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## **Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations**

**174th session**

Geneva, 13-16 March 2018

### **Reports of the**

**World Forum for Harmonization of Vehicle Regulations on  
its 174th session**

**Administrative Committee of the 1958 Agreement on its  
sixty-eighth session**

**Executive Committee of the 1998 Agreement on its fifty-  
second session**

**Administrative Committee of the 1997 Agreement on  
its eleventh session**

## Contents

	<i>Paragraphs</i>	<i>Page</i>
<b>A. World Forum for Harmonization of Vehicle Regulations</b>		
I. Attendance.....	1	6
II. Opening statements .....	2-12	6
III. Adoption of the agenda (agenda item 1) .....	13-14	8
IV. Coordination and organization of work (agenda item 2).....	15-37	9
A. Report of the session of the Administrative Committee for the Coordination of Work (WP.29/AC.2) (agenda item 2.1).....	15-24	9
B. Programme of work and documentation (agenda item 2.2).....	25-28	10
C. Intelligent Transport Systems and automated vehicles (agenda item 2.3) .....	29-32	11
D. Follow-up to the eightieth session of the Inland Transport Committee (ITC) (agenda item 2.4).....	33-37	11
V. Consideration of the reports of the Working Parties (GRs) subsidiary to WP.29 (agenda item 3).....	38-57	12
A. Working Party on Noise (GRB) (Sixty-sixth session, 4-6 September 2017) (agenda item 3.1).....	38	12
B. Working Party on Brakes and Running Gear (GRRF) (Eighty-fourth session, 19-22 September 2017) (agenda item 3.2) .....	39	12
C. Working Party on General Safety Provisions (GRSG) (113th session, 10-13 October 2017) (agenda item 3.3) .....	40	12
D. Working Party on Lighting and Light-Signalling (GRE) (Seventy-eighth session, 24-27 October 2017) (agenda item 3.4) .....	41	13
E. Highlights of the recent sessions (agenda item 3.5).....	42-57	13
1. Working Party on Passive Safety (GRSP) (Sixty-second session, 12-15 December 2017) (agenda item 3.5.1).....	42-47	13
2. Working Party on Pollution and Energy (GRPE) (Seventy-sixth session, 9-12 January 2018) (agenda item 3.5.2) .....	48-51	13
3. Working Party on Noise (GRB) (Sixty-seventh session, 24-26 January 2018) (agenda item 3.5.3) .....	52-54	14
4. Working Party on Brakes and Running Gear (GRRF) (Eighty-fifth session, 11 December 2017 and Eighty-sixth session, 12-16 February 2018) (agenda item 3.5.4) .....	55-57	14
VI. 1958 Agreement (agenda item 4) .....	58-102	14
A. Status of the Agreement and of the annexed Regulations (agenda item 4.1).	58-60	14
B. Guidance requested by the Working Parties on matters related to UN Regulations annexed to the 1958 Agreement (agenda item 4.2).....	61-70	15
1. Reproduction and reference to private standards in UN Regulations, UN GTRs and Rules (agenda item 4.2.1).....	61	15

2.	Guidance on amendments to UN Regulations annexed to the 1958 Agreement (agenda item 4.2.2) .....	62-70	15
C.	Development of the International Whole Vehicle Type Approval (IWVTA) system (agenda item 4.3) .....	71-72	16
D.	Revision 3 to the 1958 Agreement (agenda item 4.4).....	73-74	16
E.	Development of an electronic database for the exchange of type approval documentation (DETA) (agenda item 4.5) .....	75-86	17
F.	Consideration of draft amendments to existing UN Regulations submitted by GRB (agenda item 4.6) .....	87	18
G.	Consideration of draft amendments to existing UN Regulations submitted by GRRF (agenda item 4.7).....	88-93	18
H.	Consideration of draft amendments to existing UN Regulations submitted by GRSG (agenda item 4.8).....	94	19
I.	Consideration of draft amendments to existing UN Regulations submitted by GRE (agenda item 4.9) .....	95	19
J.	Consideration of draft corrigenda to existing UN Regulations submitted by the secretariat, if any (agenda item 4.10).....	96	19
K.	Consideration of pending proposal for amendments to existing UN Regulations submitted by the Working Parties subsidiary to the World Forum (agenda item 4.11).....	97	19
L.	Consideration of proposals for new UN Regulations submitted by the Working Parties subsidiary to the World Forum (agenda item 4.12)...	98	19
M.	Proposal for amendments to the Consolidated Resolution on the Construction of Vehicles (R.E.3) submitted by the Working Parties to the World Forum for consideration (agenda item 4.13).....	99-100	19
N.	Proposal for amendments to the Consolidated Resolution on the common specification of light source categories (R.E.5) (agenda item 4.14) .....	101-102	20
O.	Proposal for amendments to the Mutual Resolution of the 1958 and the 1998 Agreement (M.R.1) (agenda item 4.15) .....	103-104	20
VII.	1998 Agreement (agenda item 5) .....	105	20
	Status of the Agreement, including the implementation of paragraph 7.1 of the Agreement (agenda item 5.1) .....	105	20
VIII.	Exchange of views on national/regional rulemaking procedures and implementation of established UN Regulations and/or UN GTRs into national/regional law (agenda item 6) .....	106-112	21
IX.	1997 Agreement (Periodical Technical Inspections) (agenda item 7).....	113-122	22
A.	Status of the Agreement (agenda item 7.1).....	113-116	22
B.	Amendments to the 1997 Agreement (agenda item 7.2).....	117	22
C.	Establishment of new Rules annexed to the 1997 Agreement (agenda item 7.3) .....	118-120	23
D.	Update of existing Rules annexed to the 1997 Agreement (agenda item 7.4)	121	23

E.	Update of Resolution R.E.6 related to requirements for testing equipment, for skills and training of inspectors and for supervision of test centres (agenda item 7.5) .....	122	23
X.	Other Business (agenda item 8).....	123-127	23
A.	Exchange of information on enforcement of issues on defects and non-compliance, including recall systems (agenda item 8.1) .....	123	23
B.	Consistency between the provisions of the 1968 Vienna Convention and the technical provisions of the vehicle Regulations and UN GTRs adopted in the framework of the 1958 and 1998 Agreements (agenda item 8.2) .....	124-126	24
C.	Documents for publication (agenda item 8.3).....	127	24
XI.	Adoption of the report (agenda item 9) .....	128	24
<b>B. Administrative Committee of the 1958 Agreement (AC.1)</b>			
XII.	Establishment of the Committee AC.1 (agenda item 10).....	129-130	24
XIII.	Proposals for amendments and corrigenda to existing UN Regulations and for new UN Regulations – Voting by AC.1 (agenda item 11).....	131	25
<b>C. Executive Committee of the 1998 Agreement (AC.3)</b>			
XIV.	Establishment of the Executive Committee AC.3 and the election of officers for 2018 (agenda item 12) .....	132	27
XV.	Monitoring of the 1998 Agreement: Reports of the Contracting Parties on the transposition of UN GTRs and their amendments into their national/regional law (agenda item 13).....	133	27
XVI.	Consideration and vote by AC.3 of draft UN GTRs and/or draft amendments to established UN GTRs, if any (agenda item 14).....	134-136	27
A.	Proposal for a new UN GTR on Electric Vehicle Safety (EVS) (agenda item 14.1) .....	134	27
B.	Proposal for Amendments to a UN GTR, if any (agenda item 14.2) .....	135	28
C.	Proposal for amendments to Mutual Resolution No. 1 of the 1958 and 1998 Agreements (M.R.1) (agenda item 14.3) .....	136	28
XVII.	Consideration of technical regulations to be listed in the Compendium of Candidates for UN GTRs, if any (agenda item 15) .....	137	28
XVIII.	Guidance, by consensus decision, on those elements of draft UN GTRs that have not been resolved by the Working Parties subsidiary to the World Forum, if any (agenda item 16) .....	138	28
XIX.	Exchange of information on new priorities to be included in the programme of work (agenda item 17) .....	139-147	28
XX.	Progress on the development of new UN GTRs and of amendments to established UN GTRs (agenda item 18).....	148-169	30
A.	UN GTR No. 2 (Worldwide Motorcycle emission Test Cycle (WMTC)) (agenda item 18.1) .....	148-150	30
B.	UN GTR No. 3 (Motorcycle braking) (agenda item 18.2).....	151	30

C.	UN GTR No. 6 (Safety glazing) (agenda item 18.3) .....	152	30
D.	UN GTR No. 7 (Head restraints) (agenda item 18.4) .....	153	30
E.	UN GTR No. 9 (Pedestrian safety) (agenda item 18.5) .....	154-155	31
F.	UN GTR No. 13 (Hydrogen and Fuel Cell Vehicles (HFCV) – Phase 2) (agenda item 18.6) .....	156	31
G.	UN GTR No. 15 (Worldwide harmonized Light vehicle Test Procedures (WLTP) – Phase 2) (agenda item 18.7) .....	157-164	31
H.	UN GTR No. 16 (Tyres) (agenda item 18.8) .....	165	32
I.	Draft UN GTR on Electric Vehicles Safety (EVS) (agenda item 18.9).....	166	32
J.	Draft UN GTR on Quiet Road Transport Vehicles (QRTV) (agenda item 18.10) .....	167	33
K.	Electric vehicles and the environment (agenda item 18.11) .....	168-169	33
XXI.	Items on which the exchange of views and data should continue or begin (agenda item 19).....	170-172	33
A.	Harmonization of side impact (agenda item 19.1).....	170-171	33
1.	Side impact dummies (agenda item 19.1 (a)) .....	170	33
2.	Pole side impact (agenda item 19.1 (b)) .....	171	34
B.	Specifications for the 3-D H point machine (agenda item 19.3).....	172	34
XXII.	Other business (agenda item 20) .....	173	34
	Proposal of amendments to Special Resolution No.2 (agenda item 20.1).....	173	34

#### **D. Administrative Committee of the 1997 Agreement (AC.4)**

XXIII.	Establishment of the Committee AC.4 (agenda item 21) .....	174	34
XXIV.	Amendments to UN Rules annexed to the 1997 Agreement (agenda item 22).....	175	34
XXV.	Establishment of new Rules annexed to the 1997 Agreement (agenda item 23)....	176	35
XXVI.	Other business (agenda item 24) .....	177	35

#### Annexes

I.	List of informal documents (WP.29-174-...) distributed without a symbol during the 174th session.....	36
II.	Status of the 1998 Agreement of the global registry and of the compendium of candidates .....	38
III.	Adopted amendments to ECE/TRANS/WP.29/AC.3/50 (see para. 149 of this report).....	42
IV.	World Forum for Harmonization of Vehicle Regulations (WP.29): Working Parties, Informal Working Groups and Chairmanship .....	43
V.	Calendar of Meetings of WP.29, GRs and Committes for 2018 .....	45

## I. Attendance

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) held its 174th session from 13 to 16 March 2018, chaired by Mr. A. Erario (Italy). The following countries were represented, following Rule 1 of the Rules of Procedure of WP.29 (ECE/TRANS/WP.29/690/Rev.1): Australia, Austria, Belgium, Bosnia and Herzegovina, Brazil, Bulgaria, Canada, Croatia, China, Colombia, Czech Republic, France, Germany, Hungary, India, Italy, Japan, Kazakhstan, Latvia, Luxembourg, Malaysia, Netherlands, Norway, Poland, Republic of Korea, Romania, Russian Federation, San Marino, South Africa, Spain, Sweden, Switzerland, Turkey, Uruguay, United Kingdom of Great Britain and Northern Ireland and United States of America. Representatives of the European Union participated. The following governmental organizations were represented: International Telecommunication Union (ITU) and the United Nations Industrial Development Organization. The following intergovernmental organizations were represented: the Eurasian Economic Commission (EEC). The following non-governmental organizations were also represented: Association for Emissions Control by Catalyst (AECC), European Association of Automotive Suppliers (CLEPA/MEMA/JAPIA);<sup>1</sup> European Transport Safety Council (ETSC), European Tyre and Rim Technical Organization (ETRTO), Consumers International (CI), FIA Foundation for the Automobile and Society, Global New Car Assessment Programme (Global NCAP), International Automotive Lighting and Light Signalling Expert Group (GTB), International Motorcycle Manufacturers Association (IMMA), International Motor Vehicle Inspection Committee (CITA), the International Organization of Motor Vehicle Manufacturers (OICA) and Society of Automotive Engineers International. Other non-governmental organizations were represented following Rule 1(d): American Automotive Policy Council (AAPC), the Recreational Vehicle Industry Association (RVIA) and World Bicycle Industry Association (WBIA). Other non-governmental organizations, private sector entities, independent experts and observers were represented: Fédération Internationale de l'Automobile (FIA), Motor & Equipment Manufacturers Association (MEMA).

## II. Opening statements

2. The Chair of the World Forum welcomed the representatives to the World Forum and introduced the opening speakers, Mr. Yuwei Li, the new Director of the ECE Sustainable Transport Division, and H.E. Mr. German Cardona, Minister of Transport and Infrastructure of Colombia.

3. Mr. Li welcomed participants to the World Forum. He underlined the magnitude of the impact that the work of the World Forum has in the implementation of the 2030 Sustainable Development Agenda, taking into account that road vehicles are a critical component of transport systems, affecting all aspects of the economy, especially trade, and the personal mobility of people in their daily lives.

4. Mr. Li reminded the World Forum of the importance of taking actions to improve road safety and address the epidemic-like consequences of road traffic crashes, which result in 1.25 million people killed and around 50 million people injured annually. He emphasized the importance of achieving progress in vehicle safety as one of the five pillars of the United Nations Decade of Action for Road Safety, 2011-2020. The Director also underlined that road safety was part of the Sustainable Development Goals in target 3.6 and Goal 11,

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<sup>1</sup> Representing also the Motor and Equipment Manufacturers Association (MEMA) and Japan Auto Parts Industries Association (JAPIA) (TRANS/WP.29/885, para. 4).

which includes road safety considerations, and praised the World Forum's contribution to the sustainable development agenda in this respect. He further stressed the role of the World Forum in responding to the challenges in sustainable development resulting from rapid urbanisation, pollutant emissions and their climate change impacts, and reflected on the work of WP.29 to improve the environmental performance of vehicles.

5. The Director highlighted the potential of automated vehicles to improve road safety, to improve efficiency by reducing energy consumption and to reduce Green House Gas (GHG) emissions, and expressed his strong support to the World Forum in its work to establish a comprehensive international regulatory framework for these revolutionary technological advances in the road vehicles sector. He stressed that ECE is proud to host the World Forum as very important link in the sustainable development agenda, which can contribute to saving millions of lives and help to improve living conditions by improving the environmental impact of transport in curbing GHG and pollutant emissions.

6. Mr. Li reminded the World Forum that the ministerial resolution adopted at the 2017 Inland Transport Committee (ITC) identified ECE as the global centre of inland transport agreements and conventions, and that delegations at the 2018 ITC session further expressed a strong desire to open ITC, its subsidiary Working Parties and the legal instruments under its purview to global membership. Recognizing the already global character of the World Forum, the Director expressed that ITC and the ECE secretariat would fully support WP.29 by promoting accession to its three vehicle agreements worldwide and by providing assistance to countries in implementing the agreements and their annexed regulations.

7. The Chair of the World Forum thanked the Director for his address and comments. He summarized the main activities of WP.29, especially the scope of work to improve vehicle safety and environmental performance, and the activities in vehicle automation, which require the dedicated attention of the World Forum. The Chair reiterated the position of the Director that the World Forum strives to expand its global membership and global application of the three vehicle agreements under the purview of the World Forum.

8. The Minister of Transport and Infrastructure of Colombia, H.E. Mr. German Cardona, thanked the secretariat and all the delegations for his invitation to WP.29. He informed WP.29 about the activities of the Government of Colombia on road safety. He reminded WP.29 about the historical peace agreement that had ended an internal conflict. The death toll of the conflict, that lasted for decades, had been reduced significantly. However, despite the efforts made by the country in joining the United Nations Decade of Action for Road Safety, 2011-2020, Colombia still had huge challenges in terms of so-called pacification of the roads to avoid the tragedy of thousands of families. Colombia is a country of fifty million inhabitants that had lost more than 40,000 lives on the road since 2011 with a recorded 250,000 injured road users. These represented truncated dreams especially among young people, healthy lives lost, and an unacceptable and preventable tragedy. Thus, the superior and fundamental political and social commitment of the Government of Colombia guarantees the road safety of Colombians — guarantees the right to live, and the right to safe mobility without compromising physical integrity. This is the reason for his presence today at the United Nations in Geneva and marks the start of an efficient system of adequate regulations that would ensure a safe system. In his professional experience, he was the Minister of Transport and Infrastructure and, in recent months, was backup to the President Juan Manuel Santos. In 2011, Congress had established the National Agency on Road Safety which started work in 2016, and constitutes his personal passion to safety. Colombia has planned work on road safety for 2011 to 2021, and work on harmonizing vehicle regulations for vehicles and motorcycles. However, Colombia has recognized that vehicles sold in the country do not correspond to the minimum safety standards, and that manufacturers sold vehicle versions with a lower level of safety as indicated by the Latin NCAP programme for the region. For this reason, Colombia

recognized the importance of developing a regulation and type approval system, and of participating in the activities of the World Forum. It is a responsibility of Latin America and of the region as a whole to support and require a transformation of the industry. In the past weeks, the city of Medellin, Colombia had had the opportunity to host the first international forum of road safety, to which important national and international delegates and a huge public attended that surpassed expectations. Most were young and involved in road safety as a theme. In this framework, he addressed a special thanks to Messrs. Edoardo Gianotti and Jean Todt who proved to be outstanding allies for improving road safety in Colombia. The protection and defence of life had attained new heights for road safety. He further reiterated the efforts on road pacification. Improving road safety had become state policy and without doubt, the Presidents of our country will continue work to improve road safety to elevate peace.

9. The representative of OICA ensured the commitment of his association and of the global industry to improve road safety and welcomed the participation of the government of Colombia. He underlined that WP.29 was the right forum to develop automotive regulations and take into account technical progress. He stated that the crucial point was the harmonization of vehicle regulation. He said that vehicles may indeed meet different levels of standards depending on the market, and that therefore, OICA thought it would be very important for all markets to establish the so-called "level playing field" by putting in place the necessary harmonized legislation in the different countries so that all manufacturers and competitors are on an equal footing. He concluded that it was an important point to base national legislation on Regulations developed in the framework of the activities of the 1998 and 1958 Agreements administered by WP.29.

10. H.E. Mr. Cardona confirmed that the issue of vehicles with lower safety standards would be debated in the Congress of Colombia. As demonstrated above, LatinNCAP had made an excellent presentation during the international congress of Medellin on how Colombia is a receptor of low quality vehicles. The responsibility of the Government was explicit to work and to improve vehicle safety through the activities of the recently established road safety agency.

11. The representative of LatinNCAP and GlobalNCAP reiterated his commitment to support the efforts of the Colombian Government.

12. The representative of IMMA recognized that Colombia was a country where 28 per cent of Colombian families owned motorcycles, and that two-wheelers were an important means of mobility as one of seven Colombians use motorcycles as a regular form of transportation. He offered the cooperation of his association to assist Colombia with regards to the motorcycle relevant UN Regulations and the UN GTRs developed by the World Forum.

### **III. Adoption of the agenda (agenda item 1)**

*Documentation:* ECE/TRANS/WP.29/1136 and Add.1  
Informal document WP.29-174-10

13. The annotated provisional agenda was adopted.

14. The list of informal documents is reproduced in Annex I to this report.



## **IV. Coordination and organization of work (agenda item 2)**

### **A. Report of the session of the Administrative Committee for the Coordination of Work (WP.29/AC.2) (agenda item 2.1)**

15. The 126th session of WP.29/AC.2 (12 March 2018) was chaired by Mr. A. Erario (Italy) and was attended, in accordance to Rule 29 of the terms of reference and rules of procedure of WP.29 (TRANS/WP.29/690 and Amends.1–3) by the Chairs of GRB (France), GRE (Belgium), GRPE (Netherlands), GRRF (United Kingdom), GRSP (United States of America), GRSG (Italy), the Chair of the Executive Committee (AC.3) of the 1998 Agreement (Japan), the Vice-Chair of WP.29 (Russian Federation), by the representatives of Canada, Germany, Japan, Republic of Korea, United States of America and European Union.

16. The new Director, Mr. Yuwei Li welcomed delegates of AC.2 and outlined his professional background and experience. The Director reminded delegates of the 2017 ITC ministerial resolution that supported the role of ITC and its subsidiary Working Parties as a global centre for inland transport international agreements and conventions. He stressed that all Working Parties should consider regional and global issues pertaining to their activities. The Director recalled conclusions of the 2018 ITC session, which in the context of WP.29 activities, supported the 2030 Sustainable Development Agenda, recognized the role of the World Forum in developing vehicle safety regulations, and of regulations addressing sectorial innovations. The work of the World Forum and its subsidiary bodies in addressing these issues at the global regulatory level is essential for achieving the associated Sustainable Development Goals.

17. AC.2 reviewed and adopted the agenda of the 174th session of the World Forum, and reviewed the draft agenda of the 175th session of the World Forum, scheduled to be held in Geneva from 23 to 26 June 2018.

18. AC.2 approved the participation at the World Forum, under Rule 1(d) of the Rules of Procedure of WP.29, of the following NGOs for the 2018-2019 biennium: American Automotive Policy Council (AAPC), the retread industry's trade association (BIPAVÉR), European New Car Assessment Programme (Euro NCAP), Federation of International Motorcycling (FIM), Recreation Vehicle Industry Association (RVIA), Union Internationale des Transports Publics (UITP) Europe and World Bicycle Industry Association (WBIA).

19. AC.2 invited the secretariat to present proposals for convening a combined session with the Global Forum for Road Safety (WP.1) in 2018 on automated driving related topics of common interest.

20. AC.2 reflected on the priorities for the work of WP.29 and on the possible impact of the allocation of tasks among GRs. AC.2 identified automation and environmental performance of vehicles among the priorities of the World Forum. AC.2 agreed that careful consideration of all other topics would be warranted.

21. AC.2 discussed in detail the need to possibly adapt the structure of the GRs to accommodate new priorities under WP.29. A short term solution is to maintain the current GR structure with work to continue within GRRF for the immediate future. Another option

under consideration is to create a dedicated GR (i.e. new seventh GR or a converted GR) for automated vehicles (AV)<sup>2</sup> that would encompass all current automation activities.

22. As for the option of a dedicated GR, it was considered by a number of delegations a promising way forward, taking into account available resources, to stay with the current structure of 6 GRs and to create a dedicated GR for AV (GRVA) on the basis of GRRF. This would require the current activities of GRRF not directly related to vehicle dynamics to be reallocated to other GRs, with a view to making available sufficient space and resources in GRVA.

23. The representative of the United States of America requested more information regarding the responsibilities and tasks of each GR under the respective options. This information is needed to help inform each CP and to find an efficient solution within a reasonable amount of time.

24. AC.2 welcomed the preparatory work of the secretariat on updating the "Blue Book".

## **B. Programme of work and documentation (agenda item 2.2)**

*Documentation:* ECE/TRANS/WP.29/2018/1

Informal documents: WP.29-174-01 and WP.29-174-02

25. The secretariat presented the programme of work with a strategic introduction on the main priorities of the WP.29 work. Top priorities for the work of the World Forum in the field of automated vehicles pave the way for a regulatory framework supporting the introduction of these emerging technologies towards future autonomous vehicles and in electro-mobility to address the challenges of limited fossil fuel resources, environmental protection and climate change. The priorities would include further development in the implementation of the 1958, 1997 and 1998 Agreements, the main horizontal activities and the main topics addressed by the subsidiary bodies of WP.29 (ECE/TRANS/WP.29/2018/1). WP.29 reflected on ways to best allocate resources to efficiently address its priorities. WP.29 invited delegations to prepare positions to make decisions on this allocation for the short and medium term at its 175th session. The delegations of the China, EU, USA, UK, France, Germany, Japan, Korea discussed the pros and cons of the different options for the most appropriate working structure of GRs. The representative of the European Union expressed its preference for the option of keeping 6 GRs which was considered in AC.2 (para. 22). The representative of the United States of America requested more information regarding the responsibilities and tasks of each GR under the respective options (see para 23). The representative of Germany suggested that a good solution would be to pursue the topic under GRRF as an interim solution (see para. 22) under the condition that there will be a dedicated (possibly additional) GR for automated/autonomous vehicles in the medium or long term. The Chair concluded by urging delegations to consider the restructuring and prioritization in good time for the next session and to submit their views to the UK delegate for consolidation for preparing a proposal for decision to be discussed at the June 2018 WP.29 session.

26. WP.29 adopted the programme of work for 2018 based on document ECE/TRANS/WP.29/2018/1.

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<sup>2</sup> Note by the secretariat: The corresponding decision No.19 of the eightieth ITC session (Informal document ITC (2018) No.13, para. 19) uses the term "automated vehicles".

27. The World Forum took note of the list of Working Parties and Chairs (WP.29-174-01) and reconfirmed the 2018 calendar for WP.29 and its subsidiary bodies (WP.29-174-02).

28. The list of Working Parties, Informal Working Groups and Chairs and the 2018 WP.29 calendar of meetings are reproduced in Annexes IV and V to this report.

### **C. Intelligent Transport Systems and automated vehicles (agenda item 2.3)**

*Documentation:* ECE/TRANS/WP.29/2018/2 and Corr.1

29. The Working Party received a brief status report of the Chair of the ITS-AD informal group.

30. WP.29 noted that the expert from FIA expressed his support for the activities of the Task Force on Cyber Security and Over The Air (CS/OTA) issues, and highlighted the importance for the group to reach consensus on (a) the obligation for the manufacturer to possibly provide support for software updates during a defined time (e.g. 10 years), (b) regulatory provisions on both software and hardware updates and (c) the definition of a reference model for a secured vehicle.

31. WP.29 agreed with the proposals of the IWG and (a) requested that GRRF address the work item on Data Storage System for Automated Driving (DSSAD), (b) extend the mandate of the group until March 2020 and (c) adopt ECE/TRANS/WP.29/2018/2 with the following modifications:

(a) *Page 2, paragraph 1, sentence 2*, amend to read:

"These principles may be treated as guidelines for developing new regulations related to automated driving systems at WP.29"

(b) *Page 3, Table, Column 3, Line "Outline of Classification", the footnote (shown by an asterisk \* and associated with the words "Operational Design Domain (ODD)")* shall be deleted (along with its content below the main text);

(c) *Page 11, endnote*, amend to read:

"The positioning of these functional categories in this table are subject to further consideration by UNECE WP.29"

32. WP.29 requested that the secretariat prepare a consolidated version of this document.

### **D. Follow-up to the eightieth session of the Inland Transport Committee (ITC) (agenda item 2.4)**

*Documentation:* Informal document ITC (2018) No. 13

33. The secretariat presented the list of main decisions adopted at the eightieth session of ITC (20–23 February 2018). Decisions Nos. 12, 13 and 19 were emphasized as of particular importance to the work of WP.29.

34. In decision No. 12, ITC requested WP.1 and WP.29, working in close cooperation, to continue developing, according to their mandates, recommendations and/or legal provisions on automated driving to enable a future safe coexistence of automated and traditionally operated vehicles on roads, and their interaction with other road users and infrastructure.

35. ITC, in decision No. 13, reiterated the decision of the seventy-seventh session to invite “WP.1 and WP.29 to investigate different possibilities to increase their cooperation” and welcomed the Global Forum for Road Traffic Safety and Working Party on Brakes and Running Gear joint session (September 2017), to exchange information on the topics of “secondary activities” and cyber security. ITC agreed that these joint sessions contributed to a better understanding of the role of the driver in highly and fully automated vehicles and requested both Working Parties to explore further possibilities for holding additional joint sessions in the future.

36. In its decision No. 19, ITC expressed its support for the most recent developments in the work carried out by the World Forum for Harmonization of Vehicle Regulations (WP.29) and noting the importance of WP.29 activities related to automated/autonomous vehicles, requested WP.29 to consider establishing of a dedicated subsidiary Working Party (“GR”). ITC further reiterated its support for the establishment of the type-approval database DETA because of its positive effect on road safety and expressed its thanks to the Government of Germany for the offer to temporarily host DETA as an in-kind contribution, providing ECE with the necessary time to secure its financing.

37. ITC re-elected the Chair of the World Forum, Mr. A. Erario, as a member of the Bureau of ITC.

## **V. Consideration of the reports of the Working Parties (GRs) subsidiary to WP.29 (agenda item 3)**

### **A. Working Party on Noise (GRB) (Sixty-sixth session, 4-6 September 2017) (agenda item 3.1)**

*Documentation:* ECE/TRANS/WP.29/GRB/64

38. The World Forum recalled the oral report of the Chair of GRB at the 173rd session (ECE/TRANS/WP.29/1135, paras. 35-38) and approved the report.

### **B. Working Party on Brakes and Running Gear (GRRF) (Eighty-fourth session, 19-22 September 2017) (agenda item 3.2)**

*Documentation:* ECE/TRANS/WP.29/GRRF/84 and ECE/TRANS/WP.29/GRRF/85

39. The World Forum recalled the oral report of the Chair of GRRF on its eighty-fourth session at the 173rd session of WP.29 (ECE/TRANS/WP.29/1135, paras. 39-42) and approved the report. The World Forum also approved the report on its eighty-fifth session based on the oral report of the Chair (paras. 55-58 below).

### **C. Working Party on General Safety Provisions (GRSG) (113th session, 10-13 October 2017) (agenda item 3.3)**

*Documentation:* ECE/TRANS/WP.29/GRSG/92

40. The World Forum recalled the oral report of the Chair of GRSG at the 173rd session (ECE/TRANS/WP.29/1135, paras. 43-44) and approved the report.

**D. Working Party on Lighting and Light-Signalling (GRE)  
(Seventy-eighth session, 24-27 October 2017) (agenda item 3.4)**

*Documentation:* ECE/TRANS/WP.29/GRE/78

41. The World Forum recalled the oral report of the Chair of GRE at the 173rd session (ECE/TRANS/WP.29/1135, paras. 45-47) and approved the report.

**E. Highlights of the recent sessions (agenda item 3.5)**

**1. Working Party on Passive Safety (GRSP) (Sixty-second session, 12-15 December 2017)  
(agenda item 3.5.1)**

42. On behalf of the Chair of GRSP, the representative of the United States of America, informed WP.29 about the results of his group during its sixty-second session (for details see the session report ECE/TRANS/WP.29/GRSP/62), and thanked the representative of the Republic of Korea, Vice-Chair of GRSP for leading the group session in the absence of the Chair.

43. In the work of the Informal Working Group (IWG) on UN GTR No. 9 (Pedestrian safety) Phase 2, he sought consent from WP.29 and AC.3 to extend the mandate of the IWG until December 2018. WP.29 agreed to extend the mandate of the IWG pending confirmation by AC.3.

44. Referring the activity of the Task Force to develop provisions for Deployable Pedestrian Protection Systems (TF-DPPS) to be implemented in UN GTR No. 9, he sought consent from WP.29 and AC.3 to transform the Task Force into an IWG. WP.29 agreed to transform the Task Force into an IWG pending confirmation by AC.3.

45. Concerning to the work of the IWG on harmonization of side-impact dummies, he sought consent from WP.29 and AC.3 to extend the mandate of the IWG until December 2018. WP.29 endorsed the extension of the mandate of the IWG pending confirmation by AC.3.

46. Finally he sought consent from WP.29 to establish an IWG on protective helmets to update UN Regulation No. 22 according to the new research results in biomechanics on head protection. WP.29 endorsed the establishment of an IWG on protective helmets.

47. The World Forum noted that Mr. N. Nguyen (United States of America) had been re-elected as GRSP Chair and re-elected Mr. J. W. Lee (Republic of Korea) as Vice-Chair of GRSP for the year 2018 sessions.

**2. Working Party on Pollution and Energy (GRPE) (Seventy-sixth session, 9-12 January 2018) (agenda item 3.5.2)**

48. The Chair of GRPE (Netherlands) reported to WP.29 on the results achieved by GRPE during its seventy-sixth session (for more details see the report of the session ECE/TRANS/WP.29/GRPE/76).

49. WP.29 deferred discussions on the necessity to harmonize requirements on Real Driving Emissions and whether activities should start under the umbrella of the 1998 Agreement to AC.3 (see paras. 159-164).

50. WP.29 supported the proposal of GRPE to consult the Office of Legal Affairs in New York on legal matters in the implementation strategy of UN GTR No. 15 into a UN Regulation annexed to the 1958 Agreement.

51. WP.29 discussed the necessity to harmonize the testing requirements for the determination of Heavy Duty vehicle fuel economy and whether activities should start

under the umbrella of the 1958 or 1998 Agreement. WP.29 requested GRPE to further develop the topic.

**3. Working Party on Noise (GRB) (Sixty-seventh session, 24-26 January 2018) (agenda item 3.5.3)**

52. The GRB Chair reported on the results achieved by GRB during its sixty-seventh session (for details, see the report of the session ECE/TRANS/WP.29/GRB/65).

53. In particular, he mentioned that GRB had adopted amendment proposals to Regulation No. 51 which would introduce an option of indoor testing, according to standard ISO 362-3, upon understanding that the Type Approval Authority could always mandate an outdoor test for verification. He further pointed out that GRB had addressed the pending issue of transitional provisions for the earlier amendment proposals to Regulation No. 51 which had been submitted to the March 2018 session of WP.29 as ECE/TRANS/WP.29/2018/7. GRB had agreed that these proposals should be introduced as a Supplement with an 18-month transitional period and requested the secretariat to issue an addendum to ECE/TRANS/WP.29/2018/7.

54. He also reported that GRB was preparing a new draft Regulation on reversing alarm and had established a task force for that purpose. The task force would soon distribute a questionnaire to contracting parties to collect information on national practices with respect to reversing alarms. Based on responses, the task force would draft a new Regulation.

**4. Working Party on Brakes and Running Gear (GRRF) (Eighty-fifth session, 11 December 2017 and Eighty-sixth session, 12-16 February 2018) (agenda item 3.5.4)**

55. The Chair of GRRF reported on the results achieved by GRRF during its eighty-fifth and its eighty-sixth sessions (for details, see the reports of the sessions ECE/TRANS/WP.29/GRRF/85 and ECE/TRANS/WP.29/GRRF/86).

56. He further informed WP.29 that GRRF had proposed to develop a new Regulation for light vehicles on the basis of the work of the IWG on AEBS instead of inserting provisions in UN Regulation No. 131. WP.29 agreed with this proposal.

57. He mentioned that document ECE/TRANS/WP.29/2018/35 would still contain square brackets. WP.29 agreed to remove the square brackets and to agree on transitional provision dates (as reflected in para. 92).

## **VI. 1958 Agreement (agenda item 4)**

### **A. Status of the Agreement and of the annexed Regulations (agenda item 4.1)**

*Documentation:* ECE/TRANS/WP.29/343/Rev.26 and Corr.1

58. The secretariat informed the World Forum about the latest update of the status of the 1958 Agreement (ECE/TRANS/WP.29/343/Rev.26 and Corr.1) that contain the information received by the secretariat up to 20 February 2018, available at [www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29fdocsts.html](http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29fdocsts.html). WP.29 noted that contracting parties should notify the secretariat about any amendments needed to the status document via the new established online data base only.

59. WP.29 noted the insertion of a new column in Part I of the status document for the purpose of the minimum acceptable version(s) for limited IWVTA. Contracting parties were invited to fill in their corresponding data, once the new UN Regulation No. 0 entered

into force on 19 July 2018. Guidelines on how to fill in the requested data into the blank column may be found in informal document IWVTA-26-08.

60. The representative of the Russian Federation reported about the results of the work on aligning of national procedures for the designation of technical services and for issuing type approval communications in line with Revision 3 of the 1958 Agreement. He also informed about the current status of technical services, which competence was confirmed in 2017. This information was sent to the secretariat of Transport Division in January 2018, and also posted on the official website of the Federal Agency for Technical Regulation and Metrology, which is the Administrative Body of the Russian Federation in accordance with the 1958 Agreement.

## **B. Guidance requested by the Working Parties on matters related to UN Regulations annexed to the 1958 Agreement (agenda item 4.2)**

### **1. Reproduction and reference to private standards in UN Regulations, UN GTRs and Rules (agenda item 4.2.1)**

61. No new information was presented under this agenda item.

### **2. Guidance on amendments to UN Regulations annexed to the 1958 Agreement (agenda item 4.2.2)**

*Documentation:* Informal documents: WP.29-174-03, WP.29-174-11 and WP.29-174-20

62. The representatives of IMMA and OICA presented informal documents WP.29-174-03 and WP.29-174-11, which highlight that following the approval of the revised General Guidelines for United Nations regulatory procedures and transitional provisions in UN Regulations (ECE/TRANS/WP.29/2017/107 as amended), a retroactive change in the process of granting extensions to existing type approval was caused by the mandatory application of all supplements to UN Regulations in force at the time of type approval granting. They asked about the possibility to lift this changed requirement until a sound solution was agreed upon.

63. The representative of the European Union stated that as a principle, guidelines should not be used to change existing legislation. Before consideration of possible temporary deviation from this new provision a taking of stock of the extent of the problem would be warranted. She thus invited OICA and IMMA to present a full assessment of the issue and to identify the different UN Regulations for the 175th WP.29 session in June 2018.

64. The representative from OICA reiterated the need for a quick solution of this issue as several type approval extension requests were currently in process. He therefore asked for a suspension of the application of the related part, paragraph 31, of the General Guidelines.

65. The Chair of World Forum highlighted that it was not necessary to change the guidelines and invited representatives of IMMA and OICA to provide, as proposed by the European Union, a list of cases that required immediate attention.

66. The representative of OICA presented WP.29-174-20 addressing UN Regulations under the responsibility of GRSP. He stated that it is not an exhaustive list of supplements, that identification of critical items was still under review and in the process of identification by its members.

67. The representative of Australia stated that they would be content with amending the guidelines, and then the proposal of OICA would be acceptable as well.

68. The representative of the European Union reiterated that the provisions of the latest version of the guidelines for Revision 3 of the 1958 Agreement are considered to be fully applicable at present and that she cannot agree to a deviation from those at this stage as a quick solution, pending a decision to be taken at the forthcoming WP.29 June 2018 session.

69. The representative of IMMA asked that the item identified in WP.29-174-03 that referred to UN Regulation No. 50 was also considered along with the initial list of supplements identified in WP.29-174-20.

70. WP.29 recognized that some supplements would imply major technical changes to existing vehicles types, such as those identified by the representatives of OICA and IMMA in WP.29-174-03 and WP.29-174-20. Pending further in-depth discussion at the next WP.29 session in June 2018, WP.29 reflected whether or not approval authorities should apply those supplements in the case of extensions for existing type approvals. WP.29 also noted the need to take into serious consideration a possible amendment of the Guidelines and therefore, the Chair invited contracting parties to prepare for discussions on a possible amendment of the general guidelines in June 2018.

### **C. Development of the International Whole Vehicle Type Approval (IWVTA) system (agenda item 4.3)**

*Documentation:* Informal document WP.29-174-04

71. The representative of Japan, Chair of the IWG on IWVTA, reported on the progress made by the group at its recent kick-off meeting on Phase 2 of IWVTA (WP.29-174-04). He announced a road map and a proposal for further amendments to Annex 4 of UN Regulation No. 0 at the 176th WP.29 session in November 2018. He highlighted that further amendments to the general guideline document and to Schedule 4 of the 1958 Agreement were being reviewed by the IWG on IWVTA. WP.29 endorsed the proposed activities of the IWG on IWVTA.

72. WP.29 noted the request by the IWG on the read-only access rights for DETA by contracting parties applying UN Regulation No. 0 to the type approvals documentation granted according to the UN Regulations listed in Annex 4 of UN Regulation No. 0. The World Forum reiterated its decision that all contracting parties should have read access to the communication form on type approvals granted according to all UN Regulations.

### **D. Revision 3 to the 1958 Agreement (agenda item 4.4)**

*Documentation:* ECE/TRANS/505/Rev.3

73. The World Forum noted that Revision 3 of the 1958 Agreement (ECE/TRANS/505/Rev.3) had entered into force on 14 September 2017.

74. No further request was tabled under this agenda item.



## **E. Development of an electronic database for the exchange of type approval documentation (DETA) (agenda item 4.5)**

*Documentation:* Informal documents: WP.29-174-05, WP.29-174-19

75. The secretariat updated WP.29 about developments on the hosting of DETA by UNECE and the follow-up taken together with the IWG on DETA to the requests by Australia, Austria and South Africa at the 173rd session (ECE/TRANS/WP.29/1135, para. 65). He further informed the World Forum that one contracting party, the Netherlands, to the 1958 Agreement had offered a financial contribution for the hosting of DETA following the letter inviting contracting parties for financial donations sent by the Executive Secretary in October 2017. Three other contracting parties also agreed to financial contributions: Australia, Czech Republic and Hungary. He concluded that all the received commitments for funding were not sufficient to operate DETA at UNECE and therefore that the offer by Germany to host DETA as an in-kind contribution on a temporary basis, known as scenario 3, remained the only feasible solution.

76. The Chair of the IWG on DETA reported on the last meeting of the IWG (WP.29-174-05) highlighting the importance and necessity of having DETA operational and expressed his hopes to have a positive decision towards the financing of DETA under regular budget by EXCOM, as alternative financing solutions were proven not to be feasible in the short term. He also proposed, in this context, to rename DETA to better reflect its universal use.

77. WP.29 recognized the huge efforts made by Germany and thanked the German Government for its offer and decided to proceed towards scenario 3. WP.29 requested the UNECE secretariat to take the necessary steps to request financing for the hosting of DETA under regular budget. The World Forum invited the IWG on DETA to continue work on further software developments for the Unique Identifier (UI) and the Declaration of Conformance (DoC).

78. The representative of the United Kingdom reiterated his country's willingness to contribute to the hosting of DETA based on an equal share with all other contracting parties.

79. The representative of OICA expressed the willingness of his organization to financially contribute to the development of the software for the UI with \$50,000, as previously requested by WP.29, however the software for the DoC was not in the core interest of the automotive industry for the time being, but, with additional features such as information on software versions of electronically controlled vehicle systems, this position could change. He stressed that OICA would only invest in DETA once long-term assurance of its operation is granted, independent of the solution.

80. The representatives of CLEPA and ETRTO expressed a positive attitude towards financial contributions for the future development of DETA, once its operation at UNECE was secured.

81. The representative of IMMA stated that, considering current situation and government program status, IMMA is neutral towards DETA and hence currently has no interest to participate in the sponsoring of the Unique Identifier.

82. The representative of Germany stressed the fact that access to type approval data via DETA was important for the approval process, which is an authoritative task of the government. He therefore advised WP.29 to consider that the financing of DETA operation and further development should not be covered by the industry but preferably by the regular budget.

83. The representative of CITA stated the readiness of his organization to collaborate on, and to contribute to the further development of DETA, as access to information was crucial for performing Periodic Technical Inspections (PTI).

84. The representative of Australia expressed the willingness of his Government to contribute to the financing of DETA.

85. The Chair of the IWG on DETA presented the existing numerous benefits of DETA as well as those of the future further development of this data exchange system, with possible linkages to other parties engaged in the vehicle regulatory process, such as vehicle certification agencies, vehicle registration authorities, vehicle testing centres, enforcement authorities or customs and thus providing a seamless flow of vehicle related technical information among themselves (WP.29-174-19).

86. The representative of the Russian Federation reiterated the position expressed at the November 2017 session on the benefits and the importance of exchange of vehicle type approval information for various purposes (ECE/TRANS/WP.29/1135, para. 50 bis).

#### **F. Consideration of draft amendments to existing UN Regulations submitted by GRB (agenda item 4.6)**

87. The World Forum considered the draft amendment under agenda items 4.6.1 and 4.6.2, and recommended their submission to AC.1 for voting.

#### **G. Consideration of draft amendments to existing UN Regulations submitted by GRRF (agenda item 4.7)**

88. The World Forum considered the draft amendments under agenda items 4.7.1 to 4.7.8 and recommended their submission to AC.1 for voting, subject to the following corrections:

89. In ECE/TRANS/WP.29/2018/8, *the title, for "Supplement 1 to the 01 series", read "Supplement 17 to the 00 series"*.

90. In ECE/TRANS/WP.29/2018/9, *Annex 21, paragraph 2.1.4., second subparagraph, amend to read:*

"Additionally, interventions by systems related to the vehicle stability function (including traction control, trailer stability assist, corner brake control, other similar functions that use throttle individual torque control to operate and share common components with vehicle stability function, and ESC or VSF intervention on the steering angle of one or more wheels for the purpose of vehicle stability) may also be indicated to the driver by this flashing optical warning signal."

91. In ECE/TRANS/WP.29/2018/12, *on page 4, for "Q<sub>p</sub>", read "q<sub>p</sub>"*.

92. In ECE/TRANS/WP.29/2018/35, *paragraphs 2.1.4., amend to read:*

"12.2.2. As from 1 September **2019**, Contracting Parties applying this UN Regulation shall not be obliged to accept UN type approvals to the preceding series (02) of amendments, first issued after 1 September **2019**.

12.2.3. Until 1 September **2021**, Contracting Parties applying this UN Regulation shall continue to accept UN type approvals to the

preceding series (02) of amendments to the UN Regulation, first issued before 1 September 2019.

- 12.2.4. As from 1 September 2021, Contracting Parties applying this UN Regulation shall not be obliged to accept type approval issued to the preceding series of amendments to this UN Regulation."

93. WP.29 noted the concern raised by the representative of OICA on the selection of an early date of application for the transitional provisions in paragraphs 12.2.3. and 12.2.4., which could create serious development difficulties, due to the introduction of new requirements compared to the very recently adopted 02 series of amendments, while vehicles are currently under development for the latter.

#### **H. Consideration of draft amendments to existing UN Regulations submitted by GRSG (agenda item 4.8)**

94. The World Forum considered the draft amendments under agenda items 4.8.1 to 4.8.13 and recommended their submission to AC.1 for voting.

#### **I. Consideration of draft amendments to existing UN Regulations submitted by GRE (agenda item 4.9)**

95. The World Forum considered the draft amendments under items 4.9.1 to 4.9.3 and recommended their submission to AC.1 for voting.

#### **J. Consideration of draft corrigenda to existing UN Regulations submitted by the secretariat, if any (agenda item 4.10)**

96. WP.29 noted that no document had been submitted under this item.

#### **K. Consideration of pending proposal for amendments to existing UN Regulations submitted by the Working Parties subsidiary to the World Forum (agenda item 4.11)**

97. WP.29 noted that no document had been submitted under this item.

#### **L. Consideration of proposals for new UN Regulations submitted by the Working Parties subsidiary to the World Forum (agenda item 4.12)**

98. WP.29 noted that no document had been submitted under this item.

#### **M. Proposal for amendments to the Consolidated Resolution on the Construction of Vehicles (R.E.3) submitted by the Working Parties to the World Forum for consideration (agenda item 4.13)**

*Documentation:* ECE/TRANS/WP.29/2018/31

99. The representative of Italy, Chair of the Working Party on General Safety Provisions (GRSG), presented to the World Forum for consideration the proposal for amendments to

the Consolidated Resolution on the Construction of Vehicles (R.E.3) (ECE/TRANS/WP.29/2018/31).

100. WP.29 adopted ECE/TRANS/WP.29/2018/31 without objections or abstentions.

**N. Proposal for amendments to the Consolidated Resolution on the common specification of light source categories (R.E.5) (agenda item 4.14)**

*Documentation:* ECE/TRANS/2018/32  
ECE/TRANS/2018/33/Rev.1

101. The representative of Belgium, Chair of the Working Party on Lighting and Light-Signalling (GRE), presented to the World Forum for consideration the proposals for amendments 1 and 2 to the Consolidated Resolution on the common specification of light source categories (R.E.5) (ECE/TRANS/WP.29/2018/32 and ECE/TRANS/WP.29/2018/33/Rev.1).

102. WP.29 adopted ECE/TRANS/WP.29/2018/32 and ECE/TRANS/WP.29/2018/33/Rev.1 without objections or abstentions. WP.29 noted that Amendment 2 to R.E.5 (ECE/TRANS/WP.29/2018/33/Rev.1) should be made public on the same date as the entry into force of Supplement 7 to the original version of UN Regulation No. 128 (ECE/TRANS/WP.29/2018/30).

**O. Proposal for amendments to the Mutual Resolution of the 1958 and the 1998 Agreements (M.R.1) (agenda item 4.15)**

*Documentation:* ECE/TRANS/2018/36

103. The representative of the United States of America, Chair of the Working Party on Passive Safety (GRSP), presented to the World Forum for consideration the proposals for amendment to the Mutual Resolution of the 1958 and 1998 Agreements (M.R.1) (ECE/TRANS/WP.29/2018/36).

104. WP.29 adopted ECE/TRANS/WP.29/2018/36 without objections or abstentions and deferred it to AC.3 for endorsement.

**VII. 1998 Agreement (agenda item 5)**

**Status of the Agreement, including the implementation of paragraph 7.1 of the Agreement (agenda item 5.1)**

*Documentation:* ECE/TRANS/WP.29/1073/Rev.21  
Informal document: WP.29-174-16

105. The World Forum agreed that agenda items 5.1 to 5.5 should be considered in detail by the Executive Committee of the 1998 Agreement (AC.3).

## **VIII. Exchange of views on national/regional rulemaking procedures and implementation of established UN Regulations and/or UN GTRs into national/regional law (agenda item 6)**

*Documentation:* Informal document: WP.29-174-12

106. The expert from South Africa presented informal document WP.29-174-12, providing the World Forum with a comprehensive summary of the national governance structure for the application of the 1958 and 1998 Agreements, including an overview of main stakeholders in the country and their specific roles within the structure. He introduced the National Regulator for Compulsory Specifications (NRCS), elaborating on its roles in the administrative structure of South Africa and relationship with other stakeholders in legislative, regulatory, approval and market surveillance activities.

107. The expert explained that the NRCS reports to the Ministry of Trade and Industry and that its mandate was to administer technical regulations in the interests of public safety and health for environmental protection, and to ensure fair trade. He provided an overview of the structure of NRCS, its departments and their roles, and the organization's business process. He also described the main activities of NRCS, which include pre-market approval, market surveillance inspections, sampling and testing and enforcement of sanctions in cases of non-compliance, and informed WP.29 of the authorities that inspectors of the NRCS have. He highlighted the challenges faced by the scope of non-compliance in the country and expressed his expectation that the DETA system, once it is operational, will support inspectors in market surveillance activities directed at eradicating non-compliance.

108. The expert elaborated on the role of NRCS Automotive in the regulation of new and aftermarket products, and provided a list of vehicles, their parts and equipment that NRCS approves before sale. He also explained that in accordance with the mandate given to the organization by the South African Ministry of Transport, NRCS carries out, among other activities, the inspection and approval of vehicles that have been "modified" within the definition of the Road Traffic Act, and the approval of all manufacturers and importers of motor vehicles.

109. The expert provided the World Forum with a brief overview of participation of South Africa and its institutions, the South African Bureau of Standards (SABS) and the NRCS, in WP.29 and its GRs. He also elaborated on the process of transposing and applying UN Regulations in South Africa, as guided in the framework of the 1958 and 1998 Agreements, and the pertaining roles of NRCS and SABS therein.

110. In conclusion, the expert underscored a number of challenges that South Africa is facing. According to the expert, these included the establishment of accredited test facilities (e.g. to apply UN Regulation No. 47), due primarily to financial constraints. He also referred to existing uncertainty as to the validity of "E" mark products, which resulted from potential falsification of product specifications and test results, where assistance by DETA, as already highlighted, was expected to offer solutions. WP.29 noted the potential general product safety issue reported by the expert who described that, despite attempts at corrective actions, unsafe vehicles were able to enter the market in South Africa, providing examples of a specific vehicle model that had more than seventy cases of igniting and as a result causing fatalities. The Chair of WP.29 urged delegates to provide advice in how to overcome these matters. He thanked the delegation from South Africa for their efforts, due to the geographic distance, to participate in the WP.29 sessions.

111. The Chair of WP.29 thanked the expert from South Africa on the comprehensive presentation. He invited delegates to review WP.29-174-12 on the full presentation of the

expert from South Africa and, on its basis, to discuss forms of cooperation that may assist the country in overcoming the challenges described by the expert.

112. The representative of the Russian Federation thanked the expert from South Africa on the detailed presentation. He stated that the Russian Federation had faced similar challenges as those described in the expert's presentation, specifically with communication of type approvals. He reminded the World Forum that mechanisms in response to such challenges had been discussed at the 173rd session of WP.29, namely the exchange of information on official type approvals, and that these had been reflected in the final report of that session. The representative of the Russian Federation underlined the importance of resolving this matter.

## **IX. 1997 Agreement (Periodical Technical Inspections) (agenda item 7)**

### **A. Status of the Agreement (agenda item 7.1)**

*Documentation:* ECE/TRANS/WP.29/1074/Rev.10  
Informal documents: WP.29-174-06 and WP.29-174-07

113. WP.29 noted the consolidated document (ECE/TRANS/WP.29/1074/Rev.10) on the status of the Agreement including the status of the UN Rules annexed to the Agreement, the entry into force of recent amendments to Rules Nos. 1 and 2, on 10 February 2018, the list of the contracting parties (CP) to the Agreement and of their Administrative Departments. No new CP has acceded to the Agreement since the 173rd session of WP.29, nor has the secretariat received new notification on Periodical Technical Inspection (PTI) authorities.

114. The CPs were reminded to notify the secretariat of any relevant update.

115. The representative of the Russian Federation, Co-Chair of the IWG on PTI, updated the World Forum on the work of the group (WP.29-174-06). He reported to the World Forum on the ninth and tenth meetings of the IWG on PTI held on 16 November 2017 in Geneva and on 7 February 2018 in Brussels.

116. He presented the draft revised Terms of Reference (ToR) for the IWG on PTI (WP.29-174-07). As these ToR contained several provisions that have been scrutinised by the representatives from Sweden, United Kingdom and OICA, WP.29 referred the document back to the IWG on PTI for further development. A revised version was expected for consideration and potential adoption at the June 2018 session.

### **B. Amendments to the 1997 Agreement (agenda item 7.2)**

*Documentation:* ECE/TRANS/WP.29/2017/92

117. The representative of the Russian Federation, Co-Chair of the IWG on PTI, informed WP.29 about the progress of submitting the proposed amendments to the 1997 Agreement ECE/TRANS/WP.29/2017/92 to the United Nations Secretary-General. As a clerical error in the preamble of the document had been detected, WP.29 requested the IWG on PTI to prepare a corrigendum to the document.

**C. Establishment of new Rules annexed to the 1997 Agreement (agenda item 7.3)**

*Documentation:* ECE/TRANS/WP.29/2017/134  
ECE/TRANS/WP.29/2017/135  
Informal document: WP.29-173-12

118. The Chair of WP.29 recalled the presentation at the 173rd WP.29 session by the representative of the Russian Federation, Co-Chair of the IWG on PTI, of ECE/TRANS/WP.29/2017/134 that proposes the establishment of a new Rule on Periodical Technical Inspections of motor vehicles using Compressed Natural Gas (CNG) and/or Liquefied Natural Gas (LNG) in their propulsion system, that would be to be annexed to the 1997 Agreement. He also introduced informal document WP.29-173-12 amending the proposal by inserting in the document “vehicles using Liquefied Petroleum Gas (LPG)”. The secretariat agreed to prepare a consolidated version including the content of the informal document above.

119. The Chair of WP.29 recalled the presentation at the 173rd WP.29 session by the representative of the Russian Federation, Co-Chair of the IWG on PTI, of ECE/TRANS/WP.29/2017/135 that proposes the establishment of a new Rule on Periodical Technical Inspections, regarding minimum safety inspection requirements for hybrid and electric motor vehicles, to be annexed to the 1997 Agreement.

120. WP.29 recommended the submission of the two proposals to AC.4 for voting.

**D. Update of existing Rules annexed to the 1997 Agreement (agenda item 7.4)**

121. No proposals for updates to existing Rules annexed to the 1997 Agreement have been submitted under this agenda item.

**E. Update of Resolution R.E.6 related to requirements for testing equipment, for skills and training of inspectors and for supervision of test centres (agenda item 7.5)**

122. No proposals for amendments or updates to Resolution R.E.6 have been submitted under this agenda item.

**X. Other Business (agenda item 8)****A. Exchange of information on enforcement of issues on defects and non-compliance, including recall systems (agenda item 8.1)**

123. No issues on enforcement have been submitted for discussion.

**B. Consistency between the provisions of the 1968 Vienna Convention and the technical provisions for vehicle of Regulations and UN GTRs adopted in the framework of the 1958 and 1998 Agreements (agenda item 8.2)**

124. The representative of Finland, Ambassador of the WP.29 and WP.1 on Automated Driving, reported on the activities of WP.1 including automated vehicles. He informed WP.29 about relevant proceedings of the December 2017 session of WP.1 where discussions took place on "secondary activities" by the driver, operation of a vehicle by a driver outside the vehicle and a draft WP.1 resolution on fully automated vehicles of SAE levels 4 and 5.

125. The secretariat informed WP.29 about the possibility to address a request of ITC (see para. 13 of "Informal Document ITC (2018) No. 13") by planning a future combined meeting of WP.1 and WP.29 experts on automated driving, to be scheduled before the 2018 summer break, and the establishment of a joint (WP.1 and WP.29) programme committee supporting its planning.

126. The secretariat invited delegates to a special session of SC.1 from 4 to 6 April 2018 where the topic of digital / smart road infrastructure would be discussed on 5 April.

**C. Documents for publication (agenda item 8.3)**

*Documentation:* Informal document: WP.29-174-13

127. The secretariat presented WP.29-174-13, listing all of the adopted proposals of the 172nd session of WP.29, which entered into force on 10 February 2018.

**XI. Adoption of the report (agenda item 9)**

128. The World Forum adopted the report on its 174rd session and its annexes based on a draft prepared by the secretariat. The report included sections related to the sixty-seventh session of the Administrative Committee (AC.1) of the 1958 Agreement, to the fifty-first session of the Executive Committee (AC.3) of the 1998 Agreement and to the tenth session of the Administrative Committee (AC.4) of the 1997 Agreement.

**B. Administrative Committee of the 1958 Agreement (AC.1)**

**XII. Establishment of the Committee AC.1 (agenda item 10)**

129. Of the 54 contracting parties to the Agreement, 38 were represented and established AC.1 for its sixty-eighth session held on 14 March 2018.

130. AC.1 invited the Chair of WP.29 to chair the session.



### XIII. Proposals for amendments and corrigenda to existing UN Regulations and for new UN Regulations – Voting by AC.1 (agenda item 11)

131. The results of the voting on the documents submitted are in the following tables, following the rules of procedure of Article 12 and the appendix of Revision 3 to the 1958 Agreement:

<i>Amendments to existing Regulations</i>							
<i>Regulation No.</i>	<i>Subject of the Regulation</i>	<i>Contracting Parties</i>		<i>Document: ECE/TRANS/WP.29/ ...</i>	<i>Voting result: for/against/abstentions</i>	<i>Document status</i>	<i>Remark</i>
		<i>applying the Regulation</i>	<i>represented and voting</i>				
6	Direction indicators	48	37	2018/28	37/0/0	Suppl. 29 to 01	*
13	Heavy vehicle braking	47	36	2018/9 as amended by para. 90 above	36/0/0	Suppl. 15 to 11	*
13-H	Brakes of M <sub>1</sub> and N <sub>1</sub> vehicles	49	36	2018/8 as amended by para. 89 above	36/0/0	Suppl. 17 to 00	*
30	Tyres for passenger cars and their trailers	48	37	2018/10	37/0/0	Suppl. 20 to 02	*
37	Filament lamps	48	37	2018/29	37/0/0	Suppl. 46 to 03	*
41	Noise emissions of motorcycles	45	35	2018/6	35/0/0	Suppl. 6 to 04	*
43	Safety glazing	47	36	2018/15	36/0/0	Suppl. 7 to 01	*
51	Sound of M and N categories of vehicles	45	35	2018/7 and Add.1	35/0/0	Suppl. 3 to 03	*
67	LPG vehicles	42	32	2018/18	32/0/0	Suppl. 15 to 01	*
79	Steering equipment	43	34	2018/11	34/0/0	Suppl. 1 to 02	*
79	Steering equipment	43	34	2018/35 as amended by para. 92 above	34/0/0	03 series	*
90	Replacement braking parts	43	33	2018/12 as amended by para. 91 above	33/0/0	Suppl. 4 to 02	*
107	M <sub>2</sub> and M <sub>3</sub> vehicles	47	34	2018/19	34/0/0	Suppl. 7 to 06	*

<i>Amendments to existing Regulations</i>							
<i>Regulation No.</i>	<i>Subject of the Regulation</i>	<i>Contracting Parties</i>		<i>Document: ECE/TRANS/WP.29/ ...</i>	<i>Voting result: for/against/abstentions</i>	<i>Document status</i>	<i>Remark</i>
		<i>applying the Regulation</i>	<i>represented and voting</i>				
107	M <sub>2</sub> and M <sub>3</sub> vehicles	47	34	2018/20	34/0/0	Suppl. 2 to 07	*
107	M <sub>2</sub> and M <sub>3</sub> vehicles	47	34	2018/21	34/0/0	08 series	*
110	CNG and LNG vehicles	49	36	2018/22	36/0/0	03 series	*
118	Burning behaviour of materials	49	35	2018/23	35/0/0	Suppl. 4 to 02	*
118	Burning behaviour of materials	49	35	2018/24	35/0/0	Suppl. 1 to 03	*
121	Identification of controls, tell-tales and indicators	51	37	2018/25	37/0/0	Suppl. 10 to 00	*
121	Identification of controls, tell-tales and indicators	51	37	2018/26	37/0/0	Suppl. 3 to 01	*
122	Heating systems	50	36	2018/27	36/0/0	Suppl. 4 to 00	*
128	Light Emitting Diode (LED) light sources	53	38	2018/30	38/0/0	Suppl. 7 to 00	*
140	Electronic Stability Control (ESC)	53	38	2018/13	38/0/0	Suppl. 1 to 00	*
142	Tyre installation	53	38	2018/14	38/0/0	Suppl. 1 to 00	*

<i>Corrigenda to existing Regulations</i>							
<i>Regulation No.</i>	<i>Subject of the Regulation</i>	<i>Contracting Parties</i>		<i>Document: ECE/TRANS/WP.29/ ...</i>	<i>Voting result: for/against/abstentions</i>	<i>Document status</i>	<i>Remark</i>
		<i>applying the Regulation</i>	<i>represented and voting</i>				
46	Devices for indirect vision	45	35	2018/16	35/0/0	Corr. 1 to Rev. 5	*
46	Devices for indirect vision	45	35	2018/17	35/0/0	Corr. 1 to Rev. 6	*

\* The EU representative voting for the 28 EU member States.

## **C. Executive Committee of the 1998 Agreement (AC.3)**

### **XIV. Establishment of the Executive Committee AC.3 and election of officers for the year 2018 (agenda item 12)**

*Documentation:* Informal document: WP.29-174-14

132. The fifty-second session of the Executive Committee (AC.3) was held on 14 March 2018 and chaired by the representative of Japan. The representatives of 28 of the 36 contracting parties to the Agreement attended Australia, Canada, China, the European Union (representing Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, the Netherlands, Romania, Slovakia, Slovenia, Spain, Sweden and the United Kingdom), India, Japan, Malaysia, Norway, the Republic of Korea, the Russian Federation, South Africa, Turkey and the United States of America.

### **XV. Monitoring of the 1998 Agreement: Reports of the Contracting Parties on the transposition of UN GTRs and their amendments into their national/regional law (agenda item 13)**

*Documentation:* ECE/TRANS/WP.29/1073/Rev.21  
Informal document: WP.29-174-16

133. AC.3 noted the information, as of 7 March 2018, on the status of the Agreement of the Global Registry and of the Compendium of Candidates (ECE/TRANS/WP.29/1073/Rev.21), the status of the priorities (based on WP.29-174-16 as reproduced in Annex II to this report) of the 1998 Agreement and items on which the exchange of views should continue. AC.3 noted that the "1998 AGREEMENT-MISSIONS List" electronic system, used by contracting parties to send the mandatory reports on the transposition process through their Permanent Missions in Geneva to the secretariat, had experienced technical problems. AC.3 agreed on temporary basis to send the above-mentioned reports and notifications always through their Permanent Missions in Geneva and directly to the secretariat email (edoardo.gianotti@un.org) to ensure updating of the status document, which is the monitoring tool of the Agreement.

### **XVI. Consideration and vote by AC.3 of draft Un GTRs and/or draft amendments to established UN GTRs, if any (agenda item 14)**

#### **A. Proposal for a new UN GTR on Electric Vehicle Safety (EVS) (agenda item 14.1)**

*Documentation:* ECE/TRANS/WP.29/2017/138  
ECE/TRANS/WP.29/2017/139  
ECE/TRANS/WP.29/AC.3/32  
Informal document: WP.29-174-14

134. Submitted for consideration and vote, the new UN GTR on Electric Vehicle Safety (EVS) (ECE/TRANS/WP.29/2017/138, ECE/TRANS/WP.29/2017/139, ECE/TRANS/WP.29/AC.3/32) was established in the UN Global Registry on 14 March

2018 by consensus vote of the following contracting parties present and voting: Australia, Canada, China, the European Union (representing Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, the Netherlands, Romania, Slovakia, Slovenia, Spain, Sweden and the United Kingdom), India, Japan, Malaysia, Norway, the Republic of Korea, the Russian Federation, South Africa, Turkey and the United States of America.

**B. Proposal for Amendments to a UN GTR, if any (agenda item 14.2)**

*Documentation:* Informal document: WP.29-174-14

135. No new proposals for amendments to UN GTRs have been submitted under this agenda item.

**C. Proposal for amendments to Mutual Resolution No. 1 of the 1958 and 1998 Agreements (M.R.1) (agenda item 14.3)**

*Documentation:* ECE/TRANS/WP.29/2018/36  
Informal document: WP.29-174-14

136. Submitted for consideration and vote, the proposal for amendments to Mutual Resolution No. 1 of the 1958 and 1998 Agreements (M.R.1) (ECE/TRANS/WP.29/2018/36) was adopted on 14 March 2018 by consensus vote of the following contracting parties present and voting: Australia, Canada, China, the European Union (representing Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, the Netherlands, Romania, Slovakia, Slovenia, Spain, Sweden and the United Kingdom), India, Japan, Malaysia, Norway, the Republic of Korea, the Russian Federation, South Africa, Turkey and the United States of America.

**XVII. Consideration of technical regulations to be listed in the Compendium of Candidates for UN GTRs, if any (agenda item 15)**

137. Contracting parties did not, at this time, request consideration of this agenda item.

**XVIII. Guidance, by consensus decision, on those elements of draft UN GTRs that have not been resolved by the Working Parties subsidiary to the World Forum, if any (agenda item 16)**

138. Contracting Parties did not, at this time, request guidance under this agenda item.

**XIX. Exchange of information on new priorities to be included in the programme of work (agenda item 17)**

*Documentation:* ECE/TRANS/WP.29/2018/34  
Informal documents: WP.29-174-08/Rev.1 and WP.29-174-18

139. AC.3 resumed discussion on ECE/TRANS/WP.29/2018/34 aimed at providing an overview of the priority of the Programme of Work (PoW) of the development of UN GTRs or amendments to the existing ones.

140. The representative of ETRTO indicated that ECE/TRANS/WP.29/2018/34 was already outdated and suggested that it be amended.

141. The representative from OICA introduced WP.29-174-08/Rev.1 underlining that clarification was needed for the development of a UN GTR on Event Data Recorders (EDR), since EDRs need to be clearly distinguished from Data Storage Systems for Automated Driving (DSSAD), from a regulatory point of view. He explained that in EDRs, data such as vehicle speed, speed reduction, service brake, etc., is only recorded when triggered in the event of an accident, and EDRs can be applicable in conventional and automated vehicles to understand the conditions surrounding an accident. On the other hand, he stated, the DSSAD is necessary to support the vehicle information on automated driving, namely that data stored in these devices reflects whether the automated driving system is on or off, whether there is a transition demand from the system to the driver or does the driver ask the system to take over, does the driver take over, is there a minimum risk manoeuvre being executed, etc. He explained that this data might have to be registered any time and over a period of time in order to trace the behaviour of the autonomous vehicle, in other words whether the driver or the system was responsible for its actions. He emphasized that DSSADs are not relevant for conventional vehicles but only for automated vehicles with levels of automation three, four and five.

142. The representative of OICA also stated that clarification is needed on the priority area identified as Driver Availability Recognition, namely the level of automation that the system would be applicable for, in order to secure consistency with other documents developed in this context that link the system applicability to level three and higher automation.

143. The representative of OICA expressed support for the remaining items of the PoW (ECE/TRANS/WP.29/2018/34), in accordance with the comments provided in WP.29-174-08/Rev.1, except for the Longitudinal Control item, stating that the example given in the PoW refers to systems that are by definition level one, which as such would not require a new regulation to be developed. He noted that if the PoW refers to longitudinal control levels three and above, the issue should be handled under the item Framework Regulation on automated/autonomous vehicles level 3-5.

144. The representative of the European Union presented WP.29-174-18, jointly prepared by Japan and the European Union, which contains the seven priority areas of work on automated driving. The document proposes a distribution of activities among working parties, time horizon for their initiation and/or finalization as well as additional clarifications concerning the tentative steps to be taken.

145. The representative of the United States of America thanked the representatives of Japan and the European Union for their joint efforts to identify additional priorities, with approaches and possible timeframes to initiate the work. She stated that due to the importance of the work identified in the PoW for governments and industry stakeholders, the United States of America would review the document with the proposed regulatory approaches with national stakeholders and provide constructive comments at the next session of the World Forum.

146. Upon request for clarification from the representative of the United States of America, AC.3 experts explained that the “framework regulation” mentioned in the document was intended to contain provisions applicable to automated and autonomous vehicles in the context of both self-certification and type approval systems, supporting harmonization at global level.

147. The Chair of AC.3 proposed to defer discussions on ECE/TRANS/WP.29/2018/34 to the fifty-third session of AC.3, which was scheduled to be held on 20 June 2018, and to develop for that session a document as a basis for further deliberations on the PoW.

## **XX. Progress on the development of new UN GTRs and of amendments to established UN GTRs (agenda item 18)**

### **A. UN GTR No. 2 (Worldwide Motorcycle emission Test Cycle (WMTC)) (agenda item 18.1)**

148. The representative of the European Union, as technical sponsor for these activities, informed WP.29 of the status of work of the IWG on Environmental and Propulsion Performance Requirements (EPPR). He added that an informal document with the draft Amendment 4 to UN GTR No. 2 would be presented at the June 2018 session of GRPE. He expected that the official proposal would be submitted for consideration at the GRPE session in January 2019.

149. The representative of European Union reported that the IWG on EPPR had established a correspondence group to work on On-Board Diagnosis (OBD) 2 requirements. He added that other tasks would also involve working on durability issues.

150. He sought for further guidance to initiate the transposition from UN GTR No. 2 to UN Regulation. He finally requested support from other CPs to assist with the heavy work load.

### **B. UN GTR No. 3 (Motorcycle braking) (agenda item 18.2)**

151. The representative of Italy reported on the progress of work at GRRF on the harmonization of provisions of UN GTR No. 3 and UN Regulation No. 78 according to the mandate (ECE/TRANS/WP.29/AC.3/47). He explained that GRRF provided comments on the formal proposal submitted by Italy. He announced that GRRF would review a revised proposal at its September 2018 session for review.

### **C. UN GTR No. 6 (Safety glazing) (agenda item 18.3)**

152. The representative of the Republic of Korea reported on the progress of work of the IWG on Panoramic Sunroof Glazing (PSG) in developing an amendment to UN GTR No. 6. He announced that the IWG will be reviewing research results and the status of outstanding questions that were previously raised for consideration. He recalled to AC.3 that the next meeting of the IWG would take place in April 2018 during the 114<sup>th</sup> GRSG session.

### **D. UN GTR No. 7 (Head restraints) (agenda item 18.4)**

153. The representative of the United Kingdom gave a status report of the work of the IWG on Phase 2 of UN GTR No. 7 on head restraints. He reported that due to the lack of further post mortem subject data, the IWG could not make progress to establish injury criteria. He added that empirical alternatives would be likely explored. Therefore, he intended to work closely with the Chair of the IWG to fix a plan for the future development of the UN GTR and report at the June 2018 AC.3 session.

**E. UN GTR No. 9 (Pedestrian safety) (agenda item 18.5)**

*Documentation:* ECE/TRANS/WP.29/AC.3/45/Rev.1

154. The representative of the United States of America, on behalf of the Chair of GRSP, reiterated the request made by GRSP to extend the mandate of the IWG until December 2018 to complete the work on the Flexible Pedestrian Legform Impactor (FlexPLI) and the new improved bumper test (Phase 2 of the UN GTR). Moreover, he informed AC.3, that a process of Rulemaking had been initiated in his country on the new proposed head-form test and that a docket had been established to receive comments, by email to any member of the United States of America delegation AC.3 representatives were invited to provide their contributions.

155. The expert from the Republic of Korea informed AC.3 on the progress of work of the Task Force of Deployable Pedestrian Protection Systems (TF-DPPS) to design provisions covering active deployable systems in the bonnet area. He informed AC.3 that the Task Force decided to convert its status as an IWG to involve a higher participation of representatives of contracting parties. Finally, AC.3 endorsed the request of the IWG Phase 2 to extend its mandate and endorsed the revision of the authorization to develop the work on active deployable systems (ECE/TRANS/WP.29/AC.3/45/Rev.1) to transform the TF-DPPS as an IWG.

**F. UN GTR No. 13 (Hydrogen and Fuel Cell Vehicles (HFCV) – Phase 2) (agenda item 18.6)**

*Documentation:* ECE/TRANS/WP.29/AC.3/49

156. The representative of the United States of America, informed AC.3 about the last meeting held by the IWG Phase 2 in his country in February 2018. He informed AC.3 that the group was addressing a number of research items such as material compatibility, performance-based test for long-term stress rupture and potential revision of the scope to address additional vehicle classes (heavy-duty vehicles and buses). He added that due to the complexity of the work the IWG had decided to create five task forces, each of them addressing a specific issue. He announced that complete terms of reference would be submitted to GRSP for a first endorsement of the group and then submitted to the June 2018 session of AC.3.

**G. UN GTR No. 15 (Worldwide harmonized Light vehicle Test Procedures (WLTP) – Phase 2) (agenda item 18.7)**

*Documentation:* ECE/TRANS/WP.29/AC.3/49

Informal documents: WP.29-174-09 and WP.29-174-17

157. The representative of the European Union, as technical sponsor, informed AC.3 that Amendment 4 of UN GTR No. 15 had been finalized during the seventy-sixth GRPE session in January 2018. He announced that GRPE recommended to AC.3 the adoption of this Amendment 4 at its June 2018 session.

158. He added that the work of the IWG focused, at this stage, on the transposition of UN GTR No. 15 to a new UN Regulation annexed to the 1958 Agreement. He reported that a Task Force dealing with so called “new issues” had been created to work on In Service Conformity, Conformity of Production and durability. Other tasks, such as On Board Diagnostics and low temperature tests and electrified vehicles were planned for the 2019/20 time horizon.

159. The representative of the European Union presented WP.29-174-09, proposing a work item called Global Real Driving Emissions (RDE). He proposed that the existing RDE European legislation would be included in the Compendium of candidates. He also proposed the creation of an IWG on RDE and to discuss organizational details at the June 2018 session of GRPE. AC.3 invited the representative of the European Union to prepare an official proposal for formal adoption at the June 2018 session.

160. The representative of Japan, Co-Chair of the IWG on WLTP, mentioned the Japanese plan for RDE as presented during the last GRPE session of January 2018 (GRPE-76-18). He added that the legal text was expected to be published in March 2018 with a potential entry into force in October 2022.

161. He presented WP.29-174-17 proposing amendments to WP.29-174-09. He suggested that Japan could co-sponsor such activities.

162. The representative of Germany welcomed the initiative to work on the global harmonization of RDE. He wondered whether the RDE provision should be inserted in UN GTR No. 15 or in a new UN GTR.

163. The representative of the Republic of Korea also welcomed the initiative to work on RDE at the World Forum. He announced that his country would be willing to co-sponsor this work, involving its Ministry of Environment.

164. The representative of the Netherlands, Chair of GRPE, also welcomed the initiative to work on RDE at the World Forum. He invited all CPs to support the harmonization of RDE provisions with flexible positions, for example on the boundary conditions of the test. He suggested that contracting parties consider the possibility to include harmonized RDE provisions in a new GTR.

#### **H. UN GTR No. 16 (Tyres) (agenda item 18.8)**

165. The representative of the Russian Federation, on behalf of the Chair of the IWG on Tyre GTR recalled the activities on Amendment 2 to UN GTR No. 16 (Tyres) and the results of the meeting held in Brussels in November 2017. He informed delegates that an interim version of the amendment had been presented to GRRF at its February 2018 session. He also informed AC.3 about their memorandum on the possibility to develop a global marking for tyre as an alternative to existing national or regional marking. He announced that the next meeting of the group, was expected to be held in Canada in June 2018.

#### **I. Draft UN GTR on Electric Vehicle Safety (EVS) (agenda item 18.9)**

*Documentation:* ECE/TRANS/WP.29/AC.3/50

166. The representative of the United States of America, on behalf of the Chair of the IWG on EVS and of GRSP, informed AC.3 that the group had already started discussion on Phase 2 of the new established UN GTR No. 20. He recapped the main subject that the group intended to develop by referring to ECE/TRANS/WP.29/AC.3/50. AC.3 noted that the timeline proposed in the document had been confirmed and requested the secretariat to remove the square brackets and typos from the cover page, as reproduced in Annex III.



## **J. Draft UN GTR on Quiet Road Transport Vehicles (QRTV) (agenda item 18.10)**

167. The expert from the United States of America, Chair of IWG on Quiet Road Transport Vehicle GTR (QRTV GTR), recalled the recent entry into force of UN Regulation No. 138 on QRTV as well as of the Federal Motor Vehicle Safety Standard (FMVSS) on Minimum Sound Requirements for Hybrid and Electric Vehicles. He indicated that the IWG as a first step, intends to identify the differences between the requirements of Federal Motor Vehicle Safety Standards (FMVSS) and of the UN Regulation. He further indicated that the next IWG meeting was planned for April or May 2018 in cooperation with the GRB Chair and that the results would be reported to the June 2018 session of AC.3.

## **K. Electric vehicles and the environment (agenda item 18.11)**

*Documentation:* ECE/TRANS/WP.29/AC.3/46

168. The representative from Canada provided an update on the latest activities of the IWG on EVE, on behalf of EVE leadership. He indicated that there has been one meeting of the EVE IWG since the November 2017 WP.29 session, on 8 January 2018 in Geneva. He noted that IWG continued to make progress on its assigned areas of work and on developing a draft GTR for the determination of power of electrified vehicles. He reported that the drafting group was making good progress and laboratories had been identified in Europe, Asia and North America for validation testing. He added that the group was hoping to begin validation testing in the spring or summer of 2018, that the Joint Research Centre (JRC) had led the development of a model to estimate the durability of EV batteries. He stated that this model had been validated against long-term Electric Vehicle testing data supplied by Canada. The model and test data show good correlation. Several Canadian and European group members are collaborating on a report of the results that may be published in a technical journal. The IWG continued to work closely with the IWG on WLTP to ensure that the work of the two groups was complimentary and avoid duplication of efforts. The next meetings of the EVE IWG would be a two-day meeting in Tokyo on 27 and 28 March and half-day meeting in Geneva during the week of GRPE in June. The IWG was optimistic that it would have a power determination UN GTR ready for approval by AC.3 in November 2019 and a first draft of a report on the status of battery durability research in June 2018, as outlined in the mandate.

169. The representative from the Netherlands, Chair of GRPE, noted that GRPE was reflecting on whether it would be more appropriate that the UN GTR for the determination of power of electrified vehicles be an amendment to UN GTR No. 15 (WLTP) or a stand-alone UN GTR, and that this would be further considered at the GRPE session of June 2018.

## **XXI. Items on which the exchange of views and data should continue or begin (agenda item 19)**

### **A. Harmonization of side impact (agenda item 19.1)**

#### **1. Side impact dummies (agenda item 19.1 (a))**

170. The representative of the United States of America informed AC.3 that the plan of the activities of the IWG to harmonize the 50<sup>th</sup> percentile World Side Impact Dummy (SID)

and 5th percentile female dummy needed a revision and an extension of the mandate until December 2018. He explained that this revision was in view of a possible establishment of a new advisory group of experts from research institutes, test laboratories, dummy manufacturers and experts from the industry under the aegis of GRSP to regularly update M.R.1. AC.3 endorsed the request of extension of the mandate.

**2. Pole side impact (agenda item 19.1 (b))**

171. No subject was raised under this agenda item.

**B. Specifications for the 3-D H-point machine (agenda item 19.2)**

172. The representative of Spain, on behalf of the Chair of the IWG, informed AC.3 about the outcome of work of the IWG and invited AC.3 to examine GRSP-62-24 distributed at the December 2017 session of GRSP, which provides full details of the progress of the IWG.

**XXII. Other business (agenda item 20)**

**Proposal for amendments to Special Resolution No. 2  
(agenda item 20.1)**

*Documentation:* Informal document WP.29-173-05

173. Due to the lack of time, AC.3 agreed to allocate more time at its June 2018 session to discuss this issue, possibly on the basis of a revised document.

**D. Administrative Committee of the 1997 Agreement (AC.4)**

**XXIII. Establishment of the Committee AC.4 (agenda item 21)**

*Documentation:* Informal document WP.29-174-15

174. The Administrative Committee (AC.4) did not convene, as the quorum could not be established.

**XXIV. Amendments to UN Rules annexed to the 1997 Agreement  
(agenda item 22)**

*Documentation:* Informal documents: WP.29-174-15

175. No further supplementary information was provided beyond agenda item 7.2. (see para. 115 above)

**XXV. Establishment of new Rules annexed to the 1997 Agreement  
(agenda item 23)**

*Documentation:* ECE/TRANS/WP.29/2017/134  
ECE/TRANS/WP.29/2017/135  
Informal document WP.29-174-15

176. No further supplementary information was provided beyond agenda item 7.4. (see para. -119 above)

**XXVI. Other business (agenda item 24)**

177. No subject was raised under this agenda item.

## Annex I

**List of informal documents (WP.29-174-...) distributed  
without a symbol during the 174th session**

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
01	Secretariat	2.2	E	WP.29, Working Parties, Informal Working Groups and Chairmanship	(a)
02	Secretariat	2.2	E	Draft calendar of meetings for 2018	(a)
03	IMMA	4.2.2	E	Supplements adopted before or at 173/WP.29 sessions	(a)
04	IWG on IWVTA	4.2.2, 4.3 and 4.4	E	Report to the 174th session from the 26th IWVTA Informal Group meeting (Phase 2)	(a)
05	IWG on DETA	4.5	E	Request by the IWG on DETA for decisions to be taken by WP.29, 174th session	(a)
06	Co-Chairs of the IWG on PTI	7.1	E	Report to WP.29 about the results of the 10th meeting of the IWG on PTI	(a)
07	IWG on PTI	7.1	E	ToR of the IWG on PTI	(b)
08	OICA	17	E	OICA comments on 1998 Draft programme of work WP.29/2018/34	(a)
09	European Union	18.7	E	The European Real Driving Emissions methodology: Steps for global harmonization under the 1998 Agreement	(b)
10	Secretariat	1	E	Annotated provisional agenda	(a)
11	OICA and IMMA	4.2.2	E	Guidelines on Regulatory Procedures and Transitional Provisions	(a)
12	Republic of South Africa	6	E	South Africa - Signatories to the 1958 and 1998 Agreements	(a)
13	Secretariat	2.4	E	List of main decisions of the 80 <sup>th</sup> session of the Inland Transport Committee	(a)
14	Secretariat	12, 14-14.3	E	Establishment of AC.3 of the 1998 Agreement Fifty-first session; Consideration and vote by AC.3	(a)

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
15	Secretariat	21-23	E	Tenth session of AC.4 - Determination of the Quorum; Consideration and vote by AC.4	(a)
16	Secretariat	5.1 and 13	E	Status of the 1998 Agreement	(a)
17	Japan	18.7	E	Japan's position regarding the informal document WP.29-174-09	(a)
18	European Union and Japan	17	E	New Priorities	(a)
19	DETA	4.5	E	UN Vehicle Information Exchange Database	(a)
20	OICA	4.2.2	E	Review of supplements to ECE- Regulations under GRSP	(a)

*Notes:*

- (a) Consideration completed or to be superseded.
- (b) Continue consideration at the next session

## Annex II

### Status of the 1998 Agreement of the global registry and of the compendium of candidates\*

#### Situation on priorities and proposals to develop UN GTRs as of 7 March 2018

##### GRRF

Item	Informal group (Yes-No)/ Chair & Vice- Chair		Tech. sponsor	Formal proposal (ECE/TRANS/ WP.29/...)		Proposal for a draft gtr (ECE/TRANS/WP.29/..)	State of play/Comments
[Amendment 3] to UN GTR No. 3 (motorcycle brake systems)	-		Italy	AC.3/47	-		GRRF is expected to resume discussion on this item at its September 2018 session
[Amendment 2] to UN GTR No. 16 (Tyres)	Yes/Russian Federation		Russian Federation	AC.3/48	-		GRRF is expected to resume discussion on this item at its September 2018 session

##### GRSP

Item	Informal group (Yes-No)/ Chair & Vice-Chair		Tech. sponsor	Formal proposal (ECE/TRANS/ WP.29/...)		Proposal for a draft gtr (ECE/TRANS/WP.29/..)	State of play/Comments
Phase 2 of UN GTR No. 7 (Head Restraints)	Yes/UK		Japan	AC.3/25/ Rev.1	2014/86 (fourth progress report)		GRSP is expected to resume discussion addressing all issues, including draft Addendum 1 to the M.R.1 at its May 2018 session.
					GRSP/2015/34 (Draft UN GTR)		
Amendment 2 - Phase 2 of UN GTR No. 9 (Flex-PLI) (Pedestrian Safety)	Yes/ Germany/ Japan		Germany/ Japan	AC.3/24	GRSP/2014/15 (Draft UN GTR) GRSP/2017/3 GRSP/2015/2 GRSP/2014/16 (fifth progress report) GRSP/2015/2		GRSP will resume discussion at its May 2018 session on IARVs and on the draft UN GTR, altogether with a proposal addressing bumper test. AC.3 extended the mandate of the IWG until December 2018.

\* Information on the contracting parties (36), the Global Registry and the Compendium of Candidates are in document ECE/TRANS/WP.29/1073/Rev.18.

<i>Item</i>	<i>Informal group (Yes-No)/ Chair &amp; Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/ WP.29)/.../ Proposal for a draft gtr (ECE/TRANS/WP.29/..)</i>	<i>State of play/Comments</i>
Amendment 3 to UN GTR No. 9		Netherlands	AC.3/31 GRSP/2012/2 GRSP/2014/5	GRSP will consider a proposal concerning points of contact of headform impactors at its May 2018 session addressing the Phase 2 of the UN GTR.
Amendment 4 to UN GTR No. 9		Republic of Korea	AC.3/45/Rev.1	GRSP will resume consideration on possible proposal of amendment to the UN GTR to provide the test procedure for deployable systems of the outer surface to ensure an adequate protection of pedestrians. The task force conversion to an IWG was endorsed by AC.3.
Phase 2 of UN GTR No. 13 (HFCV)		Japan, Republic of Korea and the European Union	2017/56	A proposal of authorization to develop the Phase 2 of the UN GTR was adopted by AC.3 at its March 2017 session.
UN GTR No. 14 (PSI)	Yes/ Australia	Australia	AC.3/28	No new information was provided at the November 2017 session of AC.3.
UN GTR on EVS	Yes/USA/ EU/ Japan/ China	EU/ Japan/ USA/ China	AC.3/32 2017/138 (Draft UN GTR Phase 1) 2017/139 (Final report of the development of UN GTR on EVS) AC.3/32 (Authorization to develop Phase 1) 2017/143 (Request of authorization to develop Phase 2)	GRSP is expected to start Phase 2 concerning the long-term research. AC.3: i) Deferred the vote to establish in the Global Registry the UN GTR (Phase 1) at its March 2018 sessions and ii) endorsed the authorization to develop Phase 2.

**GRPE**

<i>Item</i>	<i>Informal group (Yes-No)/ Chair &amp; Vice- Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/WUN GTR P.29/...)/</i>	<i>Proposal for a draft (ECE/TRANS/WP.29/..)</i>	<i>State of play/Comments</i>
Amendments to UN GTR No. 2 (WMTC)	Yes/EU (EPPR)	EU	AC.3/36/ Rev.1 (based on 2015/113)		GRPE was informed about the ongoing work by the IWG on EPPR on the development of amendments to UN GTR No. 2.
Amend. 4 to UN GTR No. 15 (WLTP)	Yes/ Netherland s (WLTP)	EU/ Japan	AC.3/44 (based on 2016/73)		GRPE will resume discussion on this matter at the June 2018 session.
Amend 1 to UN GTR No. 19 (WLTP EVAP)	Yes (WLTP)	EU/ Japan	AC.3/44 (based on 2016/73)		GRPE reviewed a proposal recommended for adoption by AC.3 in June 2018.
Electric vehicles and the environment (EVE)	Yes/USA/ China/ Japan	Canada/ China/EU/ Japan/USA	AC.3/46 (based on 2016/11)		GRPE was informed about the ongoing work by the IWG on EVE as part B of the mandate.

**GRB**

<i>Item</i>	<i>Informal group (Yes-No)/ Chair &amp; Vice- Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/ WP.29/...)/</i>	<i>Proposal for a draft UN GTR (ECE/TRANS/WP.29/...)</i>	<i>State of play/Comments</i>
Quiet Road Transport Vehicle	Yes/USA/ Japan	EU/Japan/ USA	AC.3/33 (Including ToR)		AC.3 expects a progress report of the ITWG on QRTV

**GRSG**

<i>Item</i>	<i>Informal group (Yes-No)/ Chair &amp; Vice- Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/ WP.29/...)/</i>	<i>Proposal for a draft UN GTR (ECE/TRANS/WP.29/...)</i>	<i>State of play/Comments</i>
Panoramic Sunroof Glazing (PSG)	Yes/Korea/ Germany	Korea	AC.3/41		AC.3 extended the mandate of the IWG on PSG until June 2018. On 30 January 2018, AC.3 established in the Global Registry Corrigendum 2 to UN GTR No. 6 (clarifying the scope).



## Subjects for exchange of views

<i>Working Party</i>	<i>Item</i>	<i>Inf. group (Yes-No)/ Chair &amp; Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal ECE/TRANS/WP.29/...</i>	<i>State of play.</i>
GRSP	Crash compatibility	<i>No</i>	No	---	No new information was provided.
GRSP	Harmonized side impact dummies	<i>Yes</i>	USA	2010/88 (second progress report)	AC.3 was informed on the progress made in relation to the 5th percentile female dummy and noted that a redesign of the dummy might be necessary. AC.3 extended the mandate of the IWG until December 2017.
WP.29	ITS	<i>No</i>	---	---	No new information was provided to AC.3.
WP.29	Electric Vehicles and Environment	<i>Yes</i>	USA, Canada, China, EU	---	AC.3 received a status report from the IWG on EVE where the good coordination with the IWG on WLTP was highlighted. A report to GRPE at its June 2016 session is envisaged. AC.3 expects the results of part A of the mandate for its November 2016 session.
WP.29	New technology not yet regulated	<i>No</i>	No	---	Exchange of views took place on priorities for work on new technologies including automated driving functionalities, in-vehicle communications, cyber security and data protection

## Annex III

### **Adopted amendments to ECE/TRANS/WP.29/AC.3/50 (see para. 149 of this report)**

*The note on the cover page, amend to read:*

"The text reproduced below was prepared by the representatives of China, Japan, United States of America and European Union to develop Phase 2 of the United Nations Global Technical Regulation (UN GTR) No. 20 on electric vehicle safety. It was adopted by the Executive Committee (AC.3) of the 1998 Agreement at its November 2017 session (ECE/TRANS/WP.29/1135, para. 143). It is based on ECE/TRANS/WP.29/2017/143. This authorization is transmitted to the Working Party on Passive Safety (GRSP). This document, shall be appended to the UN GTR in accordance with the provisions of paragraphs 6.3.4.2., 6.3.7. and 6.4. of the 1998 Agreement."

*Paragraph 6, remove square brackets from the text.*

## Annex IV

### World Forum for Harmonization of Vehicle Regulations (WP.29): Working Parties, Informal Working Groups and Chairmanship

	<i>Informal working groups</i>	<i>Chair/ Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
<b>WP.29</b>	<b>World Forum</b>	<b>Mr. A. Erario</b> <b>Mr. B. Kisulenko</b>	<b>Italy</b> <b>Russian Federation</b>	<b>2020</b>
	Intelligent Transport Systems (ITS)	Mr. H. Inomata Mr. I. Yarnold	Japan UK	March 2020
	Electronic Database for the Exchange of Type Approval documentation (DETA)	Mr. Paeslack	Germany	June 2019
	International Whole Vehicle Type Approval (IWVTA)	Mr. T. Onoda Ms. M. Teles Romao	Japan EC	November 2019
	Enforcement Working Group	Mr. E. Wondimneh	USA	2018
	Periodic Technical Inspections (PTI)	Mr. P. Striekwold Mr. V. Komarov	Netherlands Russian Federation	November [2019]
<b>GRB</b>	<b>Noise</b>	<b>Mr. S. Ficheux</b> <b>Mr. A. Bocharov</b>	<b>France</b> <b>Russian Federation</b>	<b>2020</b>
	Quiet Road Transport Vehicles (QRTV gtr)	Mr. E. Wondimneh Mr. I. Sakamoto	USA Japan	December 2018
	Additional Sound Emission Provisions (ASEP)	Mr. L.-F. Pardo Mr. D. Xie Mr. K. Okamoto	France China Japan	September 2019
<b>GRE</b>	<b>Lighting and Light-Signalling</b>	<b>Mr. M. Loccufier</b> <b>Mr. D. Rovers</b>	<b>Belgium</b> <b>Netherlands</b>	<b>2020</b>
	Simplification of the Lighting and Light Signalling Regulations (SLR)	Mr. M. Loccufier	Belgium	December 2018
	Visibility, Glare and Levelling	Mr. T. Targosinski	Poland	November 2017
<b>GRPE</b>	<b>Pollution and Energy</b>	<b>Mr. A. Rijnders</b>	<b>Netherlands</b>	<b>2020</b>
	Environmental and Propulsion Performance Requirements of L-category vehicles (EPPR)	Mr. A. Perujo	EC	December 2020
	Electric Vehicle and Environment (EVE)	Mr. M. Olechiw Mrs. C. Chen Mr. K. Narusakawa	USA China Japan	November 2018
	Particle Measurement Programme (PMP)	Mr. G. Martini	EC	June 2019
	Vehicle Interior Air Quality (VIAQ)	Mr. A. Kozlov Mr. J Lim	Russian Federation Republic of Korea	November 2020
	Worldwide harmonized Light vehicles Test Procedures (WLTP Phase 2)	Mr. R. Cuelenaere Mr. D. Kawano	Netherlands Japan	December 2019
<b>GRRF</b>	<b>Brakes and Running Gear</b>	<b>Mr. B. Frost</b> <b>Mr. H. Morimoto</b>	<b>UK</b> <b>Japan</b>	<b>2020</b>
	Modular Vehicle Combinations (MVC)	Mr. A. Gunneriusson	Sweden	February 2019
	Agricultural Coupling Devices and Components (ACDC)	Mr. A Schauer	Germany	September 2017

	<i>Informal working groups</i>	<i>Chair/ Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
	Advanced Emergency Braking Systems (AEBS)	Mr. A. Lagrange <sup>1</sup> Mr. T. Hirose <sup>1</sup>	EC Japan	September 2018
	Automatically Commended Steering Functions (ACSF)	Mr. C. Theis <sup>1</sup> Mr. H. Morimoto <sup>1</sup>	Germany Japan	February 2019
<b>GRSP</b>	<b>Passive Safety</b>	<b>Mr. N. Nguyen</b> <b>Mr. Jae-Wan Lee</b>	<b>USA</b> <b>Republic of Korea</b>	<b>2020</b>
	Harmonization of side impact dummies	Mr. D. Sutula	USA	December 2018
	UN GTR No. 7 on Head Restraints - Development of Phase 2	Mr. B. Frost	UK	June 2018
	UN GTR No. 9 on Pedestrian Safety – Development of Phase 2	Mr. R. Damm	Germany	December 2018
	UN GTR No. 9 on Pedestrian Safety Deployable – Pedestrian Protection Systems (DPPS)	Mr. J. S. Park	Republic of Korea	December 2018
	Electric Vehicle Safety (EVS) – Phase 2	Mr. N. Nguyen	USA China and EC Vice-Chairs	December 2021
	Specification of the 3D-H machine	Mr. L. Martinez	Spain	Tbd
	Hydrogen and Fuel Cell Vehicles (HFCV) – Phase 2	Tbd	Tbd	December 2020
	Protective helmets	Mr. L. Rocco	Italy	Tbd
<b>GRSG</b>	<b>General Safety</b>	<b>Mr. A. Erario</b> <b>Mr. K. Hendershot</b>	<b>Italy</b> <b>Canada</b>	<b>2020</b>
	Panoramic Sunroof Glazing (PSG)	Mr. S. Eom Mr. T. Fuhrmann	Republic of Korea Germany	June 2018
	Awareness of Vulnerable Road Users proximity (VRU-Proxi)	Mr. P. Broertjes Mr. Y. Matsui	EC Japan	April 2021

### **World Forum for Harmonization of Vehicle Regulations (WP.29): Administrative/Executive Committees and Chairmanship**

	<i>Committees</i>	<i>Chair Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
AC.1	Administrative Committee of the 1958 Agreement	Mr. A. Erario Mr. B. Kisulenko	Italy Russian Federation	N.a.
AC.2	Administrative Committee for the coordination of work	Mr. A. Erario	Italy	2020
AC.3	Executive Committee of the 1998 Agreement	Mr. H. Inomata Mr. I. Yarnold Mr. E. Wondimneh	Japan UK USA	N.a.
AC.4	Administrative Committee of the 1997 Agreement	Mr. B. Kisulenko	Russian Federation	N.a.

<sup>1</sup> Co-Chairs of the IWG

## Annex V

## Calendar of Meetings of WP.29, GRs and Committees for 2018

Including information on interpretation, pre-reserved meeting rooms, deadlines for documents and number of delegates

Month	Meeting (title and session No.)	Dates proposed	Schedule	Half-days	Interpretation	Salle	12 weeks deadline	Delegates
JANUARY	Working Party on Pollution and Energy (GRPE) (76th session)	9-12	p.m./a.m.	6	Yes	XII	9.10.2017	150
JANUARY	Working Party on Noise (GRB) (67th session)	24-26	p.m./p.m.	5	Yes	XI	30.10.2017	80
FEBRUARY	Working Party on Brakes and Running Gear (GRRF) (85th session)	12-16	p.m./a.m.	8	Yes	XI	20.11.2017	130
MARCH	Administrative Committee for the Coordination of Work (WP.29/AC.2) (126th session)	12	a.m./p.m.	2	No	S4		35
MARCH	World Forum for Harmonization of Vehicle Regulations (WP.29) (174th); Admin. Committee of the 1958 Agreement (AC.1: 68th session); Executive Committee of the 1998 Agreement (AC.3: 52nd session); Admin. Committee of the 1997 Agreement (AC.4: 13th session)	13-16 (14-15) 15	a.m./a.m. (p.m.) p.m./a.m. p.m.)	7	Yes	XII	4.12.2017	160
APRIL	Working Party on General Safety Provisions (GRSG) (114th session)	9-13	p.m./a.m.	8	Yes	VII	15.1.2018	120
APRIL	Working Party on Lighting and Light-Signalling (GRE) (79th session)	24-27	a.m./p.m.	8	Yes	XII	29.1.2018	100
MAY	Working Party on Passive Safety (GRSP) (63rd session)	14-18	p.m./a.m.	8	Yes	VII	19.2.2018	120
JUNE	Working Party on Pollution and Energy (GRPE) (77th session)	5-8	p.m./a.m.	6	Yes	XXI V	12.3.2018	150
JUNE	Administrative Committee for the Coordination of Work (WP.29/AC.2) (127th session)	18	a.m./p.m.	2	No	S4		35
JUNE	World Forum for Harmonization of Vehicle Regulations (WP.29) (175th session); Admin. Committee of the 1958 Agreement (AC.1: 69th session); Executive Committee of the 1998 Agreement (AC.3: 53rd session); Admin. Committee of the 1997 Agreement (AC.4: 14th session)	19-22 (20-21) 21	a.m./a.m. (p.m.) p.m./a.m. p.m.)	7	Yes	XVI	26.3.2018	160
SEPTEMBER	Working Party on Noise (GRB) (68th session)	12-14	p.m./p.m.	5	Yes	V	18.6.2018	80
SEPTEMBER	Working Party on Brakes and Running Gear (GRRF) (86th session)	25-28	a.m./a.m.	7	Yes	XI	2.7.2018	130
OCTOBER	Working Party on General Safety Provisions (GRSG) (115th session)	9-12	a.m./a.m.	7	Yes	XII	16.7.2018	120
OCTOBER	Working Party on Lighting and Light-Signalling (GRE) (80th session)	23-26	a.m./a.m.	7	Yes	VII	30.7.2018	100
NOVEMBER	Administrative Committee for the Coordination of Work (WP.29/AC.2) (128th session)	12	a.m./p.m.	2	No	XXI		35
NOVEMBER	World Forum for Harmonization of Vehicle Regulations (WP.29) (176th session); Admin. Committee of the 1958 Agreement (AC.1: 70th session); Executive Committee of the 1998 Agreement (AC.3: 54th session); Admin. Committee of the 1997 Agreement (AC.4: 15th session)	13-16 14 14-15 15	a.m./a.m. a.m. p.m./a.m. p.m./a.m.)	7	Yes	XXI	20.8.2018	160
DECEMBER	Working Party on Passive Safety (GRSP) (64th session)	11-14	a.m./a.m.	7	Yes	XVII	17.9.2018	120
		<b>TOTAL: 109 half days = 54.5 days</b>						

Except the three sessions of the Administrative Committee (WP.29/AC.2) (without interpretation), all sessions are **PUBLIC**

The sessions scheduled "p.m./a.m." will begin in the afternoon, at 2.30 p.m. on the indicated date and are expected to last to 12.30 p.m. on the indicated date.

The sessions scheduled "p.m./p.m." will begin in the afternoon, at 2.30 p.m. on the indicated date and are expected to last to 5.30 p.m. on the indicated date.

The sessions not marked in the column "schedule" start at 9.30 a.m. on the indicated date and are expected to last to 5.30 p.m. on the indicated date.

The sessions of WP.29/AC.2 and of the World Forum (WP.29) begin at 10.00 a.m. (the first day only). During the WP.29 sessions, the Administrative Committee of the 1958 Agreement (AC.1) will hold its sessions usually on Wednesday morning, sessions of the Executive Committee of the 1998 Agreement (AC.3) are expected to be held on Wednesday afternoon, and sessions of the Administrative Committee of 1997 Agreement (AC.4) would be held on Wednesday morning following AC.1, if necessary.

*Note:* Geneva Motor Show, Palexpo: 6 – 18 March 2018; (Press days: 6 & 7 March 2018)