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PROPOSAL

From:	Secretary-General of the European Commission, signed by Ms Martine DEPREZ, Director
date of receipt:	13 October 2026
To:	Ms Thérèse BLANCHET, Secretary-General of the Council of the European Union
No. Cion doc.:	COM(2026) 548 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 November 2026 proposals for UN regulations

Delegations will find attached document COM(2026) 548 final.

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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 November 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;

[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 17 to 20 November 2026, during its 200th session, WP.29 may adopt:

proposals for modifications to UN regulation Nos 0, 46, 49, 79, 90, 95, 96, 127, 129, 148, 149, 152, 153, 157, 168, 169, 171, 174, 176 and 178;

proposals for modifications to UN GTR Nos 20, 21, 22 and 25; and

proposals for modifications to UN resolutions R.E.5 on the common specification of light source categories and M.R.3 on vehicle interior air quality (VIAQ).

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.

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

[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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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 0, 46, 49, 79, 90, 95, 96, 127, 129, 148, 149, 152, 153, 157, 168, 169, 171, 174, 176 and 178 to update provisions on:

– international whole vehicle type approval (IWVTA) - the proposed amendments intend to update the list of requirements applicable to universal IVWTA;

– devices for indirect vision - the proposed amendments seek to align the requirements between different series of amendments of UN regulation 46 and with the requirements of UN regulation Nos 26 and 61 applicable to rear and interior mirror;

– emissions of compression ignition and positive ignition (LPG and CNG) engines – the proposed amendments aim to clarify the requirements applicable to air-to-fuel measurement;

– steering equipment – the proposed amendments seek to clarify the pre-test conditions for measuring steering effort under a failure condition;

– replacement braking pads – the proposed amendments intend to resolve inconsistency between information required on communication form 1A and 1B;

– lateral collision protection – the proposed amendments aim to clarify the assessment procedure for door opening;

– emissions from non-road mobile machinery (NRMM) engines – the proposed amendments intend to permit the type-approval of dual-fuel hydrogen (H2) engines of Type 1A for installation in agricultural and forestry tractors and in non-road mobile machinery, with regard to the emissions of pollutants by the engine, as well as correcting errors;

– pedestrian safety – the proposed amendments seek to introduce a new test procedure for deployable pedestrian protection systems (DPPS) and the procedure for the head impact time (HIT) determination simulation;

– enhanced child restraint systems – the proposed amendments aim to ensure the consistency between the requirements and the reproducibility of testing result between laboratories;

– light-signalling devices – the proposed amendments intend to aim to clarify clarification of grouped markings and labels;

– road illumination devices – the proposed amendments intend to provide clarification of grouped markings and labels, expand technical requirements for adaptive driving beam to L3 vehicles, improve failure detection and signalisation requirements, and clarify the conformity of production (CoP) requirements for the driving beam;

– advanced emergency braking systems (AEBS) for M1 and N1 vehicles – the proposed amendments aim to address ambiguities and errors;

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– fuel system integrity and electric power train safety at rear-end collision – the proposed amendments seek to update the contents of the information document with relevant information on the rechargeable electric energy storage system (REESS), the electrical system and the hydrogen system in the vehicle;

– automated lane keeping systems – the proposed amendments intend to amend the provisions of annex 4 on reporting obligations for manufacturers and introduce a new Annex 7 on guidance for data exchange via the database for the exchange of type approval documentation (DETA);

– global real driving emissions (RDE) – the proposed amendments aim to introduce changes enabling the application of requirements to automated vehicles;

– event data recorder (EDR) for heavy duty vehicles – the proposed changes seek to clarify the requirements for approval of vehicle types with a maximum mass between 8 and 12 tonnes;

– driver control assistance systems (DCAS) – the proposed amendments aim to introduce editorial changes;

– safety-belt reminders – the proposed amendments seek to clarify the provisions permitting the discontinuation of second level warnings;

– field of vision assistant systems – the proposed amendments intend to clarify the definition of adjusted ocular reference point; and

– emergency lane keeping systems – the proposed amendments aim to clarify the existing requirements and introduce a reference to lane markings referred to in 01 series of amendments to UN regulation 130; and

proposals for modifications to UN GTR Nos. 20 – introducing new requirements and test procedures on thermal propagation, 21 - introducing an additional testing methodology (i.e. system bench) for system power determination, 22 – revising the virtual distance verification test by defining boundary conditions for the test in terms of environmental temperature for the test, initial battery state of charge value, discharge power, duration and stopping criteria for the test, and 25 – introducing general improvements of the test methods description with a view to enhance the applicability and accuracy of the test results.

WP.29 plans to vote on these proposals at its meeting of 17 to 20 November 2026.

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

proposals for modifications to UN resolutions R.E.5 on the common specification of light source categories and M.R.3 on VIAQ;

a proposal for amendments to the transitional guidelines relevant for the drafting of UN regulations; and

a request for authorization to develop amendments to UN GTR Nos 1 and 14 on door locks and pole side impact.

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.

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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, 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 UN GTRs and UN resolutions, 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.

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[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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Publication of the envisaged act

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

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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 17 to 20 November 2026, during the 200th session of the World Forum for Harmonization of Vehicle Regulations, WP.29 may adopt: proposals for modifications to UN regulation Nos 0, 46, 49, 79, 90, 95, 96, 127, 129, 148, 149, 152, 153, 157, 168, 169, 171, 174, 176 and 178; proposals for modifications to UN GTR Nos 20, 21, 22 and 25; and proposals for modifications to UN resolutions R.E.5 on the common specification of light source categories and M.R.3 on vehicle interior air quality (VIAQ).

(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 regulation Nos 0, 46, 49, 79, 90, 95, 96, 127, 129, 148, 149, 152, 153, 157, 168, 169, 171, 174, 176 and 178; UN GTR Nos 20, 21, 22 and 25; a consolidated resolution (R.E.5) on the common specification of light source categories; and a mutual resolution (M.R.3) on VIAQ need to be amended or supplemented.

(7) The UN regulations will be binding on the Union. Together with UN GTRs and UN resolutions 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 200th session of the UNECE World Forum for Harmonization of Vehicle Regulations (WP.29) to be held from 17 to 20 November 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.

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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