# Contracting party / NGO survey on IWVTA

Name of Contracting Party or NGO: United Kingdom

Refer to Q&A documents----

1. Question about U-IWVTA

Should the IWG on IWVTA do more to encourage uptake of new UN Regulations into U-IWVTA?

* 1. Would option 1 above be more suitable? ~~Yes /~~**No**
	2. Would option 2 above be more suitable? **Yes** ~~/ No~~
	3. Do you have any other suggestions?

Reason to choose that option: The uptake of U-IWVTA approvals over a number of years has been extremely low, suggesting that Option 1 is not meeting the needs of contracting parties/industry/both. Option 2 may be more suitable, but we see this more as an option to simplify and streamline L-IWVTA than solve U-IWVTA as agreement between major markets on a common specification that does not prove prohibitive for industry is challenging.

Other suggestions if any: It is difficult to foresee a clear route to success with U-IWVTA where it does not meet all WVTA requirements for major markets as this limits the benefits significantly. Given the current uptake of IWVTA, we believe there needs to be clear direction from industry as to what the current barriers are to enable further consideration on how to address them.

1. Question about L-IWVTA

Should the IWG on IWVTA do more to encourage the usage of L-IWVTA?

* 1. Would option 3 above be suitable? **Yes** ~~/ No~~
	2. Do you have any other suggestions?

Reason for Yes/No.: We believe that options 2 or 3 could streamline L-IWVTA and make it more easily understood and applied. Even if not covering all WVTA requirements for major markets, this could streamline activity by greatly reducing the number of approvals that need to be shared as part of WVTA applications. However, the relatively minor administrative savings would be partly offset by the additional admin of having to obtain IWVTA that is not otherwise required in major markets, so industry uptake may still be limited.

Other suggestions if any:

1. Should the table in Annex 4 listing the UN Regulations required for a U-IWVTA be updated as soon as new UN Regulations applicable to M1 category vehicles are published? ~~Yes/~~ **No**
	1. If no, what triggers should be used to update the U-IWVTA requirements?

Reason for Yes/No: This makes U-IWVTA significantly more stringent than any current major market WVTA schemes and makes it very difficult to practically manage for TAAs/manufacturers due to the constant updates.

Proposed Triggers: The earliest that regulations should be introduced is at their mandatory new types transitional provision date. The target should be to agree a realistic date for all major markets at which a given subject becomes mandatory for WVTA, noting that this may be later than the EiF or new types date for any given individual regulation.

1. Could you fill in the column “Mandatory application of the UN Reg. in its territory” of the following table? The collected information on the status of CPs mandatory application would help IWVTA IWG to select the candidate UN Regulations to be applicable to IWVTA.

NGO is not expected to fill in this column.

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| UN Regulation | Date of Entry into Force | Mandatory application of the UN Reg. in its territory: Yes or No?In case of Yes, The date to enforce mandatory application of the UN Reg. for new types / all types | Note |
| UN R144 AECS | 19/07/2018 | No |  |
| UN R145 ISOFIX | 19/07/2018 | No | In process of mandating with formal introduction from Sep 2025 |
| UN R152 AEBS | 23/01/2020 | No |  |
| UN R153 EV Rear End Collision | 22/01/2021 | No |  |
| UN R155 Cyber Security | 22/01/2021 | No | In process of mandating with formal introduction in 2026 |
| UN R156 Software Update | 22/01/2021 | No | In process of mandating with formal introduction in 2026 |
| UN R157 ALKS | 22/01/2021 | No | In process of mandating with formal introduction from Sep 2025 |
| UN R158 Rear Visibility or Detection | 10/06/2021 | No |  |
| UN R160 EDR | 30/09/2021 | No |  |
| UN R164 Studded Tires | 14/10/2022 | No |  |
| UN R166 VRU in Front and Side Close Proximity | 08/06/2023 | No |  |
| UN R168 RDE | Expected in March 2024 | No | Optional application alongside other UN regulations as alternative to GB type approval for emissions |

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# Industry Survey on IWVTA -For manufacturers of M1 category vehicles

Name of NGO \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Do you hold an IWVTA approval? Yes / No

Are there reasons why an IWVTA isn’t a useful tool for supplying vehicles into different markets?