



Economic and Social Council

Distr.: General
31 March 2017

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

171st session

Geneva, 14-17 March 2017

Reports of the

**World Forum for Harmonization of Vehicle Regulations on
its 171st session**

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

**Executive Committee of the 1998 Agreement on its forty-
ninth session**

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

Contents

	<i>Paragraphs</i>	<i>Page</i>
A. World Forum for Harmonization of Vehicle Regulations		
I. Attendance.....	1	6
II. Opening statements	2-9	6
III. Adoption of the agenda (agenda item 1)	10-11	8
IV. Coordination and organization of work (agenda item 2).....	12-31	8
A. Report of the session of the Administrative Committee for the Coordination of Work (WP.29/AC.2) (agenda item 2.1).....	12-21	8
B. Programme of work, documentation and calendar of sessions for the year 2017 (agenda item 2.2)	22-23	9
C. Intelligent Transport Systems and automated vehicles (agenda item 2.3)	24-30	9
D. Follow-up to the seventy-eighth session of the Inland Transport Committee (ITC) (agenda item 2.4).....	31	10
V. Consideration of the reports of the Working Parties (GRs) subsidiary to WP.29 (agenda item 3).....	32-	11
A. Working Party on Noise (GRB) (Sixty-fourth session, 5-7 September 2016) (agenda item 3.1).....	32	11
B. Working Party on Brakes and Running Gear (GRRF) (Eighty-second session, 20-23 September 2016) (agenda item 3.2)	33	11
C. Working Party on General Safety Provisions (GRSG) (111th session, 10-14 October 2016) (agenda item 3.3)	34	11
D. Working Party on Lighting and Light-Signalling (GRE) (Seventy-sixth session, 25-28 October 2016) (agenda item 3.4)	35	11
E. Highlights of the recent sessions (agenda item 3.5).....	36-52	12
1. Working Party on Passive Safety (GRSP) (Sixtieth session, 13-16 December 2016) (agenda item 3.5.1)	36-40	12
2. Working Party on Pollution and Energy (GRPE) (Seventy-fourth session, 10-13 January 2017) (agenda item 3.5.2).....	41-43	12
3. Working Party on Brakes and Running Gear (GRRF) (Eighty-third session, 23-27 January 2017) (agenda item 3.5.3)	44-49	12
4. Working Party on Noise (GRB) (Sixty-fifth session, 15-17 February 2017) (agenda item 3.5.4).....	50-52	13
VI. 1958 Agreement (agenda item 4)	53-86	13
A. Status of the Agreement and of the annexed Regulations (agenda item 4.1).	53-55	13
B. Guidance requested by the Working Parties on matters related to Regulations annexed to the 1958 Agreement (agenda item 4.2).....	56-59	14
1. Reproduction and reference to private standards in Regulations, global technical regulations (gtrs) and Rules (agenda item 4.2.1).....	57	14

2.	Guidance on amendments to Regulations annexed to the 1958 Agreement (agenda item 4.2.2)	58-59	14
C.	Development of the International Whole Vehicle Type Approval (IWVTA) system (agenda item 4.3)	60-62	14
D.	Draft Revision 3 to the 1958 Agreement (agenda item 4.4)	63-64	15
E.	Development of an electronic database for the exchange of type approval documentation (DETA) (agenda item 4.5)	65-66	15
F.	Consideration of draft amendments to existing Regulations submitted by GRB (agenda item 4.6)	67	16
G.	Consideration of draft amendments to existing Regulations submitted by GRRF (agenda item 4.7)	68-70	16
H.	Consideration of draft amendments to existing Regulations submitted by GRSG (agenda item 4.8).....	71	16
I.	Consideration of draft amendments to existing Regulations submitted by GRE (agenda item 4.9)	72-74	17
J.	Consideration of draft amendments to existing Regulations submitted by GRPE (agenda item 4.10)	75-81	17
K.	Consideration of draft corrigenda to existing Regulations submitted by GRRF (agenda item 4.11)	82	18
L.	Consideration of draft corrigenda to existing Regulations submitted by the secretariat, if any (agenda item 4.12)	83	18
M.	Consideration of proposals for new Regulations submitted by the Working Parties subsidiary to the World Forum (agenda item 4.13)...	84	18
N.	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 4.14).....	85-86	18
VII.	1998 Agreement (agenda item 5)	87-88	18
	Status of the Agreement, including the implementation of paragraph 7.1 of the Agreement (agenda item 5.1)	87-88	18
VIII.	Exchange of views on national/regional rulemaking procedures and implementation of established Regulations and/or global technical regulations into national/regional law (agenda item 6)	89	19
IX.	1997 Agreement (Periodical Technical Inspections) (agenda item 7).....	90-100	19
A.	Status of the Agreement (agenda item 7.1).....	90-91	19
B.	Update of Rules Nos. 1 and 2 (agenda item 7.2)	92-96	20
C.	Establishment of requirements for testing equipment, for skills and training for inspectors and for supervision of test centres (agenda item 7.3).....	97-100	20
X.	Other Business (agenda item 8).....	101-114	21
A.	Exchange of information on enforcement of issues on defects and non-compliance, including recall systems (agenda item 8.1)	101-105	21

B.	Consistency between the provisions of the 1968 Vienna Convention and the technical provisions of the vehicle Regulations and gtrs adopted in the framework of the 1958 and 1998 Agreements (agenda item 8.2)	106	22
C.	Proposal for amendments to the Consolidated Resolution on the Construction of Vehicles (R.E.3) (agenda item 8.3)	107	22
D.	Road Safety Targets and Indicators (agenda item 8.4)	108-112	22
E.	Documents for publication (agenda item 8.5)	113-114	23
XI.	Adoption of the report (agenda item 9)	115	23
B. Administrative Committee of the 1958 Agreement (AC.1)			
XII.	Establishment of the Committee AC.1 (agenda item 10)	116-117	24
XIII.	Proposals for amendments and corrigenda to existing Regulations and for new Regulations – Voting by AC.1 (agenda item 11)	118	24
C. Executive Committee of the 1998 Agreement (AC.3)			
XIV.	Establishment of the Committee AC.3 and the election of officers for 2017 (agenda item 12)	119-120	27
XV.	Monitoring of the 1998 Agreement: Reports of the Contracting Parties regarding the transposition of global technical regulations and their amendments into their national/regional law (agenda item 13)	121	27
XVI.	Consideration and vote by AC.3 of draft global technical regulations and/or draft amendments to established global technical regulations, if any (agenda item 14)	122-123	27
	A. Proposal for a new global technical regulation, if any (agenda item 14.1)	122	27
	B. Proposal for amendments to a global technical regulation, if any (agenda item 14.2)	123	27
XVII.	Consideration of technical regulations to be listed in the Compendium of Candidates for global technical regulations, if any (agenda item 15)	124-125	28
	Listing Number 13: United States of America Environmental Protection Agency and National Highway Traffic Safety Administration, Department of Transportation, Program for Revisions and Additions to the Motor Vehicle Fuel Economy Label: New Fuel Economy and Environmental Labels for a New Generation of Vehicles (agenda item 15.1)	125	28
XVIII.	Guidance, by consensus decision, on those elements of draft global technical regulations that have not been resolved by the Working Parties subsidiary to the World Forum, if any (agenda item 16)	126	28
XIX.	Exchange of information on new priorities to be included in the programme of work (agenda item 17)	127-140	28
XX.	Progress on the development of new global technical regulations and of amendments to established global technical regulations (agenda item 18)	141-156	30
	A. Global technical regulation No. 1 (Door locks and door retention components) (agenda item 18.1)	141	30

B.	Global technical regulation No. 2 (Worldwide Motorcycle emission Test Cycle (WMTC)) (agenda item 18.2)	142	30
C.	Global technical regulation No. 3 (Motorcycle braking) (agenda item 18.3)	143-144	31
D.	Global technical regulation No. 6 (Safety glazing) (agenda item 18.4)	145	31
E.	Global technical regulation No. 7 (Head restraints) (agenda item 18.5)	146-147	31
F.	Global technical regulation No. 9 (Pedestrian safety) (agenda item 18.6)	148-149	31
G.	Global technical regulation No. 15 (Worldwide harmonized Light vehicle Test Procedures (WLTP) – Phase 2) (agenda item 18.7)	150	32
H.	Global technical regulation No. 16 (Tyres) (agenda item 18.8)	151-153	32
I.	Draft global technical regulation on Electric Vehicles Safety (EVS) (agenda item 18.9)	154-155	33
J.	Draft global technical regulation on Quiet Road Transport Vehicles (QRTV) (agenda item 18.10)	156	33
XXI.	Items on which the exchange of views and data should continue or begin (agenda item 19)	157-163	34
A.	Harmonization of side impact (agenda item 19.1)	157-158	34
1.	Side impact dummies (agenda item 19.1 (a))	157	34
2.	Pole side impact (agenda item 19.1 (b))	158	34
B.	Electric vehicles and the environment (EVE) (agenda item 19.2)	159-160	34
C.	Specifications for the 3-D H point machine (agenda item 19.3)	161	34
D.	Hydrogen and Fuel Cell vehicles (HFCV) (gtr No. 13) – Phase 2 (agenda item 19.4)	162-163	35
XXII.	Other business (agenda item 20)	164-166	35
	Proposal of amendments to Special Resolution No.2 (agenda item 20.1)	164-166	35

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

XXIII.	Establishment of the Committee AC.4 and election of officers for the year 2017 (agenda item 21)	167-69	35
XXIV.	Amendments to Rules Nos. 1 and 2 (agenda item 22)	170	36
XXV.	Establishment of requirements for testing equipment, for skills and training of inspectors and for supervision of test centres (agenda item 23)	171	36
XXVI.	Other business (agenda item 24)	172	36

Annexes

I.	List of informal documents (WP.29-171-...) distributed without a symbol during the 171st session	37
II.	Status of the 1998 Agreement of the global registry and of the compendium of candidates	41
III.	World Forum for Harmonization of Vehicle Regulations (WP.29): Working Parties, Informal Working Groups and Chairmanship (01/03/2017)	45
IV.	Adopted amendments to ECE/TRANS/WP.29/2017/10 (consolidated)	48

I. Attendance

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) held its 171st session from 14 to 17 March 2017, chaired by Mr. A. Erario (Italy). The following countries were represented, following Rule 1(a) of the Rules of Procedure of WP.29 (TRANS/WP.29/690 and ECE/TRANS/WP.29/690/Amend.1 and Amend.2): Australia; Austria; Belgium, Bosnia and Herzegovina; Brazil; Canada; China; Croatia; Czech Republic; France; Germany; Hungary; India; Italy; Japan; Latvia, Luxembourg; Malaysia; Netherlands; Norway, Pakistan; Poland; Portugal; Republic of Korea; Romania; Russian Federation; Slovakia; Singapore; South Africa; Spain; Sweden; Switzerland; Turkey; United Kingdom of Great Britain and Northern Ireland and United States of America. Representatives of the European Union (EU) participated. The following governmental organizations were represented: World Health Organization (WHO), International Telecommunication Union (ITU) and Eurasian Economic Commission (EEC). The following non-governmental organizations were also represented: Association for Emissions Control by Catalyst (AECC); Consumers International (CI); European Association of Automotive Suppliers (CLEPA/MEMA/JAPIA)¹; European Tyre and Rim Technical Organisation (ETRTO); Foundation for the Automobile and Society (FIA Foundation); Global New Car Assessment Programme (Global NCAP); International Automotive Lighting and Light Signalling Expert Group (GTB); International Electrotechnical Commission (IEC); International Motorcycle Manufacturers Association (IMMA); International Motor Vehicle Inspection Committee (CITA) and the International Organization of Motor Vehicle Manufacturers (OICA).

II. Opening statements

Documentation: Informal documents: WP.29-171-31, WP.29-171-35 and WP.29-171-37

2. The Chair of the World Forum welcomed the representatives to the World Forum and introduced the opening speakers: the Secretary of WP.29, the representative of the EEC and the representative of Malaysia.

3. In absence of the Director of the Sustainable Transport Division, the Secretary of the World Forum welcomed the delegates to the 171st session of the World Forum. He briefed the WP.29 on the 70th anniversary session of the Inland Transport Committee (ITC), held in February 2017, and on side events that took place during that session. He introduced the Ministerial declaration signed at the Ministerial Meeting which took place within the scope of the ITC. He also introduced the Strategy of the ITC, containing a reflection on the past 70 years of activities especially the role of the ITC in post-World War II Europe, as well as on all activities and the formation of various working parties, agreements and conventions defining its role today as being a global active body based within a Regional Commission.

4. All WPs were invited to reflect on the Strategy document through the four questions identified in para. 46 of this document: (i) What ways to go, which priorities to follow, how to stay and even increase dynamism ? (ii) What changes in the conventions will be warranted by 2030 and beyond, in terms of their regional and global scopes? (iii) How to further address the pressure between the regional status and the global role and relevance ? (iv) Are any changes warranted in the governance structure ? Any feedback to the ITC's strategy is welcomed by end of April.

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

5. The representative of the EEC, introduced aims, scope of activities and membership structure of the Eurasian Economic Union (EAEU) and the EEC as the permanent regulatory body of the EAEU (WP.29-171-35). He explained that the regulation of circulation of vehicles within the EAEU territory and the establishment of relevant requirements is of the highest importance among the Commission's activities related to technical regulations.

6. He highlighted that three of five EAEU countries, the Russian Federation, the Republic of Belarus and the Republic of Kazakhstan, have acceded to all three agreements administered by the World Forum, the 1958, 1997 and 1998 Agreements. He explained that UN Regulations of the 1958 Agreement are the basis for the requirements of the EAEU technical regulation "On the Safety of Wheeled Vehicles" (CU TR 018/2011), covering all new cars, both produced within and imported to the single customs territory of the Eurasian Economic Union. He underlined that, in future, when establishing requirements for vehicles and their components, the EEC will direct its efforts towards implementation of the existing UN Regulations, as well as the application of the new UN Regulations for the relevant properties and components.

7. He concluded by wishing the World Forum a successful session and emphasizing the importance of strengthening the relations between the World Forum and the Eurasian Commission.

8. The representative of Malaysia introduced activities on safe and environmental friendly vehicles in his country. Malaysia has acceded to WP.29 in 2006 and during the same year Malaysia launched the National Automotive Policy, revised in 2009 and 2014. The key of the policy was aligning it with UN Regulations and making Malaysia the international hub for implementation of UN Regulations in the region. The purpose was to ensure harmonized standards throughout the region. Malaysia had stringent regulations, currently implementing 100 UN Regulations aiming to increase the number to 126 by 2020. He reported on an initiating at the Asian level to explore harmonization of application of UN Regulations throughout Asia. Since regulations were implemented, they have lowered technical barriers to trade among the countries of the region. The national auto policy, across its three revisions was making a requirement for cars to be qualified as energy efficient vehicles using UN Regulation 101. Malaysia is establishing a team of experts working group to cover the six Grs of WP.29 with the intent to participate actively. His country wants to establish a regional testing facility and seeks support from all Contracting Parties in assisting in their efforts.

9. The representative of OICA thanked the representatives of the EEC and of Malaysia on their opening statements. He stated that OICA welcomes the efforts that are taking place in their regions and countries, underlining that reduction of barriers to trade is benefiting consumers. He emphasized that the development of safe products with clear requirements ensures that all stakeholders can enjoy an equal competitive footing. Clear and defined rules to be met by all stakeholders ensure predictability and instate confidence that expectations based on such rules will be met, which is particularly important for progress in the fields of road safety and reduction of environmental impact from road vehicles.

III. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/1128
Informal document: WP.29-171-02

10. The annotated provisional agenda for the session was adopted without amendments.
11. 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)

12. The 123rd session of WP.29/AC.2, held on 13 March 2017, 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.1-2), by the Chairs of GRB (France), GRE (Belgium), GRPE (Netherlands), GRRF (United Kingdom), GRSP (USA) and GRSG (Italy) and the Chair of the Executive Committee (AC.3) of the 1998 Agreement (Japan), by the Vice-Chairs of WP.29 (Russia), by the representatives of Germany, India, Japan, the Republic of Korea, the United States of America and the European Union (EU).

13. The WP.29/AC.2 reviewed and adopted the agenda of the 171st session of the World Forum. WP.29/AC.2 also reviewed the draft agenda for the 172nd session of the World Forum, scheduled to be held in Geneva from 20 to 23 June 2017.

14. AC.2 discussed the first UN Regulation covering automated driving functionalities. Automated Commanded Steering Functions were covered by the 02 series of amendments to Regulation No. 79. The representatives of the Contracting Parties participating in AC.2 took the view that WP.29 would be an appropriate forum to discuss this issue and, in particular, the implementation dates to provide for highest level of safety. The representative of the EU expressed their preference that the transitional provisions take effect not later than 2021.

15. The representative of the United Kingdom, co-chair of the Informal Working Group (IWG) on / Intelligent Transport Systems and Automated Driving (ITS/AD) proposed that the WP.29 hold preliminary discussions on the issue of regulatory definition of "automated" vehicle, and discuss the issue in more detail during the WP.29 June 2017 session. The representative of the EU supported the proposal of the United Kingdom. AC.2 agreed to hold preliminary discussions on the matter on 14 March 2017 under WP.29 agenda item 2.3.

16. The representative of Japan reported on the progress of the IWG on International Whole Vehicle Type Approval (IWVTA) highlighting the list of UN Regulations applicable to IWVTA and the Questions and Answers (Q&A) documents, both on IWVTA and on Revision 3 of the 1958 Agreement as well as on the amended Draft General Guidelines for UN regulatory procedures and transitional provisions in UN Regulations.

17. The secretariat informed AC.2 on the decisions of the Inland Transport Committee (ITC) relevant for the work of WP.29. The ITC decision No.22 requests that financing for the Database for the Exchange of Type Approval (DETA) must be secured through the regular UN budget. The Chair of the ITC will bring this request to the attention of EXCOM during the upcoming session on 24 March 2017.

18. The secretariat updated AC.2 on the situation related to the consolidation of regulations following the staff cut and its effect on the services provided to WP.29. The representatives of Contracting Parties expressed their concern about the current situation related to the secretariat's human resource situation and expressed their full support for overcoming these resource constraints. The representatives of the Contracting Parties emphasized that the secretariat's work on the consolidation of regulations is very important in order for national type approval authorities to interpret regulations correctly. The EU proposed to bring the need for overcoming this staff resources issue to the attention of the appropriate level of the United Nations.

19. The representative of the EU informed AC.2 that they are not in position to vote on technical regulations to be listed in the Compendium of Candidates for global technical regulations (WP.29 agenda item 5.3) because of a momentary lack of the necessary mandate.

20. The representative of the Russian Federation informed AC.2 that the ninth session of AC.4 would be held on 15 March 2017, if quorum can be established. The secretariat informed AC.2 that Contracting Parties should nominate the Chair and Vice-Chair of AC.4. The representative of the Russian Federation confirmed that their delegation would nominate a candidate.

21. The secretariat reminded GRs to inform them about any new abbreviations brought into use in their documents. The respective document on the WP.29 website would be updated by the end of March 2017.

B. Programme of work, documentation and calendar of sessions for the year 2017 (agenda item 2.2)

Documentation: ECE/TRANS/WP.29/2017/1
Informal document: WP.29-171-01

22. The secretariat presented the program of work, with a strategic introductory part related to the main priorities for the work of WP.29 that were related to vehicle automation, powertrain electrification and enhancing of environmental protection. The priorities would include further development in the implementation of the 1958, 1997 and 1998 Agreements, main horizontal activities and the main topics being addressed by WP.29 subsidiary bodies (ECE/TRANS/WP.29/2017/1). The World Forum noted the revised programme of work and documentation.

23. The secretariat presented the list of Working Parties, Informal Working Groups (IWG) and Chairs (based on WP.29-170-01). The World Forum noted WP.29-170-01 on the IWGs of WP.29 and its subsidiary bodies.

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

24. The representative of the United Kingdom, co-chair of the IWG on ITS/AD, proposed that the World Forum initiates activities towards the development of a strategic vision of an “automated vehicle”. He argued that societies and individuals tend to think of “automated vehicles” rather than of ordinary vehicles with automated functions such as braking and/or steering systems, in the context of UN Vehicle Regulations Nos. 13-H and 79. He continued by highlighting that the issues extended beyond the conventional vehicle categories typically covered by the UN Regulations and this would be a new area to consider in the future. He emphasized that the IWG on ITS/AD is ready to take the initiative in starting to discuss the development of such a strategic approach of an

“automated” vehicle during the meeting of the IWG on 16 March 2017. He proposed that the World Forum consider holding an initial detailed discussion on the matter during the 172nd session of WP.29 in June 2017.

25. The representative of the European Union (EU) supported the proposal of the United Kingdom. He commended the idea and asserted that the WP.29 was the correct forum for taking this initiative and starting the discussions.

26. The representative of Malaysia informed the WP.29 that they have developed a road map for automated vehicles until 2050. He asserted that Malaysia would like to be actively involved in this initiative.

27. The representative of Finland also expressed support the initiative. He proposed to invite WP.1 and the ITC to contribute to the discussions.

28. The representative of OICA conveyed support to the initiative, reiterating that WP.29 as the most suitable forum to address the technical requirements for automated vehicles and the general strategy to enable their introduction.

29. The World Forum requested that the secretariat revises the agenda for the 172nd session which will take place in June 2017 in order to include the proposed strategic discussion under agenda item 2.3.

30. Before closing the session, the Chair of WP.29 gave a brief report on the progress made during the 11th session of the IWG on ITS/AD on 16 March 2017. WP.29 noted that the IWG would dedicate a part of its next session in June 2017 to a brainstorming session on how to include all kinds of automated vehicles in the definitions of vehicles categories and that a questionnaire would be circulated prior to the meeting in order to facilitate the brainstorming session. WP.29 agreed with the decision of the IWG on ITS/AD that the regulatory work on vehicles with SAE Level 3 and 4 automations should start and that guidance to the subsidiary Working Parties of WP.29 would be defined in June 2017.

D. Follow-up to the seventy-eighth session of the Inland Transport Committee (ITC) (agenda item 2.4)

Documentation: Informal documents: WP.29-171-01, WP.29-171-31, WP.29-171-32

31. In addition to the information on the 70th anniversary of ITC at the opening, the secretariat informed the World Forum on the recommendation resulting out of the United Nations Environment - UNECE/ITC Conference related to the transfer of used vehicles from high income countries to low- and middle –income countries and the threat these vehicles pose to road safety and the environment. Here the provisions of the 1997 Agreement could be applied for technical inspections of such vehicles before they leave the countries of origin as well as periodic technical inspections within the countries of destination and thus sharing the burden between the countries. He further informed the World Forum on the relevant decisions (Nos. 13, 22 and 29) taken by the ITC at its seventy-ninth session (21 to 24 February 2017):

At its seventy-ninth session, the ITC:

(a) 13. **Welcomed** the outcome and recommendations of the United Nations Environment - UNECE/ITC Conference which addressed the impact of used cars on air quality and climate emissions and **requested** ITC and its subsidiary bodies to consider these recommendations and to follow up towards a harmonized approach to overcome this increasing problem;

(b) 22. **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 its six subsidiary Working Parties, as well as the Administrative Committee of the 1958 Agreement, the Administrative Committee of the 1997 Agreement, and the Executive Committee of the 1998 Agreement. **Endorsed** the activities listed in ECE/TRANS/2017/10. **Reiterated its support** for hosting DETA at ECE. **Requested the UNECE secretariat to allocate budget resources** from the United Nations regular budget earmarked for hosting DETA, starting with the 2018-2019 biennium. The Committee instructed the Chair to add the issue of the financing of DETA from the regular budget (approximately USD 45,000 p.a.) in his report to EXCOM, and underline the legal obligations of the third revision of the 1958 Agreement and its possible negative impact on road safety, in case of any delays;

(c) 29. **Took note** the initiative by the Special Envoy and ECE for a voluntary commitment from the automotive industry to only put vehicles on worldwide markets which comply with a defined minimum set of United Nations vehicle safety regulations;

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

A. Working Party on Noise (GRB) (Sixty-fourth session, 5-7 September 2016) (agenda item 3.1)

Documentation: ECE/TRANS/WP.29/GRB/62

32. The World Forum recalled the oral report of the Chair of GRB given during the 170th session (ECE/TRANS/WP.29/1126, paras. 33-36) and approved the report.

B. Working Party on Brakes and Running Gear (GRRF) (Eighty-second session, 20-23 September 2016) (agenda item 3.2)

Documentation: ECE/TRANS/WP.29/GRRF/82

33. The World Forum recalled the oral report of the Chair of GRRF given during the 170th session (ECE/TRANS/WP.29/1126, paras. 37-41) and approved the report.

C. Working Party on General Safety Provisions (GRSG) (111th session, 10-14 October 2016) (agenda item 3.3)

Documentation: ECE/TRANS/WP.29/GRSG/90

34. The World Forum recalled the oral report of the Chair of GRSG given during the 170th session (ECE/TRANS/WP.29/1126, paras. 42-46) and approved the report.

D. Working Party on Lighting and Light-Signalling (GRE) (Seventy-sixth session, 25-28 October 2016) (agenda item 3.4)

Documentation: ECE/TRANS/WP.29/GRE/76

35. The World Forum recalled the oral report of the Chair of GRE given during the 170th session (ECE/TRANS/WP.29/1126, paras. 47-51) and approved the report.

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

1. Working Party on Passive Safety (GRSP) (Sixtieth session, 13-16 December 2016) (agenda item 3.5.1)

36. The Chair of GRSP (United States of America) informed WP.29 about the results achieved by GRSP during its sixtieth session (for more details see the report of the session ECE/TRANS/WP.29/GRSP/60).

37. Referring to the work of the IWG on Harmonization of side-impact dummies, he sought consent of WP.29/AC.3 at their March 2017 session for the extension of the mandate of the IWG until December 2017.

38. He finally sought consent of WP.29, to extend the mandate of the IWG on Child restraint systems until December 2017.

39. The World Forum noted that Mr. N. Nguyen (United States of America) had been elected as GRSP Chair and re-elected Mr. J. W. Lee (Republic of Korea) as Vice-Chair of GRSP for the year 2017 sessions.

40. WP.29 endorsed the extension of the mandates of the IWG on Child restraint systems (CRS) and the IWG on Harmonization of Side Impact Dummies (SID) until December 2017.

2. Working Party on Pollution and Energy (GRPE) (Seventy-fourth session, 10-13 January 2017) (agenda item 3.5.2)

41. The Chair of GRPE (Netherlands), reported to WP.29 on the results achieved by GRPE during its seventy-fourth session (for more details see the report of the session ECE/TRANS/WP.29/GRPE/74).

42. WP.29 acknowledged the outstanding contributions of Mr. C. Albus and Ms. R. Urdhwarashe to the fruitful work of GRPE within the last years as former Chair and Vice-Chair. WP.29 welcomed the newly elected GRPE Chair Mr. A. Rijnders (Netherlands).

43. The representative of Germany and former Chair of GRPE, Mr. C. Albus, congratulated the new GRPE Chair and emphasized the excellent collaboration he had with all GRPE members during his chairmanship.

3. Working Party on Brakes and Running Gear (GRRF) (Eighty-third session, 23-27 January 2017) (agenda item 3.5.3)

44. The Chair of GRRF (United Kingdom of Great Britain and Northern Ireland) reported on the results achieved during the eighty-third session of GRRF (for more details see the report of the session ECE/TRANS/WP.29/GRRF/83).

45. He informed that GRRF reconfirmed ECE/TRANS/WP.29/2017/10 proposing a new series of amendments to Regulation No. 79 (Steering equipment) with provisions for Corrective Steering Function (CSF) and Automatically Commanded Steering Function (ACSF), but proposed amendments and clarifications to the document as reproduced in WP.29-171-06. He highlighted that some dates were still in square brackets.

46. He reported that GRRF agreed to extend the mandate of Regulation No. 131 on Advanced Emergency Braking Systems (AEBS) on vehicles of categories M₁ and N₁. He added that GRRF requested the consent of WP.29 for the IWG on AEBS developing the corresponding provisions.

47. WP.29 endorsed the request of GRRF to reinstate the IWG on AEBS.

48. He reported that the mandate of the IWG on Modular Vehicle Combinations was expiring and informed about the need to extend the mandate of the IWG. WP.29 endorsed that request and agreed to extend the mandate of the IWG until February 2019.

49. He informed that GRRF reviewed WP.29-168-16 and addressed it at its January 2017 session. He added that the corresponding proposal for amendments to Regulation No. 13 would be submitted for consideration and vote at a next session of WP.29.

4. Working Party on Noise (GRB) (Sixty-fifth session, 15-17 February 2017) (agenda item 3.5.4)

50. The Chair of GRB (France) reported on the results achieved during the sixty-fifth session of GRB (for more details see the report of the session ECE/TRANS/WP.29/GRB/63).

51. In particular, he reported that GRB had adopted amendment proposals to the Additional Sound Emission Provisions (ASEP) in Regulation No. 51 (Noise of M and N categories of vehicles) and that these amendments would be submitted to WP.29 and AC.1 in June 2017.

52. He further informed that GRB had agreed to draft a new Regulation on reversing alarms and that the main issues for the future Regulation would be its scope (categories of vehicles), the possible existence of a pause switch and the alarm sound composition (sound levels and frequencies).

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.25
Informal document: WP.29-171-07

53. The secretariat informed the World Forum about the latest update of the status of the 1958 Agreement (ECE/TRANS/WP.29/343/Rev.25) containing the information received by the secretariat up to 20 February 2017, which is available on the WP.29 website at: www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29fdocstts.html. WP.29 noted that Contracting Parties should notify the secretariat about any amendments needed to the status document.

54. The secretariat presented the proposed online database for streamlining the updating of the status document of the 1958 Agreement (to date: ECE/TRANS/WP.29/343/Rev.25), and informed the World Forum that its initial development and preliminary testing is completed. The secretariat requested each head of delegation of the Contracting Parties to the 1958 Agreement to provide the contact data of the focal points of their countries in charge of sending information on technical services to the secretariat, if possible, during the 171st session of WP.29. The secretariat would contact the focal points and provided them with the credentials in order for them to be able to connect and introduce any relevant change into the database. The goal is that national focal points get familiar with the system and that all relevant information is collected through this online platform so that the secretariat can produce the next revision of the status document of the 1958 Agreement until the June 2017 session.

55. The World Forum welcomed the initiative of the secretariat and invited Contracting Parties to send Mr. F. Guichard (francois.guichard@unece.org) of the secretariat the contact details (e-mails) of the national focal points.

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

56. No new proposals have been submitted under this agenda item.

1. Reproduction and reference to private standards in Regulations, global technical regulations (gtrs) and Rules (agenda item 4.2.1)

57. No new proposals have been submitted under this agenda item.

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

Documentation: ECE/TRANS/WP.29/2017/53

Informal documents: WP.29-171-13 and WP.29-171-24

58. The representative of Japan, on behalf of the Chair of the Informal Working Group (IWG) on International Whole Vehicle Type Approval (IWVTA), presented the draft General Guidelines for UN regulatory procedures and transitional provisions in UN Regulations (ECE/TRANS/2017/53). He underlined that the aim of the document is to streamline the future work in the subsidiary bodies, to clarify the procedures following Revision 3 of the 1958 Agreement and to ensure "good regulatory practice" by providing clarifications to avoid divergence in the understanding of Revision 3 of the 1958 Agreement and the application of UN Regulations. He informed the World Forum that the IWG on IWVTA had considered the proposed amendments in WP.29-171-13. He concluded that all amendments agreed by the IWG had been reproduced in WP.29-171-24. He informed WP.29 that the forthcoming meeting of the IWG would be held in Madrid on 16 June 2017. The representative of the Russian Federation raised a study reservation on the revised text. The Chair of WP.29 invited all delegates to send their comments on WP.29-171-24 to the Secretary of the IWG on IWVTA by mid of June 2017 at the latest.

59. WP.29 agreed to resume, at its June 2017 session, consideration of ECE/TRANS/2017/53 as reproduced in WP.29-171-24 and to approve it at the November 2017 session when Revision 3 of the 1958 Agreement entered into force.

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

Documentation: ECE/TRANS/WP.29/2017/54

Informal documents: WP.29-171-11, WP.29-171-12, WP.29-171-25

60. The representative of Japan, on behalf of the Chair of the IWG on IWVTA, presented WP.29-171-12, on the progress made by the group at the recent meetings on the development of draft UN Regulation No. 0 on IWVTA and seeking guidance from WP.29 the language for application for approval and accompanying documentation. Referring to WP.29-171-11, he reiterated the intention of the IWG to submit a final proposal of the draft UN Regulation for consideration at the November 2017 session of WP.29. The secretariat was requested to circulate WP.29-171-11 with an official symbol at the next session of WP.29.

61. The representative of Japan, on behalf of the Chair of the IWG on IWVTA requested guidance from WP.29 on the matter of streamlining the administrative procedures of type approval processes with the use of the English language as a common language, as proposed in paragraph 3.3 of the draft proposal for UN Regulation No. 0 (informal document WP.29-171-11). The representatives of France and the Russian Federation

expressed their concerns about the expansion of this norm for other UN Regulations, which now use three languages as equals and requested additional time to reflect on this issue.

62. On behalf of the IWG on IWVTA, he introduced WP.29-171-25 amending ECE/TRANS/WP.29/2017/54. The World Forum welcomed the explanation document to UN Regulation No. 0 and agreed to approve it at its November 2017 session when Revision 3 of the 1958 Agreement entered into force. The Chair of WP.29 invited WP.29 delegates to send their comments on WP.29-171-25 to the Secretary of the IWG on IWVTA by mid of June 2017 at the latest.

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

Documentation: ECE/TRANS/WP.29/2016/2
ECE/TRANS/WP.29/2017/55

63. The secretariat informed the World Forum that Revision 3 of the 1958 Agreement was expected to enter into force in mid-September 2017.

64. The representative of Japan, on behalf of the Chair of the IWG on IWVTA, introduced ECE/TRANS/WP.29/2017/55 including the editorial correction as reflected in IWVTA-SG58-23-07. The World Forum noted the "Question and answer" document on Revision 3 and agreed to approve it at its November 2017 session when Revision 3 of the 1958 Agreement entered into force.

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

Documentation: Informal document: WP.29-171-16

65. The secretariat informed WP.29 about developments in the hosting of DETA by UNECE. He mentioned the decision of ITC related to DETA's financing.

66. On behalf of the Chair and the Secretary of the IWG on DETA, the representative of the EU conveyed the requests of the IWG. The IWG on DETA requested (i) WP.29 to request the Executive Committee (EXCOM) to endorse the decision of the ITC at its forthcoming March 2017 session, (ii) the WP.29 Secretariat to inform the permanent missions of Contracting Parties represented in EXCOM of the upcoming budget request and of the discussions on the DETA financing, (iii) WP.29 to advise on suitable options for extra-budgetary financing other than the proposed Trust Fund to finance the development costs of the new DETA functions, (iv) Delegations to consider potential pledges to contribute financially to the development costs of DETA and (v) WP.29 to consider their request presented in WP.29-171-16. WP.29 noted the justifications presented in WP.29-171-16 and endorsed the recommendation for the UN Secretariat to consider initiating a procedure in the best interest of the Contracting Parties especially addressing the tight time line so that DETA would be available when the Rev.3 of the 1958 Agreement would enter into force such as the Sole Source purchase procedure as listed in the United Nations Procurement Manual.

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

67. The World Forum considered the draft amendments under agenda items 4.6.1 to 4.6.6 and recommended their submission to AC.1 for voting, subject to the following modification of the title on top of page 2 of ECE/TRANS/WP.29/2017/7 (agenda item 4.6.6): "01 series of amendments to Regulation No. 138 (Quiet Road Transport Vehicles (QRTV))".

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

68. The World Forum considered the draft amendment under agenda item 4.7.1 to 4.7.3 and recommended their submission to AC.1 for voting, subject to para. 70ter below.

69. Concerning the proposal under item 4.7.3., WP.29 took note that the technical provisions were proposed to WP.29 and AC.1 on the basis of a consensus by GRRF. The Chair of GRRF informed WP.29 that GRRF did not conclude their discussion on the dates of the transitional provisions, necessary for the introduction of the technical requirements as the 02 series of amendments to Regulation No. 79. WP.29, with the exception of Japan, agreed that this policy matter should be decided during this session. The representative from OICA introduced WP.29-171-28 proposing to align the transitional provisions on those in the guidelines proposed in ECE/TRANS/WP.29/2017/53 as well as proposing alternative transitional provisions dates. The representative from Japan introduced WP.29-171-34 expressing concerns that the application date of the new technical requirements for all types of vehicles was decided without an ad hoc meeting of GRRF and that the application date could have some influence for existing models equipped with these functions being beneficial for safety that would need to be modified to comply with the 02 series of amendments to UN Regulation No.79. He proposed to discuss this issue before next June session and introduce a footnote in the Regulation stating that the date mentioned in para. 12.3 ("[2021/2024]") may be reassessed at the 172nd session of WP.29. The representative of OICA welcomed the statements by the representative of Japan and explained that the proposed 02 series of amendments to UN Regulation No. 79 entailed far more than software changes and that the implications were far-reaching, as detailed in WP.29-171-28. The secretariat mentioned that the proposed footnote (if adopted) would not take effect before the potential entry into force of this 02 series, expected in January 2018 and proposed instead to insert the corresponding information in the session report, recalling the wish of Japan to reassess para. 12.3. at the June 2017 session of WP.29. The representative of EU mentioned that fatalities occurred in the past related to the misuse of these advanced technologies and informed about their mandate to vote in favour of the current proposed text at this session on the basis of the year 2021 as an application date.

70. Agenda item 4.7.3, Regulation No. 79, ECE/TRANS/WP.29/2017/10, amend the document as reproduced in Annex IV to this report.

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

71. The World Forum considered the draft amendments under agenda items 4.8.1 to 4.8.8 and recommended their submission to AC.1 for voting.

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

72. The World Forum considered the draft amendments under items 4.9.1 - 4.9.20, 4.9.22 and 4.9.23 and recommended their submission to AC.1 for voting.

73. The representative of EU expressed concerns (WP.29-171-04) about the legal form of amendments relating to the heat test cycle requirement in Regulation No. 113, as contained in ECE/TRANS/WP.29/2017/39 (agenda item 4.9.21). The World Forum decided to refer this document back to GRE for further consideration.

74. The World Forum also noted EU proposals for amendments to Regulations Nos. 4, 6, 7, 19, 23, 38, 48, 50, 77, 87, 91, 98, 112, 113, 119, 123, with the aim to clarify requirements for light sources in lighting and light-signalling Regulations listed in Annex 4 to UN Regulation No. 0 (IWVTA) (WP.29-171-03). The World Forum requested GRE to consider these proposals at its forthcoming session in April 2017.

J. Consideration of draft amendments to existing Regulations submitted by GRPE (agenda item 4.10)

75. The representative of the Netherlands, Chair of GRPE presented ECE/TRANS/WP.29/2017/42, ECE/TRANS/WP.29/2017/43 and ECE/TRANS/WP.29/2017/44 on the introduction of transitional provisions in Regulations Nos. 83 and 101. He mentioned that GRPE endorsed the three documents at its January 2017 session. He recalled that the documents were prepared by the Secretariat at the request of WP.29 at its June and November 2016 sessions. He explained that the transitional provisions were an interim solution until a UN Regulation implementing WLTP was in place. He mentioned that the transitional provisions would prevent Contracting Parties that implement gtr No. 15 (WLTP) at an earlier stage to cease applying Regulations Nos. 83 and 101.

76. The representative of the Russian Federation introduced WP.29-171-27. He mentioned his understanding about the need of the proposal in ECE/TRANS/WP.29/2017/42, ECE/TRANS/WP.29/2017/43 and ECE/TRANS/WP.29/2017/44, but he expressed his concerns on whether the content was fully in line with the 1958 Agreement. He explained the need of the Russian Federation to consult with partners from Euroasian Economic Union before adopting these amendments.

77. The representative of the Euroasian Economic Commission (EEC) stated that EEC harmonizes legislation on transport in line with UN Regulations. He expressed his concerns on the tabled proposals (ECE/TRANS/WP.29/2017/42, ECE/TRANS/WP.29/2017/43 and ECE/TRANS/WP.29/2017/44) and he explained that previous consultation within EEC members before adoption of the proposals would be appreciated.

78. The Vice-Chair of WP.29 underlined that the introduction of such transitional provisions into Regulations Nos. 83 and 101 may lead to confusing situations and certain abuses.

79. The representative of OICA noted that the transitional provisions were expected to maintain the possibility to grant approvals according to UN R83.07 (or earlier version) and UN R101 even by Contracting Parties that would refuse those approvals after the introduction of mandatory application of emission legislation based on WLTP.

80. In this sense, he remarked that the derogation mentioned in the proposed transitional provisions in fact was referring to the obligation to refuse vehicles approved to the 07 series of amendments of Regulation No. 83 (or its 06 series of amendments) or Regulation

No. 101 on the territory of the Contracting Party that already had implemented WLTP₇ and would not derogate to the possibility to grant approval according to the above UN Regulations for export to other countries. WP.29 confirmed this interpretation.

81. The World Forum considered the draft amendments under items 4.10.1 and 4.10.3 and recommended their submission to AC.1 for voting.

K. Consideration of draft corrigenda to existing Regulations submitted by GRRF (agenda item 4.11)

82. The World Forum considered the draft corrigenda under item 4.11.1 and recommended its submission to AC.1 for voting.

L. Consideration of draft corrigenda to existing Regulations submitted by the secretariat, if any (agenda item 4.12)

83. No draft corrigenda have been submitted.

M. Consideration of proposals for new Regulations submitted by the Working Parties subsidiary to the World Forum (agenda item 4.13)

84. No proposals for new Regulations have been submitted

N. 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 4.14)

Documentation: ECE/TRANS/WP.29/2017/46

85. The representative of the United Kingdom, Co-Chair of the IWG on Intelligent Transport Systems (ITS) presented to the World Forum for consideration the proposal titled "Guideline on cyber security and data protection" (ECE/TRANS/WP.29/2017/46), for amendment to the Consolidated Resolution on the Construction of Vehicles (R.E.3).

86. WP.29 adopted ECE/TRANS/WP.29/2017/46 without objections or abstentions and requested the secretariat to remove the word draft from the title and to include it as an annex in the R.E.3.

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.18

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

88. The World Forum agreed that agenda items 5.2 to 5.6 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 Regulations and/or global technical regulations into national/regional law (agenda item 6)

89. Global NCAP representative expressed its thanks to the UNECE Inland Transport Division and the UN Special Envoy for Road Safety for organizing the workshop in Buenos Aires (March 13-14) with Latin American governments to promote UN legal instruments to improve road safety in the region. He further highlighted that Global NCAP strongly encourages all countries from the region to become contracting parties to the 1958 and 1998 Agreements and apply the most important vehicle safety standards as per their recommended Road Map for Safer Vehicles 2020 including front and side impact and electronic stability control. One of the main conclusions from the Buenos Aires workshop was that Latin American governments were currently unable to run effective market surveillance programs to verify the compliance of local vehicles to the required regulations. For this reason, the Conformity of Production provisions included in the 1958 Agreement regulations were an attractive proposition. He addressed that it would also be very helpful if the World Forum for Harmonisation of Vehicle Regulations could promote the development of tools under the 1958 and 1998 Agreements aiming to group international regulations like front and side impact protection that combine key elements of both UN and US regulations. This could facilitate more engagement by countries from emerging markets in WP 29.

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.8
Informal document: WP.29-171-26

90. The secretariat presented the consolidated document (ECE/TRANS/WP.29/1074/Rev.8) on the status of the Agreement including the status of the UN Rules annexed to the Agreement, the list of the Contracting Parties to the Agreement and of their Administrative Departments. The Contracting Parties were reminded to notify the secretariat of any relevant update.

91. The secretariat informed the World Forum that Georgia had acceded to the 1997 Agreement. WP.29 congratulated the country for the accession.

B. Update of Rules Nos. 1 and 2 (agenda item 7.2)

Documentation: ECE/TRANS/WP.29/2013/132/Rev.1
ECE/TRANS/WP.29/2016/87
ECE/TRANS/WP.29/2017/47
ECE/TRANS/WP.29/2013/133/Rev.1
ECE/TRANS/WP.29/2016/88
ECE/TRANS/WP.29/2017/48
Informal documents: WP.29-171-17, WP.29-171-18 and WP.29-171-19

92. The representative of the Russian Federation, Co-Chair of the IWG on Periodical Technical Inspection (PTI) updated the World Forum on the work of the group. He introduced ECE/TRANS/WP.29/2017/47 amending ECE/TRANS/WP.29/2016/87 and ECE/TRANS/WP.29/2017/48 amending ECE/TRANS/WP.29/2016/88.

93. The World Forum considered the draft amendments and recommended their submission to AC.4 for voting.

94. The Co-Chair recalled that the mandate of the group would expire at the end of 2017. He consulted WP.29 on the future of the IWG and proposed the establishment of a working party that would deal with PTI.

95. The secretariat reminded that any new activities or Working Party under the World Forum would require resources. Because of current resource constraints and the general trend in recent years of repeated reductions, the secretariat stated that it would not be realistic to expect that additional resources could be secured for supporting a new Working Party under WP.29. He therefore suggested that, if WP.29 would agree with the establishment of a new Working Party on PTI, WP.29 would have to consider redeploying resources from other groups.

96. The representative of Finland stated that the idea for a new Working Party would be understandable from the perspective that PTI should have a more prominent role at WP.29. He suggested that an alternative proposal could be proposed and reported on discussions with the representative of Sweden and the Co-chairs of the informal group. He announced that the results of these consultations could possibly be brought to the attention of delegates at the next World Forum session.

C. Establishment of requirements for testing equipment, for skills and training for inspectors and for supervision of test centres (agenda item 7.3)

Documentation: ECE/TRANS/WP.29/2017/49
ECE/TRANS/WP.29/2017/50
Informal documents: WP.29-171-20 and WP.29-171-21

97. The representative of the Russian Federation, Co-Chair of the IWG on PTI, presented ECE/TRANS/WP.29/2017/49 as amended by WP.29-171-20, proposing amendments to the 1997 Agreement and ECE/TRANS/WP.29/2017/50, with a draft Resolution with requirements for testing equipment, skills and training for inspectors and supervision of test centres.

98. Concerning the proposed amendments to the 1997 Agreement, WP.29 agreed that the secretariat would prepare a consolidated document with all relevant amendments and that the consolidated document in order to resume consideration by the World Forum at the 172nd session in June 2017. The Co-Chair consulted WP.29 whether a Contracting Party would volunteer to submit these amendments to the United Nations Secretary General. The

representative of the Russian Federation responded positively, envisaging that a group of several Contracting Parties could submit this amendment proposal.

99. The World Forum adopted ECE/TRANS/WP.29/2017/50, a draft Resolution with requirements for testing equipment, skills and training for inspectors and supervision of test centres.

100. WP.29 took note of the progress made on the periodic technical inspection of Compressed Natural Gas (CNG) and Liquefied Natural Gas (LNG) vehicles as well as electric vehicles. WP.29 requested the secretariat to distribute WP.29-171-21 with an official document at its 172nd session in June 2017.

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)

101. The representative of the Russian Federation informed WP.29 about the domestic system of recall. In 2016 about 90 recall campaigns including more than 1 million cars took place. In 2017 up to now there were 17 campaigns including more than 250 thousand units recalled. It was also stressed that according to the amendments to the UN Regulation No. 44, adopted during the June 2016 session, which excluded "Guide straps" from the definition of "Child restraint system", the producer of the guide straps agreed with the special recall program in the Russian Federation in January 2017, adopted by the Russian administrative authorities.

102. The representative of the EU informed the WP.29 on enforcement activities, legislative measures and recalls actions. Last year and in the beginning of this year, the European Commission sent several requests for additional information to the Member States regarding follow up to their investigation reports. The EC also launched several EU Pilots (non-contentious part of the infringements procedure) to the Member States, requesting clarifications on implementation of rules on penalties as foreseen in Regulation 2007/715 and Directive 2007/46, and addressed Letters of Formal Notice (formal infringement procedure) to several Member States regarding remedial action taken with regard to the vehicles affected by the illegal defeat device. Analysis of the received information is ongoing. Regarding legislative measures, RDE Regulation 2 (NOx) and RDE 3 (PM) have been adopted (RDE 2 applicable since May 2016, RDE 3 currently under scrutiny by co-legislators). The adoption of RDE 4 – in-service conformity – is envisaged for end of 2017. In addition, reform of the Type Approval rules is ongoing. Finally, concerning recalls the representative of the EU informed WP.29 that 22 Member States announced recall action; four of them mandatory while the remaining ones are on a voluntary basis.

103. The representative of the United States provided an update on ongoing enforcement activities. He noted that there were recent announcements on various aspects of the defeat device case applicable to VW in terms of civil and criminal aspects of this case, including support given to consumers. He also noted that earlier this year the US EPA had announced its investigation into activities related to FCA. He stated that these cases were ongoing and that further information will be provided as these cases develop.

104. The representative of Canada provided an overview of recent Canadian developments related to the Volkswagen issue. In December 2016, Canada's federal Competition Bureau announced that it reached a consent agreement with Volkswagen Group Canada Inc. and Audi Canada Inc. that includes a \$15 million monetary penalty to

address the Bureau's conclusions that false or misleading environmental marketing claims were used to promote affected 2.0 L diesel vehicles. In addition, the federal Competition Bureau participated in a proposed class action settlement agreement that Volkswagen reached with consumers whereby Volkswagen would buyback or fix affected 2.0 L diesel vehicles and provide restitution payments to vehicle owners. The measures in the proposed settlement are estimated to total up to \$ 2.1 billion. The proposed settlement remains to be approved by Canadian courts and discussions towards a potential class action settlement relating to affected 3.0 L diesel vehicles are expected to proceed. Finally, Environment and Climate Change Canada's Enforcement Branch is continuing its investigation into alleged violations of Canada's vehicle emission regulations. If sufficient evidence of violations are found, enforcement action would be taken in accordance with the Compliance and Enforcement Policy for the Canadian Environmental Protection Act, 1999.

105. The secretariat announced that under the activity of the Special Envoy for Road Safety a helmet workshop would be held in Kuala Lumpur, Malaysia, on the 7th of April for the purpose of improving this aspect of road safety in the countries of south east Asia.

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

106. The Ambassador of the WP.29 and WP.1 on Automated Driving reported that since there have been no WP.1 sessions since WP.29 170th session in November 2016 there was no new information to provide to the World Forum in this respect. He added that the informal group on Automated Driving had met and included ACSF categories in its considerations and especially their Human-Machine-Interface (HMI) aspect, as set out in the Vienna Convention on Road Traffic. He concluded that WP.1 would discuss the progress made by the informal group during their next session in March 2017 as well as the item on the consistency between the provisions of the 1968 Vienna Convention and the technical provisions defined by WP.29.

C. Proposal for amendments to the Consolidated Resolution on the Construction of Vehicles (R.E.3) (agenda item 8.3)

107. No further proposals for amendments to R.E.3, apart from those described in agenda item 4.14 (paras. 85 and 86, ECE/TRANS/WP.29/2017/46), have been submitted under this agenda item.

D. Road Safety Targets and Indicators (agenda item 8.4)

Documentation: Informal document: WP.29-171-10

108. The representative of the World Health Organization (WHO) presented WP.29-171-10, the WHO Discussion Paper "Developing voluntary global performance targets for road safety risk factors and service delivery mechanisms", to the World Forum. The document proposes a set of voluntary global performance targets for the prevention of road traffic injuries and fatalities, as well as the indicators to assess their achievement for UN member States consideration. She emphasized that the motivation for the activities under this initiative is to complement and support the achievement of Sustainable Development Goal (SDG) target 3.6.

109. The representative of the WHO described the consultation process leading up to the current version of the candidate global targets and indicators as well as the upcoming phases of consultation in advance of their finalization in November 2017. She explained that the five core areas under which targets are developed reflect the five pillars of the Global Decade of Action for Road Safety 2011-2020, including pillar three, Safer Vehicles. She invited the World Forum to provide comments and feedback to the current formulation of this target, namely that one-hundred per cent of new vehicles meet eight identified priority standards (based on UN Regulations or equivalent recognized national standards). She requested representatives of the World Forum to contact the WHO and provide their comments via e-mail, roadsafetytarget@who.int, by the end of April 2017.

110. The Chair of the World Forum thanked the representative of the WHO for presenting the organisation's discussion paper. He proposed that the accession to global technical regulations of the 1998 Agreement be considered as an indicator in addition to the eight UN Regulations already covered in the presented WHO discussion paper. He underlined that some formulations used in the discussion paper in proposing indicators and justifications for the target of reducing the proportion of "helmetless" motorcycle riders, developed under pillar 4 Safer Road Users, are vague. He proposed referencing the application of specific motorcycle helmet standards as an indicator that motorcycle helmet legislation meets best practices, namely the standards defined in UN Regulation No. 22.

111. The Chair of the World Forum reminded that WP.29 is an intergovernmental body and that designating the World Forum as "data source" for compilation of indicators towards countries achieving the objective of the target formulated as Safer Vehicles in the WHO Discussion Paper is inaccurate.

112. Vice-Chairman of WP.29 also thanked WHO for the presentation and stressed that new UN Regulation on Emergency call system developing now under chairmanship of the Russian Federation will play very important role in live saving at road accidents. He reminded that corresponding requirements already exist in EuroAsian Economical Union from 2015 and will enter into force in EU in March of 2018.

E. Documents for publication (agenda item 8.5)

Documentation: Informal document: WP.29-171-23

113. The secretariat presented WP.29-171-23, listing all of the adopted proposals during the 170th WP.29 session and their expected date of entry into force. The secretariat explained that there is a backlog of preparing consolidated documents because of human resource constraints.

114. The World Forum took note of the delays in the consolidation of documents and the human resource constraints. The World Forum requested the secretariat to prepare a document for the 172nd session of WP.29 that would describe all delays and issues that the staff cuts have caused.

XI. Adoption of the report (agenda item 9)

115. The World Forum adopted the report on its 171st session and its annexes based on a draft prepared by the secretariat. The report includes the sections related to the sixty-fifth session of the Administrative Committee (AC.1) of the 1958 Agreement and to the forty-ninth session of the Executive Committee (AC.3) of the 1998 Agreement.

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

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

116. Of the 54 Contracting Parties to the Agreement, 38 were represented and established AC.1 for its sixty-fifth session held on 15 March 2017.

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

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

118. The results of the voting on the documents submitted are reflected in the following tables:

<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>				
3	Retro-reflecting devices	48	37	2017/19	37/0/0	Suppl. 17 to 02	*
4	Illumination of rear registration plates	47	36	2017/20	36/0/0	Suppl. 18 to 00	*
6	Direction indicators	48	37	2017/21	37/0/0	Suppl. 27 to 01	*
7	Position, stop and end-outline lamps	48	37	2017/22	37/0/0	Suppl. 26 to 02	*
9	Noise of three-wheeled vehicles	27	15	2017/2	15/0/0	Suppl. 3 to 07	
19	Front fog lamps	46	35	2017/23	35/0/0	Suppl. 9 to 04	*
23	Reverse lamping	48	37	2017/24	37/0/0	Suppl. 21 to 00	*
27	Advance warning triangles	44	35	2017/25	35/0/0	Suppl. 1 to 04	*
28	Audible warning devices	45	35	2017/3	35/0/0	Suppl. 5 to 00	*
38	Rear fog lamps	47	37	2017/26	37/0/0	Suppl. 18 to 00	*
39	Speedometer and odometer	46	36	2017/11	36/0/0	Suppl. 1 to 01	*
43	Safety glazing	47	36	2017/12	36/0/0	Suppl. 5 to 01	*
45	Headlamp cleaners	41	34	2017/27	34/0/0	Suppl. 11 to 01	*
50	Position, stop, direction indicator lamps for mopeds and motorcycles	47	37	2017/28	37/0/0	Suppl. 19 to 00	*

<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>				
63	Noise emissions of mopeds	28	16	2017/4	16/0/0	Suppl. 3 to 02	
65	Special warning lamps	32	21	2017/29	21/0/0	Suppl. 10 to 00	
69	Rear-marking plates for slow moving vehicles	44	34	2017/30	34/0/0	Suppl. 6 to 01	*
70	Rear-marking plates for heavy and long vehicles	45	35	2017/31	35/0/0	Suppl. 10 to 01	*
73	Lateral protection devices	43	33	2017/17	33/0/0	Suppl. 1 to 01	*
75	Tyres for L-category vehicles	44	33	2017/8	33/0/0	Suppl. 16 to 00	*
77	Parking lamps	44	35	2017/32	35/0/0	Suppl. 17 to 00	*
79	Steering equipment	43	33	2017/10 as amended by para. 70	32/1/0	02 series	**
83	Emissions of M ₁ and N ₁ vehicles	44	34	2017/42	33/0/1	Suppl. 9 to 06	***
83	Emissions of M ₁ and N ₁ vehicles	44	34	2017/43	33/0/1	Suppl. 5 to 07	***
87	Daytime running lamps	42	34	2017/33	34/0/0	Suppl. 19 to 00	*
91	Side-marker lamps	44	36	2017/34	36/0/0	Suppl. 16 to 00	*
92	Replacement exhaust silencing systems (RESS) for motorcycles	23	13	2017/5	13/0/0	Suppl. 2 to 01	
98	Headlamps with gas-discharge light sources	45	36	2017/35	36/0/0	Suppl. 8 to 01	*
99	Gas discharge light sources	44	36	2017/36	36/0/0	Suppl. 13 to 00	*
101	CO ₂ emissions/fuel consumption	47	34	2017/44	33/0/1	Suppl. 7 to 01	***
104	Retro-reflective markings	49	36	2017/37	36/0/0	Suppl. 9 to 00	*
109	Retreated tyres for commercial vehicles and their trailers	48	34	2017/9	34/0/0	Suppl. 8 to 00	*
110	CNG and LNG vehicles	48	35	2017/15	35/0/0	Suppl. 6 to 01	*
112	Headlamps emitting an asymmetrical passing-beam	50	37	2017/38	37/0/0	Suppl. 7 to 01	*
118	Burning behaviour of materials	49	35	2017/16	35/0/0	Suppl. 3 to 02	*
118	Burning behaviour of materials	49	35	2017/18	35/0/0	03 series	*

<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>				
119	Cornering lamps	50	36	2017/40	36/0/0	Suppl. 5 to 01	*
123	Adaptive front-lighting systems (AFS)	50	37	2017/41	37/0/0	Suppl. 8 to 01	*
138	Quiet road transport vehicles	52	37	2017/6	37/0/0	Suppl. 1 to 00	*
138	Quiet road transport vehicles	52	37	2017/7 as amended by para. 67	37/0/0	01 series	*

<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>				
13	Heavy vehicle braking	47	36	2017/45	36/0/0	Corr. 2 to Rev. 8	*
107	M ₂ and M ₃ vehicles	47	34	2017/13	34/0/0	Corr. 2 to 06	*
107	M ₂ and M ₃ vehicles	47	34	2017/14	34/0/0	Corr. 1 to 07	*

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

** The representative of Japan objected.

*** The representative of the Russian Federation abstained.

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

XIV. Establishment of the Committee AC.3 and the election of officers for 2017 (agenda item 12)

Documentation: Informal document: WP.29-171-08

119. The forty-ninth session of the Executive Committee (AC.3) was held on 15 March 2017 and chaired by the representative of Japan. The representatives of 14 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, San Marino, South Africa, Turkey and the United States of America.

120. The AC.3 elected the representative of Japan as the Chair, and representatives of the United Kingdom on behalf of the EU and the United States of America as Co-Chairs.

XV. Monitoring of the 1998 Agreement: Reports of the Contracting Parties regarding the transposition of global technical regulations and their amendments into their national/regional law (agenda item 13)

Documentation: ECE/TRANS/WP.29/1073/Rev.18
Informal document: WP.29-171-09

121. AC.3 noted the information, as of 8 March 2017, on the status of the Agreement, of the Global Registry and of the Compendium of Candidates (ECE/TRANS/WP.29/1073/Rev.18), the status of the priorities (based on WP.29-170-09 as reproduced in Annex II to this report) of the 1998 Agreement and items on which the exchange of views should continue. AC.3 also noted that assistance could be obtained from the secretariat about the obligations of Contracting Parties in the transposition process. Representatives were also reminded of their obligation to send the mandatory reports on the transposition process through their Permanent Missions in Geneva via the "1998 AGREEMENT-MISSIONS List" electronic system to the secretariat to ensure updating of the status document, which is the monitoring tool of the Agreement.

XVI. Consideration and vote by AC.3 of draft global technical regulations and/or draft amendments to established global technical regulations, if any (agenda item 14)

A. Proposal for a new global technical regulation, if any (agenda item 14.1)

122. No new proposals have been submitted under this agenda item.

B. Proposal for amendments to a global technical regulation, if any (agenda item 14.2)

123. No new proposals have been submitted under this agenda item.

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

Documentation: Informal document: WP.29-171-08

124. AC.3 reminded the representatives of Contracting Parties that according to Article 6 of the Agreement, a proposal of global technical regulation may be addressed by technical regulations listed in the Compendium of Candidates, or by any UN Regulations. Therefore, it was reiterated the invitation to Contracting Parties to propose their national standards in the Compendium as Candidates in view of future development of UN Global Technical Regulations. The Representative of the United States of America confirmed his intention to reaffirm listing Nos. 12 and 13 and reinsert No. 11 into the Compendium.

Listing Number 13: United States of America Environmental Protection Agency and National Highway Traffic Safety Administration, Department of Transportation, Program for Revisions and Additions to the Motor Vehicle Fuel Economy Label: New Fuel Economy and Environmental Labels for a New Generation of Vehicles (agenda item 15.1)

Documentation: ECE/TRANS/WP.29/2017/57

125. The representative of the EU noted that due to administrative issues it was not possible for them to vote on this action. The representative from the United States of America was supportive of this request and said he looked forward to a positive vote at the next session. AC.3 agreed to defer this subject at its June 2017 session. The secretariat also requested the United States of America to consider actions on two other Compendium items for the June session.

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

126. 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: Informal documents: WP.29-171-14, WP.29-171-29 and WP.29-171-30

127. The representative of the EU introduced WP.29-171-29. He informed that during the preparatory work priorities had been dealt with separately in two parts, one to address the priorities of the current work under the GRs and the other to address priorities for new/future activities under the 1998 Agreement.

128. He explained that Japan and the Environmental Protection Agency (EPA) from the United States of America had provided input for the first part. The result of this input allowed to define for each GR the priorities for different activities under those GR as

reflected in the informal document. He underlined that input had not been received from National Highway Traffic Safety Administration (NHTSA) and asked the United States of America to provide it in order for the document to be completed by June.

129. As concerns the second part, the representative of the EU welcomed OICA's input provided in WP.29-171-14. He stated that a document is planned to be prepared jointly by the EU, Japan and United States of America for the June 2017 session, with a view to preparing the vote on the programme of work at the November session.

130. The representative of OICA introduced WP.29-171-14 outlining the organizations perspective on current regulatory priorities within the scope of the 1998 Agreement in various regions of the world.

131. He highlighted that OICA considered that the development of a global technical regulation on Event Data Recorders (EDR) would offer the opportunity to globally harmonize vehicle electronic architecture requirements for the gathering of data, as well as harmonise the data to be recorded by such device when fitted e.g. on the basis of the US rule NHTSA 49CFR Part 563, and to avoid as far as possible diverging requirements. Such global harmonization would permit the most cost efficient implementation of EDR for the society and would provide harmonized data and evidences for future rule making processes.

132. He underlined that the work done on Automatic Emergency Braking Systems (AEBS) within the scope of the 1958 Agreement framework (UN Regulation No.131) addressing truck and bus collisions avoidance against moving and stationary objects could be used as a basis for other vehicle categories as well as other kinds of obstacles such as pedestrians and cyclists.

133. Finally he concluded by mentioning that work was already underway in the framework of the GRRF Informal Group on ACSF to develop a UN Regulation on Lane Keeping Assistance (LKAS), and the development of a global technical regulation could be facilitated by this work. As for AEBS, Lane Keeping Assist System (LKAS) seems to be of high priority in the context of the European Union, and therefore it was essential that the work to develop a global technical regulation should not compromise the progress of work already undertaken under the 1958 Agreement.

134. The representative of the United States of America stated that, having in mind the general direction of technological developments in the industry, a general interest of the United States of America is development of a future program of work that focuses on advanced technologies.

135. The representative of China commented to OICA on the submitted document, requesting further clarification on the proposals laid out regarding EDR. He underlined a potential gtr on EDR shall only focus on technical requirements for EDR itself, and shall not focus on administrative requirements concerning the collection of data, which would not fall under the scope of the 1998 Agreement..

136. The representative of OICA responded by confirming that the intention is only to harmonize the specific technical requirements for the recording of pre-crash data (which data, which frequency of recording, etc.) He fully agreed that the administrative aspects on the ownership of the data cannot be dealt with in the 1998 Agreement, but falls under national sovereignty. . He added that there is a high risk of having different regulations in different countries, with the result that vehicles would have to be adapted for every individual market. Coming to an agreement between states on the type of data to be registered in a vehicle would allow manufacturers to construct the same vehicle electronic architecture for the global market, while allowing for the possibility of adjusting it to additional national requirements.

137. The representative of the United States of America explained only two countries were prescribing voluntary "if fitted" EDR requirements, Republic of Korea and United States of America. He suggested that the member States willing to work on EDR could consult these already established regulations in those two countries as guidance for the sake of harmonization.

138. Secretariat introduced informal document WP.29-171-30. In the 1958 Agreement Revision 3 the term UN Regulation is contained in capital letters while the term global technical regulation or gtr in the 1998 Agreement is in lower caps. In order to explore the possibilities of aligning the format of these similar terms in the two Agreements the secretariat consulted the UN Office of Legal Affairs. The Legal Office at United Nations Office at Geneva (UNOG) advised the secretariat that Contracting Parties could agree on the use of the term "UN GTR" in capital letters. He was further advised to propose to AC.3 to take this decision based on a document for an AC.3 Decision on the use of the capital letter term "UN GTR".

139. The representative of the United States of America supported the proposal of the secretariat and the proposed preparation of the draft decision.

140. Referring to WP.29-171-30, AC.3 requested the secretariat to draft the document containing the decision on the use of the term "UN GTR" in capital letter and submit it to the fiftieth session of AC.3 in June 2017.

XX. Progress on the development of new global technical regulations and of amendments to established global technical regulations (agenda item 18)

A. Global technical regulation No. 1 (Door locks and door retention components) (agenda item 18.1)

Documentation: ECE/TRANS/WP.29/AC.3/43

141. Referring to the authorization to develop Amendment 2 (ECE/TRANS/WP.29/AC.3/43), the representative of EU informed AC.3 that amendments consist of small changes to the regulatory text that are necessary to reflect the amendments of UN Regulation No. 11. Those are broadly supported by GRSP and likely to be put forward for vote by AC3 at the June 2017 session.

B. Global technical regulation No. 2 (Worldwide Motorcycle emission Test Cycle (WMTC)) (agenda item 18.2)

142. As technical sponsor for these activities, the representative of EU explained that the IWG on Environmental and Propulsion Performance Requirements (EPPR) under GRPE was working on the development of amendments to GTR No. 2. He recalled AC.3 that it was agreed to use Euro 5 emissions limits as a baseline for this work.

C. Global technical regulation No. 3 (Motorcycle braking) (agenda item 18.3)

Documentation: ECE/TRANS/WP.29/2017/51

143. The representative of Italy presented ECE/TRANS/WP.29/51 proposing that AC.3 authorize the development of an amendment to GTR No. 3 under the sponsorship of his country, in order to align the provisions of global technical regulation No. 3 with those of Regulation No. 78, to ensure electromagnetic immunity of ABS-systems, introduce ABS performance requirements for category 3-5 vehicles (three-wheelers), ensure uniform requirements for equipment such as Electronic Stop Signal System and the means to disable the ABS, if equipped. This amendment aimed to harmonize the global technical regulation with recent amendments of the UN Regulation No.78 and was submitted to AC.3 for consideration.

144. The AC.3 adopted the ECE/TRANS/WP.29/2017/51 and requested the secretariat to reproduce it as an AC.3 document for the fiftieth session of AC.3 in June 2017.

D. Global technical regulation No. 6 (Safety glazing) (agenda item 18.4)

145. 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 GTR No. 6. He clarified that the main contents of this amendment was to clarify the scope of GTR No 6 to cover panoramic sunroof glazing and to clarify the impact point in Steel ball drop test, based on the proposal submitted by CLEPA to GRSG in 2014. He reminded AC.3 that the extension of the mandate of the IWG was until June 2018 in the last November session of WP.29 meeting to reflect research results performed by United States of America. He added that NHTSA would start research to determine the root cause of panoramic sunroof failures including the fracture analysis and relevant survey this year. The seventh meeting will be held on 24 April in line with the upcoming GRSG meeting. Finally he concluded that the IWG is expecting that expert from NHTSA will introduce the status of research on the panoramic sunroof glazing at that meeting.

E. Global technical regulation No. 7 (Head restraints) (agenda item 18.5)

146. The chair of the IWG on Phase 2 of gtr No. 7 on Head Restraints reminded AC.3 that work to establish injury criteria, based on biomechanical data, had been inconclusive and that the group had been suspended for approximately 18 months. It appeared that new data would not be available before the end of 2017 and that it may be necessary to take a different approach.

147. AC3 agreed that this should be discussed at GRSP who would report back at the 50th session of AC3 in June. The mandate of the Informal Working Group was extended until June 2018.

F. Global technical regulation No. 9 (Pedestrian safety) (agenda item 18.6)

Documentation: ECE/TRANS/WP.29/AC.3/45

148. The representative of the United States of America informed AC.3 that GSRP had agreed to accept Injury Assessment Reference Values (IARVs) to move Phase 2 forward and to incorporate the flexible pedestrian legform impactor (FlexPLI) and the new improved

bumper test proposed by the Task Force on Bumper Test Area. Concerning the new headform test, he suggested that further analysis would be needed, therefore, the proposed change cannot be accepted by the United States of America at this time..

149. The representative of the Republic of Korea informed AC.3 about the progress of work of the Task Force (TF) to incorporate provisions for active deployable systems in the bonnet area. He added that the first meeting was held on 7 and 8 February in Paris, with more than 35 participants including the representatives of five contracting parties or through the web-meeting system. He clarified that in this meeting the TF concentrated and agreed on fundamental issues and shared the existing and relevant protocols: (i) scope of discussion and (ii) decided the short name of the TF as Deployable Pedestrian Protection System (DPPS). Moreover, he added that the TF discussed which items should be included in the agenda of work and agreed to resume discussion on this topic at its second meeting that would be held on 28 and 29 March in Paris. He finally concluded that as Chair of the TF, that his country would like to kindly ask active participation and positive support of all interested contracting parties and stakeholders.

G. Global technical regulation No. 15 (Worldwide harmonized Light vehicle Test Procedures (WLTP) – Phase 2) (agenda item 18.7)

Documentation: ECE/TRANS/WP.29/AC.3/44

150. As technical sponsor for this work, the representative of Japan reported on the Phase 2 activities carried out by the IWG on WLTP under GRPE. He explained that GRPE adopted two proposals at its January 2017 session, a draft new GTR on evaporative emission test procedure for WLTP (WLTP EVAP) and amendments to GTR No. 15. He explained that the Task Force dealing with the transposition of WLTP into the 1958 Agreement met for the first time in February 2017 and expected to present a roadmap at the next GRPE session in June 2017.

H. Global technical regulation No. 16 (Tyres) (agenda item 18.8)

Documentation: ECE/TRANS/WP.29/2017/52

151. The representative of the Russian Federation introduced ECE/TRANS/WP.29/2017/52, proposing that AC.3 authorize the development of an amendment to GTR No. 16 in two phases (Phase 2A and Phase 2B) under the sponsorship of his country. He also recalled the purpose of WP.29-170-12 with Terms of Reference for the IWG on Tyre GTR and the progress made by the group. He mentioned the contributions of various Contracting Parties and ETRTO, including those of the expert from China and invited all interesting participants to visit Moscow in June for the meeting of informal group.

152. The secretariat recalled the purpose of the Compendium of Candidates for GTRs and encourages any Contracting Parties to include their national standards and regulations on tyres for the purpose of harmonization by the IWG on Tyres.

153. AC.3 adopted ECE/TRANS/WP.29/2017/52 and requested the secretariat to reproduce it as an AC.3 document for the fiftieth session of AC.3 in June 2017.

I. Draft global technical regulation on Electric Vehicles Safety (EVS) (agenda item 18.9)

Documentation: ECE/TRANS/WP.29/2016/30
ECE/TRANS/WP.29/2015/107
ECE/TRANS/WP.29/2014/87
ECE/TRANS/WP.29/2012/122
ECE/TRANS/WP.29/2012/121
ECE/TRANS/WP.29/AC.3/32
Informal document: WP.29-171-33

154. The representative of the United States of America, Chair of the IWG on EVS, introduced the fifth Progress Report of its group (WP.29-171-33). He informed that the work of the IWG is deemed completed, apart from a few technical issues concerning heavy duty vehicles that still need to be agreed among the experts. He added that the unresolved text would remain in square brackets in the official document submitted to the May 2017 session of GRSP and that at that time an informal document from IWG would be further submitted to resolve it. Moreover, he explained that the important work on thermal propagation and initiation methods remains in progress (altogether other technical issues). Therefore, he added that discussion on these matters would be continued in the Phase 2, which is planned to start immediately after the adoption of Phase 1 EVS GTR by WP.29, hopefully at the November 2017 session of AC.3. Finally, he sought consent of AC.3 to extend the mandate of the IWG until December 2017.

155. AC.3 endorsed the extension of the mandate and requested the secretariat to distribute WP.29-171-33 with an official symbol.

J. Draft global technical regulation on Quiet Road Transport Vehicles (QRTV) (agenda item 18.10)

Documentation: ECE/TRANS/WP.29/AC.3/33

156. The expert from the United States of America, in his capacity of Chair of IWG on Quiet Road Transport Vehicle Global Technical Regulation (QRTV GTR), recalled his statement at the previous session of AC.3 about the publication, in November 2016, of the US National Rule on Minimum Sound Requirements for Hybrid and Electric Vehicles. He also recalled that the World Forum had agreed to extend the mandate of IWG on QRTV GTR until December 2018. He reported on the national procedures for the entry into force of the National Rule and pointed out that its effective date of implementation would be 21 March 2017, with the phasing-in period of 2019-2020 (www.regulations.gov/docket?D=NHTSA-2016-0125). He further indicated that IWG QRTV GTR would shortly resume its work by undertaking a detailed analysis of differences between UN Regulation No.138 on QRTV and the US National Rule, with the aim to prepare compromise wording for the gtr.

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))

157. The representative of the United States of America informed AC.3 that efforts on the 5th percentile female dummy had experienced setbacks due to the redesign of components and parts. Moreover, he explained that the group would restart work to finalize a draft addendum to the Mutual Resolution No. 1 to incorporate specifications of the 50th percentile World Side Impact dummy (SID). Therefore he sought consent of AC.3 to extend the mandate of the IWG until December 2017. AC.3 endorsed this request.

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

158. No subject was raised under this agenda item.

B. Electric vehicles and the environment (EVE) (agenda item 19.2)

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

159. The representative from Canada provided an update on the latest activities of the IWG on EVE, on behalf of the EVE leadership. He indicated that there had been one meeting of the IWG on EVE since the November 2016 WP.29 session, when WP.29 approved Part B of the EVE mandate and continuation of the group's work.

160. He informed AC.3 that the twenty-first meeting of the IWG on EVE was held in Geneva on January 11th, 2017. It consisted of a half-day session that focused on highlighting the achievements during Part A of the mandate, and laying out the path forward for work during Part B. He noted that the IWG on EVE has a full two-day meeting scheduled to be held in Ann Arbor, Michigan, U.S.A. on April 10th-11th, 2017. At this meeting the EVE IWG will formally begin development of the GTR for power determination of electrified vehicles; continue to exchange research information about electrified vehicle battery durability; and plan outreach to the Group of Experts on Energy Efficiency (GEEE) as future collaborators on the method of stating the energy consumption of electrified vehicles. He also noted that the IWG on EVE has continued to interact regularly with the IWG on WLTP to ensure that the work of the two groups is complimentary and avoid duplication of efforts. Finally, he stated that after the April meeting in Ann Arbor, the IWG on EVE is planning to host a half day meeting during the week of GRPE in June 2017 in Geneva, and then another 2-day meeting in Austria in October 2017.

C. Specifications for the 3-D H point machine (agenda item 19.3)

161. No new information was provided on this subject.

D. Hydrogen and Fuel Cell vehicles (HFCV) (gtr No. 13) – Phase 2 (agenda item 19.4)

Documentation: ECE/TRANS/WP.29/2017/56

162. The representative of EU introduced the proposal for authorization to develop the Phase 2 of the global technical regulation. He explained the need to start the Phase 2 to address the development of remaining issues, amongst others material qualification testing. He clarified that Japan, Republic of Korea and the European Union would sponsor the Phase 2. However, he clarified that the contribution from the United States of America, China and other Contracting Parties was encouraged and expected and that the Joint Research Centre (JRC) of the European Commission is ready to provide further relevant input.

163. AC.3 adopted ECE/TRANS/WP.29/2017/56 and requested the secretariat to convert it into an AC.3 document.

XXII. Other business (agenda item 20)

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

Documentation: Informal document: WP.29-171-15

164. The representative of OICA introduced WP.29-171-15, Proposal to amend Special Resolution 2 (ECE/TRANS/WP.29/2016/65). He stated that OICA, representing the global auto industry, re-confirmed its strong support for Special Resolution 2 being an important step towards an improved functioning of the 1998 Agreement.

165. He noted that WP29-171-15 took into account comments made at the March 2016 AC.3 session, He added that further work could clarify the concepts of alternatives, modules, and options. He emphasized the position of OICA that such clarification would constitute a further improvement and that it would help in the development of new or amended global technical regulations.

166. Due to the lack of time, AC.3 did not conclude on this item but agreed allocate more time for it and to resume its consideration at its June 2017 session. Contracting Parties were invited to prepare their contributions.

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

XXIII. Establishment of the Committee AC.4 and election of officers for the year 2017 (agenda item 21)

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

168. The representative of the Russian Federation invited the secretariat to reflect on ways to invite Contracting Parties to attend sessions of the Administrative Committee of the 1997 Agreement (AC.4).

169. The representative of the Russian Federation further requested the secretariat to prepare a consolidated document proposing the relevant amendments under agenda item 22 for consideration by the World Forum at its 172nd session in June 2017.

XXIV. Amendments to Rules Nos. 1 and 2 (agenda item 22)

Documentation: ECE/TRANS/WP.29/2013/132/Rev.1
ECE/TRANS/WP.29/2016/87
ECE/TRANS/WP.29/2017/47
ECE/TRANS/WP.29/2013/133/Rev.1
ECE/TRANS/WP.29/2016/88
ECE/TRANS/WP.29/2017/48
Informal document: WP.29-171-22

170. No further supplementary information was provided beyond agenda item 7.2. (see paras. 92 and 93 above)

XXV. Establishment of requirements for testing equipment, for skills and training of inspectors and for supervision of test centres (agenda item 23)

171. No supplementary information was provided beyond agenda item 7.3 (see para. 99 above)

XXVI. Other business (agenda item 24)

172. No subject was raised under this agenda item.

Annex I

**List of informal documents (WP.29-171-...) distributed
without a symbol during the 171st session**

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
1	Secretariat	2.2.	E	WP.29, Working Parties, Informal Working Groups and Chairmanship	(a)
2	Secretariat	1.	E	Consolidated Agenda including Informal Documents	(a)
3	European Union	4.9.2. - 4.9.6., 4.9.8., 4.9.10., 4.9.14. - 4.9.17., 4.9.20. - 4.9.24.	E	Proposal for amendments to Regulations Nos. 4, 6, 7, 19, 23, 38, 48, 50, 77, 87, 91, 98, 112, 113, 119, 123	(e)
4	European Union	4.9.21.	E	Proposal to amend the proposal for Supplement 7 to the 01 series of amendments to Regulation No. 113 (Headlamps emitting a symmetrical passing-beam), as contained in ECE/TRANS/WP.29/2017/39	(e)
5	OICA	4.8.8.	E	Proposal to amend document ECE/TRANS/WP.29/2017/18 (Draft 03 series to Regulation No. 118)	(a)
6	Working Party on Brakes and Running Gear (GRRF)	4.7.3.	E	Proposal for amendments to ECE/TRANS/WP.29/2017/10	(b)
7	Secretariat	4.1.	E	Electronic exchange of information concerning Type Approval Authorities and Technical Services	(b)
8	Secretariat	12. and 15.	E	Executive Committee of the 1998 Agreement Forty-eighth session 1. Establishment of the Executive Committee AC.3 (item 12) 2. Consideration and vote by AC.3 (item 15)	(a)

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
9	Secretariat	13.	E	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 8 March 2017...	(a)
10	WHO	8.4.	E	Discussion paper on Road safety Targets and Indicators	(a)
11	Informal Group on IWVTA	4.3.	E	Draft Proposal for Regulation No. 0 on International Whole Vehicle Type Approval	(d)
12	Informal Group on IWVTA	4.3.	E	Report to WP.29 on 23 rd meeting of the Informal Group on IWVTA	(a)
13	European Union	4.2.2.	E	Amendments to document ECE/TRANS/WP.29/2017/53 Draft General Guidelines for UN regulatory procedures and transitional provisions in UN regulations	(d)
14	OICA	17.	E	Work programme of the 1998 Agreement	(a)
15	OICA	20.1.	E	Proposal to amend Special Resolution No. 2	(c)
16	IWG on DETA	4.5.	E	Draft proposal for purchasing DETA through the Sole Source procedure	(a)
17	IWG on PTI	7.2.	E	Draft proposals for transitional provisions to Rule 1 and 2 annexed to the 1997 Vienna Agreement	(d)
18	IWG on PTI	7.2.	E	Proposal for amendments to ECE/TRANS/WP.29/2016/87	(d)
19	IWG on PTI	7.2.	E	Proposal for amendments to ECE/TRANS/WP.29/2016/88	(d)
20	IWG on PTI	7.3.	E	Proposal for amendments to ECE/TRANS/WP.29/2017/49	(d)
21	IWG on PTI	7.3.	E	Proposals for new Rule on Periodical Technical Inspections of motor vehicles using compressed natural gas (CNG) and/or liquefied natural gas (LNG) in their propulsion system	(d)
22	Secretariat	22.	E	Ninth session of the Administrative Committee AC.4	(a)

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
23	Secretariat	8.5.	E	Adopted proposals and entry into force of the November 2016 session	(a)
24	IWG on IWVTA	4.2.2.	E	Amended General Guidelines for UN regulatory procedures and transitional provisions in UN Regulations	(d)
25	IWG on IWVTA	4.3.	E	Amended Explanation to UN Regulation No.0 on the International Whole Vehicle Type Approval ? questions and answers	(d)
26	IWG on PTI	7.1.	E	Report to WP.29 about results of the 6 th meeting of Informal Group on Periodical Technical Inspections	(a)
27	Russian Federation	4.10.1., 4.10.2., 4.10.3.	E	Proposal with regard to documents ECE/TRANS/WP.29/2017/42, .../43 and .../44	(a)
28	OICA	4.7.3.	E	Proposal for transitional provisions for inclusion in UN R79 (ECE/TRANS/WP29/2017/10, as amended by WP29-171-06)	(a)
29	EU and Japan	17.	E	Preliminary Draft of new PoW proposed by EU & Japan Based on Annex II of ECE/TRANS/WP.29/1126	(a)
30	Secretariat	17.	E	Decision on use of term "UN GTR"	(b)
31	Secretariat	2.4.	E	Inland Transport Committee Strategy	(a)
32	Secretariat	2.4.	E	ITC List of main decisions	(a)
33	IWG on EVS GTR	18.9.	E	Electric Vehicle Safety Global Technical Regulation (EVS GTR)	(d)
34	Japan	4.7.3.	E	Concern about the transitional provisions of the amendment to UN Regulation No. 79 for all vehicles	(a)
35	Eurasian Economic Commission (EEC)		E	Highlights of the speech	(a)
36	Malaysia		E	Highlights of the speech	(a)
37	World Health Organization	8.4.	E	Developing global targets & indicators for road safety -Process and Progress	(a)

Notes:

- (a) Consideration completed or to be superseded.
- (b) Adopted.
- (c) Consideration at the next session as an informal document.
- (d) Continue consideration at the next session with an official symbol.
- (e) Referred to responsible GR for consideration

Annex II

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

Situation on priorities and proposals to develop gtrs as of 8 March 2017

GRRF

<i>Item</i>	<i>Informal group (Yes-No)/ Chair & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/WP.29/...)</i>	<i>Proposal for a draft gtr (ECE/TRANS/WP.29/...)</i>	<i>State of play/Comments</i>
[Amendment 3] to UN GTR No. 3 (motorcycle brake systems)	-	Italy	2017/51	-	Request for authorization to develop Amendment 3 to GTR No. 3 adopted by AC.3 in March 2017
[Amendment 2] to UN GTR No. 16 (Tyres)	Yes/Russian Federation	Russian Federation	2017/52	-	Request for authorization to develop Amendment 2 to UN GTR No. 16 adopted by AC.3 in March 2017

GRSP

<i>Item</i>	<i>Informal group (Yes-No)/ Chair & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/WP.29/...)</i>	<i>Proposal for a draft gtr (ECE/TRANS/WP.29/...)</i>	<i>State of play/Comments</i>
Amendment 2 to gtr No. 1	No	EU		AC.3/43 GRSP/2016/17	GRSP recommended the proposal of amendments and its final report to the June 2017 session of AC.3
Phase 2 of gtr No. 7 (Head Restraints)	Yes/UK	Japan	AC.3/25/ Rev.1	2014/86 (fourth progress report) GRSP/2015/34 (Draft UN GTR)	GRSP is expected to resume discussion addressing all issues, including draft Addendum 1 to the M.R.1 at its May 2017 session. AC.3 agreed to extend the mandate of the IWG until June 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 & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS Proposal for a draft gtr /WP.29/).../ (ECE/TRANS/WP.29/..)</i>	<i>State of play/Comments</i>
Amendment 2 - Phase 2 of gtr No. 9 (Flex- PLI) (Pedestrian Safety)	Yes/ Germany/ Japan	Germany/ Japan	AC.3/24 GRSP/2014/15 (Draft gtr) GRSP/2017/3 GRSP/2015/2 GRSP/2014/16 (5 th progress report) GRSP/2015/2	GRSP will resume discussion at its May 2017 session on IARVs and on the draft gtr, altogether with a proposal addressing bumper test.
Amendment 3 to 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 2017 session addressing the Phase 2 of the gtr.
Amendment 4 to gtr No. 9		Republic of Korea	AC.3/45	GRSP will resume consideration on possible proposal of amendment to the gtr to provide the test procedure for deployable systems of the outer surface to ensure an adequate protection of pedestrians.
Phase 2 of 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 gtr was adopted by AC.3 at its March 2017 session.
Gtr No. 14 (PSI)	Yes/ Australia	Australia	AC.3/28	No new information was provided at the March 2017 session of AC.3.
Gtr on EVS	Yes/USA/ EU/ Japan/ China	EU/ Japan/ USA/ China	AC.3/32 GRSP/2017/2 2012/121 (ToR) 2012/122 (1 st progress report) 2014/87 (2 nd progress report) 2015/107 (3 rd progress report) 2016/30 (4 th progress report)	GRSP is expected to complete Phase 1 by May 2017 and leave the long-term research items for Phase 2. AC.3 at its March 2017 session endorsed the extension of the mandate until December 2017.

GRPE

<i>Item</i>	<i>Informal group (Yes-No)/ Chair & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS GTR /WP.29/...)/</i>	<i>Proposal for a draft UN (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)		AC.3 was informed about the ongoing work by the IWG on EPPR on the development of amendments to UN GTR No. 2.
Amend. 2 to UN GTR No. 15 (WLTP)	Yes/ Germany (WLTP)	EU/ Japan	AC.3/44 (based on 2016/73)		AC.3 noted that Amendment 2 to UN GTR No. 15 will be submitted for consideration at the June 2017 session.
New UN GTR on evaporative emission test procedure for WLTP (WLTP EVAP)	Yes/ Germany (WLTP)	EU/ Japan	AC.3/44 (based on 2016/73)		AC.3 noted that a new UN GTR on WLTP EVAP will be submitted for consideration at the June 2017 session.
Electric vehicles and the environment (EVE)	Yes/USA/ China/ Japan	Canada/ China/EU/ Japan/USA	AC.3/46 (based on 2016/116)		AC.3 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 & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS GTR S/WP.29/...)/</i>	<i>Proposal for a draft UN (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 at its June 2017 session

GRSG

<i>Item</i>	<i>Informal group (Yes-No)/ Chair & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRAN S/WP.29/...)/ (ECE/TRANS/WP.29/...)</i>	<i>Proposal for a draft UN GTR</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

Situation of subjects for exchange of views

<i>Working Party</i>	<i>Item</i>	<i>Inf. group (Yes-No)/ Chair & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal ECE/TRANS/WP.29/...</i>	<i>State of play.</i>
GRSP	Crash compatibility	No	No	---	No new information was provided.
GRSP	Harmonized side impact dummies	Yes	USA	2010/88 (2 nd progress report)	AC.3 was informed on the progress made in relation to the 5 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	No	---	---	No new information was provided to AC.3.
WP.29	Electric Vehicles and Environment	Yes	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	No	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

**World Forum for Harmonization of Vehicle Regulations
(WP.29): Working Parties, Informal Working Groups and
Chairmanship (01/03/2017)**

<i>Informal working groups</i>	<i>Chairperson/ Vice-Chairperson</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
WP.29 World Forum	Mr. A. Erario Mr. B. Kisulenko	Italy Russia	2018
Intelligent Transport Systems (ITS)	Mr. H. Inomata Mr. I. Yarnold	Japan UK	2018
Electronic Database for the Exchange of Type Approval documentation (DETA)	Mr. Paeslack	Germany	March 2016
International Whole Vehicle Type Approval (IWVTA)	Mr. T. Onoda Mrs. M. Teles Romao	Japan EC	June 2017
IWVTA Subgroup on UN Regulation No. 0	Mr. T. Onoda	Japan	June 2017
IWVTA Subgroup on 1958 Agreement	Mr L. Escobar	EC	June 2017
Enforcement Working Group	Mr. E. Wondimneh	USA	2018
Periodic Technical Inspections (PTI)	Mr. P. Striekwold Mr. V. Komarov	Netherlands Russia	November 2017
GRB Noise	Mr. S. Ficheux Mr. A. Bocharov	France Russia	2018
Quiet Road Transport Vehicles (QRTV gtr)	Mr. E. Wondimneh Mr. I. Sakamoto	USA Japan	December 2016
Quiet Road Transport Vehicles (QRTV Regulation)	Mr. B. Schüttler Mr. L.-F. Pardo Mr. I. Sakamoto	Germany France Japan	September 2017
GRE Lighting and Light-Signalling	Mr. M. Loccufier Mr. D. Rovers	Belgium Netherlands	2018
Simplification of the Lighting and Light Signalling Regulations (SLR)	Mr. M. Loccufier	Belgium	2018
Visibility, Glare and Levelling	Mr. T. Targosinski	Poland	November 2017
GRPE Pollution and Energy	Mr. A. Rijnders Mrs. R. Urdhwarshhe	Netherlands India	2018
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. Narusawa	USA China Japan	November 2018

<i>Informal working groups</i>	<i>Chairperson/ Vice-Chairperson</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
Particle Measurement Programme (PMP)	Mr. G. Martini	EC	June 2019
Vehicle Interior Air Quality (VIAQ)	Mr. J Lim Mr. Y. GE	Korea China	November 2017
Worldwide harmonized Light vehicles Test Procedures (WLTP Phase 2)	Mr. D. Kawano	Japan	December 2019
GRRF Brakes and Running Gear	Mr. B. Frost Mr. A. Murai	UK Japan	2018
Modular Vehicle Combinations (MVC)	Mr. A. Gunneriusson	Sweden	February 2019
Agricultural Coupling Devices and Components (ACDC)	Mr. A Schauer	Germany	September 2017
Tyres	Mr. A Bocharov	Russian Federation	November 2018
Automatically Commended Steering Functions (ACSF)	Mr. C. Theis ² Mr. H. Kubota ¹	Germany Japan	September 2017
GRSP Passive Safety	Mr. N. Nguyen Mr. Jae-Wan Lee	USA Korea	2018
Harmonization of side impact dummies	Mr. D. Sutula	USA	December 2017
UN GTR No. 7 on Head Restraints - Development of Phase 2	Mr. B. Frost	UK	June 2018
Child Restraints Systems (CRS)	Mr. P. Castaing	France	December 2017
UN GTR No. 9 on Pedestrian Safety – Development of Phase 2	Mr. R. Damm	Germany	December 2017
Electric Vehicle Safety (EVS)	Mr. N. Nguyen	USA China and EC Vice- Chairs	December 2017
Specification of the 3D-H machine	Mr. L. Martinez	Spain	Tbd
UN GTR No. 13 on Hydrogen and Fuel Cell Vehicles - Sub group safety (HFCV-SGS)	Tbd	Tbd	2020
GRSG General Safety	Mr. A. Erario Mr. K. Hendershot	Italy Canada	2018
Panoramic Sunroof Glazing (PSG)	Mr. S. Eom	Korea	June 2018
Close proximity vision and obstacle detection systems	Tbd	Tbd	Tbd

² Mr C.Theis and Mr. H. Kubota are Co-Chairs of the IWG on ACSF

**World Forum for Harmonization of Vehicle Regulations (WP.29):
Administrative/Executive Committees and Chairmanship
(01/03/2017)**

<i>Committees</i>	<i>Chairperson/ Vice-Chairperson</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 Russia	N.a.
AC.2 Administrative Committee for the coordination of work	Mr. A. Erario	Italy	2018
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	Tbd	Tbd	N.a.

Annex IV

Adopted amendments to ECE/TRANS/WP.29/2017/10 (consolidated)

02 series of amendments to Regulation No. 79 (Steering equipment)

Insert a new paragraph 1.2.3., to read:

- "1.2.3. Steering systems exhibiting the functionality defined as ACSF of Category B2, C, D or E in paragraphs 2.3.4.1.3., 2.3.4.1.4., 2.3.4.1.5., or 2.3.4.1.6., respectively, until specific provisions would be introduced in this Regulation."

Paragraph 2.3.4.1., amend to read:

- "2.3.4.1. *"Automatically commanded steering function (ACSF)"* means a function within an electronic control system where actuation of the steering system can result from automatic evaluation of signals initiated on-board the vehicle, possibly in conjunction with passive infrastructure features, to generate control action in order to assist the driver.
- 2.3.4.1.1. *"ACSF of Category A"* means a function that operates at a speed no greater than 10 km/h to assist the driver, on demand, in low speed or parking manoeuvring.
- 2.3.4.1.2. *"ACSF of Category B1"* means a function which assists the driver in keeping the vehicle within the chosen lane, by influencing the lateral movement of the vehicle.
- 2.3.4.1.3. *"ACSF of Category B2"* means a function which is initiated/activated by the driver and which keeps the vehicle within its lane by influencing the lateral movement of the vehicle for extended periods without further driver command/confirmation
- 2.3.4.1.4. *"ACSF of Category C"* means, a function which is initiated/activated by the driver and which can perform a single lateral manoeuvre (e.g. lane change) when commanded by the driver.
- 2.3.4.1.5. *"ACSF of Category D"* means a function which is initiated/activated by the driver and which can indicate the possibility of a single lateral manoeuvre (e.g. lane change) but performs that function only following a confirmation by the driver.
- 2.3.4.1.6. *"ACSF of Category E"* means a function which is initiated/activated by the driver and which can continuously determine the possibility of a manoeuvre (e.g. lane change) and complete these manoeuvres for extended periods without further driver command/confirmation."

Paragraph 2.3.4.2., amend to read:

- "2.3.4.2. *"Corrective Steering Function (CSF)"* means a control function within an electronic control system whereby, for a limited duration, changes to the steering angle of one or more wheels may result from the automatic evaluation of signals initiated on-board the vehicle, in order:

- (a) To compensate a sudden, unexpected change in the side force of the vehicle, or;
- (b) To improve the vehicle stability (e.g. side wind, differing adhesion road conditions " μ -split"), or;
- (c) To correct lane departure. (e.g. to avoid crossing lane markings, leaving the road)."

Insert new paragraphs 2.4.8. until 2.4.15., to read:

- 2.4.8. "*Remote Controlled Parking (RCP)*" means an ACSF of category A, actuated by the driver, providing parking or low speed manoeuvring. The actuation is made by remote control in close proximity to the vehicle.
- 2.4.9. "*Specified maximum RCP operating range (S_{RCPmax})*" means the maximum distance between the nearest point of the motor vehicle and the remote control device up to which ACSF is designed to operate.
- 2.4.10. "*Specified maximum speed V_{smax}* " means the maximum speed up to which an ACSF is designed to operate.
- 2.4.11. "*Specified minimum speed V_{smin}* " means the minimum speed down to which an ACSF is designed to operate.
- 2.4.12. "*Specified maximum lateral acceleration a_{ysmax}* " means the maximum lateral acceleration of the vehicle up to which an ACSF is designed to operate."
- 2.4.13. An ACSF is in "off mode" (or "switched off") when the function is prevented from generating a steering control action to assist the driver.
- 2.4.14. An ACSF is in "standby mode" when the function is switched on but the conditions (e.g. system operating conditions, deliberate action from driver) for being active are not all met. In this mode, the system is not ready to generate a steering control action to assist the driver.
- 2.4.15. An ACSF is in "active mode" (or "active") when the function is switched on and the conditions for being active are met. In this mode, the system continuously or discontinuously controls the steering system is generating, or is ready to generate, a steering control action to assist the driver."

Paragraph 5.1.6.1., amend to read:

- "5.1.6.1. A CSF system shall be subject to the requirements of Annex 6."

Insert a new paragraph 5.1.6.1.1. to 5.1.6.1.4. to read:

- 5.1.6.1.1. Every CSF intervention shall immediately be indicated to the driver by an optical warning signal which is displayed for at least 1 s or as long as the intervention exists, whichever is longer.
- 5.1.6.1.2. In the case of a CSF intervention which is based on the evaluation of the presence and location of lane markings or boundaries of the lane the following shall apply additionally:
 - 5.1.6.1.2.1. In the case of an intervention longer than:
 - (a) 10 s for vehicles of category M₁ and N₁, or
 - (b) 30 s for vehicles of category M₂, M₃ and N₂, N₃,
 an acoustic warning signal shall be provided until the end of the intervention.

- 5.1.6.1.2.2. In the case of two or more consecutive interventions within a rolling interval of 180 seconds and in the absence of a steering input by the driver during the intervention, an acoustic warning signal shall be provided by the system during the second and any further intervention within a rolling interval of 180 seconds. Starting with the third intervention (and subsequent interventions) the acoustic warning signal shall continue for at least 10 seconds longer than the previous warning signal.
- 5.1.6.1.3. The steering control effort necessary to override the directional control provided by the system shall not exceed 50 N in the whole range of CSF operations.
- 5.1.6.1.4. The requirements in paragraphs 5.1.6.1.1., 5.1.6.1.2. and 5.1.6.1.3. for CSF, which are reliant on the evaluation of the presence and location of lane markings or boundaries of the lane, shall be tested in accordance with the relevant vehicle test(s) specified in Annex 8 of this Regulation."

Insert new paragraphs 5.4.1.2. and 5.4.1.3., to read:

- "5.4.1.2. Optical warning signals shall be visible, even by daylight and distinguishable from other alerts; the satisfactory condition of the signals shall be easily verifiable by the driver from the driver's seat; the failure of a component of the warning devices shall not entail any loss of the steering system's performance.
- 5.4.1.3. Acoustic warning signals shall be by continuous or intermittent sound signal or by vocal information. Where vocal information is employed, the manufacturer shall ensure that the alert uses the language(s) of the market into which the vehicle is sold.

Acoustic warning signals shall be easily recognized by the driver."

Paragraph 5.4.1.2. (former) shall be renumbered as paragraph 5.4.1.4.

Insert a new paragraph 5.6., to read:

- "5.6. Provisions for ACSF
Any ACSF shall be subject to the requirements of Annex 6.
- 5.6.1. Special Provisions for ACSF of Category A
Any ACSF of Category A shall fulfil the following requirements.
- 5.6.1.1. General
- 5.6.1.1.1. The system shall only operate until 10 km/h (+2 km/h tolerance)
- 5.6.1.1.2. The system shall be active only after a deliberate action of the driver and if the conditions for operation of the system are fulfilled (all associated functions – e.g. brakes, accelerator, steering, camera/radar/lidar. are working properly).
- 5.6.1.1.3. The system shall be able to be deactivated by the driver at any time.
- 5.6.1.1.4. In case the system includes accelerator and/or braking control of the vehicle, the vehicle shall be equipped with a means to detect an obstacle (e.g. vehicles, pedestrian) in the manoeuvring area and to bring the vehicle immediately to a stop to avoid a collision.*

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- * Until uniform test procedures have been agreed, the manufacturer shall provide the Technical Service the documentation and supporting evidence to demonstrate compliance with these provisions. This information shall be subject to discussion and agreement between the Technical Service and vehicle manufacturer.
- 5.6.1.1.5. Whenever the system becomes operational, this shall be indicated to the driver. Any termination of control shall produce a short but distinctive driver warning by an optical warning signal and either an acoustic warning signal or by imposing a haptic warning signal (except for the signal on the steering control in parking manoeuvring).
- For RCP, the requirements for driver warning shown above shall be fulfilled by the provision of an optical warning signal at least at the remote control device.
- 5.6.1.2. Additional provisions for RCP
- 5.6.1.2.1. The parking manoeuvre shall be initiated by the driver but controlled by the system. A direct influence on steering angle, value of acceleration and deceleration via the remote control device shall not be possible.
- 5.6.1.2.2. A continuous actuation of the remote control device by the driver is required during the parking manoeuvre.
- 5.6.1.2.3. If the continuous actuation is interrupted or the distance between vehicle and remote control device exceeds the specified maximum RCP operating range (S_{RCPmax}) or the signal between remote control and vehicle is lost, the vehicle shall stop immediately.
- 5.6.1.2.4. If a door or trunk of the vehicle is opened during the parking manoeuvre, the vehicle shall stop immediately.
- 5.6.1.2.5. If the vehicle has reached its final parking position, either automatically or by confirmation from the driver, and the start/run switch is in the off position, the parking braking system shall be automatically engaged.
- 5.6.1.2.6. At any time during a parking manoeuvre that the vehicle becomes stationary, the RCP function shall prevent the vehicle from rolling away.
- 5.6.1.2.7. The specified maximum RCP operating range shall not exceed 6m.
- 5.6.1.2.8. The system shall be designed to be protected against unauthorized activation or operation of the RCP systems and interventions into the system.
- 5.6.1.3. System information data
- 5.6.1.3.1. Following data shall be provided together with the documentation package required in Annex 6 of this Regulation to the Technical Service at the time of type approval :
- 5.6.1.3.1.1. The value for the specified maximum RCP operating range (S_{RCPmax});
- 5.6.1.3.1.2. The conditions under which the system can be activated, i. e. when the conditions for operation of the system are fulfilled;
- 5.6.1.3.1.3. For RCP systems the manufacturer shall provide the technical authorities with an explanation how the system is protected against unauthorized activation.

5.6.2. Special Provisions for ACSF of Category B1

Any ACSF of Category B1 shall fulfil the following requirements.

5.6.2.1. General

5.6.2.1.1. The activated system shall at any time, within the boundary conditions, ensure that the vehicle does not cross a lane marking for lateral accelerations below the maximum lateral acceleration specified by the vehicle manufacturer $a_{y_{\text{max}}}$.

The system may exceed the specified value $a_{y_{\text{max}}}$ by not more than 0.3m/s^2 , while not exceeding the maximum value specified in the table in paragraph 5.6.2.1.3. of this Regulation.

5.6.2.1.2. The vehicle shall be equipped with a means for the driver to activate (stand by mode) and deactivate (off mode) the system. It shall be possible to deactivate the system at any time by a single action of the driver. Following this action, the system shall only become active again as a result of a deliberate action by the driver.

5.6.2.1.3. The system shall be designed so that excessive intervention of steering control is suppressed to ensure the steering operability by the driver and to avoid unexpected vehicle behaviour, during its operation. To ensure this, the following requirements shall be fulfilled:

- (a) The steering control effort necessary to override the directional control provided by the system shall not exceed 50 N.
- (b) The specified maximum lateral acceleration $a_{y_{\text{max}}}$ shall be within the limits as defined in the following table:

For vehicles of category M₁, N₁

Speed range	10-60 km/h	>60-100 km/h	>100-130 km/h	>130 km/h
Maximum value for the specified maximum lateral acceleration	3 m/s ²	3 m/s ²	3 m/s ²	3 m/s ²
Minimum value for the specified maximum lateral acceleration	0 m/s ²	0.5 m/s ²	0.8 m/s ²	0.3 m/s ²

For vehicles of category M₂, M₃, N₂, N₃

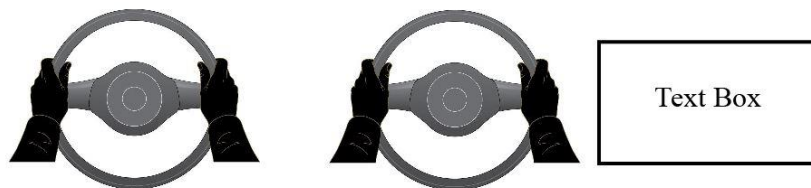
Speed range	10-30 km/h	>30- 60 km/h	> 60 km/h
Maximum value for the specified maximum lateral acceleration	2.5 m/s ²	2.5 m/s ²	2.5 m/s ²
Minimum value for the specified maximum lateral acceleration	0 m/s ²	0.3 m/s ²	0.5 m/s ²

- (c) The moving average over half a second of the lateral jerk generated by the system shall not exceed 5 m/s^3 .

- 5.6.2.1.4. The requirements in paragraphs 5.6.2.1.1. and 5.6.2.1.3. of this Regulation shall be tested in accordance with relevant vehicle test(s) specified in Annex 8 of this Regulation.
- 5.6.2.2. ACSF of Category B1 operation
- 5.6.2.2.1. If the system is active an optical signal shall be provided to the driver.
- 5.6.2.2.2. When the system is in standby mode, an optical signal shall be provided to the driver.
- 5.6.2.2.3. When the system reaches its boundary conditions set out in paragraph 5.6.2.3.1.1. of this Regulation (e.g. the specified maximum lateral acceleration $a_{y_{max}}$) and both in the absence of any driver input to the steering control and when any front tyre of the vehicle starts to cross the lane marking, the system shall continue to provide assistance and shall clearly inform the driver about this system status by an optical warning signal and additionally by an acoustic or haptic warning signal.
- For vehicles of categories M₂ M₃ N₂ and N₃, the warning requirement above is deemed to be fulfilled if the vehicle is equipped with a Lane Departure Warning System (LDWS) fulfilling the technical requirements of Regulation No. 130.
- 5.6.2.2.4. A system failure shall be signaled to the driver by an optical warning signal. However, when the system is manually deactivated by the driver, the indication of the failure may be suppressed.
- 5.6.2.2.5. When the system is active and in the speed range between 10 km/h or V_{min} , whichever is higher, and V_{max} , it shall provide a means of detecting that the driver is holding the steering control.

If, after a period of no longer than 15 seconds the driver is not holding the steering control, an optical warning signal shall be provided. This signal may be the same as the signal specified below in this paragraph.

The optical warning signal shall indicate to the driver to place their hands on the steering control. It shall consist of pictorial information showing hands and the steering control and may be accompanied by additional explanatory text or warning symbols - see examples below:



Example 1.

Example 2.

If, after a period of no longer than 30 seconds the driver is not holding the steering control, at least the hands or steering control in the pictorial information provided as optical warning signal shall be shown in red and an acoustic warning signal shall be provided.

The warning signals shall be active until the driver is holding the steering control, or until the system is deactivated, either manually or automatically.

The system shall be automatically deactivated at the latest 30 seconds after the acoustic warning signal has started. After deactivation the system shall clearly inform the driver about the system status by an acoustic emergency signal which is different from the previous acoustic warning signal, for at least five seconds or until the driver holds the steering control again.

The above requirements shall be tested in accordance with the relevant vehicle test(s) specified in Annex 8 of this Regulation.

- 5.6.2.2.6. Unless otherwise specified, the optical signals described in 5.6.2.2. shall all be different from each other (e.g. different symbol, colour, blinking, text).
- 5.6.2.3. System information data
- 5.6.2.3.1. Following data shall be provided together with the documentation package required in Annex 6 of this regulation to the Technical Service at the time of type approval;
 - 5.6.2.3.1.1. The conditions under which the system can be activated and the boundaries for operation (boundary conditions). The vehicle manufacturer shall provide values for V_{smax} , V_{smin} and a_{ysmax} for every speed range as mentioned in the table of paragraph 5.6.2.1.3. of this Regulation;
 - 5.6.2.3.1.2. Information about how the system detects that the driver is holding the steering control."

Insert a new paragraph 12, to read:

- "12. Transitional provisions
- 12.1 As from the official date of entry into force of the 02 series of amendments, no Contracting Party applying this UN Regulation shall refuse to grant or refuse to accept UN type approvals under this UN Regulation as amended by the 02 series of amendments.
- 12.2 As from 1 April 2018, Contracting Parties applying this UN Regulation shall grant UN type approvals only if the vehicle type to be approved meets the requirements of this UN Regulation as amended by the 02 series of amendments.
- 12.3 As from 1 April 2021, Contracting Parties applying this Regulation shall not be obliged to accept, for the purpose of national or regional type approval, a vehicle type approved to the preceding series of amendments to this Regulation.
- 12.4. Contracting Parties applying this UN Regulation shall not refuse to grant extensions of UN type approvals for existing types, which have been granted according to the preceding series of amendments to this UN Regulation.
- 12.5. Notwithstanding paragraph 12.3., UN type approvals to the preceding series of amendments to the UN Regulation, which are not affected by the 02 series of amendments shall remain valid and Contracting Parties applying the UN Regulation shall continue to accept them.
- 12.6. As a derogation to paragraph 12.2., until 1 April 2020, type Approvals may be granted to new vehicle types not complying with the red colour for the hands-off warning signal, mandated in paragraph 5.6.2.2.5., and having multi information displays installed in the instrument cluster not capable of indicating red warning signals or using standalone tell-tales only."

Annex 2, amend the marking provisions corresponding to the 02 series of amendments: *For* "01", *read* "02" (5 times)

Insert a new Annex 8, to read:

"Annex 8

Test requirements for corrective and automatically commanded steering functions

1. General Provisions

Vehicles fitted with CSF and/or ACSF systems shall fulfil the appropriate tests requirements of this annex.
2. Testing conditions

The tests shall be performed on a flat, dry asphalt or concrete surface affording good adhesion. The ambient temperature shall be between 0° C and 45° C.

 - 2.1. Lane markings

The lane markings on the road used for the tests shall be in line with one of those described in Annex 3 of Regulation No. 130. The markings shall be in good condition and of a material conforming to the standard for visible lane markings. The lane-marking layout used for the tests shall be recorded in the test report.

The width of the lane shall be minimum 3.5m, for the purpose of the tests of this Annex.

The test shall be performed under visibility conditions that allow safe driving at the required test speed.

The vehicle manufacturer shall demonstrate, through the use of documentation, compliance with all other lane markings identified in Annex 3 of Regulation No. 130. Any of such documentation shall be appended to the test report.
 - 2.2. Tolerances

All vehicle speeds specified for the tests described in this annex shall be met within a tolerance of ± 2 km/h.
 - 2.3. Vehicle conditions
 - 2.3.1. Test mass

The vehicle shall be tested in a load condition agreed between the manufacturer and the Technical Service. No load alteration shall be made once the test procedure has begun. The vehicle manufacturer shall demonstrate, through the use of documentation, that the system works at all load conditions.
 - 2.3.2. The vehicle shall be tested at the tyre pressures recommended by the vehicle manufacturer.

2.4. Lateral acceleration

The position representing the centre of gravity, at which the lateral acceleration shall be measured, shall be determined in agreement between the vehicle manufacturer and the Technical Service. This position shall be identified in the test report.

The lateral acceleration shall be measured without taking into account the additional effects due to the movements of the vehicle body (e.g. roll of sprung mass).

3. Tests procedures

3.1. Tests for CSF

The following test applies to CSF functions defined in subparagraph (c) of CSF definition in paragraph 2.3.4.2. of this Regulation.

3.1.1. Warning test for CSF

3.1.1.1. The vehicle shall be driven with an activated CSF on a road with lane markings on each side of the lane. In case of a CSF whose interventions are solely based on the evaluation of the presence and location of lane boundaries, the vehicle shall be driven on a road delimited by the boundaries as declared by the manufacturer (e.g. road edge).

The test conditions and the vehicle test speed shall be within the operating range of the system.

During the test, the duration of the CSF interventions and of the optical and acoustic warning signals shall be recorded.

In the case of paragraph 5.1.6.1.2.1. of this Regulation, the vehicle shall be driven such that it attempts to leave the lane and causes CSF intervention to be maintained for a period longer than 10s (for M_1 , N_1) or 30s (for M_2 , M_3 , N_2 , N_3). If such a test cannot be practically achieved due to e.g. the limitations of the test facilities, with the consent of the type approval authority this requirement may be fulfilled through the use of documentation.

The test requirements are fulfilled if:

- (a) The acoustic warning is provided no later than 10s (for M_1 , N_1) or 30s (for M_2 , M_3 , N_2 , N_3) after the beginning of the intervention.

In the case of paragraph 5.1.6.1.2.2. of this Regulation, the vehicle shall be driven such that it attempts to leave the lane and causes at least three interventions of the system within a rolling interval of 180 s.

The test requirements are fulfilled if:

- (a) An optical warning signal is provided for each intervention, as long as the intervention exists, and
- (b) An acoustic warning signal is provided at the second and third intervention, and
- (c) The acoustic warning signal at the third intervention is at least 10s longer than the one at the second intervention.

3.1.1.2. In addition, the manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements defined in paragraphs 5.1.6.1.1 and 5.1.6.1.2 are fulfilled in the whole range of CSF operation. This may be achieved on the basis of appropriate documentation appended to the test report.

- 3.1.2 Overriding force test
- 3.1.2.1. The vehicle shall be driven with an activated CSF on a road with lane markings on each side of the lane.
- The test conditions and the vehicle test speed shall be within the operating range of the system.
- The vehicle shall be driven such that it attempts to leave the lane and causes CSF intervention. During the intervention, the driver shall apply a force on the steering control to override the intervention.
- The force applied by the driver on the steering control to override the intervention shall be recorded.
- 3.1.2.2. The test requirements are fulfilled if the force applied by the driver on the steering control to override the intervention does not exceed 50 N.
- 3.1.2.3 In addition, the manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements defined in paragraph 5.1.6.1.3. are fulfilled in the whole range of CSF operation. This may be achieved on the basis of appropriate documentation appended to the test report.
- 3.2. Tests for ACSF Category B1 Systems
- 3.2.1. Lane keeping functional test
- 3.2.1.1. The vehicle speed shall remain in the range from V_{\min} up to V_{\max} .
- The test shall be carried out for each speed range specified in paragraph 5.6.2.1.3. of this Regulation separately or within contiguous speed ranges where the $a_{y_{\max}}$ is identical.
- The vehicle shall be driven without any force applied by the driver on the steering control (e.g. by removing the hands from the steering control) with a constant speed on a curved track with lane markings at each side.
- The necessary lateral acceleration to follow the curve shall be between 80 and 90% of the maximum lateral acceleration specified by the vehicle manufacturer $a_{y_{\max}}$.
- The lateral acceleration and the lateral jerk shall be recorded during the test.
- 3.2.1.2. The test requirements are fulfilled if:
- The vehicle does not cross any lane marking.
- The moving average over half a second of the lateral jerk does not exceed 5 m/s^3 .
- 3.2.1.3. The vehicle manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements for the whole lateral acceleration and speed range are fulfilled. This may be achieved on the basis of appropriate documentation appended to the test report.
- 3.2.2. Maximum lateral acceleration test
- 3.2.2.1. The vehicle speed shall remain in the range from V_{\min} up to V_{\max} .
- The test shall be carried out for each speed range specified in paragraph 5.6.2.1.3. of this Regulation separately or within contiguous speed ranges where the $a_{y_{\max}}$ is identical.

The vehicle shall be driven without any force applied by the driver on the steering control (e.g. by removing the hands from the steering control) with a constant speed on a curved track with lane markings at each side.

The technical service defines a test speed and a radius which would provoke a higher acceleration than $a_{y_{\text{smax}}} + 0.3 \text{ m/s}^2$ (e.g. by travelling with a higher speed through a curve with a given radius).

The lateral acceleration and the lateral jerk shall be recorded during the test.

3.2.2.2. The test requirements are fulfilled if:

The recorded acceleration is within the limits specified in paragraph 5.6.2.1.3. of this Regulation.

The moving average over half a second of the lateral jerk does not exceed 5 m/s^3 .

3.2.3. Overriding force test

3.2.3.1. The vehicle speed shall remain in the range from V_{smmin} up to V_{smmax} .

The vehicle shall be driven without any force applied by the driver on the steering control (e.g. by removing the hands from the steering control) with a constant speed on a curved track with lane markings at each side.

The necessary lateral acceleration to follow the curve shall be between 80 and 90% of the minimum value specified in the table of paragraph 5.6.2.1.3. of this Regulation.

The driver shall then apply a force on the steering control to override the system intervention and leave the lane.

The force applied by the driver on the steering control during the overriding manoeuvre shall be recorded.

3.2.3.2. The test requirements are fulfilled if the force applied by the driver on the steering control during the overriding manoeuvre is less than 50N.

The manufacturer shall demonstrate through appropriate documentation that this condition is fulfilled throughout the ACSF operation range.

3.2.4. Transition test; hands-on test

3.2.4.1. The vehicle shall be driven with activated ACSF with a vehicle test speed between $V_{\text{smmin}} + 10 \text{ km/h}$ and $V_{\text{smmin}} + 20 \text{ km/h}$ on a track with lane markings at each side of the lane.

The driver shall release the steering control and continue to drive until the ACSF is deactivated by the system. The track shall be selected such that it allows driving with activated ACSF for at least 65 s without any driver intervention.

The test shall be repeated with a vehicle test speed between $V_{\text{smmax}} - 20 \text{ km/h}$ and $V_{\text{smmax}} - 10 \text{ km/h}$ or 130 km/h whichever is lower.

Additionally, the vehicle manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements for the whole speed range are fulfilled. This may be achieved on the basis of appropriate documentation appended to the test report.

3.2.4.2. The test requirements are fulfilled if:

The optical warning signal was given at the latest 15 s after the steering control has been released and remains until ACSF is deactivated.

The acoustic warning signal was given at the latest 30 s after the steering control has been released and remains until ACSF is deactivated.

The ACSF is deactivated at the latest 30 s after the acoustic warning signal has started, with an acoustic emergency signal of at least 5 s, which is different from the previous acoustic warning signal."
