

Seeking clarification on UN Regulation No. 131 concerning the reciprocal recognition of UN Regulation No. 152

A. Introduction

1. This paper seeks to clarify the expected approval process to be utilized by Contracting Parties concerning UN Regulation No. 131 which requires Contracting Parties applying UN Regulation No. 131 and UN Regulation No. 152 to recognise approvals to either Regulation as equally valid for vehicles of category M₂ and for those of category M₃/N₂ with a maximum weight below or equal to 8t and equipped with a hydraulic braking system.
2. Australia agrees in-principle with WP.29's objectives for reciprocal recognition, although the operational details are unclear. As vehicle type approvals to UN Regulation No. 131 are not equivalent to UN Regulation No. 152, since vehicles of categories M₂, M₃ and N₂ are not within the scope of UN Regulation No. 152.
3. Is it possible for the approval of a vehicle type to UN Regulation No. 152 to be issued or extended to cover vehicles in the M₂, M₃ and N₂ categories?
 - a. If yes, what parts of UN Regulation No. 152 are they required to meet? Noting that UN Regulation No. 152 includes different performance criteria for M₁ and N₁ category vehicles.
 - b. If no, should it be assumed that the intention of the scope of UN Regulation No. 131 is that contracting parties accept vehicles in the M₂, M₃ and N₂ vehicle categories with similar braking systems to those covered by a vehicle type approved to UN Regulation No. 152 as meeting UN Regulation No. 131?
 - i. If yes, what limitations to changes between the vehicle type in the UN Regulation No. 152 approval and the vehicle type in the UN Regulation No. 131 approval are permitted?
4. The expert from Australia suggests amending the scope of UN Regulation No. 152 to align with the reciprocal recognition of UN Regulation No. 131. This is similar to the syntax used for the reciprocation of approvals in paragraph 1.1 of UN Regulation No. 13 (Heavy vehicle braking) and UN Regulation No. 13H (Braking of passenger cars).
5. Prior to proposing an amendment to UN Regulation No. 152, Australia seeks WP.29's views on the following matters:
 - (a) Does the 1958 Agreement contemplate this type of relationship between UN Regulations? Is the approach used in UN Regulation No. 131 consistent with expected drafting standards?
 - (b) Have vehicle types been approved / accepted onto Members markets in accordance with these provisions – what approach was used?

B. For Reference

1. Scope of UN Regulation No. 131

6. This Regulation applies to the approval* of vehicles of Category M₂, M₃, N₂ and N₃ with regard to an on-board system to:
 - (a) Avoid or mitigate the severity of a rear-end in lane collision with a preceding vehicle,
 - (b) Avoid or mitigate the severity of an impact with a pedestrian.

* For vehicles of category M₂, and for those of category M₃/N₂ with a maximum weight below or equal to 8t, equipped with hydraulic braking, Contracting Parties that are signatories to both UN Regulation No. 152 and this Regulation shall recognize approvals to either Regulation as equally valid.

2. Scope of UN Regulation No. 152

7. This Regulation applies to the approval of vehicles of Category M₁ and N₁ with regard to an on-board system to

- (a) Avoid or mitigate the severity of a rear-end in lane collision with a preceding vehicle;
 - (b) Avoid or mitigate the severity of an impact with a pedestrian;
 - (c) Avoid or mitigate the severity of an impact with a bicycle.
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