

Industry input to ACSF-05 meeting January 20-22, 2016 in Bonn HCV issue with heavy trailers

Background

The terms of reference of the ACSF IWG requires addressing the issue of current ACSF speed limitation (10 km/h), with the purpose of permitting ACSF functionality during interurban journeys. The focus is on systems for vehicles of categories N and M, without a mention to O categories (trailers).

The issue for HCV is that current approach in the ACSF group addresses category E for rigid vehicles only, implicitly excluding semi-trailer of full-trailer combinations. Despite the current approach covers these combinations for ACSF category B (lane guidance), this situation prevents some important actors of road transport in the long term.

Expectation

HCV industry has of course no intention to delay in any manner the delivery of the informal group. The priority number one remains of course to deliver according to TORs in due time to GRRF. The intention is rather to draw the attention of the group on this particular issue, seeking for guidance from the group on how to proceed, in order to first agree this is an issue, secondly to ensure a road map exists to solve it.

Industry expect a short discussion at this session, for further discussions at next session on how to proceed.

Proposals

Industry currently has no predefined idea on how to proceed, yet we may suggest different ways:

- Once the ACSF proposal will be ready for adoption at GRRF, it could be proposed to extend the mandate of the group by e.g. a year, to solve the trailer issue.
- Conduct some discussions in a sub-group (e.g. an ad-hoc group), aside of GRRF. Once the ACSF proposal will be ready for adoption, an amendment could be proposed directly to GRRF.

Discussions with trailer industry is also a major pre-requisite before going further with any official initiatives, at GRRF level for example.