

# DISCUSSION: ONGOING POLICY FILES, SUPPORT NEEDED FROM DG GROW

Meeting with [REDACTED]

Brussels

[REDACTED]

[REDACTED] Technical Affairs

06 October 2022

acea



# AGENDA

01

## **DELEGATED ACT TO EU 2018/858**

Type approval in conjunction with GSR, software update, etc.

02

## **EVOLUTION OF EU 2018/858**

Necessary modifications to principle of WVTa for service exchanges provisions; COC in Digital Format; Small Series for M2-M3, N2-N3; Individual Approval Scheme

03

## **EVOLUTION OF EU 2021/535**

Amendments to requirements e.g., demist/defrost, Front License plates, etc.

04

## **AUTOMATED VEHICLES- L4**

Category of vehicles, Unlimited Series, Non-ADS regulations EU / UNECE, organization

05

## **ORGANIZATION**

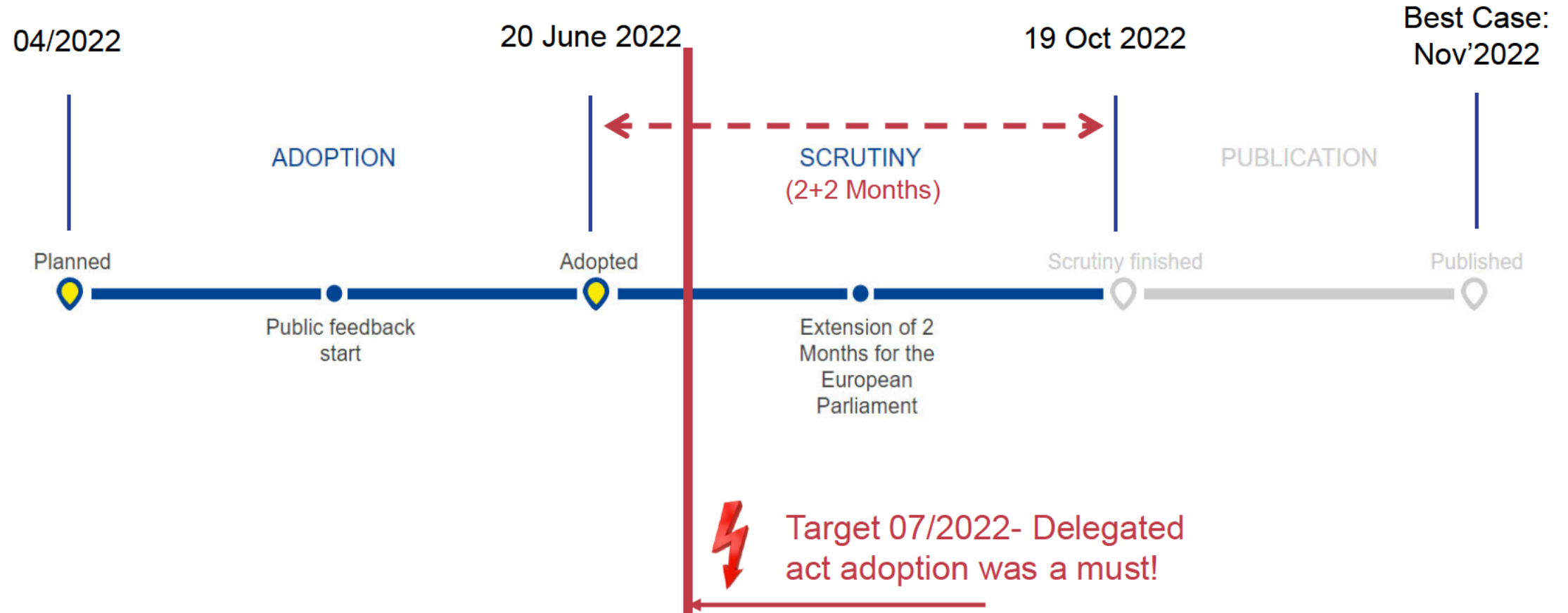
Horizontal Topics, Support needed from DG GROW



# DELEGATED ACT TO EU 2018/858

## TYPE APPROVAL IN CONJUNCTION WITH GSR, SOFTWARE UPDATES, ADS, ETC.

# CURRENT STATUS



# INDUSTRY CONCERNS

- Delay in the publication of Delegated act to (EU) 2018/858 – Needed to be adopted in OJ by 16.06.2022 (entry into force after 20 days i.e., 7<sup>th</sup> July 2022)
- Similarly, Delegated act (EU) 2022/1398 to the Regulation (EU) 2019/2144 (GSR-II) was published with a 2-months delay, i.e., on 16.08.2022 and is applicable from 05.09.2022.
- These delays leads to broken, legally instable or even missing connections between the Framework Regulation and the subject fields defined in the GSR-II. Implementation date for new requirements remains unchanged and backdated in the text i.e., from 6 July 2022.
- Situation sets all new WVTA obtained after 06.07.2022 (through practical solutions with MS) in question and creates unease as well as business risks.
- IA (EU) 2022/1426 with regards to ADS published and already applicable. However, tool to proceed with WVTA for autonomous vehicles missing!

What is the mitigation plan in case EP rejects the Commission adopted delegated act (draft)?

How to mitigate these situations (EU FORUM Interpretation, etc.)?



# EVOLUTION OF EU 2018/858

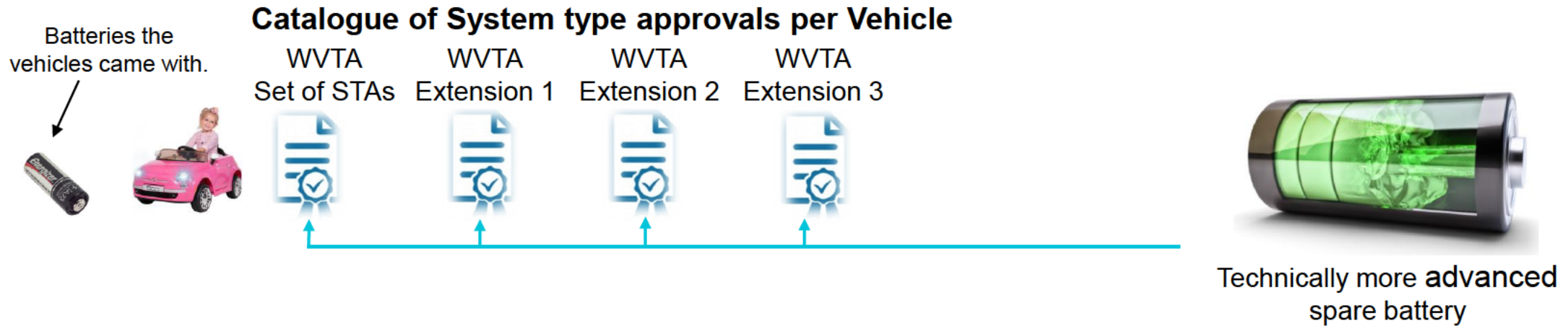
SERVICE EXCHANGES PROVISIONS, COC, SMALL SERIES SCHEME,  
INDIVIDUAL APPROVAL SCHEME, ETC



# SERVICE EXCHANGES PROVISIONS



# SERVICE EXCHANGE PROVISIONS



## 1. EXPANSION OF AN EXISTING WVTA- NEW INDIVIDUAL DOCUMENT NEXT TO WVTA

- According to the technical requirements valid at the time of granting the WVTA
- Expansion Package included proves only the compliance of systems affected by the replacement operation.
- Application process for expansion package according to the established type approval procedure
- The expansion does not terminate the validity of the existing WVTA

## 2. UPDATES TO REGISTRATION DOCUMENTS WILL BE HANDLED BY SENDING UPDATED 2<sup>ND</sup> IVI-DATASET

- Implementation according to the electronic registration documents



# ACEA PROPOSAL- NEW ARTICLE

## **Approval of relevant hardware changes for vehicles already placed on the market in case of evolving technology**

Hardware changes due to replacement parts in case of technology progress <sup>[1]</sup> for vehicles already placed on the market shall be appropriate according to Annex II to the level when the vehicle were placed in the market. The manufacturer shall ensure that the replacement parts do not lead to a non-compliance of the whole vehicle type. No further compliance assessment (or approval) activities at the member states level are required provided compliance is ensured according to the technical requirements applicable stated in this article.

1. The manufacturer may apply for an EU type-approval in respect of a type of system, component or separate technical unit that incorporates evolving technologies intended for a vehicle type with already granted EU whole-vehicle type-approval.
2. The approval authority shall grant the EU type-approval referred to in paragraph 1 where all of the following conditions are met:
  - a) the application for the EU type-approval states the reasons why previously approved technologies is not viable (fit for digital, safe and green transition) for replacement of system, component and separate technical units.
  - b) The system, component or separate technical unit fulfils at least the requirements which were applicable to the placing on the market of a vehicle type for which the system, component or separate technical unit is intended.
3. The approved system, component or separate technical unit does not terminate the validity of the previously obtained whole vehicle type approval.

<sup>[1]</sup> E.g., Change of Batteries, Sensor for autonomous driving, etc.

# ACEA PROPOSAL-AMENDMENT TO ARTICLE 6

## **Amendment in Article 6 (2018/858 EU)- Obligations of Member States**

- Member States shall not invalidate the registration of vehicles already placed on the market that comply with this Regulation, except in the cases provided for in Chapter XI.
- The manufacturer shall either use the version of the IVI message which is in correspondence with the paper CoC issued after was valid at the date of production of the vehicle, or the most recent version of IVI message applicable for the purpose of informing national authorities regarding the change of the relevant IVI data sets.



# EVOLUTION OF SMALL SERIES SCHEME & INDIVIDUAL APPROVAL SCHEME

# EVOLUTION OF SMALL SERIES SCHEME & INDIVIDUAL APPROVAL SCHEME

- According to REGULATION (EU) 2018/858, Annex II, Appendix 2, point 3 the technical requirements included in point 4 shall be reviewed regularly taking into account progress in WP.29 and 3<sup>rd</sup> countries.
- Requirements for vehicles produced in small series pursuant to Article 41 are up to date.
- Right time to migrate to more robust requirements for the EU individual approval provided that the special needs for individual approvals from administrative point are clearly reflected.
- Additionally, the Commission is empowered to adopt delegated acts in accordance with Article 82, amending Appendix 1 of Part I to Annex II (Small series) to set out the technical requirements for vehicle categories M, N and O
- M1 and N1 vehicles requirements exists, however, M2, M3, N2, N3 requirements must be similarly envisaged.

# EXERCISE EXPANSION OF FOLLOWING ARTICLES

- Article 41 (or Appendix 1 to Part I in Annex II) due to the necessity for **EU type-approval of vehicles produced in small series** regarding vehicle categories **other than M1 and N1**
- Article 44 (or Appendix 2 to Part I in Annex II) due to the necessity to bring the technical requirements for **EU individual vehicle approval** in line with the contemporary technical stage and technological progress
- Article 44 (or Appendix 2 to Part I in Annex II) due to the necessity for **EU individual vehicle approval** regarding vehicle categories other than M1 and N1



# CERTIFICATE OF CONFORMITY IN ELECTRONIC FORMAT

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## **Article 36**

### **Certificate of conformity in paper format**

[...]

2. From 5 July 2026, the manufacturer shall be exempted from the obligation in paragraph 1 of this Article to issue the certificate of conformity in paper format to accompany each vehicle, where the manufacturer makes the certificate of conformity available as structured data in electronic format in accordance with the Article 37(1).

## **Article 37**

### **Certificate of conformity in electronic format**

[...]

7. Member States shall establish the organisation and structure of their data network to enable data reception of the certificates of conformity as structured data in electronic format in accordance with the implementing acts referred to in paragraph 8 as from 1 September 2025, preferably by making use of existing systems for the exchange of structured data.

[...]

9. Member States shall be able to exchange certificates of conformity in electronic format in accordance with this Article with the other Member States at the latest from 5 July 2026.



# ACEA REQUEST

- Advancement of eCoC Implementation dates (07/2024 instead of 07/2026)
- What are the benefits:
  - Implementation via. IVI data sets- fit for digital age, many member states are ready
  - Easy process to manage update of CoC fields by 2<sup>nd</sup> data set in case of service exchange
  - Enables data sharing via EU database across member states (prevents illegal activities, re-registration, etc.)
  - Solves the concerns of PTI Authorities with regard to access to necessary data (CITA)
  - Set up the field for aiming a harmonized Registration Regulation (currently with DG MOVE in revision)
- Additionally, we call for finalization of the DRAFT Implementing regulation *“requirements on the secure data exchange of the certificate of conformity in electronic format as well as the rules on its read-only access and certain exemptions”* in a sub-group arrangement.



# ARTIFICIAL INTELLIGENCE

# NEED FOR CLARIFICATION

- In the wake of the AI act, we want to understand if we should expect another update to type approval on the basis of that act?
- What are other elements considered to be dealt in the revision package?
- Prognosis on the timelines at EP / EC adoptions?



# EU 2021/535 EVOLUTION

AMENDMENTS TO REQUIREMENTS E.G., DEMIST/DEFROST, FRONT  
LICENSE PLATES, ETC.

# ACEA PROPOSAL- AMENDMENTS TO ANNEXES III

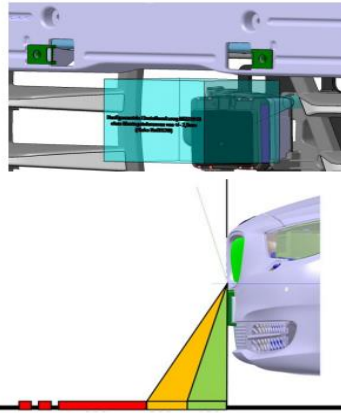
## REGULATION (EU) 2021/535, ANNEX III, PART II

Flexibility in positioning the front license plate allows manufacturers to make the best use of sensors, radar and camera systems needed to implement GSR II requirements.

It also allows for more styling solution options and improved engine cooling with front conveyors.



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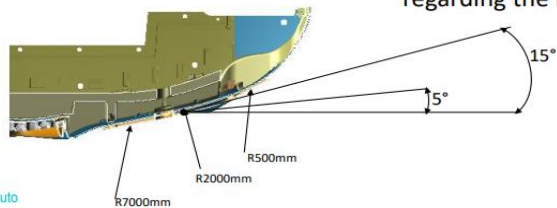


## REGULATION (EU) 2021/535, ANNEX III, PART II



The tolerance of the front registration plates positioning to be perpendicular to the longitudinal median plane of the vehicle, should increase to ( $\pm 15^\circ$ ) when the plate is not in the vehicle centreline.

This non-compliance is usually considered by the Australian Authorities minor and inconsequential referring to the ADR 61/03, regarding the front registration plate.



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## REGULATION (EU) 2021/535, ANNEX III, PART II

However, the paragraph 2.3.4.1.3. that requires registration plates to be perpendicular ( $\pm 5^\circ$ ) to the longitudinal median plane of the vehicle, could make impossible the lateral positioning of the front license plate because of the tapered style of bumpers



## REGULATION (EU) 2021/535, ANNEX III, PART II

The proposal is to modify the paragraph adding the possibility to receive a derogation by the Type Approval Authority in case of motivated reasons as:

2.3.4.1.3. Front and rear registration plates shall be perpendicular ( $\pm 5^\circ$ ) to the longitudinal median plane of the vehicle, measured in the centre of the plate.

Member States may allow the tolerance to be increased by up to ( $\pm 15^\circ$ ) when requested by the manufacturer for the purpose of positioning the front registration plate off the centerline at the front of the vehicle for technical, aerodynamic or aesthetic reasons.



# ACEA PROPOSAL- AMENDMENTS TO ANNEXES VI

## REGULATION (EU) 2021/535, ANNEX VI, PART 2 (3) TEST PROCEDURES

Current text involved:

### 3.1. Windscreen defrosting

[...]

### 3.2. Windscreen demisting

[...]

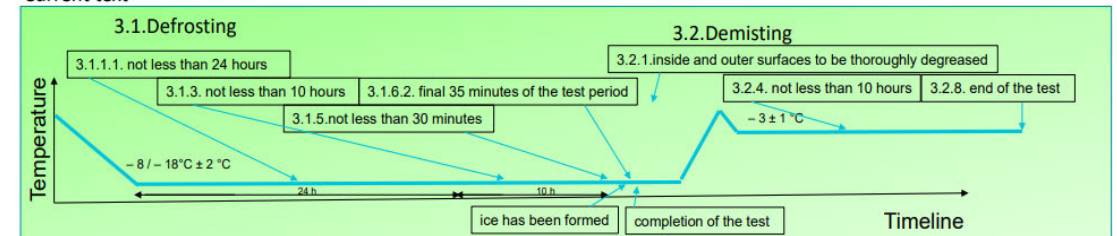
Proposal aimed to allow the vehicle manufacturer to be able to apply the test sequence (Demisting or Defrosting) for the fulfilment of the requirement in agreement with the technical services to optimize the efficiency of the test facility.



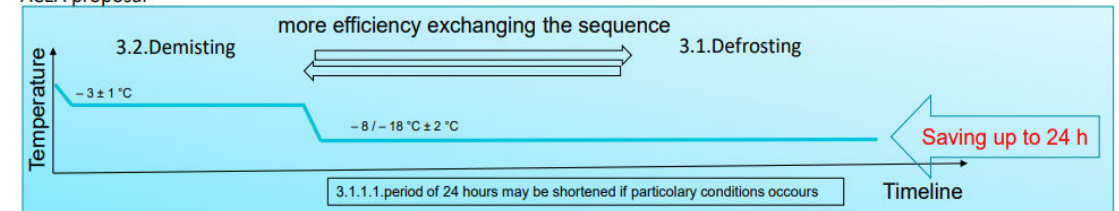
## REGULATION (EU) 2021/535, ANNEX VI, PART 2 (3) TEST PROCEDURES

The proposal is to modify the two paragraphs to optimize the test procedure:

Current text



ACEA proposal



# TEMPLATES FOR DOCUMENT FOR GSR II ITEMS

**The information documents are missing!**

- The “COMMISSION IMPLEMENTING REGULATION (EU) .../... of XXX implementing Regulation (EU) 2019/2144 of the European Parliament and of the Commission by **providing templates for the document for the approval of intelligent speed assistance system, driver drowsiness and attention warning system and event data recorder** and amending Implementing Regulation (EU) 2021/535 as regards the mass of energy storage systems” is pending!!!



# SUMMARY

- Topics presented in the 150 MVWG, 16<sup>th</sup> May 2022
- ACEA proposals supported by Member States as well as CITA.
- Positive Improvements: High potential to save time and energy on demist / defrost test sequence, without any technical change in the test objective.
- Commission agreed to take on board ACEA's proposal after taking a more detailed look.
- Seeks EU COM support to achieve progress on the amendments to EU 2021/535 as quick as possible.



# AUTOMATED VEHICLES- L4

CATEGORY OF VEHICLES, UNLIMITED SERIES, NON-ADS  
REGULATIONS EU / UNECE, ORGANIZATION

# AUTOMATED VEHICLES-UNLIMITED SERIES

- New vehicle categories regarding autonomous vehicles
- Amended technical requirements based on part I in Annex II to the Framework Regulation (EU) 2018/858 regarding approval of autonomous vehicles in unlimited series.
  - Amendments to UNECE regulations- Map the progress in GR's
  - Amendments to EU regulations, incl. horizontal regulations for placing product in the Union
- Commission target (timeline?) for unlimited series or specific use cases like AVP, etc.

# SCRUTINY OF EU NON-ADS REGULATIONS

Item	Subject	Regulatory Act
Mixed	Framework regulation on vehicle, systems and components type approval	Regulation (EU) 2018/858
Safety	Type-approval requirements for the general safety of motor vehicles	Regulation (EC) No 661/2009 (till 06.07.2022)
Safety	Type-approval requirements for the general safety of motor vehicles	Regulation (EU) 2019/2144 (General Safety Regulation) (from 07.07.2022)
Mixed	<p>Rules for the application of Regulation (EU) 2019/2144 as regards uniform procedures and technical specifications for the type-approval of vehicles, and of systems, components and separate technical units intended for such vehicles, as regards their general construction characteristics and safety</p> <ul style="list-style-type: none"> <li>- Annex II, STATUTORY PLATE AND THE VEHICLE IDENTIFICATION NUMBER</li> <li>- Annex III, SPACE FOR MOUNTING AND FIXING OF FRONT AND REAR REGISTRATION PLATES</li> <li>- Annex IV, WINDSCREEN WIPER AND WASHER SYSTEMS</li> <li>- Annex V, WHEEL GUARDS</li> <li>- Annex VI, WINDSCREEN DEFROSTING AND DEMISTING SYSTEMS</li> <li>- Annex VII, TOWING DEVICES</li> <li>- Annex VIII, SPRAY SUPPRESSION SYSTEMS</li> <li>- Annex IX, GEAR SHIFT INDICATORS (GSI)</li> <li>- Annex X, VEHICLE ACCESS</li> <li>- Annex XI, REVERSING MOTION</li> <li>- Annex XII, FRONTAL PROTECTION SYSTEMS FOR M1 AND N1 VEHICLES</li> <li>- Annex XIII, MASSES AND DIMENSIONS</li> <li>- Annex XIV, HYDROGEN SYSTEM MATERIAL COMPATIBILITY AND FUELLING RECEPTACLE</li> </ul>	Commission Implementing Regulation (EU) 2021/535
Mixed	Basic format, structure and the means of exchange of the data of the certificate of conformity in electronic format	Commission Implementing Regulation (EU) 2021/133
Mixed	Administrative requirements for the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles	Commission Implementing Regulation (EU) 2020/683
Mixed	Online data exchange and the notification of EU type-approvals under Regulation (EU) 2018/858	Commission Implementing Regulation (EU) 2021/1812

Item	Subject	Regulatory Act
Safety	General product safety *	Directive 2001/95/EC
Environment	Restriction of the use of certain hazardous substances in electrical and electronic equipment *	Directive 2011/65/EU
Environment	Waste electrical and electronic equipment *	Directive 2012/19/EU
Environment	Batteries and waste batteries *	Directive 2006/66/EC
Environment	Labelling of tyres with respect to fuel efficiency and other parameters *	Regulation (EU) 2020/740
Technical	Ecodesign requirements for energy-related products *	Directive 2009/125/EC
Technical	Simple pressure vessels *	Directive 2014/29/EU
Technical	Electrical equipment designed for use within certain voltage limits *	Directive 2014/35/EU
Technical	Machinery *	Directive 2006/42/EC
Technical	Electromagnetic compatibility *	Directive 2014/30/EU
Radio	Radio equipment *	Directive 2014/53/EU
Technical	Pressure equipment *	Directive 2014/68/EU
Technical	Transportable Pressure equipment *	Directive 2010/35/EU
Technical	Pyrotechniques *	Directive 2013/29/EU
Technical	Interoperability of Electronic Road Toll System *	Decision 2009/750/EC implementing Directive 2004/52/EC
Technical	Tachographs in road transport *	Regulation (EU) No 165/2014 EU COMM implementing regulation (EU) 2019/1213 dt: 12 July 2019 regarding implementation of interoperability and compatibility of on-board weighing equipment pursuant to Council Directive 96/53/EC
Technical	Smart Tachographs Version 2*	Commission Implementing Regulation (EU) 2021/1228
Mixed	Technical information necessary for roadworthiness testing *	Directive 2014/45/EU Regulation (EU) 2019/621
Technical	On-board weighing system (M2, M3, N2, N3 category) *	Regulation (EU) 2019/1213 Directive (EU) 2015/719

# SCRUTINY OF EU NON-ADS REGULATIONS

Item	Subject	Regulatory Act
Environment	Sound level (M, N category)	Regulation (EU) No 540 / 2014
Environment	Emissions (Euro 5 and Euro 6) light duty vehicles / access to information (M1, M2, N1, N2 category)	Regulation (EC) No 715 / 2007
Environment	Emissions (Euro VI) heavy duty vehicles / access to information (M, N category)	Regulation (EC) No 595 / 2009
Environment	Recyclability (M1, N1 category)	Directive 2005 / 64 / EC
Environment	Air-conditioning systems (M1, N1 category)	Directive 2006 / 40 / EC
Safety	eCall system (M1, N1 category)	Regulation (EU) 2015 / 758 of the European Parliament and of the Council

Item	Subject	Regulatory Act
Technical	Standardised access to vehicle on-board diagnostics information and repair and maintenance information	Commission Delegated Regulation (EU) 2021/1244
Safety	Driver drowsiness and attention warning systems	Commission Delegated Regulation (EU) 2021/1341
Safety	Alcohol interlock installation facilitation in motor vehicles	Commission Delegated Regulation (EU) 2021/1243
Safety	Emergency lane-keeping systems (ELKS)	Commission Implementing Regulation (EU) 2021/646
Safety	Intelligent speed assistance systems	Commission Delegated Regulation (EU) 2021/1958
Safety	Event data recorder	Commission delegated regulation (EU) .../... of XXX supplementing Regulation (EU) 2019/2144 of the European Parliament and of the Council by laying down detailed rules concerning the specific test procedures and technical requirements for the type-approval of motor vehicles with regard to event data recorder
Mixed	Registration, Evaluation, Authorization and Restriction of Chemicals	Regulation (EC) No 1907/2006 (REACH Regulation)
Mixed	Intelligent Transport Systems (ITS)	Directive 2010/40/EU Commission Delegated Regulation (EU) No 886/2013  Planned Revision of the ITS Directive



# ORGANIZATION

HORIZONTAL TOPICS, SUPPORT NEEDED FROM DG GROW

# POLICY TARGETS-TOP HIGHLIGHTS

## ADDW

Timeline: April 2023

Risk: First draft available 7th October 2022 (RISK of delay as experienced in DDAW)

## DIRECT VISION OF TRUCKS

1<sup>st</sup> amendment for tech neutrality and not penalizing innovation

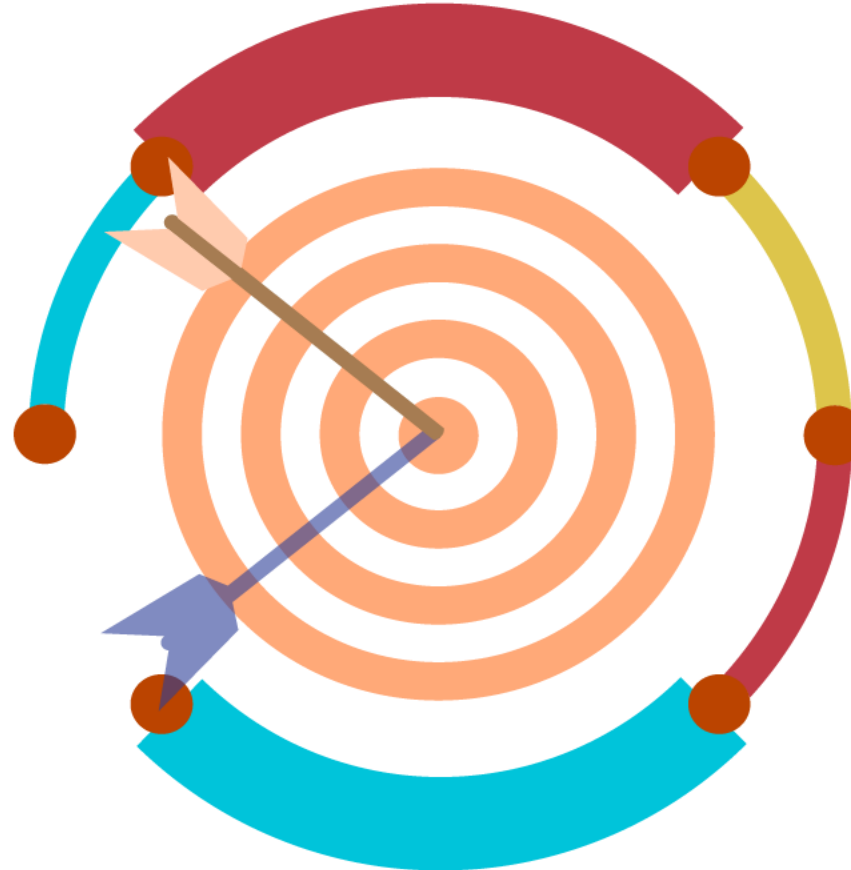
Timeline: April 2023

Risk: Ambitious timeline due to open process of calculation and thresholds

## ISA

Timeline: Open

Risk: ISA will be mandatory for all vehicles by July 2024. Current sign catalogue is full of wrong or unnecessary information



## EU 2018/858 REVISIONS

Timeline: COM proposal to EP / EC by Q1' 2023

Risk: Critical elements in evolution package, limited time

## NON- LEGISLATIVE ACTS

Transition pathways, upskilling and reskilling agenda for the automotive, Raw Materials act, etc.

## TYRE ABRASION

Timeline: Q1'2024

Repeatable, robust and reliable test method to quantify the regulatory targets



# POLICY TARGETS-TOP HIGHLIGHTS

## EURO 7

Timeline: 2022-2024

Issues: Political act and secondary legislation

Risks: Acutely formulated regulations, cutting corners due to time pressure, etc.

## EURO 6/VI

Issues: on-going changes to Euro 6/VI, new databases, COM guidance (soft law) on defeat device guidances, lack of information from COM & authorities of changes requiring OEM action and time to act.

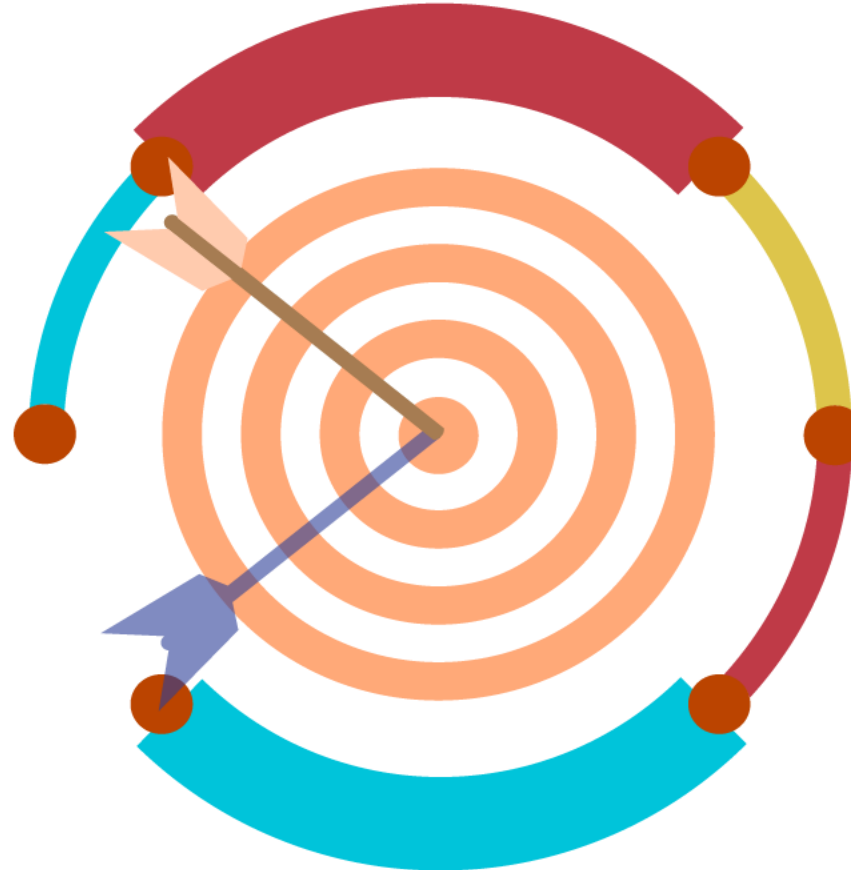
## Emission/CO2 test fuels:

Amd to Euro VI for dedicated B100 fuel approvals.

Risks: Administrative and testing burden- changes to the universal fuel type-approval.

How to implement changes or effect on CO2 regulations (for VECTO engine mapping)?, More advantageous low carbon renewable fuels ignored

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## OBFCM

DG CLIMA, Impact of OBFCM data collection on possible regulation changes that may impact future fleet target compliance.

## EU 2017/2400

Several important technologies/ features have already been postponed in the 2nd amendment of (EU) 2017/2400 which was published in Aug 2022. The 3rd amendment is now expected in 2023, with a 4th amendment planned shortly afterwards.

This is a collaborative issue between GROW, CLIMA and JRC. If the timeline (which is ambitious anyway) is at risk, we may not be able to certify certain technologies that contribute to CO2 reductions.

# POLICY TARGETS-TOP HIGHLIGHTS

## COORDINATION IN GENEVA

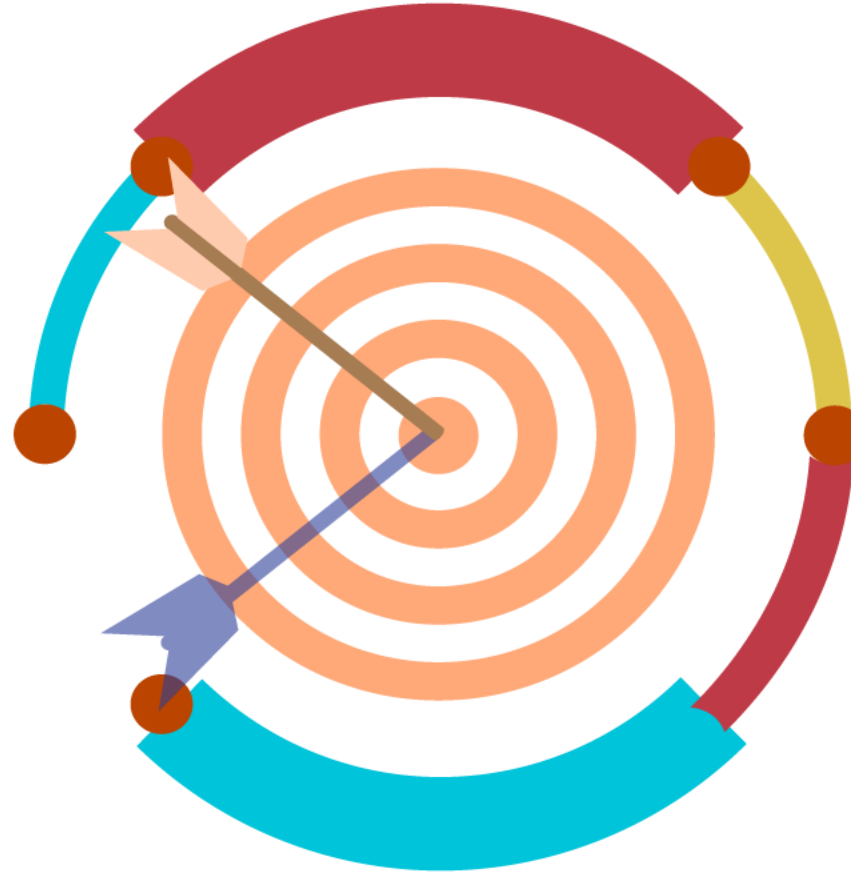
Amendments, Harmonization between  
UNECE and EU regulations

## FTA

DG GROW support in positive Auto Annex  
conclusions.  
Ambitious FTAs are in pipeline.

## TBT / WTO

On an average 10-15 WTO ePing  
notification/ month from 3<sup>rd</sup> countries  
released for consultation.  
DG GROW support is critical to keep EU  
Industry Competitive



## ROADWORTHINESS PACKAGE

PTI, Road-Side Inspection, Registration  
Directives set for revisions. Risk of  
divergence in requirements from  
design and construction of vehicles.  
Seek DG GROW alignment with DG  
MOVE

## MOBILITY PACKAGE I

Implementation Date: 21 Aug 2023 for  
newly registered vehicles  
OSNMA services delayed by EUSPA and  
delivery expected in Q1-2 '2023  
DG MOVE ambitious to fulfil the  
mandate, in collaboration with  
Tachograph supplier and risking  
automotive industry sale onwards 21  
Aug 2023. ACEA POSITION PAPER!

# ACEA CONCERNS

- Industry aims for better regulations rather than simply more regulations.
- Active collaboration and consultation is needed (internally as well as externally)
- Experts' movement at DG GROW
- Resource and prioritization



REPRESENTING EUROPE'S 15 MAJOR CAR, VAN, TRUCK AND BUS MANUFACTURERS

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