



EUROPEAN COMMISSION

DIRECTORATE-GENERAL FOR INTERNAL MARKET, INDUSTRY, ENTREPRENEURSHIP AND SMES

Industrial Transformation and Advanced Value Chains
I2. Mobility

Unit I2 - Mobility

List of activities until 2023 by objective

1. **Competitiveness of the mobility ecosystem**

Industrial Strategy, Mobility Ecosystem, National Recovery and Resilience Plans

A. Transition Pathway (continuous work)

The co-creation process for the mobility transition pathways is expected to start in Q1 2022, following the publication of the SWD on scenarios in Q4 2021. It will be based on a series of discussions with stakeholders of the entire ecosystem; envisaged results: transition projects (Q1 2022-Q4 2022).

B. Recovery and clean and digital transition

- Contribution to the EU **taxonomy** delegated acts and implementing legislation (continuous work).
- Support and input to MS Units:
 - for monitoring of **National Recovery and Resilience Plans**, follow-up of KPIs, review of reports, prep of missions to MS (continuous work).
 - **Recovery package/EU semester exercise** to assist MSs with the implementation of CSRs and identifying challenges (continuous work).

C. Competitiveness of Rail & Maritime

- Contribution to and coordination of work with other DGs (MOVE, TRADE, MARE, COMP, EMPL, RTD)
- Preparation and management of Expert Groups on Rail (2 meetings a year)

D. Skills (continuous work for the duration of projects)

- Blueprint Automotive/Drives – Q1 2022;
- Blueprint Batteries/Allbatts – Q4 2023 (interim report Q1 2022)

- Pact for skills – Automotive Skills Alliance – long term (3 pilot projects to be launched in Q1 2022)
- Blueprint for rail – Staffer – (first report Jan 2022, completion Q4 2024)
- Pact for skills – Maritime - started in Q2 2021, long term

Activities: management board meetings, webinars, working group meetings, discussions with stakeholders

E. Follow-up activities on Battery Alliance

Support to Commissioner Breton and VP Sefcovic with regard to preparation of the HLG meeting; requests for duty suspensions, dialogues with stakeholders with regard to on-going value chain projects and follow up steps; MSs and stakeholders meetings; Inno Energy Skills Academy follow up; follow up of the research work under Horizon Europe; follow the implementation of the two battery IPCEIs and contribute to the work of establishing strategic partnerships with Ukraine and Serbia on batteries and raw materials.

F. FDI screening, antidumping and countervailing measures, competition cases, etc (continuous work)

2. Market Surveillance of automotive products (new Commission responsibilities)

- **Policy strand: steering and coordination of work** of EU type approval and market surveillance authorities in the **FORUM** and **sub-group** meetings for Joint Actions of type-approval authorities and of market surveillance authorities (meeting 8 times per year with MS authorities and one meeting with stakeholders);
- **Compliance verification** by the Commission (shared DG GROW and JRC) – testing, assessment, reporting and follow up of non-compliances for safety and emissions;
- **Joint Assessment Teams audits** –shared DG GROW and JRC (at least 28 Technical Services to be assessed in Germany alone).

Ongoing activity

3. Regulatory framework for automotive (only mandatory activity, to be accomplished or initiated in 2022)

A. Implementation of Type Approval and Market Surveillance Regulation

1. Implementing act laying down rules on the application of Regulation (EU) 2018/858 of the European Parliament and of the Council as regards functional requirements for market surveillance of vehicles, systems, components and separate technical units

This Regulation establishes uniform criteria for adequate scale of compliance verification checks to ensure a robust compliance enforcement mechanism. It lays down requirements for the selection of vehicles, systems and components for tests, the frequency of documentary checks, data to be made available by OEMs and requirements for recognised third parties.

Target date for vote in TCMV: Q1 2022

Target date for Commission adoption: Q1 2022

2. Delegated Regulation laying down rules on the application of Regulation (EU) 2018/858 of the European Parliament and of the Council as regards the procedure for the imposition of administrative fines and the methods for their calculation and collection

This Regulation establishes the procedure, methods of calculation and collection of administrative fines on economic operators for violation of type approval rules, that may be imposed by the Commission in support of corrective and restrictive measures, adopted by decision in accordance with Article 53 of Regulation (EU) 2018/858.

Target date for endorsement by Expert Group: Q1 2022

Target date for Commission adoption: Q2 2022

3. Delegated Regulation amending Annexes to Regulation (EU) 2018/858 to take into account regulatory development

Target date for endorsement by Expert Group: Q2 2022

Target date for Commission adoption: Q2 2022

4. Implementing act on specific requirements for electronic CoC and amendments to the templates

Target date for vote in TCMV: Q3 2022

Target date for Commission adoption: Q4 2022

- 5. Implementing Regulation correcting and amending Implementing Regulation (EU) 2020/683 as regards the information document, the vehicle approval certificates, the test result sheet and the certificates of conformity in paper**

Target date for vote in TCMV: Q1 2022

Target date for Commission adoption: Q2 2022

- 6. Commission Notice providing guidance on the implementation of the approval procedure of independent operators**

Target date for presentation for MVWG: Q1 2022

Target date for Commission adoption: Q2 2022

B. Clean Transition

Modernising existing framework:

- 1. Ongoing DE legislative proposal**
- 2. Euro 6: Commission Regulation amending Regulation (EU) 2017/1151** to introduce the following changes: update the conformity factor of the RDE methodology, update WLTP to UNR154, update RDE to UNR RDE, update ISC to rules of Market Surveillance and electronic platform
Target date for vote in TCMV: Q2 2022
Target date for Commission adoption: Q3 2022
- 3. Euro VI: Commission Regulation amending Regulation (EU) 2017/2400** as regards the determination of the CO2 emissions and fuel consumption of medium and heavy lorries and heavy buses and the introduction of electric vehicles and other new technologies
Date of TCMV vote: 10 January 2022
Target date for Commission adoption: Q2 2022
- 4. Guidance document on AES, DD and Anti-tampering measures** to introduce JRC methodologies for detection of DD in RDE vehicles and HDV and new method for anti-tampering provisions checking.
Target date for presentation in expert group: Q4 2021
Target date for Commission adoption: Q2 2022

Building the future:

- 1.** Revision of Directive 2000/53/EC on **End of Life Vehicles** for which ENV is chef de file and we are co-responsible. Revision of this Act will allow to repeal Directive 2005/64/EC (GROW Chef

de file) on the type-approval of motor vehicles with regard to their reusability, recyclability and recoverability

Target date for Commission adoption: Q4 2022

- 2. Euro 7** - regulatory proposal for more stringent pollutants emission limits for motor vehicles and subsequent co-decision process

Target date for Commission adoption: (Q3/2022)

- 3. Euro 7 – Implementing Regulation on light-duty vehicles**, preparatory work to start in early 2022

Target date for Commission adoption: Q4 2023

- 4. Euro 7 – Implementing Regulation on heavy duty vehicles**, preparatory work to start in early 2022

Target date for Commission adoption: Q4 2023

- 5. Euro 7 – Implementing Regulations on type approval of engines** preparatory work to start in early 2022

Target date for vote in TCMV: Q4 2023

Target date for Commission adoption: Q2 2024

- 6. Euro 7 – Implementing Regulation on Anti-tampering of emission control systems**, preparatory work to start in early 2022

Target date for vote in TCMV: Q3 2023

Target date for Commission adoption: Q4 2023

C. Digital transition, automation and road safety

- 1. Revision of Regulation 2018/858(EU) on vehicle approval framework (fit for the digital age and for the green transition).**

Amendment to provide access to in-vehicle data (together with the CNECT Data Act), possibility to send data to the vehicle (dashboard and routines), software/cybersecurity management including for replacement parts, new categories of autonomous vehicles, replacement batteries.

Target date for adoption of Commission proposal: Q3/Q4 2022

- 2. Delegated Regulation on Event Data Recorder (EDR) for light vehicles (passenger cars and vans)**

Technical standards for the approval of the EDR, vehicles fitted with EDR, reference to the UN regulation on EDR as well as additional provisions on aspects not covered by the UN Regulation (e.g. data retrieval).

Date of endorsement by Expert Group: 15 December 2021
Target date for Commission adoption: Q1 2022

3. Delegated Regulation amending Annexes II and IV to Vehicle Type-Approval Regulation (EU) 2018/858, by implementing the GSR requirements for vehicles produced in large series and small series, as well as special purpose vehicles, requirements applying to autonomous vehicles (shuttles/robo-taxis) and the implementation of UN Regulation No 156 on software updates

Updating of references to the GSR and laying down the specific requirements for the approval of vehicles produced in large series, small series, special purpose vehicles and driverless vehicles. In addition, specific provisions with regard to software updates are included in the conformity of production procedure in Annex IV to that Regulation.

Target date for endorsement by Expert Group: Q2 2022
Target date for Commission adoption: Q2 2022

4. Delegated Regulation supplementing and amending Annexes I and II of General Safety Regulation (EU) 2019/2144 by updating legal references in the GSR

Update of references to the regulatory acts in Annexes I and II to Regulation (EU) 2019/2144 and including references to the new UN Regulations.

Target date for endorsement by Expert Group: Q2 2022
Target date for Commission adoption: Q2 2022

5. Implementing Regulation amending Implementing Regulation (EU) 2020/683 (administrative provision for the Type-Approval Regulation (EU) 2018/858) as regards the templates for the information document, EU type-approval certificate and numbering system to take into account regulatory developments as regards the general safety regulation

Update of templates to include the particulars concerning the new systems introduced by the implementing and delegated

Regulations adopted pursuant to the GSR as well as to adjust the numbering system for the type-approval certificates

Target date for vote in TCMV: Q2 2022

Target date for Commission adoption: Q2 2022

6. Implementing Regulation laying down rules for the application of Regulation (EU) 2019/2144 of the European Parliament and of the Council as regards uniform procedures and technical specifications for the type-approval of fully automated vehicles with regard to their automated driving system (ADS)

Approval of the automated driving system of fully automated vehicles (driverless vehicles); focus on non motorway application (e.g. autonomous shuttles, robot taxi) through a generic approach taking also into account possible progress in UNECE. Other aspects than the automated driving systems (e.g. seats, lighting, etc) will be covered item 2.2 (amendment to Annex II to Regulation 2018/858).

Target date for vote in TCMV: Q2 2022

Target date for Commission adoption: Q2 2022

7. Report to the European Parliament and the Council on the achievements of the implementation of the 112-based eCall in-vehicle system, including its rate of penetration

On the basis of an ongoing study, the report to the European Parliament and the Council on the achievements of the implementation of the 112-based eCall will be drafted in accordance with Article 12 of Regulation (EU) 2015/758.

Target date for Commission adoption: Q4 2022

8. Delegated Regulation amending the eCall Regulation to update the requirements for the 112-based eCall in-vehicle system to 4G/5G

Update of the detailed technical requirements and test procedures for the approval of 112-based eCall in-vehicle systems on the basis of an ongoing study.

Target date for endorsement by Expert Group: Q1 2023

Target date for Commission adoption: Q2 2023

9. Delegated Regulation supplementing General Safety Regulation (EU) 2019/2144 by laying down detailed rules

concerning the specific test procedures and technical requirements for the type-approval of motor vehicles with regard to the advanced driver distraction warning systems

Technical requirements for ADDW systems and the rules for their validation by the vehicle manufacturers; requirements and the test procedures for the approval of vehicles as regards to the Advanced driver distraction warning.

Target date for endorsement by Expert Group: Q1 2023

Target date for Commission adoption: Q1 2023

10. Delegated Regulation on Event Data Recorders (EDR) for heavy duty vehicles (trucks and buses)

EDR for Heavy Vehicles (under GSR, technical requirements on heavy vehicles will become applicable on 2026 for new vehicle type).

Target date for endorsement by Expert Group: Q1 2023

Target date for Commission adoption: Q2 2023

11. Delegated Regulation for updating Annex X to Type-Approval Regulation (EU) 2018/858 to technical progress concerning the requirements on access to on board diagnostics (OBD) information as well as Repair and Maintenance Information (RMI)

Update to ensure a non-discriminatory/secured installation of spare parts.

Target date for endorsement by Expert Group: Q2 2023

Target date for Commission adoption: Q3 2023

12. Delegated Regulation amending the Commission delegated regulation (EU) 2021/1958 on intelligent speed assistance.

Update the catalogue of signs on the basis of the information provided by Member States.

Target date for endorsement by Expert Group: Q4 2023

Target date for Commission adoption: Q4 2023

13. Implementing Regulation correcting and amending Implementing Regulation (EU) 2021/535 to the GSR

Correct typos identified following publication; provision for the mass of the energy storage system of zero-emission vehicles for the purpose of Regulation (EU) 2019/631.

Target date for vote in TCMV: Q2 2022

Target date for Commission adoption: Q3 2022

14. Implementing Regulation laying down the templates for the information document and the type-approval certificates for the driver drowsiness and attention warning system, the intelligent speed assistant systems, the alcolock installation facilitation and the event data recorder

Target date for vote in TCMV: Q2 2022

Target date for Commission adoption: Q3 2022

D. Motorcycles, Tractors, Non-Road Mobile Machinery (3 separate Regulations)

1. Regulation of the European Parliament and of the Council amending Regulation (EU) No 2016/1628 on NRMM to provide for delegated powers for the Commission (urgent action as the empowerment expired in October 2021 and a draft delegated act based on this empowerment is pending for adoption)

Target date for adoption of Commission proposal: Q1 2022

2. Delegated Regulation 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. (link to the previous point)

Target date for endorsement by Expert Group: Q3 2022

Target date for Commission adoption: Q4 2022

3. Delegated Regulation regarding on board diagnostic equipment for electric motorcycles

Target date for endorsement by Expert Group: Q3 2022

Target date for Commission adoption: Q4 2022

4. Report to the European Parliament and the Council on the mandatory fitting of an anti-lock brake system and a supplemental combined brake system at the choice of the

manufacturer to L3e-A1 subcategory motorcycles (Q4 2022)

Target date for Commission adoption: Q4 2022

4. International

Development of global regulations (see Annex 1 for details)

In charge of the file: involvement of several colleagues

Participation at the UN World Forum on the Harmonization of Vehicles Regulations (Membership to 1958 and 1998 agreements): preparation of the process for adoption of the decisions allowing the Commission to cast the vote in UNECE Working Party adopting new global harmonisation regulations (3 times per year) (standing point)

International Regulatory dialogues (continuous work)

China (MIIT), Japan (METI annually and MLIT 3 times a year ahead of UNECE meetings); South Korea, Canada, Taiwan-annually.

Free Trade Agreements (and neighbourhood policies) (continuous work)

- Primary focus on negotiations (official rounds/intersessionals) with Australia, Chile, India (new), Indonesia, New Zealand and Tunisia.
- Implementation of FTAs (car annexes - at least one meeting per year per country): UK, Japan, South Korea, Vietnam, Singapore and Mexico. Implementation of the Customs Union (Turkey), EEA and Switzerland agreements

5. Support Activities

- 1. Development of Electronic Platform for In-Service compliance of vehicles emissions**
- 2. Continuation of study on IT architecture to support all Type Approval activities. Currently the 4 regulatory frameworks do not have common IT tools/databases (Q2 2022)**
- 3. Continuous development of the Internal Market Information (IMI) System for NRMM (ongoing)**
- 4. Running 4 EP funded pilot projects on:**

- RDE (2 projects both end March 2022);
- Durability (end January 2022);
- Brake particles (end 2023).

5. Experts groups with stakeholders (continuous work)

- Motor Vehicle Working Group (min. 6 meetings a year)
- WGAT (min. 2 meetings a year)
- GEME (min. 2 meetings a year)
- MCWG (min. 2 meetings a year)
- WFAG (min. 3 meetings a year)

In charge of the file: involvement of several colleagues

Annex 1

EU Work Programme - UNECE activities 2022-2023

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

SAFETY AND AUTOMATED/CONNECTED VEHICLES

1.1. Automated and connected vehicles (GRVA)

1.1.1. Extension of the ALKS regulation to cover higher speed and lane change function (motorway chauffeur)

The purpose is to update the new Regulation on Automated Lane keeping system (ALKS) to cover highway chauffeur. This includes higher speed (up to 130 km/h) than the current UN Regulation on automated lane keeping (which is limited to 60 km/h). It should also cover lane change functions as well trucks and shall update DSSAD requirement if needed.

If Contracting parties to the 1998 agreement are interested, consideration of a Global Technical Regulation (GTR) could also be considered at a later stage based on the current discussion in the informal groups on a new assessment and validation method (VMAD) and on functional requirements for automated vehicles (FRAV)

Target date for WP29 vote: Q2 2022

1.1.2. UN regulation on advanced driver assistant systems/Simplification of Regulation 79

The purpose is to develop a new way to assess advanced driver assistant systems, in particular combining longitudinal and lateral control, that is more future proof than the current approach in Regulation 79. This should lead to a simplified Regulation 79.

Target date for WP29 vote: Q4 2022

1.1.3. Amendment to Regulation 79 and Regulation 130 on Emergency Lane Keeping Assist Systems (ELKS)

The revised General safety Regulation mandates ELKS for cars and vans. Commission Implementing Regulation (EU) 2021/646 has been adopted accordingly. There might be the will of contracting parties and stakeholders to also cover ELKS at UNECE level. It could be done by an update to UN regulation 79 and UN Regulation 130.

Target date for WP29 vote: Q1 2023

1.1.4. Advanced Emergency Braking systems (AEBS)

The revision of Regulation 131 (AEBS for trucks) is on-going. The aim is to make the regulation more robust and to align it with new concepts developed for Advanced Emergency Braking Systems (AEBS) for cars and vans (UN Regulation No. 152) in particular regarding pedestrians and cyclists.

Target date for WP29 vote: Q3 2022 (Amendment to Regulation 131)

1.2. Working group on general safety (GRSG)

1.2.1. Amendment to 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 amendment intends to update the regulation to cover ALKS equipped vehicles.

Target date for WP29 vote: Q2 2022

1.2.2. Amendments to the new Regulation on Event (Accident) Data Recorders to cover automated vehicles and heavy vehicles

The data relevant for automated driving were left for stage II of the regulation. The purpose of this amendment to fill this gap. Further work on definition of EDR triggers is also envisaged.

Another stream of work is likely to concern EDR for Heavy Vehicles (under GSR, technical requirements on heavy vehicles will become applicable on 2026 for new vehicle type).

If Contracting parties to the 1998 agreement are interested, consideration of a Global technical Regulation could also be considered at a later stage.

Target date for WP29 vote: Q1 2023 on EDR for Heavy Duty Vehicles

1.2.3. 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 has progressed well in the informal working group VRU-Proxi in GRSG and most topics have been completed in the form of three new UN Regulations. Direct vision of heavy duty vehicles is set to be finalised in October 2021 on working group level. Efforts are needed to ensure technology neutrality and addressing regulatory issues or technical progress beyond the target adoption date in 2023.

Target dates for WP29 vote: truck/bus direct vision Q4 2022

1.2.4. UN Regulation 125 on Forward Field of vision, to expand the scope to N1 category of vehicles and to introduce Field of Vision Assistant (FVA)

The extension to N1 categories of vehicle was approved at GRSG October 2021 session and will be presented to WP29 March session. The element concerning partitioning system are to be discussed further at EU level to determine if a revision in UN regulation 125 is needed for these systems used in N1 categories of vehicle.

The introduction of the Field of Vision Assistant into UN regulation 125 is proposed in two steps. The first step provided general requirement for the

type approval of such systems, to catch-up with existing systems. The second step will provide detailed technical requirements and test procedures. With the creation of an informal working group for FVA, and the limitation due to the scope of UN regulation 125 (M1 and N1 vehicle) the IWG will consider the preparation of a new regulation to encompass N2/N3 and M2/M3 categories of vehicle for the FVA systems.

Target date for WP29 vote: Q1 2022 (extension to N1) and Q1 2023 (step 2 and possible new regulation)

1.3. Working group on passive safety (GRSP)

1.3.1. Pedestrian Safety

Enlargement of the head impact zone to include the windscreen area in UN regulation No 127, linked to revision of the General Safety Regulation. Work and input will be required beyond the target adoption date to amend GTR No 9 as a result of the changes on 1958 Agreement level. This work should be projected to last into 2023.

Target date for WP29 vote: Q2 2022

1.3.2. Safety of Electric Vehicles

Development of phase 2 of GTR 20 with a particular focus on the selection of the main thermal initiation and propagation test procedures, improvement of gas detection procedures and improvement of the vibration profile. These updated requirements will be consequently transposed in UN regulations Nos 100, 94, 95, 137 and 153.

Target date for WP 29 vote: Q2 2023

1.3.3. Hydrogen (Fuel Cell) Vehicle Safety

Development of Phase 2 of GTR No 13 with material qualification requirements, new technologies, new vehicle categories and adaptation to technical progress. Work will continue beyond the target adoption date in order to ensure the subsequent transposition into UN regulation No 134 that applies directly in the EU.

Target date for WP29 vote: Q4 2022

1.3.4. Children transported in buses

The Commission shares the view expressed by various Contracting Parties as well as the European Parliament that children must be well protected in buses and that the normal use, by children, of standard adult safety belts is not optimal in terms of provided safety. Work has commenced in the IWG on safer transport of children in buses and coaches, looking specifically into these matters. The progress on developing a technical solution will depend on thorough analysis of available safety data.

Target date for WP29 vote: Q2 2023

1.3.5. Gender, size and age neutral crash safety

Studies based on real world accident data have shown that injury outcome in the event of a crash can differ related to both biological gender, size and age

of the occupant, and why these differences are thought to occur. A new IWG (to be set up in December 2021) will review existing passive safety dummies and their capability to reflect the different injury patterns from field data analysis. It will be investigated if current safety regulations are sufficiently flexible to allow the development of advanced adaptive systems where higher safety for different occupants can be achieved. Necessary amendments to crash regulations should be anticipated.

Target date for WP29 vote: Q2 2024

1.4. Working group on lighting (GRE)¹

1.4.1. Revision of the existing requirements concerning the electro-magnetic compatibility (EMC)

Further development of EMC requirements (07 SoA of UN Regulation 10), updating existing requirements and introduction of new provisions for adaptation to technical progress, notably in the light of the mass market deployment of electric vehicles.

Target date for WP29 vote: Q4 2023

EMISSIONS

1.5. Working group on emissions from motor vehicles (GRPE)²

1.5.1. IWG on Global Real Driving Emissions (RDE) to create a new UN-GTR

The Global Technical Regulation (GTR) will go directly to the second phase of development with the aim to make it more widely applicable.

Target date: June 2023 for new GTR to be submitted to GRPE

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

Finalise the development of a methodology for limiting brake wear emissions with a new GTR on brake wear emission.

Target date: end 2022

¹ The EU continues to fully support the activities of GRE related to the Introduction of performance based requirements for lighting and light-signalling regulations (Stage 2 of the Phase 2 of the simplification focusing on the installation Regulations Nos. 48, 53, 74 and 86 with a view to render them future proof and technology neutral, with performance based and objective test requirements)

² A common task force between GRBP and GRPE will address the issue of tyre abrasion and particles from tyre/road wear (2nd phase, beyond 2023).

1.5.3. Electric Vehicles and the Environment (EVE)

Second phase of the development of the GTR on in-vehicle battery durability.

Target date: June 2023

1.6. Working group on sound emissions and tyres performance (GRBP)

1.6.1. Tyre Pressure Monitoring TPMS

Amendment to introduce requirements for all M, N, O3 and O4 categories in UN regulation No 141, linked to revision of the General Vehicle Safety Regulation.

Target date for WP29 vote: Q1 2022

1.6.2. Test on worn tyres

Development of test method and type approval requirements for wet grip of worn tyres (also linked to revision of the General Vehicle Safety Regulation)

Target date for WP29 vote: Q1-Q2 2022 for C1 tyres, Q1 2023 for C2 and C3 tyres

1.6.3. Additional Sound Emission Provisions (ASEP)

New testing requirements for ASEP (Additional Sound Emission Provisions)

Target date for WP29 vote: Q4 2023 for L-category vehicles and replacement exhausts, Q2 2022 for M- and N-categories' vehicles,

1.6.4. New definition of radial tyre in UN R30

New definition of radial tyre to include the possibility of innovative tyre structure approved under the EU legislation procedure for components with innovative technology.

Target date for WP29 vote: Q4 2022

1.6.5. Tyre abrasion test method development

New UN Regulation on microplastics from tyres, including: method for rating tyres based on their abrasion performance; enabling the quantification of microplastic emissions from tyres; investigating correlation between abrasion rate and durability of tyres.

First draft to GRBP/GRPE³: Q4 2023

1.6.6. New wet grip limits for tyres in new state

UN R117 amendments to introduce new limits for tyres' wet grip in new state.

Target date for WP29 vote: Q1 2023

³ A common task force between GRBP and GRPE will address the issue of tyre abrasion and particles from tyre/road wear (2nd phase, beyond 2023).

1.6.7. New rolling resistance limits of tyres in new state

UN R117 amendments to introduce new limits for tyres' rolling resistance in new state.

Target date for WP29 vote: Q1 2023