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**PROPOSAL**

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| From: | Secretary-General of the European Commission, signed by Ms Martine DEPREZ, Director |
| date of receipt: | 12 February 2026 |
| To: | Ms Thérèse BLANCHET, Secretary-General of the Council of the European Union |
| No. Cion doc.: | COM(2026) 87 final |
| Subject: | Proposal for a COUNCIL DECISION on the position to be taken on behalf of the European Union in the World Forum for Harmonization of Vehicle Regulations of the United Nations Economic Commission for Europe as regards the March 2026 proposals for UN regulations |

Delegations will find attached document COM(2026) 87 final.

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Encl.: COM(2026) 87 final



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EUROPEAN
COMMISSION

Brussels, 12.2.2026
COM(2026) 87 final

2026/0053 (NLE)

Proposal for a

# COUNCIL DECISION

## on the position to be taken on behalf of the European Union in the World Forum for Harmonization of Vehicle Regulations of the United Nations Economic Commission for Europe as regards the March 2026 proposals for UN regulations



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# EXPLANATORY MEMORANDUM

## 1. SUBJECT MATTER OF THE PROPOSAL

This proposal is for a decision establishing the position to be taken on the EU's behalf in the World Forum for Harmonization of Vehicle Regulations of the United Nations Economic Commission for Europe (WP.29) on the adoption of modifications to current United Nations (UN) regulations.

## 2. CONTEXT OF THE PROPOSAL

### 2.1. The Revised 1958 Agreement and the Parallel Agreement

Two agreements are in place to develop harmonised requirements to remove technical barriers to trade in motor vehicles between the United Nations Economic Commission for Europe (UNECE) contracting parties, and to ensure that motor vehicles offer a high level of safety and environmental protection. These are:

– the Agreement of the UNECE on the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted to and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions (the 'Revised 1958 Agreement'); and

– the Agreement concerning the establishing of global technical regulations for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles (the 'Parallel Agreement').

The agreements entered into force for the EU on 24 March 1998 and 15 February 2000 respectively. Work related to these agreements is overseen by (WP.29).

### 2.2. The World Forum for Harmonization of Vehicle Regulations of the United Nations Economic Commission for Europe

WP.29 provides a unique framework for globally harmonised regulations on vehicles. WP.29 is a permanent working party in the UN institutional framework with a specific mandate and specific rules of procedure. It works as a global forum enabling open discussions on motor vehicle regulations and on the implementation of the Revised 1958 Agreement and the Parallel Agreement. Any UN member and any regional economic integration organisation set up by UN members may fully participate in the activities of WP.29 and become a contracting party to the agreements on vehicles overseen by WP.29. The EU is a party to these agreements[1].

WP.29 meets three times a year, in March, June and November. To reflect technical progress, at each meeting, WP.29 can adopt:

new UN regulations;

new UN resolutions;

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[1] 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 be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions ('Revised 1958 Agreement') (OJ L 346, 17.12.1997, p. 78). 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 be used on wheeled vehicles ('Parallel Agreement') (OJ L 35, 10.2.2000, p. 12).



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new UN global technical regulations (UN GTRs);

modifications to UN regulations and resolutions under the Revised 1958 Agreement; and

modifications to UN GTRs and resolutions under the Parallel Agreement.

Before each WP.29 meeting, dedicated subsidiary bodies of WP.29 discuss these modifications at technical level.

Subsequently, WP.29 can adopt proposals:

by a qualified majority of the contracting parties present and voting for proposals under the Revised 1958 Agreement; or

by a consensus vote of the contracting parties present and voting for proposals under the Parallel Agreement.

Before each WP.29 meeting, a Council Decision under Article 218(9) of the Treaty on the Functioning of the European Union (TFEU) establishes the position to be taken on behalf of the EU on:

new UN regulations, UN GTRs and UN resolutions; and

amendments, supplements and corrigenda to UN regulations, UN GTRs and UN resolutions.

### 2.3. The envisaged act of WP.29

From 10 to 13 March 2026, during its 198th session, WP.29 may adopt:

proposals for modifications to UN regulation Nos 10, 13, 13-H, 39, 40, 41, 48, 49, 79, 83, 107, 130, 140, 148, 149, 154, 168 and 177;

proposals for new UN regulations:

on the laboratory measurement of brake emissions for light-duty vehicles,

on on-board monitoring (OBM) systems, environmental vehicle passport (EVP) and in-vehicle display of environmental data,

on engine fire suppression systems,

on driver drowsiness and attention warning system, and

on advanced driver distraction warning system; and

a proposal for an amendment to the consolidated resolution on the common specification of light source categories.

## 3. POSITION TO BE TAKEN ON THE EU'S BEHALF

As this is an area where the European Union has extensively legislated, it falls into the exclusive competence of the Union in accordance with Article 3(2) TFEU.

The WP.29 system strengthens international harmonisation of vehicle standards. The Revised 1958 Agreement plays a key role in achieving this objective. EU manufacturers can use a common set of type approval regulations knowing that contracting parties will recognise their products as compliant with their national legislation.

This made it possible for Regulation (EC) No 661/2009 on the general safety of motor vehicles, which has been later repealed and replaced by Regulation (EU) 2019/2144, to repeal more than 50 EU directives and replace them with corresponding regulations developed under the Revised 1958 Agreement.



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Regulation (EU) 2018/858 of the European Parliament and of the Council[2] follows a similar approach. It lays down administrative provisions and technical requirements for type approval and placing on the market of all new vehicles, systems, components and separate technical units. This Regulation incorporates regulations adopted under the Revised 1958 Agreement in the EU type approval system, either as requirements for type approval or as alternatives to EU legislation.

Once WP.29 has adopted a proposal for a new UN regulation or for modifications to an existing UN regulation, UNECE's Executive Secretary notifies the corresponding act to the contracting parties. Unless a blocking minority of contracting parties objects within 6 months, the act enters into force. Then, each contracting party can transpose the act into its applicable national rules. In the EU, the act's publication in the *Official Journal of the EU* completes the transposition process.

The EU's position needs to be established on the following acts:

proposals for modifications to UN regulation Nos 10, 13, 13-H, 39, 40, 41, 48, 49, 79, 83, 107, 130, 140, 148, 149, 154, 168 and 177 to update provisions on:

- electromagnetic compatibility – the proposed amendments aim to align various reference to the latest applicable industrial standards;
- heavy vehicle braking - the proposed amendments seek to enable the application of the existing provisions to automated vehicles, including those without manual controls, enable the live reading of brake demand values during periodic technical inspections, clarify that the use of any braking system control, for testing the effectiveness of the secondary braking system in failure conditions, is allowed, and introduce the provisions for the type-approval of a park lock device as an alternative to or in combination with the friction parking braking to hold the vehicle;
- brakes for M1 and N1 vehicles - the proposed amendments intend to clarify the existing provisions concerning the activation conditions for an emergency stop signal (ESS) by the application of the service braking system via the electronic parking brake (EPB) control, seek to enable the application of the existing provisions to automated vehicles, including those without manual controls, introduce the provisions for the type-approval of a park lock device as an alternative to or in combination with the friction parking braking to hold the vehicle, and enable the live reading of brake demand values during periodic technical inspections;
- speedometer and odometer - the proposed amendments aim to address the inconsistency in requirements provided in UN regulations No 125 and 176 with respect to the field of vision assistant (FVA) and those applicable in UN regulation 39;
- emission of gaseous pollutants by motorcycles – the proposed amendments to UN regulation No 40 intend to align the requirements with the provisions of Euro 3 emission standard;

[2] Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1).



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– noise emissions of motorcycles – the proposed amendments seek to clarify the interpretation of the gear to be used during the conformity of production (CoP) testing in case of different atmospheric and environmental conditions;

– installation of lighting and light signalling devices – the proposed amendments intend to clarify the voltage requirements for light-emitting diodes (LED) and the requirements for the activation of direction-indicator lamps, to ensure compatibility with driver control assistance systems;

– LPG and CNG engines – the proposed amendments seek to introduce on-board fuel consumption monitoring (OBFCM) requirements;

– steering equipment - the proposed amendments aim to update the transitional provisions and seek to enable the application of the existing provisions to automated vehicles, including those without manual controls;

– emissions of M1 and N1 vehicles – the proposed amendments seek to introduce new requirements based on Euro 7, including on manipulation devices and manipulation strategies, and on anti-tampering, security and cybersecurity. In addition, the proposed amendments aim to remove the type 2 test and introduce extended lifetime provisions, as well as in-service conformity requirements for in-vehicle battery durability.

– M2 and M3 vehicles – the proposed amendments seek to clarify the obligations for manufacturers in relation to the provision of information regarding the location and safe use of emergency exits and fire extinguishers;

– lane departure warning systems – the proposed amendments aim to align the text of the regulation with conditions for automatic re-instatement of system at the “initiation of each engine start / run cycle”;

– electronic stability control – the proposed amendments intend to align the text of the regulation with conditions for automatic re-instatement of system at the “initiation of each engine start / run cycle”;

– light-signalling devices – the proposed amendments seek to introduce editorial corrections in the markings for light sources and provide clarifications in case the tolerance limits are calculated;

– road illumination devices – the proposed amendments aim to clarify the marking requirements for headlamp functions and improve the accuracy of the instrumental aiming method;

– world harmonized light vehicle test procedure (WLTP) – the proposed amendments intend to introduce new requirements based on Euro 7, which include new particle number (PN10) provisions, a new SHED limit for evaporative emissions, updated on-board fuel consumption monitoring provisions, as well as other adaptations to technical progress. In addition, the proposed amendments aim to introduce new annexes with requirements relating to in-vehicle battery durability and a new test for range of pure electric vehicles at low temperatures;

– global real driving emissions (RDE) – the proposed amendments seek to amend the scope of UN regulation No 168 to reflect the light-duty vehicle scope introduced by Regulation (EU) 2024/1257 and add the levels concept similar to the level concept found in UN regulation No 154; and



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– system power (DEVP) – the proposed amendments aim to align the scope of UN regulation No 177 with Regulation (EU) 2024/1257 (Euro 7);

proposals for new UN regulations:

– on the laboratory measurement of brake emissions for light-duty vehicles;

– on on-board monitoring (OBM) systems, environmental vehicle passport (EVP) and in-vehicle display of environmental data;

– on engine fire suppression systems;

– on driver drowsiness and attention warning system; and

– on advanced driver distraction warning system; and

a proposal for an amendment to the consolidated resolution on the common specification of light source categories, introducing new LED replacement light source categories.

WP.29 plans to vote on these proposals at its meeting of 10 to 13 March 2026.

In addition, the EU's position needs to be established on:

a proposal for an amendment to schedule 2 to the 1958 Agreement, which seeks to clarify the criteria for the nomination of technical services for UN regulations with auditing provisions by referencing ISO/IEC 17021 requirements; and

a request for an authorization to start the work on phase 3 of the informal working group on electric vehicle safety.

The EU should support the above acts as they are in line with its internal market policy on the automotive industry regarding safety, automation, and emissions, as well as its geopolitics, transport, climate and energy policies.

All of these acts have a very positive impact on the competitiveness of the EU automotive sector and on international trade. A vote in favour of these acts would foster technological progress, provide economies of scale, prevent fragmentation of the internal market and ensure that automotive standards are applied uniformly across the EU.

External expertise is not relevant for this proposal. However, the Technical Committee on Motor Vehicles has reviewed this proposal.

## 4. LEGAL BASIS

### 4.1. Procedural legal basis

#### *4.1.1. Principles*

Article 218(9) TFEU states that the Council adopts decisions establishing ‘the positions to be adopted on the Union’s behalf in a body set up by an agreement, when that body is called upon to adopt acts having legal effects, with the exception of acts supplementing or amending the institutional framework of the agreement.’

The concept of ‘acts having legal effects’ includes acts that have legal effects because of the rules of international law governing the body in question. The concept of ‘acts having legal effects’ also includes instruments that do not have a binding effect under international law,



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but that are ‘capable of decisively influencing the content of the legislation adopted by the EU legislature’[3].

*4.1.2. Application to the present case*

WP.29 is a body in which the UNECE contracting parties discuss the implementation of the Revised 1958 Agreement and the Parallel Agreement.

The acts that WP.29 is called upon to adopt are acts that have legal effects.

The UN regulations set out in the envisaged act will be binding on the EU under the international law in accordance with Articles 1 and 12 of the Revised 1958 Agreement. Together with the UN resolution, they will be able to decisively influence the content of EU legislation in the field of vehicle type approval.

The envisaged acts do not supplement or amend the institutional framework of the Agreement.

Therefore, the procedural legal basis for the proposed decision is Article 218(9) TFEU.

### 4.2. Substantive legal basis

*4.2.1. Principles*

The substantive legal basis for a decision under Article 218(9) TFEU depends primarily on the objective and content of the envisaged act on which a position is taken on the EU's behalf.

An envisaged act can have two aims or components, one of which can be identified as the main one and the other as merely incidental. In this case, the decision under Article 218(9) TFEU must be founded on a single substantive legal basis, namely the one for the main or predominant aim or component.

*4.2.2. Application to the present case*

The main objective and content of the envisaged act is the approximation of laws. Therefore, the substantive legal basis of the proposed decision is Article 114 TFEU.

### 4.3. Conclusion

The legal basis of the proposed decision should be Article 114 TFEU, read in conjunction with Article 218(9) TFEU.

## 5. PUBLICATION OF THE ENVISAGED ACT

As the act of WP.29 will amend several UN regulations and one UN resolution and adopt new UN regulations, it is appropriate to publish it in the *Official Journal of the European Union* after its adoption.

[3] Judgment of the Court of Justice of 7 October 2014, *Germany* v *Council*, C-399/12, ECLI:EU:C:2014:2258, paragraphs 61 to 64.



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THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 114, in conjunction with Article 218(9) thereof,

Having regard to the proposal from the European Commission,

Whereas:

(1) By Council Decision 97/836/EC[1], the Union acceded to the Agreement of the United Nations Economic Commission for Europe (UNECE) concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted to and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions ('Revised 1958 Agreement'). The Revised 1958 Agreement entered into force on 24 March 1998.

(2) By Council Decision 2000/125/EC[2], the Union acceded to the Agreement concerning the establishing of global technical regulations for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles ('Parallel Agreement'). The Parallel Agreement entered into force on 15 February 2000.

(3) Regulation (EU) 2018/858 of the European Parliament and of the Council[3] lays down administrative provisions and technical requirements for type approval and placing on the market of all new vehicles, systems, components and separate technical units. That Regulation incorporates regulations adopted under the Revised 1958 Agreement ('UN regulations') in the EU type-approval system, either as requirements for type approval or as alternatives to Union legislation.

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[1] 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 be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions ('Revised 1958 Agreement') (OJ L 346, 17.12.1997, p. 78, ELI: http://data.europa.eu/eli/dec/1997/836/oj).

[2] 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 be used on wheeled vehicles ('Parallel Agreement') (OJ L 35, 10.2.2000, p. 12, ELI: http://data.europa.eu/eli/dec/2000/125/oj).

[3] Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1, ELI: http://data.europa.eu/eli/reg/2018/858/oj).



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(4) Pursuant to Article 1 of the Revised 1958 Agreement and Article 6 of the Parallel Agreement, the World Forum for Harmonization of Vehicle Regulations (WP.29) may adopt proposals for modifications to UN regulations, UN global technical regulations (UN GTRs) and UN resolutions, and proposals for new UN regulations, UN GTRs and UN resolutions on the approval of vehicles. Moreover, pursuant to those provisions, WP.29 may adopt proposals for authorisations to develop amendments to UN GTRs or to develop new UN GTRs, and may adopt proposals for the extension of mandates for UN GTRs.

(5) From 10 to 13 March 2026, during the 198th session of the World Forum for Harmonization of Vehicle Regulations, WP.29 may adopt: proposals for modifications to UN regulation Nos 10, 13, 13-H, 39, 40, 41, 48, 49, 79, 83, 107, 130, 140, 148, 149, 154, 168 and 177; a proposal for a new UN regulation on the laboratory measurement of brake emissions for light-duty vehicles; a proposal for a new UN regulation on on-board monitoring (OBM) systems, environmental vehicle passport (EVP) and in-vehicle display of environmental data; a proposal for a new UN regulation on engine fire suppression systems; a proposal for a new UN regulation on driver drowsiness and attention warning system; a proposal for a new UN regulation on advanced driver distraction warning system; and a proposal for an amendment to the consolidated resolution on the common specification of light source categories.

(6) In order to take into account practical experience and technical developments during the type-approval process, the requirements for certain aspects or features covered by UN resolution on the common specification of light source categories and UN regulation Nos 10, 13, 13-H, 39, 40, 41, 48, 49, 79, 83, 107, 130, 140, 148, 149, 154, 168 and 177 need to be amended or supplemented.

(7) In order to allow for technological progress and to promote decarbonisation, new UN regulations on the laboratory measurement of brake emissions for light-duty vehicles, on OBM systems, EVP and in-vehicle display of environmental data, on engine fire suppression systems, on driver drowsiness and attention warning system, and on advanced driver distraction warning system need to be adopted.

(8) The UN regulations will be binding on the Union. Together with the UN resolution they will influence the content of Union legislation in the field of vehicle type approval. Therefore, it is appropriate to establish the position to be taken on the Union's behalf in WP.29 as regards the adoption of those proposals,

HAS ADOPTED THIS DECISION:

*Article 1*

The position to be taken on the Union’s behalf in the 198th session of the UNECE World Forum for Harmonization of Vehicle Regulations (WP.29) to be held from 10 to 13 March 2026 shall be to vote in favour of the UN working documents listed in the Annex to this Decision.

*Article 2*

Minor technical changes to the draft decision may be agreed to by the representatives of the Union in WP.29, without further decision of the Council.



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*Article 3*

This Decision shall enter into force on the date of its adoption.

Done at Brussels,

*For the Council*
*The President*



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