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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 June 2026 proposals for UN regulations

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 agreements¹.

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).

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 23 to 26 June 2026, during its 199th session, WP.29 may adopt:

proposals for modifications to UN regulation Nos 10, 11, 12, 13, 13-H, 14, 16, 17, 18, 21, 24, 26, 28, 29, 34, 35, 39, 43, 45, 46, 48, 49, 51, 55, 58, 61, 64, 66, 67, 68, 73, 75, 79, 83, 85, 89, 90, 93, 94, 95, 97, 100, 102, 106, 107, 108, 109, 110, 115, 116, 117, 121, 122, 125, 127, 129, 130, 131, 133, 134, 135, 137, 138, 139, 140, 141, 142, 143, 144, 145, 148, 151, 152, 153, 154, 157, 158, 159, 160, 161, 162, 163, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 176, 177, 178, 179 and 180;

proposals for new UN regulations:

on liquid hydrogen,

on uniform provisions concerning the approval of motor vehicles with regard to their automated driving systems (ADS), and

on uniform provisions concerning the approval of tyres with regard to abrasion performance;

proposals for modifications to UN GTR Nos 9 and 13; and

a proposal for a new UN GTR on ADS.

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 Council² 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, 11, 12, 13, 13-H, 14, 16, 17, 18, 21, 24, 26, 28, 29, 34, 39, 43, 45, 46, 48, 49, 51, 55, 58, 61, 64, 66, 67, 73, 75, 79, 83, 85, 89, 90, 93, 94, 95, 97, 100, 102, 106, 107, 108, 109, 110, 115, 116, 117, 121, 122, 125, 127, 129, 130, 131, 133, 134, 135, 137, 138, 139, 140, 141, 142, 143, 144, 145, 148, 151, 152, 153, 154, 157, 158, 159, 160, 161, 162, 163, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 176, 177, 178, 179 and 180 to update provisions on:

- heavy vehicle braking – the proposed amendments seek to ensure an aligned and consistent interpretation of the activation conditions for an emergency stop signal, generated by application of the service braking system;
- strength of seats, their anchorages and head restraints – the proposed amendments seek to clarify test procedures for checking energy dissipation on head restraints;
- installation of lighting and light-signalling devices – the proposed amendments seek to introduce the possibility of light-signalling, in form of projection of patterns on the road, for other road users through new light-signalling function “direction indicator projection”;
- noise of M and N categories of vehicles – the proposed amendments intend to replace the reference to UN GTR No 21 by the reference to the same paragraph in UN regulation No 177 to avoid future possible divergence between those two texts, and introduce a “default mode” and requirements to be applied to the emission of enhanced exterior sound;
- tyres for motorcycles/mopeds - the proposed amendments aim to avoid certifying bicycle tyres as moped tyres;
- steering equipment – the proposed amendments aim to clarify the scope between this regulation and UN regulation No 171 with respect to the automatically commanded steering function, in particular in relation to parking capabilities and remote-controlled parking;

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).

- electric power trained vehicles – the proposed amendments aim to introduce warning and automatic break activation requirements in the event of failure in a rechargeable electric energy storage systems applicable to trailers;
- tyres for agricultural vehicles – the proposed amendments seek to clarify the marking of tyres of speed categories D and E;
- retreaded tyres for passenger cars and their trailers – the proposed amendments aim to clarify the role of the material supplier and simplify the list of tyres classified as tyre for use in severe snow conditions;
- retreaded tyres for commercial vehicles and their trailers – the proposed amendments aim to clarify the role of the material supplier and simplify the list of tyres classified as tyre for use in severe snow conditions;
- tyres, rolling resistance, rolling noise and wet grip – the proposed amendments intend to remove all provisions related to tyre abrasion from the regulation and move them into a new UN regulation on tyre abrasion;
- pedestrian safety – the proposed amendments intend to clarify the scope of data from tests to the windscreen that must be provided for the purpose of type approval and transpose GTR No 9, Amendment 3 technical requirements for deployable pedestrian protection systems;
- enhanced child restraint systems – the proposed amendments seek to clarify that the removal of an insert may also trigger additional tests with alternative dummy statures, address the mismatch between the supposed shoulder height dimensions for premature newborns, and actual shoulder heights derived from collected anthropometry datasets, and remove the unique identifier descriptions from the requirements;
- advanced emergency braking systems (AEBS) for M2, M3, N2 and N3 category vehicles – the proposed amendments intend to clarify the provisions that will resolve issues with approvals of M2, M3 and N2 vehicles and thus make the reciprocal arrangement between this regulation and UN regulation No 152 more robust;
- hydrogen and fuel cell vehicles - the proposed amendments aim to introduce a number of editorial changes;
- light-signalling devices - the proposed amendments aim to introduce the requirements for the direction indicator projection of patterns on the road;
- AEBS for M1 and N1 vehicles – the proposed amendments intend to clarify the provisions that will resolve issues with approvals of M2, M3 and N2 vehicles and thus make the reciprocal arrangement between this regulation and UN regulation No 131 more robust;
- child restraint systems for safer transport of children in buses and coaches – the proposed amendments intend to introduce a solution for child restraint systems to be installed with 2-point belts with a view to retain children during rollovers or frontal impacts in the seat;
- driver control assistance systems – the proposed amendments seek to introduce new requirements regarding “system-initiated manoeuvres” on highways while withholding “hands on request” and regarding “system-initiated manoeuvres” in non-highway scenarios with “hands-on”;

- snow performance and traction tyre classification for retreaded tyres – the proposed amendments aim to introduce a revised definition of “supplier of the tread used for the retreading process” with respect to the conformity of production, improve the consistency between retreaded tyres and new tyres by aligning to the requirements in UN regulation No 117, introduce new transitional provisions, and address a number of editorial issues; and
- a series of proposals – the proposed amendments intend to introduce changes to enable the application of these UN regulations to automated vehicles, including those without manual controls;

proposals for new UN regulations:

- on liquid hydrogen to develop requirements for vehicles of categories M2, M3, N2 and N3 and systems fuelled with liquefied hydrogen;
- on ADS establishing uniform safety provisions and a harmonized methodology for validating ADS safety; and
- on tyre abrasion implementing Euro 7 requirements in relation to new pneumatic tyres of class C1 with regard to their abrasion performance;

proposals for modifications to UN GTR Nos. 9 and 13 to facilitate a target-orientated quasistatic certification of the upper legform impactor for the upper legform to bumper test, and to clarify the rationale to mirror the test requirements for the mechanical integrity and durability tests for supply lines for additional thermally protected relief devices; and

a proposal for a new UN GTR on ADS that aims to provide a harmonized methodology, incorporating high-level requirements that address the unique nature and safety challenges associated with ADS technology as well as a multi-pillar approach to ensure comprehensive, effective and efficient validation of ADS safety.

WP.29 plans to vote on these proposals at its meeting of 23 to 26 June 2026.

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

a proposal for amendments to the interpretation document regarding the software update and software update management system.

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, 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, 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.

Publication of the envisaged act

As the act of WP.29 will amend several UN regulations and UN GTRs and adopt new UN regulations and UN GTRs, 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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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 June 2026 proposals for UN regulations

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/EC¹, 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/EC², 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 Council³ 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.

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>).

- (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 23 to 26 June 2026, during the 199th session of the World Forum for Harmonization of Vehicle Regulations, WP.29 may adopt: proposals for modifications to UN regulation Nos 10, 11, 12, 13, 13-H, 14, 16, 17, 18, 21, 24, 26, 28, 29, 34, 35, 39, 43, 45, 46, 48, 49, 51, 55, 58, 61, 64, 66, 67, 68, 73, 75, 79, 83, 85, 89, 90, 93, 94, 95, 97, 100, 102, 106, 107, 108, 109, 110, 115, 116, 117, 121, 122, 125, 127, 129, 130, 131, 133, 134, 135, 137, 138, 139, 140, 141, 142, 143, 144, 145, 148, 151, 152, 153, 154, 157, 158, 159, 160, 161, 162, 163, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 176, 177, 178, 179 and 180; a proposal for a new UN regulation on liquid hydrogen; a proposal for a new UN regulation on automated driving systems (ADS); a proposal for a new UN regulation on tyre abrasion; proposals for modifications to UN GTR Nos 9 and 13; and a proposal for a new UN GTR on ADS.
- (6) UN regulation Nos 35 and 68 are not applicable for the purpose of EU type approval.
- (7) 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 10, 11, 12, 13, 13-H, 14, 16, 17, 18, 21, 24, 26, 28, 29, 34, 39, 43, 45, 46, 48, 49, 51, 55, 58, 61, 64, 66, 67, 73, 75, 79, 83, 85, 89, 90, 93, 94, 95, 97, 100, 102, 106, 107, 108, 109, 110, 115, 116, 117, 121, 122, 125, 127, 129, 130, 131, 133, 134, 135, 137, 138, 139, 140, 141, 142, 143, 144, 145, 148, 151, 152, 153, 154, 157, 158, 159, 160, 161, 162, 163, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 176, 177, 178, 179 and 180, and UN GTR Nos 9 and 13 need to be amended or supplemented.
- (8) In order to allow for technological progress and to promote automation and decarbonisation, new UN regulations on liquid hydrogen, on ADS, and on tyre abrasion, and a new UN GTR on ADS need to be adopted.
- (9) The UN regulations will be binding on the Union. Together with UN GTRs 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 199th session of the UNECE World Forum for Harmonization of Vehicle Regulations (WP.29) to be held from 23 to 26 June 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*