BUSINESS PLAN

CEN/TC 301

Road vehicles

1 BUSINESS ENVIRONMENT OF THE CEN/TC 301

Proposed Actions:

Soon the creation of CEN/TC 301 the electric propelled vehicles area has not been highly developed and after the publication of EN Standards (See Table 1) the standardization work moved to ISO (International Organization for Standardization).
Therefore the International standards are now being developed in ISO/TC22/SC21. As soon as they are finalised the CEN/TC 301 will propose the transfer of some of these standards as EN standards.

Recently the European Commission offered some mandates to the European standardisation organisation regarding the automotive issues. With the exception of CEN/TC 301, there is no general technical committee dealing with automotive standardisation; therefore, it is proposed to enlarge the scope of this TC to welcome the technical work decided by CEN through these mandates.

1.1 Description of the Business Environment

The following political, economic, technical, regulatory, legal and social dynamics describe the business environment of the industry sector, products, materials, disciplines or practices related to the scope of this CEN/TC 301, and they may significantly influence how the relevant standards development processes are conducted and the content of the resulting standards:

The road vehicle has known an uninterrupted advance in technology to improve the performances of the product and offer to its various clients a mobility package as efficient as possible at the lowest cost possible. Since the 80's, though, political demand for a greater safety in transportation and a reduced environmental impact of the use of road vehicles has deeply influenced the orientation of this technological evolution. Some major technological leaps forward have been accomplished in this period of twenty years, both in safety and environment.

Due to the European Commission requirements are not foreseen to calm down, so that new outstanding developments are already planned and will happen in the very next years. Until now, the road vehicle standardisation has been internationally developed through ISO. There is in selected area a need to specified European standards requested by the European Commission. Therefore a European counterpart of ISO/TC 22 is needed with which the 'Vienna Agreement' will be used to facilitate technical co-operation.
The scope of CEN/TC 301 will be modified accordingly.

The major trends of today are:

- The growing need to care for indirect environment impacts of road vehicles during their life cycle that is their energy consumption and their ability to be recycled.

- The gradual integration of telecommunications and information technologies on board the road vehicle, which begun some years ago and has not reached its full extension yet. This integration in the vehicle is complemented by wider scale networks and systems dealt with by other standardisation bodies. Electronic systems to enhance the stability of vehicles or to predict and prevent collisions are in rapid evolution in view of their considerable collision avoidance potential;

Not only vehicle producers are interested in this process. Its is obviously also true for an industry as close as the suppliers of parts and subsystems for the vehicle producers, the body builders for those vehicles that are built in several stages from a base vehicle, the maintenance and repair services enterprises, and indirectly the producers of testing, control, repair and dismantling equipment or tools.

In parallel to the standardisation, road vehicles must follow regulatory and legal issues:

Design regulations have been implemented since the very beginning of the 20th century to care for the crucial safety aspects of the use of vehicles, in every industrialised country. In the 1950s international discussions to harmonise these national regulations began.
In 1953 a subgroup of the Economy and Social Council of the United Nations Organization was created, named Working Party (WP) 29, to deal with road motor vehicles and their trailers. WP29 drafted an international harmonisation agreement, later referred to as the 1958 Agreement. Regulations on several aspects of the design of road vehicles have been internationally adopted and annexed to the 1958 Agreement, implemented in various countries of the world, and updated according to technical progress and political demand. The number of regulations exceeds now a hundred and fifteen, in three fields: safety, environment, and security.
In the field of periodical testing of vehicles in use, WP29 decided upon an international agreement to harmonise testing procedures and requirements, referred as the 1997 Agreement. This agreement entered into force in 2000 and will result in harmonised regulations, of which 5 GTR already exist.

At a regional level, the European Community decided by the Treaty of Rome in 1957 to ensure the free circulation of goods, and especially to harmonise design requirements of goods, including road vehicles. A European framework directive on harmonised approval of road vehicles was published in 1970. This framework directive governs today more than fifty separate directives for design requirements of road vehicles, some of them close to corresponding regulations of the 1958 Agreement. Conformity to these requirements allows a vehicle to be sold in the 27 States of the Community. In 1998, these design requirements became mandatory for passenger cars in the Community. Other categories of road vehicles will be obliged to comply in the near future. It must be noted that EC also signed the UN agreements of 1958 and 1998.

1.2 Quantitative Indicators of the Business Environment

The following list of quantitative indicators describes the business environment in order to provide adequate information to support actions of the CEN /TC 301.

The following figures are given under international basis (source WTO):

- Total international trade in the road vehicles sector (in billions US$) over 1998-2004:

1998	1999	2000	2002	2003	2004
525	549	571	621	724	847

- Exports of road vehicles products (in billions US$) by major countries over 1998-2004:

	EXP. 2000	EXP. 2001	EXP. 2002	EXP. 2003	EXP. 2004
Germany	90,4	99,6	109,4	136,9	159,3
Japan	89,3	81,8	94,0	104,2	118,0
USA	61,9	58,7	62,5	65,2	73,3
Canada	58,5	53,1	54,6	55,4	61,6
France	37,2	37,9	43,0	51,9	61,1
Spain	26,8	26,7	28,6	37,2	42,7
UK	25,1	21,4	26,1	30,2	35,4
S. Korea	15,3	15,4	17,3	23,0	32,1
Italy	20,5	19,8	20,6	25,4	29,5
Mexico	29,7	29,7	29,7	27,3	28,6
Sweden	6,4	8,9	9,2	12,7	15,9

- Imports of road vehicles products (in billions US$) by major countries over 1998-2004:

	IMP. 2000	IMP.2001	IMP.2002	IMP.2003	IMP.2004
USA	166,7	161,9	173,2	178,0	194,5
Germany	39,2	41,9	45,1	57,4	68,2
UK	36,6	39,2	44,3	50,8	58,4
Canada	41,6	38,2	43,4	46,2	49,6
France	30,4	30,7	33,5	41,0	49,3
Spain	25,1	24,7	26,3	35,1	44,0
Italy	26,2	27,1	30,1	36,9	42,9
Mexico	17,1	17,1	18,4	17,3	18,6
Japan	10,4	9,8	10,3	11,7	13,6
Sweden	5,0	5,9	6,7	9,1	11,1
S. Korea	1,6	1,8	2,56	3,2	3,6

- 66.5 million Road vehicles were produced in 2005 that represents more than 2 million of vehicles comparatively to 2004.

2 BENEFITS EXPECTED FROM THE WORK OF THE CEN/TC 301

The vehicle industry is a world-wide industry and the implementation of international standards should limit the cost of producing vehicles and their parts. In every country the construction of the vehicles is widely regulated but the harmonisation of the regulations is under way at the UN WP29 http://www.unece.org/trans/main/welcwp29.htm whose 1958 agreement is open to every country and paved the way for the 1998 agreement.

Therefore, specific needs from European Commission may generate new standardisation subjects as for example the automotive repair information which regulation EURO 5 (new emission regulation) will refer to.

3 PARTICIPATION IN THE CEN/TC 301

All the CEN national members are entitled to nominate delegates to CEN Technical Committees and experts to Working Groups, ensuring a balance of all interested parties. Participation as observers of recognized European or international organizations is also possible under certain conditions. To participate in the activities of this CEN/TC, please contact the national standards organization in your country.

4 OBJECTIVES OF THE CEN/TC 301 AND STRATEGIES FOR THEIR ACHIEVEMENT

4.1 Defined objectives of the CEN/TC

Take full responsibility and ensure European involvement for handling work items relating to road vehicles and their equipment according to European Commission mandates.

Produce cost-effective standards, which correspond to user and market needs, in due time

Support the technical progress of the sector.

4.2 Identified strategies to achieve the CEN/TC 301

The CEN/TC 301 will propose the transfer some of ISO standards dealing with electrical road vehicle as EN standards.

Any work duplication between CEN/TC 301 and ISO/TC 22 shall be avoided.

The work initiated through the mandates to CEN will be jointly conducted with ISO under the Vienna agreement.

5 FACTORS AFFECTING COMPLETION AND IMPLEMENTATION OF THE CEN/TC 301 WORK PROGRAMME

The European Commission needs might not necessarily be in suitability of the international stakeholders.

European Publications for this CEN/TC

This section gives in Table 1 a list of European Publications that have been published by the CEN/TC and the information whether or not their references have been published in the Official Journal of the European Communities. In Table 2 the ISO corresponding standard are referenced.

Table 1 - European Publications

Standard reference	Title	Citation in OJ	Directive
CR 1955:1995	Proposals for the braking of electrical vehicles	No	-
EN 12736:2001	Electrically propelled road vehicles - Airborne acoustical noise of vehicle during charging with on-board chargers - Determination of sound power level	No	-
EN 13444-1:2001	Electrically propelled road vehicles - Measurement of emissions of hybrid vehicles - Part 1: Thermal electric hybrid vehicles	No	-
EN 13447:2001	Electrically propelled road vehicles - Terminology	No	-
EN 1821-1:1996	Electrically propelled road vehicles - Measurement of road operating ability - Part 1: Pure electric vehicles	No	-
EN 1821-2:1999	Electrically propelled road vehicles - Measurement of road operating ability - Part 2: Thermal electric hybrid vehicles	No	-
EN 1986-1:1997	Electrically propelled road vehicles - Measurement of energy performances - Part 1: Pure electric vehicles	No	-
EN 1986-2:2001	Electrically propelled road vehicles - Measurement of energy performances - Part 2: Thermal electric hybrid vehicles	No	-
EN 1987-1:1997	Electrically propelled road vehicles - Specific requirements for safety - Part 1: On board energy storage	No	-
EN 1987-2:1997	Electrically propelled road vehicles - Specific requirements for safety - Part 2: Functional safety means and protection against failures	No	-
EN 1987-3:1998	Electrically propelled road vehicles - Specific requirements for safety - Part 3: Protection of users against electrical hazards	No	

Table 2 - European Publications and Corresponding ISO Standards

Standard reference	Title	Corresponding ISO Standard
CR 1955:1995	Proposals for the braking of electrical vehicles	No
EN 12736:2001	Electrically propelled road vehicles - Airborne acoustical noise of vehicle during charging with on-board chargers - Determination of sound power level	No
EN 13444-1:2001	Electrically propelled road vehicles - Measurement of emissions of hybrid vehicles - Part 1: Thermal electric hybrid vehicles	No
EN 13447:2001	Electrically propelled road vehicles - Terminology	ISO 8713
EN 1821-1:1996	Electrically propelled road vehicles - Measurement of road operating ability - Part 1: Pure electric vehicles	ISO 8715
EN 1821-2:1999	Electrically propelled road vehicles - Measurement of road operating ability - Part 2: Thermal electric hybrid vehicles	No
EN 1986-1:1997	Electrically propelled road vehicles - Measurement of energy performances - Part 1: Pure electric vehicles	ISO 8714
EN 1986-2:2001	Electrically propelled road vehicles - Measurement of energy performances - Part 2: Thermal electric hybrid vehicles	No
EN 1987-1:1997	Electrically propelled road vehicles - Specific requirements for safety - Part 1: On board energy storage	ISO 6469-1
EN 1987-2:1997	Electrically propelled road vehicles - Specific requirements for safety - Part 2: Functional safety means and protection against failures	ISO 6469-2
EN 1987-3:1998	Electrically propelled road vehicles - Specific requirements for safety - Part 3: Protection of users against electrical hazards	ISO 6469-3