 – 2021.

Target date: Q1 2020

#### **5.6.4. Follow-up of the work of the PMP group (including the sub-23 nm, brake wear)**

The work is focusing on delivering the sub-23 nm by June 2020 in order to be ready for the development of the EURO 7 regulation. Brake wear will finish later.

Target date: end 2021

#### **5.6.5. Participation to the work of the HDV group, including any discussions on CO<sub>2</sub> from HDV**

The UN Regulation should be updated with the EURO VI, step E rules. Further, rules for testing hybrid HDV will be developed.

Target date: January 2021 (for step-E), later for hybrids

#### **5.6.6. Electric Vehicles and the Environment (EVE)**

Development of a new GTR focusing on determining the powertrain performance. Development of a new GTR focusing on in-vehicle battery performance and durability

Target date: a. Q2 2020, b. mandate to be requested

### **5.7. Working group on sound emissions and tyres performance (GRBP)**

#### **5.7.1. Tyre Pressure Monitoring TPMS**

Amendment to introduce requirements for all M, N and O categories in UN regulation No 141, linked to revision of the General Vehicle Safety Regulation.

Target date for WP29 vote: Q1 2021

#### **5.7.2. Test on worn tyres**

New test on wet grip of worn tyres (also linked to revision of the General Vehicle Safety Regulation)

Target date for WP29 vote: Q2 2021

#### **5.7.3. Reverse Warning Device**

Drafting of a new UN regulation on the subject – link to the above mentioned item "5.3.1. Awareness of Vulnerable Road Users proximity in low speed manoeuvres (VRU-Proxi) (GRSG)"

Target date for WP29 vote: Q1 2021

#### **5.7.4. Measurement uncertainties for UN Regulations under GRBP**

Track alignment, round robin tests, tyres' performance and measurement discrepancies for UNECE Regulations on tyres and sound emissions.

Target date for GRBP working document: September 2021

#### **5.7.5. Additional Sound Emission Provisions (ASEP)**

New range of testing for ASEP (Additional Sound Emission Provisions)

Target date for WP29 vote: Q4 2020

<b>TYPE-APPROVAL</b>
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#### **5.8. International Whole Vehicle Type Approval (IWVTA)**

Update of Annex IV to UN Regulation 0, including the definition of the UN Regulations to add to the IWVTA

Target date EC adoption: Q3 2020

## **6) OECD activities**

### **6.1. Standard Codes for the official testing of agricultural and forestry tractors**

Periodic updates of existing OECD Standard Codes to keep them up to date to the latest technical development and to solve implementation issues. Alignment of EU legislation with the latest version of the OECD Standard Codes.

Target date: on-going work in 2020 - 2021.

### **6.2. Update of definitions and categorisation of agricultural and forestry vehicles**

Update of definitions and categorisation of agricultural and forestry vehicles by an OECD sub-group, aiming to their alignment in EU legislation, OECD Codes and ISO standards, in order to avoid different interpretations and categorisation of such vehicles. Other international regulation (e.g. UNECE) may be considered in a second step.

Target date: on-going work in 2020 - 2021.

## **7) Competitiveness and International activities**

### **7.1. EU Battery Alliance**

Main activities relating to the EU Battery Alliance in 2020:

- Continue implementing the Battery Action Plan
- Support assessment and Implementation of the Important Projects of Common Interest (IPCEI) on batteries.
- Follow trade issues of relevance for batteries in particular duty suspensions and rules of origin.
- Follow the implementation of the Blueprint for sectoral cooperation for skills on batteries
- Follow up implementation of research and development activities (Horizon 2020, Batteries Europe, Horizon Europe),  
Follow up the implementation of the Regulatory framework for sustainability of batteries

### **7.2. Skills**

- Follow the implementation of Blueprint (call for proposals) on sectoral cooperation for skills for automotive
- Follow the implementation of COSME project on up/reskilling strategies for SMEs

### **7.3. Free Trade Agreements**

Participate in Free Trade Agreements negotiations: provide sectoral expertise on tariff negotiation and Non-tariff negotiations (draft and negotiate the NTB Car annex). Negotiations will be pursued with:

- Chile,
- Indonesia
- Australia and New Zealand
- Tunisia

Implementation of FTAs (sectoral annex):

Japan, South Korea, Vietnam, Singapore, Mexico and Mercosur  
Implementation of Customs Union, European Economic Area and Switzerland agreements

#### **7.4. Regulatory Dialogues**

In parallel, regular industry/regulatory dialogue/co-operation will continue with:

- China (MIIT);
- Japan (METI annually and MLIT - 3 times a year ahead of UNECE meetings);
- South Korea;
- Canada (including expected one-off regulatory dialogue event with industry);
- Ukraine;
- Russia and
- Taiwan.

#### **7.5. Follow up of US Regulatory discussions and US 232 tariff investigation**

#### **7.6. Enlargement and neighbourhood policies**

#### **7.7. Other**

- **TBT WTO comments**
- **ISCs on Anti-dumping, mergers & acquisitions, [anti-competitive practices](#), market dominance, state and regional aid.**
- **Design protection and road safety for spare parts**

**CLIMA planning : legislation supporting CO<sub>2</sub> standards implementation**

**1. CLIMA acts to be voted in TCMV**

Regulatory act	Tentative timing for vote in TCMV	Purpose
<b>HDV</b>		
New Implementing Regulation 2021/XYZ under 595/2009	Q1 2021	Introduce technical requirements for on-board fuel consumption meters, including provisions on their on-the-road verification, and on-board payload weighing devices
New Implementing Regulation under 595/2009	Q3 2021	CO <sub>2</sub> certification of (semi-)trailers
Amendment to 2021/XYZ	TBD (2022)	OBFCM data reporting for HDV: transmission of OBFCM and on-board payload weighing device data (only in case of over-the-air transmission)
<b>LDV</b>		
Amendment to 2017/1151	Q1 2021	OBFCM for LDV: updated accuracy requirements and new provisions on their on-the-road verification
Amendment to 2017/1151	TBD (2022)	OBFCM data reporting for LDV: transmission of OBD data (only in case of over-the-air transmission)

**2. Other CLIMA acts regarding in-service verification (ISV) and real world CO<sub>2</sub> emissions of relevance for LDV/HDV type-approval authorities**

<b>Regulatory act</b>	<b>Tentative timing for informing stakeholders</b>	<b>Purpose</b>
Delegated Regulation under LDV CO <sub>2</sub> Regulation	Q3 2020	Guiding principles for LDV CO <sub>2</sub> ISV
Implementing Regulation under LDV CO <sub>2</sub> Regulation	Q2 2021	Detailed procedures for LDV ISV, incl. - verification of road loads  - detection of “defeat” strategies artificially improving type approval performance  - procedures to adjust OEM average emissions
Delegated Regulation under HDV CO <sub>2</sub> Regulation	Q3 2020	Guiding principles for HDV CO <sub>2</sub> ISV
Implementing Regulation under HDV CO <sub>2</sub> Regulation	Q2 2021	Detailed procedures for HDV ISV, incl. - verification of air drag, tyres, mass - detection of “defeat” strategies  - procedures to adjust OEM average emissions
Implementing Regulation under LDV CO <sub>2</sub> Regulation	TBD	LDV: procedure for collecting OBFCM data
Implementing Regulation under HDV CO <sub>2</sub> Regulation	TBD	HDV: procedure for collecting OBFCM and on-board payload weighing device data