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184th session

Geneva, 22-24 June 2021

Reports of the

World Forum for Harmonization of Vehicle Regulations on its 184th session

Administrative Committee of the 1958 Agreement on its seventy-eighth session

Executive Committee of the 1998 Agreement on its sixty-first session

Administrative Committee of the 1997 Agreement on its nineteenth session



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I. Attendance

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) held its 184th session from 22 to 24 June 2021, chaired by Mr. A. Erario (Italy). The following countries were represented, following Rule 1 of the Rules of Procedure of WP.29 (ECE/TRANS/WP.29/690/Rev.2): Australia, Austria, Belgium, Bosnia and Herzegovina, Brazil, Canada, China, Czech Republic, Egypt, Finland, France, Georgia, Germany, Hungary, India, Ireland, Italy, Japan, Luxembourg, Malaysia, Netherlands, Norway, Republic of Kazakhstan, Republic of Korea, Romania, Russian Federation, South Africa, Spain, Sri Lanka, Sweden, Switzerland, Tunisia, United Kingdom of Great Britain and Northern Ireland, and United States of America. Representatives of the European Union participated. The following international organization was represented: International Telecommunication Union (ITU). The following non-governmental organizations were also represented: American Automotive Policy Council (AAPC, under Rule 1d of the WP29 Terms of Reference), Association for Emissions Control by Catalyst (AECC), Consumers International (CI), European Association of Automotive Suppliers (CLEPA/MEMA/JAPIA), European Tyre and Rim Technical Association (ETRTO), International Federation of Automotive Aftermarket Distributors (Fédération Internationale des Grossistes, Importateurs et Exportateurs en Fournitures Automobiles (FIGIEFA)), Global New Car Assessment Programme (Global NCAP), International Automobile Federation (FIA), International Motor Vehicle Inspection Committee (CITA), International Automotive Lighting and Light Signalling Expert Group (GTB), International Motorcycle Manufacturers Association (IMMA), International Organization for Standardization, International Organization of Motor Vehicle Manufacturers (OICA), Motor and Equipment Manufacturers Association (MEMA), SAE International, Secure America's Future Energy (SAFE) and World Bicycle Industry Association (WBIA).

II. Opening statements

2. The Chair of WP.29, Mr. A. Erario (Italy) welcomed delegates to the 184th session of WP.29 and opened the meeting. He recalled the exceptional circumstances of this session due to the Covid-19 outbreak.

3. The Deputy Executive Secretary of UNECE, Mr. Dmitry Mariyasin, welcomed participants from all over the world to the 184th session of WP.29.

4. He highlighted the importance of road safety, recalling that, according to latest statistics 1.36 million persons were killed and some 50 million severe injured by road crashes annually. He underlined that the achievement of Sustainable Development Goal (SDG) target 3.6, aiming at halving the number of road fatalities and serious injuries, required concerted efforts from all road safety stakeholders. He recalled that in July 2020 the United Nations General Assembly had proclaimed the Second Decade of Action for Road Safety, 2021 to 2030, reinforcing SDG 3.6 target, adding that work dedicated to achieving SDG 11.2 calling for safe, affordable, accessible and sustainable transport in cities and communities was also crucial.

5. The Deputy Executive Secretary highlighted that the work done at WP.29 on setting highest safety and environmental standards for all categories of vehicles and their occupants, as well as the work related to the protection of vulnerable road users, particularly cyclists and pedestrian. He recalled his attendance of WP.29 subsidiary GR sessions and commended their work, and the role of WP.29 itself, in enhancing the safety and environmental performance of vehicles. He particularly emphasized WP.29's leadership in the sphere of automated and connected vehicles, demonstrated through the recent adoption of three new legal acts, including of which were the UN Regulations on Cyber Security and on Over-the-air Software Updates as well the first UN Regulation for automated vehicles.

6. He stated that, through its work on global harmonization of requirements for the certification of vehicles and their parts, WP.29 largely contributed to improvements in global road safety through the international regulatory framework of the UN Vehicle Agreements. He recognized that the work of WP.29 had a direct impact around the world, making road

traffic safer and environmentally friendlier with safer, more efficient, and less polluting vehicles and safer public transport.

7. The Deputy Executive Secretary reflected on the agenda of the 184th session of WP.29, which addressed topics covering both traditional elements but also latest technical developments for automated vehicles. He concluded his statement by wishing delegates a fruitful discussion and the achievement of good results during the 184th session of WP.29.

8. The Chair of WP.29 thanked Mr. Dmitry Mariyasin for addressing WP.29 delegates. He stated that WP.29 will continue to contribute to improving road safety and in cooperation with all its subsidiary GRs, strive to, through carrying out work within respective mandates, play a leading role towards the achievement of all road safety and environmental protection related SDG goals and their targets.

III. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/1158 and Add.1

Informal documents: WP.29-184-03 and WP.29-184-04

9. WP.29 took note of the special proceedings during COVID-19 period that were adopted under silence procedure on 11 June 2021 and was informed about the outcome of the written voting procedures, which took place from 15 to 18 June 2021, for AC.1 and AC.3 items envisaged for voting in accordance with the agenda of the 184th session of the World Forum, as well as of the live voting procedure for WP.29, AC.1 and AC.3 items which had been scheduled to take place during online sessions with interpretation on 22 and 23 June 2021.

10. WP.29 adopted the annotated provisional agenda (ECE/TRANS/WP.29/1158 and Add.1 and WP.29-184-04) and the running order of the 184th session (WP.29-184-03).

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 136th session of WP.29/AC.2 (21 June 2021) was chaired by Mr. A. Erario (Italy), Chair of the World Forum for Harmonization of Vehicle Regulations (WP.29), and was attended**, in accordance to Rule 29 of the terms of reference and rules of procedure of WP.29 (TRANS/WP.29/690/Rev.2) by the Chairs of GRBP (France), GRE (Finland), GRPE (Netherlands), GRSG (Italy), GRSP (United States of America), GRVA (Germany), the Vice-Chairs of GRBP (Russian Federation), GRE (Netherlands), GRPE (United Kingdom of Great Britain and Northern Ireland), GRSG (represented by Canada delegate), GRSP (Republic of Korea), GRVA (China and Japan), the Chair and Vice-Chairs of the Executive Committee (AC.3) of the 1998 Agreement (United States of America, United Kingdom of Great Britain and Northern Ireland and Japan), the Vice-Chair of the World Forum for Harmonization of Vehicle Regulations (WP.29) (Russian Federation), the Chair of the Administrative Committee of the 1997 Agreement (Russian Federation) and by the representatives of the European Union.

13. Prior to its scheduled meeting on 21 June 2021, AC.2 held an ad-hoc virtual informal meeting on 7 June related to the special procedures during COVID-19 period in order to enable business continuity for WP.29 and its subsidiary bodies

14. On 14 June 2021, AC.2 held an additional ad-hoc virtual informal meeting, concerning Nomination/Voting of Chair/Vice-Chairs within the WP29 family of expert

** Remote participation

groups. AC.2 decided to continue discussions on the matter at a meeting to be scheduled to take place during the latter part 2021.

15. AC.2 took note of the special procedures during COVID-19 period, which had been adopted under silence procedure on 11 June 2021 and was informed about the results of the written voting procedures, which took place from 15 to 18 June 2021, for AC.1 and AC.3 items envisaged for voting in accordance with the agenda of the 184th session of the World Forum.

16. AC.2 was informed of matters related to the use of content protected by copy or intellectual property rights in documents prepared for and presented at WP.29 and GR sessions and the consequent liability exposure of secretariat staff members. AC.2 requested the secretariat to prepare a guidance document that would assist delegates on how to address this matter when preparing documents for sessions under the WP.29 umbrella, i.e. to avoid using copyrighted materials for which authorization had not been obtained. The secretariat announced that the document would be presented at the AC.2 session in November 2021, while in the meantime submitters of documents that contain potential copyrighted material would be asked to sign a waiver releasing the secretariat of liability to potential copyright claims.

17. AC.2 reviewed the proposed programme of work of the World Forum for 2021, noting comments provided by the European Commission concerning a streamlined timeline for the adoption of annual programmes of work.

18. AC.2 reviewed the progress made on the activities listed in the Framework document on autonomous/automated vehicles and requested the secretariat to issue an informal document for the session of the World Forum in this respect.

19. AC.2 took note of the revised calendar of sessions of the World Forum and subsidiary bodies for 2021 and the draft calendar of sessions for 2022.

20. AC.2 reviewed and adopted the revised annotated provisional agenda for the 184th session and reviewed the draft of the 185th session of the World Forum, scheduled to be held in Geneva from 23 to 25 November 2021.

21. AC.2 reviewed the request and approved participation of the European Caravan Federation at sessions of WP.29 and subsidiary bodies, under Rule 1(d) of the Terms of Reference of the World Forum, for a period of two years. AC.2 reviewed the request for participation of the Self-Driving Coalition for Safer Streets at sessions of WP.29 and subsidiary bodies (GRVA), and recommended that an invitation by the Chair of GRVA, according to Rule 1(e), would be sent to the organization for participating in the forthcoming session of the GRVA in September 2021. AC.2 will resume consideration of this request at its 137th session in November 2021.

22. AC.2 noted the issue of potential underrepresentation of average female by the existing dummies raised during the last sessions of the Working Party on Passive Safety (GRSP). The Committee agreed on the approach of the Working Group to verify first the merit of this claim and then eventually consider the Terms of Reference of an informal Working Group on this subject and the possible involvement of other working parties.

23. AC.2 was briefed on the initiative to hold a side-event at the 2022 session of the Inland Transport Committee (ITC) showcasing the work of the World Forum in the field of Intelligent Transport Systems. The Chair of the World Forum stated that the initiative was welcomed by the Bureau of the ITC at its May 2021 session, and that further presentations on the initiative would be made to the Bureau at its November 2021 session.

24. AC.2 recommended AC.4 not to convene.

25. Following the presentation of the AC.2 report, the representative of OICA acknowledged the need for exercising particular care concerning copyrights and intellectual property. However, he expressed concern about the exclusive liability for potential breach of copyrights and/or intellectual property rights that would be bestowed on the waiver signatory as a result of signing the template form in its current format, and proposed WP.29 to work on a simpler, administratively less cumbersome and more pragmatic process. Representatives from ETRTO and GTB supported OICA's statement.

26. The Chair of WP.29 and AC.2 clarified that such waiver would not be needed in obvious cases such as e.g. proposals for transitional provisions amendments and that such waiver, possibly in a more simple format, would only be needed in cases of serious doubts.

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

Documentation: ECE/TRANS/WP.29/2021/1/Rev.1
 Informal documents: WP.29-184-01, WP.29-184-02 and Rev.1,
 WP.29-184-16 and Rev.1, WP.29-184-17 and Rev.1 and WP.29-182-02/Rev.3

27. The WP.29 Secretary introduced the list of Working Parties, Informal Working Groups and Chairs (WP.29-184-01), the revised calendar of meetings of the World Forum for 2021 (WP.29-182-02/Rev.3, Annex III), the draft calendar of meetings of the World Forum for 2022 (WP.29-184-02, Annex IV), and presented the revised Programme of Work (PoW) with a strategic introduction on the main priorities of the WP.29 work, which are related to the implementation of the ITC strategy 2030 and among others, to vehicle automation and environmental protection. (ECE/TRANS/WP.29/2021/1/Rev.1).

28. The representatives of Japan and the United States of America requested to change the dates for the November 2022 session of WP.29 to a week earlier as the proposed dates would coincide with national holidays and thus their participation would not be possible. The secretariat, proposed to reflect these new dates in a revised version of the calendar of meetings of the World forum for 2022 (WP.29-184-2/Rev.1).

29. The representative of Germany, Chair of GRVA, recalled WP.29 that the GR had planned to hold three meetings during 2022 and was envisaging to organize two meetings held at venues outside of Geneva, one of which in Asia and the second in North America, to better reflect the global scope of activities within the World Forum. He explained that consultations were going on related to organizational and financing matters.

30. The Chair of WP.29 recalled the discussions on the PoW of the World Forum which took place its March 2021, reminding delegates that while it was provisionally endorsed at the time, additional consultations through WP.29 subsidiary Working Parties (GRs) were deemed necessary and CPs were invited to submit their comments on the document to the Secretariat (ECE/TRANS/WP.29/1157, paras. 15-19). The consultations resulted in a revised PoW issued for consideration at the current session (ECE/TRANS/WP.29/2021/1/Rev.1).

31. The representative of the European Union introduced document WP.29-184-16 and WP.29-184-17, containing proposals for amendments to the PoW (ECE/TRANS/WP.29/2021/1/Rev.1) by the European Commission. He also called on establishing a procedure for the development of annual PoWs that would ensure their finalization and endorsement prior to the year that they are addressing.

32. The representative of the United States of America expressed concern regarding delays in endorsement of the PoW for 2021. She stated that consultations on additional amendments to the document since the March 2021 session of WP.29 should have been held at GR level rather than through tabling of proposals for its amendment by CPs at the ongoing session of WP.29 and proposed its adoption as document ECE/TRANS/WP.29/2021/1/Rev.1, without further amendments. In addition, she emphasised the PoW should reflect priorities in the development of activities within the scope of the 1998 Agreement on an equal footing as those addressing the further development of UN Regulations under the 1958 Agreement.

33. The representative of Canada supported the position expressed by the delegate from the United States of America.

34. The Representative of the European Union also called for a timelier adoption of the PoW, before the end of the current year for the upcoming year, and for putting in place a mechanism to ensure the realization of this principle moving forward. He recommended the consultations on the future PoW be started at the level of GRs well in advance (e.g., second half of 2021 for 2023 PoW) and on that basis the CPs would be in a position to submit their

priorities on time (e.g. between January and March 2022 for 2023 PoW) for the adoption of PoW ahead of the upcoming year (November 2022 for 2023 PoW).

35. The Chair of WP.29 requested the secretariat to prepare a draft PoW with activities for 2022 and 2023, which is to be circulated to GRs meeting as of September 2021 in order for experts participating in the work of the GRs to be able to discuss and agree on activities for the 2022 PoW and initiate consideration of 2023 PoW activities. The input from the GRs, that would be meeting before the November 2021 sessions of AC.2 and WP.29, for the PoW for 2022 could then be consolidated by the secretariat and tabled for consideration of AC.2 and subsequently to WP.29 at their November 2021 sessions. WP.29 delegates supported the Chair's motion based on the proposal by the European Union.

36. Upon consideration of the section of the PoW related to the activities of GRVA, delegates, after failing to agree on the priority areas of work between the regulatory files and soft law, decided to remove the column titled "Priorities".

37. WP.29 also considered the section related to activities under GRBP based on the EU proposal and highlighted the need to ensure in tyre definitions consistency between UN Regulations and UN GTRs under 1958 and 1998 Agreements respectively.

38. The World Forum endorsed the PoW for 2021 (ECE/TRANS/WP.29/2021/1/Rev.1), as amended in session (WP.29-184-16/Rev.1 and WP.29-184-17/Rev.1), with the amended sections related to priorities of GRVA and GRBP, as reproduced in Annex VII of this report.

C. Intelligent Transport Systems and coordination of automated vehicles related activities (agenda item 2.3)

Documentation: ECE/TRANS/WP.29/2019/34/Rev.2
ECE/TRANS/WP.29/2021/61
Informal documents: WP.29-184-15 and WP.29-184-18

39. The secretariat introduced WP.29-184-15 proposing updates to Table 1 of the Framework document on automated/autonomous vehicles (ECE/TRANS/WP.29/2019/34/Rev.2). He explained that the document was developed by AC.2, and that it had been reviewed and completed by GRVA at its tenth session and that it included the last-minute amendments proposed by the IWGs on Validation Method for Automated Driving (VMAD) and Event Data Recorder / Data Storage System for Automated Driving (EDR/DSSAD).

40. The representative of the European Union introduced document WP.29-184-18 tabling proposed changes to the rows on DSSAD and EDR in WP.29-184-15.

41. The World Forum discussed and endorsed the revised Framework document on automated/autonomous vehicles (ECE/TRANS/WP.29/2019/34/Rev.2), as amended by WP.29-184-15 and the EDR/DSSAD related amendments in WP.29-184-18, with deadlines for submission of EDR related deliverables to WP.29 reflected in its Table 1 remaining in square brackets. WP.29 requested the secretariat to distribute the revised document with an official symbol for final consideration in November 2021.

42. WP.29 considered and adopted document ECE/TRANS/WP.29/2021/61, New Assessment/Test Method for Automated Driving (NATM) Master Document, recommending that it is considered by GRs and IWGs as a reference document when developing activities in the field of automation.

43. The Chair of WP.29 briefed delegates on the initiative to hold a side-event at the 2022 75th anniversary session of the Inland Transport Committee (ITC), scheduled for 22-25 February, showcasing the work of the World Forum in the field of Intelligent Transport Systems. He invited Co-Chairs of the IWG on ITS to consider and discuss possible content and elements for the side event, with the support of the secretariat, and invited further information to be provided on the event at the forthcoming session of WP.29 in November. The Chair of the World Forum reported that the initiative had been welcomed by the Bureau of the ITC at its May 2021 session, and that further presentations on the initiative would be made to the Bureau at its November 2021 session.

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

A. Working Party on Passive Safety (GRSP) (Sixty-eighth session, 7-11 December 2020) (agenda item 3.1)

Documentation: ECE/TRANS/WP.29/GRSP/68

44. The World Forum approved the report of the Chair of GRSP at its sixty-eighth session (ECE/TRANS/WP.29/GRSP/68).

B. Working Party on General Safety Provisions (GRSG) (120th session, 11 January 2021) (agenda item 3.2)

Documentation: ECE/TRANS/WP.29/GRSG/99

45. The World Forum approved the report of the Chair of GRSG on its 120th session (ECE/TRANS/WP.29/GRSG/99).

C. Working Party on Pollution and Energy (GRPE) (Eighty-second session, 12–15 January 2021) (agenda item 3.3)

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

46. The World Forum approved the report of the Chair of GRPE on its eighty-second session (ECE/TRANS/WP.29/GRPE/82).

D. Working Party on Noise and Tyres (GRBP) (Seventy-third session, 26-29 January 2021) (agenda item 3.4)

Documentation: ECE/TRANS/WP.29/GRBP/71

47. The World Forum approved the report of the Chair of GRBP on its seventy-third session (ECE/TRANS/WP.29/GRBP/71).

E. Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (ninth session, 1-5 February 2021) (agenda item 3.5)

Documentation: ECE/TRANS/WP.29/GRVA/8
ECE/TRANS/WP.29/GRVA/9

48. The World Forum approved the report of the Chair of GRVA on its eighth session. (ECE/TRANS/WP.29/GRVA/8) and the report of the ninth session (ECE/TRANS/WP.29/GRVA/9).

F. Highlights of the recent sessions (agenda item 3.6)

1. Working Party on General Safety Provisions (GRSG) (121st session, 12-16 April 2021) (agenda item 3.6.1)

49. The Chair of GRSG reported on the results of the 121st session of GRSG (for details, see the report in ECE/TRANS/WP.29/GRSG/100).

50. He pointed out that GRSG adopted amendments to UN Regulations Nos 55, 58, 67, 110, 116, 118, 125, 151, 158, 159 and to the Consolidated Resolution on the construction of vehicles, R.E.3.

2. Working Party on Lighting and Light-Signalling (GRE) (Eighty-fourth session, 26-30 April 2021) (agenda item 3.6.2)

51. The Chairman of GRE reported on the results of the eighty-fourth session of GRE (for details, see the report in ECE/TRANS/WP.29/GRE/84).

52. He pointed out that GRE adopted a package of amendment proposals that introduce Light Emitting Diode (LED) replacement light sources in UN Regulations Nos. 37 "Filament light sources" and 128 "LED light sources", and in the Consolidated Resolution on the common specification of light source categories (R.E.5).

53. He further mentioned that GRE adopted new series of amendments to the following UN Regulations:

(a) No. 48 (Installation of lighting and light-signalling devices) with the aim to define the switching conditions of various lamps and the variable intensity of rear lamps in conjunction with traffic conditions.

(b) No. 86 (Installation of lighting and light-signalling devices for agricultural vehicles) with the aim to improve lateral lighting on vehicles, which were longer than 4.6 m, and took into account asymmetric vehicles designs.

3. Working Party on Passive Safety (GRSP) (Sixty-ninth session, 17-21 May 2021) (agenda item 3.6.3)

54. The Chair of GRSP informed WP.29 about the results achieved by his group during its sixty-ninth session (for details see the session report ECE/TRANS/WP.29/GRSP/69), which took place virtually on May 17-21, 2021.

55. Concerning Amendment 3 to UN GTR No. 9, the Chair of GRSP reported that, while treating this issue with utmost urgency, based on the consensus among the CPs, GRSP has decided to recommend postponement of the vote on Amendment 3 in AC.3 in June 2021. The Chair of GRSP reported that GRSP has agreed to establish a task force under the leadership of the United States to facilitate in timely fashion the discussion by the experts to reach clarity on the ramifications of the provisions and in connection with other relevant issues raised by the experts. An update on the progress to AC.3 may be given at the November session of WP.29, while the final report and proposal are expected to the December meeting of GRSP. WP.29 endorsed the approach of GRSP referring to the decision of AC.3 on this subject (see paras. 151 and 152 of this report).

56. Concerning Amendment 4 to UN GTR No. 9, the Chair of GRSP reported that GRSP endorsed the request of the expert from the Republic of Korea to extend the mandate of the IWG until November 2022. Moreover, he urged experts of CPs to both 1958 and 1998 Agreements to provide an official position on applying the numerical simulation method to the proposed requirements to the UN Regulation/UN GTR by the December 2021 session of GRSP. WP.29 endorsed the request of GRSP pending confirmation of AC.3 at its November 2021 session.

57. On UN GTR No. 20 (Electric Vehicle Safety), the Chair of GRSP reported that GRSP agreed to grant an 18-months extension of the mandate of the IWG on Electric Vehicle Safety (EVS) to complete its work on the amendments to UN GTR No. 20 under Phase 2. WP.29 endorsed the request for the extension of mandate of the IWG on EVS until June 2023 pending confirmation by AC.3 at its November 2021 session.

58. In regard to the concern raised by Sweden over the poor representation of adult female by existing dummies, the Chair of GRSP reported that GRSP has agreed to establish an Ad-hoc group to examine the issue to ensure adherence to the UN Sustainable Development Goal (SDG) No. 5 on Gender Equality. An informal progress report may be given at the November session of WP.29. Based on the recommendation by Sweden, GRSP will also examine the most appropriate way to engage with other Working Parties (WPs), while the Chair of GRSP will continue discussion with AC.2 to seek guidance on cooperation with WPs. WP.29 agreed on the approach of GRSP to verify first the merit of this claim and then eventually consider the Terms of Reference of an Informal Working Group on this subject and the possible involvement of other working parties.

59. On UN Regulation No. 22 (Protective Helmets) the Chair of GRSP reported that an Ad-hoc group will continue its work under the leadership of Italy on examining the concerns with provisions of the latest series of amendments. WP.29 endorsed the approach of GRSP on this subject.

60. On UN Regulation No. 129 (Enhanced Child Restraint Systems), he informed that GRSP adopted an interpretation of the expert from the Netherlands on the way "one belt route" defined by the current text of UN Regulation No. 129 (Enhanced Child Restraint Systems). On request of GRSP he sought guidance to address the issue of interpretations of this kind in a more coordinated way in the work of WP.29 and its subsidiary bodies. WP.29 recommended GRSP to continue discussion with such technical subjects either at the level of the working group or of a dedicated informal working group/task force.

61. Referring to the report of the 183rd session of WP.29 (ECE/TRANS/WP.29/1157), the Chair of GRSP requested to introduce the following correction to paragraph 37, as follows:

"37. The World Forum noted that GRSP agreed to establish an Ad Hoc Group to study the impact of the latest series of amendments to the UN Regulation No. 22 (Protective Helmets) on the helmet and helmet accessories industries."

62. Chair of GRSP further explained the GRSP position on the type-approval issued by Poland for a belt-guide device and reported to WP.29 on the outcome of discussion which took place at the sixty-eight session of GRSP. He explained that GRSP adopted a document which contains a list of statements/actions:

- (a) The belt-guide device does not meet the requirements of the UN Regulation;
- (b) There is no possibility to bring this device in line with the requirements of the UN Regulation;
- (c) There is no legal base for the approval of the belt-guide under UN Regulation No. 44;
- (d) Therefore, the approval under UN Regulation No.44 is invalid;
- (e) GRSP is urging Poland to withdraw the approval.

63. WP.29 endorsed the decision of GRSP and urged the Type Approval Authority of Poland to take the appropriate steps.

4. Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (Tenth session, 25-28 May 2021) (agenda item 3.6.4)

64. The GRVA Chair reported on the results achieved by GRVA during its special (tenth) session (for details, see the reports of the sessions ECE/TRANS/WP.29/GRVA/10).

65. He reported on the progress of the GRVA working groups on automation with the objective to submit proposals for guidelines for automated/autonomous vehicles in 2022.

66. The representative of OICA explained that some contracting parties were initiating regulatory activities having relevance for automated driverless shuttles and that others were launching regulatory activities on Artificial Intelligence. He proposed that WP.29 reflects on the harmonization of these matters.

67. The representative of France made a distinction between activities related to the performance of automated driving addressed by the IWG on FRAV and activities related to the vehicle category to reflect such shuttles.

68. The Chair of GRSG recalled that GRSG already exchanged views on the definition of a vehicle category for shuttles.

69. The Chair of GRVA mentioned that GRVA reviewed two documents on Artificial Intelligence and vehicle regulations and that GRVA requested the secretariat together with the GRVA Officers, to prepare a draft guideline for a first review in September 2021.

70. He reported on the GRVA discussions on the implementation of UN Regulation No. 155 and on the workshop on this matter to be held on 8 July 2021 prepared with the support of the secretariat and Japan.

5. Working Party on Pollution and Energy (GRPE) (Eighty-third session, 1-4 June 2021) (agenda item 3.6.5)

71. The Chair of GRPE (Netherlands) reported to WP.29 on the results achieved by GRPE during its eighty-third session (for more details see the report of the session ECE/TRANS/WP.29/GRPE/83).

72. GRPE endorsed proposals for Supplements 15, 17 and 14 to the 05, 06 and 07 series of amendments to UN Regulation No. 83 (Emissions of M₁ and N₁ vehicles), Supplement 7 to the 03 series of amendments to UN Regulation No. 24 (Visible pollutants, measurement of power of C.I. engines (Diesel smoke)), Supplement 11 to the 01 series of amendments to UN Regulation No. 101 (CO₂ emission/fuel consumption) and Supplement 1 to UN regulation No. 133 (Recyclability of motor vehicles). GRPE endorsed a request for authorization to develop a new UN GTR on brake particulate emissions and a revised authorization to develop a UN GTR on RDE. Finally, GRPE endorsed amendments to Mutual Resolution No. 2 (M.R.2).

73. GRPE agreed to host an additional session on 12 November 2021 for half a day (pending confirmation from UNOG conference services), to allow for a timely finalization of the development of the UN GTR on in-vehicle durability by the IWG on EVE, and tackled other agenda items if time allows. GRPE requested the secretariat to organize this session as a hybrid session.

74. GRPE requested the GRPE ambassador to International Whole Vehicle Type Approval (IWVTA) to communicate to the IWG on IWVTA that GRPE agreed to maintain the inclusion of UN Regulation No.154 in the list of candidates for IWVTA Phase 2.

75. GRPE agreed to update terms of references and rules of procedure for the IWGs on RDE and PMP; the terms of references of the IWG on EVE, that also expired, are expected to be considered by GRPE in November 2021.

76. GRPE updated its list of priorities according to the latest information available and received a request from the representative of Japan to initiate the inclusion of Life Cycle Analysis into the priority list. He underlined preparatory work on a revised priority list for 2022 and 2023 would be tackled in the GRPE November 2021 session to feed the discussions about the Programme of Work held in AC.2 and WP.29.

77. WP.29 endorsed the request to hold an additional GRPE session on 12 November 2021.

78. WP.29 agreed to extend the mandate for the IWG on Global RDE and IWG on PMP until June 2023.

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.29, Add.1 and 2

79. The secretariat informed the World Forum about the latest update of the status of the 1958 Agreement, based on ECE/TRANS/WP.29/343/Rev.29, available at <https://unece.org/status-1958-agreement-and-annexed-regulations>. WP.29 noted that contracting parties should notify the secretariat about any amendments needed to Add.1 to the status document via the online data base (/343app) only. The secretariat invited those Contracting Parties who had not yet notified their Single Points of Contact, to gain writing permission for the database, to do so as soon as possible.

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

1. Reproduction and reference to private standards in UN Regulations, Global Technical Regulations and Rules (agenda item 4.2.1)

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

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

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

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

Documentation: Informal documents: WP.29-184-07

82. The representative of Japan, Chair of the IWG on IWVTA presented a proposal for the 04 series of amendments to UN Regulation No. 0 (WP.29-184-07), the regular annual update of the UN Regulation and its Annex 4, Part A, Section I (List of requirements for Universal (U)-IWVTA), including an addition of four UN Regulations into the table (Nos. 154, 161, 162 and 163). He invited the World Forum to consider the document for issuing as an official proposal for its November 2021 session.

83. The representative from Switzerland explained the situation in the country that is similar to the situation in the EU, where approval from UN Regulation No. 154 are not sufficient to grant vehicle emission approvals. He suggested to add a footnote in UN Regulation No. 154 to clarify the situation for all CPs. The representative from the EU agreed that for the purpose of EU type approval, an approval to UN Regulation No. 154 needs to be accompanied by supplementary evidence of meeting regional regulatory requirements. He added that the intention of the EU was not to prevent other CPs to benefit from an inclusion of UN Regulation No. 154 into UN Regulation No. 0.

84. The representative from OICA sought further clarifications from the EU, and whether approvals to UN Regulation No. 154 (accompanied by the needed additional EU regulatory requirements) would be accepted by the EU. The representative from the EU said the questions would be clarified in the EU legislation and stated the approvals to UN Regulation No. 154 in itself would be accepted, but evidence related to additional emission requirements not covered by UN Regulation No. 154 was needed to get EU Whole Vehicle Type approval. The representative from the UK supported the contribution from Switzerland and suggested some further discussions were needed. The Chair invited WP.29 to reconsider this issue during the November 2021 session, if need be, when the inclusion of UN Regulation No. 154 into UN Regulation No. 0 is expected.

85. The World Forum requested the secretariat to issue WP.29-184-07 as an official document for consideration at its November 2021 session, invited interested stakeholders to discuss outstanding issues and to revise the proposal accordingly prior to submission.

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

Documentation: Informal documents: WP.29-183-07

86. The representative of ETRTO recalled the petition for guidance it submitted to WP.29, at its March 2021 session (ECE/TRANS/WP.29/1157, para. 65ff), concerning additional documentary requirements that their members had faced in several Contracting Parties to the 1958 Agreement when importing tyres which had been previously type approved by other Contracting Parties according to UN Regulations (WP.29-183-07). He reiterated the view that such requirements were not in line with the text and spirit of Revision 3 to the 1958 Agreement and requested WP.29 guidance on the issue. He recalled that WP.29 had invited Contracting Parties to report on issues which could impede the smooth application of mutual

recognition at the national level and decided to revert to this matter at the current session, to assess the need for appropriate actions. He added that since the March session of the World Forum, when the concerns were initially raised by ETRTO to WP.29, members of ETRTO had continued to report receiving requests for additional documentation and requests for retesting from local authorities in circumstances where such requests were uncalled for.

87. The delegates from OICA, IMMA and CLEPA restated their support to ETRTO regarding concerns over the proper implementation of the 1958 Agreement, while pointing out that their own members had so far not encountered similar problems.

88. WP.29 reiterated (ECE/TRANS/WP.29/1145, para. 87) that, in accordance with the provisions of Article 3 of the 1958 Agreement, wheeled vehicles, equipment or parts for which type approvals have been issued by a Contracting Party pursuant to a UN Regulation shall be held to be in conformity with the relevant part of the national legislation of all of the Contracting Parties applying the said UN Regulation. WP.29 highlighted that Contracting Parties applying UN Regulations shall, by mutual recognition, accept for the placement on their markets type approvals granted pursuant to these UN Regulations without requesting any further testing, documentation, certification or marking concerning these type approvals, unless any special provisions within these UN Regulations so permit.

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

Documentation: Informal documents: WP.29-184-13 and WP.29-184-14

89. The representative from Germany, Chair of the IWG on DETA, presented (WP.29-184-14) the report to the World Forum related to the use of DETA and also updating WP.29 on the work of the IWG at its forty-first session, held on 14 June 2021. He laid out the current state of play, noting the number of approvals uploaded as well as the geographical distribution of their origin. He underlined that Germany was able to continue hosting DETA until a long-term solution for its hosting, potentially at UNECE, is finalized, recalling the discussion at the March 2021 session of WP.29 about scheduling an AC.2 level meeting on the financing of DETA. He further noted activities of the IWG related to Contracting and implementation of Unique Identifier (UI) / Declaration of Conformance (DoC), Two factor authentication and Mass Upload Functionality, noting the intention of the IWG on DETA to present the UI summary documents to all WP.29 GRs. He requested WP.29 to consider extending the mandate of the IWG on DETA for a further two years. He also introduced a preliminary proposal for amendments to of the UI guidelines (ECE/TRANS/WP.29/2019/77) for consideration of WP.29.

90. The representative of CITA welcomed the aim of the IWG on DETA to present UI summary documents to all WP.29 GRs, and inquired whether the IWG on PTI could also benefit from the presentation. The Chair of the IWG on DETA confirmed that the IWG on PTI would be included in the activity.

91. The secretariat updated the World Forum on the status of activities related to the financing of DETA and hosting it at the UNECE, noting the proposal of United States of America, reflected in the Programme of Work of the World Forum (page 2, item g.), to extend the scope of DETA to address needs of 1998 Agreement Contracting Parties (CPs). The secretariat further expanded on this proposal noting the potential development of DETA towards addressing 1997 Agreement CPs as well. In closing, the secretariat thanked Germany for hosting DETA and for its willingness to continue hosting until a permanent solution is established.

92. The World Forum welcomed the initiatives to expand the scope of DETA to address the needs of CPs to the 1998 and 1997 Agreements. WP.29 also supported the proposal to hold a meeting of interested parties at AC.2 level to discuss DETA financing, inviting the secretariat to convene it in coordination with interested stakeholders.

93. WP.29 granted the extension of mandate of the IWG on DETA until June 2023. The World Forum invited the IWG on DETA to develop a document containing the proposal for

amending the UI guidelines (ECE/TRANS/WP.29/2019/77) and submit it to at its upcoming session.

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

Documentation: ECE/TRANS/WP.29/2021/62
ECE/TRANS/WP.29/2021/63/Rev.1
ECE/TRANS/WP.29/2021/64
ECE/TRANS/WP.29/2021/65

94. The World Forum considered draft amendments under agenda items 4.6.1 to 4.6.3. and recommended their submission to AC.1 for voting, subject to the following modification of ECE/TRANS/WP.29/2021/63/Rev.1 (agenda item 4.6.2):

Paragraph 4.14., renumber as 4.15.

In Annex 27, throughout the text, replace "Figure 0(c)" with "Figure 3(c)" and "Figure 0(d)" with "Figure 3(d)".

95. The Chair of GRSP presented draft amendment proposals contained in document ECE/TRANS/WP.29/2021/65 under agenda item 4.6.4., to amend UN Regulation No. 134.

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

Documentation: ECE/TRANS/WP.29/2021/66
ECE/TRANS/WP.29/2021/67
ECE/TRANS/WP.29/2021/68
ECE/TRANS/WP.29/2021/69
ECE/TRANS/WP.29/2021/70
ECE/TRANS/WP.29/2021/71

96. The World Forum considered draft amendments under agenda items 4.7.2 to 4.7.6 and recommended their submission to AC.1 for voting.

97. The Chair of GRPE presented draft amendment proposals contained in document ECE/TRANS/WP.29/2021/66 under agenda item 4.7.1., to amend UN Regulation No. 49. The World Forum recommended its submission to AC.1 for voting, subject to the following addition:

In Annexes 2A, 2B, 2C and Appendix 2 to Annex 13, replace all instances of "... 06 series ..." with "... 07 series ..."

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

Documentation: ECE/TRANS/WP.29/2021/72
ECE/TRANS/WP.29/2021/82
ECE/TRANS/WP.29/2021/73
ECE/TRANS/WP.29/2021/74
Informal document: WP.29-184-05

98. The World Forum considered draft amendments under agenda items 4.8.3 and 4.8.4. and recommended their submission to AC.1 for voting.

99. The Chair of GRVA presented draft amendment proposals contained in documents ECE/TRANS/WP.29/2021/72 and ECE/TRANS/WP.29/2021/82 as amended by WP.29-184-05, reproduced in Annex VI, under agenda items 4.8.1 and 4.8.2., to amend UN Regulation No. 79. The World Forum recommended their submission to AC.1 for voting.

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

Documentation: ECE/TRANS/WP.29/2021/75
ECE/TRANS/WP.29/2021/76
ECE/TRANS/WP.29/2021/77
ECE/TRANS/WP.29/2021/78

100. The World Forum considered draft amendments under agenda items 4.9.1 to 4.9.4. and recommended their submission to AC.1 for voting.

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

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

K. Consideration of draft corrigenda to existing UN Regulations submitted by the secretariat, if any (agenda item 4.11)

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

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

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

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

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

N. Pending proposals for amendments to existing UN Regulations submitted by the Working Parties to the World Forum (agenda item 4.14)

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

O. Proposal for amendments to Mutual Resolutions (agenda item 4.15)

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

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.30
Informal document: WP.29-184-06

107. The World Forum agreed that agenda items 5.2 to 5.5 related to the 1998 Agreement should be considered in detail under agenda items 15 to 20 prepared for the Executive Committee of the 1998 Agreement, WP.29/AC.3.

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

108. The World Forum agreed to keep this item on its agenda awaiting additional presentations.

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

Documentation: Informal documents: WP.29-184-08, WP.29-184-09 and Rev.1, WP.29-184-10 and Rev.1, and WP.29-184-11

109. The representative of the Russian Federation, Co-Chair of the IWG on Periodical Technical Inspections (PTI) reported to WP.29 on the activities of the IWG at its twenty-first, twenty-second and twenty-third sessions, which took place in April, May and June 2021, in a virtual format (WP.29-184-08). He informed delegates that IWG on PTI had revised its terms of reference and submitted it for consideration by the World Forum. He stated that the IWG had completed the development and submitted for approval to WP.29 the framework document on vehicle whole-life compliance, which contained definitions, a safety and environmental vision, working principles, and a whole-life compliance principles based on a risk assessment approach. In addition, he introduced the work of the IWG concerning a draft proposal for amending UN Rule No. 1 and the WP.29 recommendation on application of Particulate Number (PN) measurement at PTI, as well as the work towards the development of the draft Guidance for road-side technical inspections and enforcement.

110. The representative of the Russian Federation, Co-Chair of the IWG on PTI introduced the updated draft terms of reference of the IWG (WP.29-184-09). The World Forum endorsed the updated draft terms of reference, as amended in session (WP.29-184-09/Rev.1). He also introduced the draft Framework document on vehicle whole-life compliance (WP.29-184-10).

111. The representative of the Netherlands, Chair of GRPE, congratulated the IWG on PTI for the initiatives taken, and the forward-thinking activities introduced. He welcomed the approach of the IWG on PTI, and insisted both IWG on PTI and GRPE were already working closely together on the topic of lifetime compliance, especially looking at tampering and the links between the type approval and periodic technical inspection procedures. The Chair of WP.29 agreed a close collaboration was fully appropriate.

112. Upon detailed discussion pertaining to its contents, and further comments from representatives of the Russian Federation, CITA and OICA, WP.29 requested the draft Framework document on vehicle whole-life compliance as revised in session (WP.29-184-10/Rev.1) to be issued as an official document, circulated among all GRs for their comments and contributions and submitted for consideration at the November 2021 session of the World Forum.

113. The Chair of WP.29 invited the IWG on PTI to initiate activities in line with its newly endorsed terms of reference and invited the IWG to regularly report on its activities to the World Forum.

A. Status of the Agreement (agenda item 7.1)

Documentation: ECE/TRANS/WP.29/1074/Rev.16

114. WP.29 noted ECE/TRANS/WP.29/1074/Rev.16 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.

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

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

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

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

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

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

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

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

X. Other business (agenda item 8)

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

119. WP.29 agreed to defer consideration of this agenda item to the next session.

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

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

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

121. WP.29 noted that no proposals for amendments have been submitted under this agenda item.

D. Documents for publication (agenda item 8.4)

Documentation: Informal document: WP.29-184-12

122. WP.29 noted the overview of proposals, adopted at the 184th session, and their envisaged entry into force.

XI. Adoption of the report (agenda item 9)

123. The World Forum adopted the report on its 184th session and its annexes based on a draft prepared by the secretariat under COVID-19 special procedures. The report included sections related to the seventy-eighth session of the Administrative Committee (AC.1) of the

1958 Agreement and to the sixty-first 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)

124. The AC.1 voting followed the special proceedings during COVID-19 period, which had been adopted by all Contracting Parties to the 1958 Agreement under a silence procedure on 11 June 2021. The written procedure, had been initiated on 15 June 2021 12:00h CET and had lasted for 72 hours, ending on 18 June 2021 15:00h CET. The seventy-eighth, online, session of AC.1 was held on 23 June 2021.

125. Of the 56 contracting parties to the agreement, 41 were represented by taking part in the written procedure and at the online AC.1 session, its seventy-eighth session, on 23 June 2021.

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

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

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

<i>Amendments to existing Regulations</i>							
<i>Regulation No.</i>	<i>Subject of the Regulation</i>	<i>Contracting Parties</i>		<i>Document: ECE/TRANS/WP.29/...</i>	<i>Voting result: for/against/abstentions</i>	<i>Document status</i>	<i>Remark</i>
		<i>applying the Regulation</i>	<i>represented</i>				
13-H	Brakes of M ₁ and N ₁ vehicles	52	38	2021/73	38/0/0	Suppl.3 to 01	*
24	Visible pollutants, measurement of power of C.I. engines (Diesel smoke)	48	35	2021/67	35/0/0	Suppl.6 to 03	*
30	Tyres for passenger cars and their trailers	51	37	2021/75	37/0/0	Suppl.24 to 02	*
41	Noise emissions of motorcycles	48	35	2021/76	35/0/0	Suppl.1 to 05	*
41	Noise emissions of motorcycles	48	35	2021/77	35/0/0	Suppl.10 to 04	*
49	Emissions of C.I. and P.I. (LPG and CNG) engines	47	34	2021/66 as amended by para 97. above	34/0/0	07 series	*
79	Steering equipment	46	34	2021/72	34/0/0	Suppl.5 to 03	*
79	Steering equipment	46	34	2021/82 as amended by para 99. above	7/0/27	04 series	*
83	Emissions of M ₁ and N ₁ vehicles	47	34	2021/68	34/0/0	Suppl.14 to 05	*

Amendments to existing Regulations							
Regulation No.	Subject of the Regulation	Contracting Parties		Document: ECE/TRANS/WP.29/...	Voting result: for/against/abstentions	Document status	Remark
		applying the Regulation	represented				
83	Emissions of M ₁ and N ₁ vehicles	47	34	2021/69	34/0/0	Suppl.16 to 06	*
83	Emissions of M ₁ and N ₁ vehicles	47	34	2021/70	34/0/0	Suppl.13 to 07	*
95	Lateral collision protection	43	33	2021/62	33/0/0	Suppl.1 to 05	*
101	CO ₂ emission/fuel consumption	50	36	2021/71	35/0/1	Suppl.10 to 01	*
124	Replacement wheels for passenger cars	52	37	2021/78	35/0/2	Suppl.3 to 00	*
129	Enhanced Child Restraint Systems	55	39	2021/63/Rev.1 as amended by para. 94 above	38/0/1	Suppl.5 to 03	*
134	Hydrogen and Fuel Cell Vehicles (HFCV)	56	40	2021/65	38/0/2	01 series	*
137	Frontal impact with focus on restraint systems	55	39	2021/64	37/0/2	Suppl.1 to 02	*
157	Automated Lane Keeping System (ALKS)	56	40	2021/74	38/0/2	Suppl.2 to 00	*

* The European Union voting on behalf of its member States.

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

XIV. Establishment of the Executive Committee (agenda item 12)

128. The sixty-first session of the Executive Committee (AC.3) was held on 22 June 2021 and chaired by the representative of the United Kingdom of Great Britain and Northern Ireland. Decision taking and voting followed the special proceedings during COVID-19 period, which had been adopted by all Contracting Parties to the 1998 Agreement under a silence procedure on 11 June 2021. The representatives of 14 of the 38 contracting parties to the agreement attended: Australia, Canada, China, European Union (representing Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, Netherlands, Romania, Slovakia, Slovenia, Spain, and Sweden), India, Japan, Malaysia, Norway, Republic of Korea, Russian Federation, South Africa, Tunisia, United Kingdom of Great Britain and Northern Ireland and United States of America.

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

Documentation: ECE/TRANS/WP.29/1073/Rev.30
Informal document: WP.29-184-06

129. AC.3 noted the information, as of June 2021, on the status of the Agreement of the Global Registry and of the Compendium of Candidates (ECE/TRANS/WP.29/1073/Rev.30),

the status of the priorities of the 1998 Agreement (based on WP.29-184-06 as reproduced in Annex V to this report) and items on which the exchange of views should continue. AC.3 noted that notifications and the mandatory reports on the transposition process through their Permanent Missions in Geneva to the secretariat, are publicly accessible at: <https://wiki.unece.org/display/TRAN/Home>. AC.3 recalled its agreement to always send the above-mentioned reports and notifications through their Permanent Missions in Geneva and directly to the secretariat (email: edoardo.gianotti@un.org) to ensure updating of the status document, which is the monitoring tool of the Agreement.

130. AC.3 noted that since March 2020, no status reports or final notifications were submitted to the secretariat. Therefore, AC.3 warmly reiterated its request to its Contracting Parties to send the above-mentioned status report and notifications as one of the main obligations of the 1998 Agreement. Moreover, it was noted that this action would imply that representatives would provide the secretariat with the coordinates of their corresponding focal points to the agreement, appointed in their capitals to draft the reports and notifications to keep them informed in the exchange of information through the above-mentioned website. In addition, the representative of the European Union suggested to look for solutions to streamline the submission of status reports/final notifications (e.g. transposition of UN GTRs through the adoption of corresponding UN Regulations).

131. The representative of the United States of America argued that a de facto transposition of UN GTRs through UN Regulations might not be ostensibly acceptable since differences exist between UN GTRs and UN Regulations on the same subjects and only tight harmonization could provide the same level playing field.

132. The representative of OICA stressed the crucial importance of an update situations on the process of transposition into Contracting Parties as a whole, including precise information as to the legal status of the UN GTRs implementation (mandatory, alternative, ...).

133. Finally, AC.3 noted that according to Articles 7.4 to 7.4.1. of the Agreement, status reports should be provided to the secretariat for each one-year period if action or no action had been taken in the above-mentioned process and that no specific layout to provide such information was requested by the Agreement.

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

A. Proposal for a new UN GTR, if any (agenda item 14.1)

134. AC.3 noted that no proposals for a new UN GTR had been submitted.

B. Proposal for amendments to a UN GTR, if any (Pedestrian protection) (agenda item 14.2)

1. Proposal for Amendment 3 to UN GTR No. 9 (Pedestrian protection) (agenda item 14.2.1)

135. AC.3 noted that the proposal under this agenda item had been withdrawn.

2. Proposal for Amendment 4 to UN GTR No. 4 (WHDC) (agenda item 14.2.2)

Documentation: ECE/TRANS/WP.29/2021/79
ECE/TRANS/WP.29/2021/80

136. Submitted for consideration and vote, the proposal for Amendment 4 to UN GTR No. 4 on WHDC (ECE/TRANS/WP.29/2021/79 and ECE/TRANS/WP.29/2021/80) was adopted on 22 June 2021 by consensus vote of the following contracting parties present and voting: Australia, Canada, China, the European Union (representing Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, the Netherlands, Romania, Slovakia,

Slovenia, Spain and Sweden), India, Japan, Norway, the Russian Federation, South Africa, United Kingdom of Great Britain and Northern Ireland and United States of America.

137. The representatives from the Republic of Korea, Malaysia and Tunisia abstained from voting.

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

138. No new information was provided under this agenda item.

XVIII. Consideration of amendments to Mutual Resolution, if any (agenda item 16)

139. AC.3 noted that no proposals had been submitted under this agenda item.

XIX. Guidance, by consensus decision, on those elements of draft UN GTRs that have not been resolved by the Working Parties subsidiary to the World Forum, if any (agenda item 17)

140. No new information was provided under this agenda item.

XX. Exchange of information on new priorities to be included in the programme of work (agenda item 18)

141. No new information was provided under this agenda item.

XXI. Progress on the development of new UN GTRs and of amendments to established UN GTRs (agenda item 19)

A. UN GTR No. 1 (Doors locks and door retention components) (agenda item 19.1)

142. No new information was provided under this agenda item.

B. UN GTR No. 2 (Worldwide Motorcycle emission Test Cycle (WMTC)) (agenda item 19.2)

143. The representative of European Union updated AC.3 on the latest progress made by the Informal Working Group (IWG) on Environmental and Propulsion Performance Requirements of L-category vehicles (EPPR) with respect to the on-going development of Amendment 5 to UN GTR No. 2. He informed AC.3 that a draft Amendment 5 to UN GTR No. 2 had been presented during the last session of GRPE in June 2021. He added that a broader range of vehicle and fuel types were expected to be covered by UN GTR No. 2 through Amendment 5. He finally concluded that a consideration from GRPE was expected in the course of 2022.

C. UN GTR No. 3 (Motorcycle braking) (agenda item 19.3)

Documentation: ECE/TRANS/WP.29/AC.3/47

144. The representative of Italy informed AC.3 that GRVA should address, at its September 2021 session, a proposal to amend requirements for motorcycle braking. He announced that the proposal would deal with the introduction of stop lamp activation under regenerative braking and the updating of the references to American Society for Testing and Materials (ASTM) standards for the determination of the Peak Braking Coefficient (PBC). He added that the proposed requirements, if agreed by GRVA, could be submitted to AC.3 as a proposal to amend to UN GTR No. 3.

D. UN GTR No. 4 (Worldwide Heavy-Duty vehicle emission test Cycle (WHDC)) (agenda item 19.4)

145. The Chair of AC.3 congratulated Japan, as the technical sponsor of the work on the development of Amendment 4 to UN GTR No. 4 on WHDC, on the adoption of the Amendment.

E. UN GTR No. 5 (On-Board Diagnostic Systems (OBD)) (agenda item 19.5)

146. No new information was provided under this agenda item.

F. UN GTR No. 6 (Safety glazing) (agenda item 19.6)

Documentation: ECE/TRANS/WP.29/AC.3/55

147. No new information was provided under this agenda item.

G. UN GTR No. 7 (Head restraints) (agenda item 19.7)

148. The representative of the United Kingdom of Great Britain and Northern Ireland, informed AC.3 that GRSP recommended, at its May 2021 session, a proposal for Addendum 1 to Mutual Resolution 1 (M.R.1.) to incorporate drawings, specifications and a manual of the Biomechanical Rear Impact Device (BioRID) test tool. He clarified that the adoption of this amendment at the November 2021 session of AC.3 would facilitate the proper use of UN GTR No. 7 and UN Regulation No. 17 by Contracting Parties of both Agreements. Therefore, he recommended that the representatives of Contracting Parties would be ready to endorse it.

H. UN GTR No. 8 (Electronic stability control systems (ESC)) (agenda item 19.8)

Documentation: ECE/TRANS/WP.29/2020/99

149. The representative of the Republic of Korea presented the work progress on an amendment to UN GTR No. 8. He recalled that AC.1 adopted, at its June 2020 session, amendments to UN Regulation No. 140 (ESC) for allowing new innovative steering systems which have a significantly lower steering gear ratio. He added that, for the sake of keeping the consistency between the UN Regulation No. 140 and UN GTR No. 8, the Republic of Korea had submitted a proposal for amendments to UN GTR No. 8 at the September 2020 GRVA session. He recalled that the proposal submitted received comments from Canada and that no consensus had been reached so far. He explained that there had not been a heightened sense of urgency for completion of this work as this new technology was not yet deployed on the market.

150. The delegate from the United States of America explained that he had similar views as delegates from Canada and proposed the organization of consultations involving the interested stakeholders. The representative of the Republic of Korea welcomed this initiative, and informed stakeholders that attempts would be made to organize consultations before the end of September 2021.

I. UN GTR No. 9 (Pedestrian safety) (agenda item 19.9)

Documentation: ECE/TRANS/WP.29/2018/162
ECE/TRANS/WP.29/2021/83

151. Referring to the deferral of vote on Amendment 3 to UN GTR No. 9, the representative of the United States of America, Chair of GRSP, informed AC.3 about the actions undertaken in the progress towards a resolution of outstanding matters in this context. He informed delegates that a meeting of interested experts was held virtually on 23 April 2021, when the representatives from the United States of America and Germany presented findings and conclusions of their respective experts. It was agreed that more discussions were warranted, as well as the involvement of the industry. Following that meeting, United States of America and Germany continued the dialogue and exchange of views and technical information to find a solution. He also added that experts met on 17 May 2021, just prior to the GRSP May 2021 session, and agreed to establish as soon as possible a task force for the purpose of solving the issue before the December 2021 GRSP session. He also noted that the first meeting of the task Force was held on 14 and 15 June 2021 and that a proposal would most likely be ready by the GRSP meeting in December 2021. He underlined that the experts from Germany, Canada, United Kingdom of Great Britain and Northern Ireland, Japan, the Netherlands, and Republic of Korea, supported the approach of the United States of America and emphasised the relevance of timing.

152. The representative from OICA stressed the importance of not delaying the finalisation of the extension of the impact zone to the windscreen area, explaining that this is urgently needed due to the European Union requirements of the General Safety Regulation, which were already decided in general (including the application dates), but which were currently under technical development in the framework of UN Regulation No. 127. He warned that if such detailed topics were referred back to GTR No. 9 as additional items under the currently foreseen draft amendment 3 (designation of the test points), the deadlines would possibly not be respected, creating for industry and authorities a legal void. However, the Chair of AC.3 recommended that the work of the Task Force would focus on Amendment 3 to UN GTR No. 9, since many Contracting Parties would not afford further delays on this subject and recommended the adoption of the revised authorization for developing the work (ECE/TRANS/WP.29/2021/83). AC.3 endorsed the Chair's approach and adopted the proposal. AC.3 requested the secretariat to distribute ECE/TRANS/WP.29/2021/83 with an AC.3 symbol at its November 2021 session, awaiting a status report of the Task Force at this session.

153. Due to lack of time, AC.3 deferred consideration on Deployable Pedestrian Protection Systems (DPPS) to its next session scheduled for November 2021.

J. UN GTR No. 10 (Off-cycle emissions (OCE)) (agenda item 19.10)

154. No new information was provided under this agenda item.

K. UN GTR No. 11 (Agricultural and forestry tractors and non-road mobile machinery emission test procedures) (agenda item 19.11)

155. No new information was provided under this agenda item.

L. UN GTR No. 12 (Motorcycle Controls, Tell-tales and Indicators) (agenda item 19.12)

156. No new information was provided under this agenda item.

M. UN GTR No. 13 (Hydrogen and Fuel Cell Vehicles (HFCV) – Phase 2) (agenda item 19.13)

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

157. Due to lack of time, AC.3 deferred consideration of this agenda item to its next session scheduled for November 2021.

N. UN GTR No. 14 (Pole Side Impact (PSI)) (agenda item 19.14)

158. AC.3 noted that no activities on the harmonization of the World Side Impact Dummy (WorldSID) were undertaken. AC.3 urged for a solution to complete the specification of the WorldSID that would be integrated into an addendum of M.R.1, in similar fashion to what had been pursued for the Flex Pedestrian Legform Impactor and BioRID.

O. – X. (agenda items 19.15 to 19.24)

159. Due to lack of time, AC.3 deferred consideration of agenda items 19.15 to 19.24, to its next session scheduled for November 2021.

Y. Proposal for a draft UN GTR durability of after treatment devices for two- and three- wheeled motor vehicles (Environmental and Propulsion Performance Requirements of L-category vehicles) (agenda item 19.25)

Documentation: ECE/TRANS/WP.29/2021/81

160. The Chair of AC.3 recommended that AC.3 endorses ECE/TRANS/WP.29/2021/81, granting authorization to the IWG on EPPR to develop a new UN GTR on durability of after treatment devices for two- and three- wheeled motor vehicles. AC.3 adopted ECE/TRANS/WP.29/2021/81 and requested the secretariat to issue it as an AC.3 document for consideration at its next session in November 2021.

XXII. and XXIII. (agenda items 20 and 21)

161. Due to lack of time, AC.3 deferred consideration of agenda items 20 and 21, including pertaining subitems, to its next session scheduled for November 2021.

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

XXIV. Establishment of the Committee AC.4 and election of officers for the year 2021 (agenda item 22)

162. The Administrative Committee (AC.4) did not convene, as recommended by AC.2 during its 136th session.

XXV. Amendments to UN Rules annexed to the 1997 Agreement (agenda item 23)

163. No subject was raised under this agenda item.

**XXVI. Establishment of new Rules annexed to the 1997 Agreement
(agenda item 24)**

164. No subject was raised under this agenda item.

XXVII. Other business (agenda item 25)

165. No subject was raised under this agenda item.

Annex I

[English only]

**List of informal documents (WP.29-184-...) distributed
without a symbol during the 184th session**

<i>No. WP.29-184-</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
1 and Rev.1	Secretariat	2.2.	E	WP.29, Working Parties, Informal Working Groups and Chairmanship	(e)
2 and Rev.1	Secretariat	2.2.	E	Draft calendar of meetings for 2022	(e)
3	Secretariat	1.	E	Running order of the 184th session of WP.29	(e)
4	Secretariat	1.	E	Consolidated agenda	(e)
5	GRVA	4.8.2.	E	Proposal for amendments to ECE/TRANS/WP.20/2021/82	(c)
6	Secretariat	5.1 and 13		Status of the 1998 Agreement of the global registry and of the compendium of candidates	(e)
7	IWG on IWVTA	4.3.	E	Proposal for 04 Series of Amendments to UN Regulation No. 0	(a)
8	IWG on PTI	7	E	Report to WP.29 about results of the 21st, 22d and 23d meetings of the Informal Working Group on Periodical Technical Inspections	(e)
9 and Rev.1	IWG on PTI	7	E	Draft Terms of Reference of the Informal Working Group on Periodical Technical Inspections (IWG on PTI)	(c)
10 and Rev.1	IWG on PTI	7	E	Framework document on vehicle whole-life compliance	(f)
11	IWG on PTI	7	E	184th WP.29 “Framework Document on Vehicle Whole-life Compliance”	(e)
12	Secretariat	8.4	E	Adopted proposals and situation of their entry into force 183rd session, March 2021	(e)
13	IWG on DETA	4.5	E	Draft report of the 41 st session of the IWG on DETA	(e)
14	IWG on DETA	4.5	E	Report to 184th WP.29 session from the 41st IWG on DETA meeting	(e)
15	Note by the secretariat	2.3.	E	Proposal for amendments to the framework document	(e)

<i>No. WP.29-184-</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
16 and Rev.1	European Commission	2.2	E	Comments on Programme of Work related to GRVA	(b)
17 and Rev.1	European Commission	2.2	E	Comments on Programme of Work related to GRBP	(b)
18 and Rev.1	European Commission	2.3	E	Comments on Programme of Work related to Framework document	(b)

Notes:

- (a) Endorsed and issue as official document for the next session.
- (b) Endorsed and issue as official document for the next session based on revised text
- (c) Adopted or endorsed.
- (d) Continue or postpone consideration to the next session.
- (e) Consideration completed or to be superseded
- (f) Issue as formal document and refer to GR(s) for consideration

Annex II

[English only]

**World Forum for Harmonization of Vehicle Regulations
(WP.29):
Working Parties, Informal Working Groups and Chairs
on 24 June 2021**

	<i>Working Parties and informal working groups</i>	<i>Chair/Co-Chairs Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
WP.29	World Forum	Mr. A. Erario Mr. S. Anikeev	Italy Russian Federation	2022
	Intelligent Transport Systems (ITS)	Mr. T. Korenori Mr. I. Yarnold Ms. J. Doherty	Japan UK USA	March 2025
	Electronic Database for the Exchange of Type Approval documentation (DETA)	Mr. S. Paeslack	Germany	June 2023
	International Whole Vehicle Type Approval (IWVTA)	Mr. T. Onoda	Japan	November 2022
	Enforcement Working Group	N.N.		2020
	Periodic Technical Inspections (PTI)	Mr. H. P. Weem Mr. V. Komarov	Netherlands Russian Federation	June 2024
GRBP	Noise and Tyres	Mr. S. Ficheux Mr. A. Bocharov	France Russian Federation	2021
	Quiet Road Transport Vehicles (QRTV UN GTR)	Mr. H. Mohammed Mr. I. Sakamoto	USA Japan	December 2021
	Additional Sound Emission Provisions (ASEP)	Mr. B. Schuttler Mr. D. Xie Mr. K. Okamoto	Germany China Japan	January 2022
	Wet grip performance for tyres in worn state (WGWT)	Mrs. E. Collot Mr. A. Vosinis	France EC	September 2022
	Measurement Uncertainties (MU)	Mr. T. Berge	Norway	January 2022
GRE	Lighting and Light-Signalling	Mr. T. Kärkkäinen Mr. D. Rovers	Finland Netherlands	2021
	Simplification of the Lighting and Light Signalling Regulations (SLR)	Mr. D. Rovers M. A. Lazarevic	Netherlands EC	December 2022
GRPE	Pollution and Energy	Mr. A. Rijnders Mr. D. Kay	Netherlands UK	2021
	Environmental and Propulsion Performance Requirements of L-category vehicles (EPPR)	Mr. A. Perujo ¹ Mr. S. Yamamura	EC Japan	December 2025
	Electric Vehicle and Environment (EVE)	Mr. M. Olechiw Mrs. C. Chen Mr. H. Ishii	USA China Japan	[November 2021]
	Particle Measurement Programme (PMP)	Mr. B. Giechaskiel	EC	June 2023

¹ Until 31 August 2021, successor to be nominated

	<i>Working Parties and informal working groups</i>	<i>Chair/Co-Chairs Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
	Vehicle Interior Air Quality (VIAQ)	Mr. A. Kozlov Mr. J. Lim	Russian Federation Republic of Korea	November 2025
	Global Real Driving Emissions (RDE)	Ms. P. Dilara Mr. S. Yamamura Mr. J. Park Mr. M. Olechiw	EC Japan Republic of Korea USA	June 2023
GRVA	Automated/Autonomous and Connected Vehicles	Mr. R. Damm Ms. C. Chen Mr. T. Onoda	Germany China Japan	2021
	Functional Requirements for Automated and Autonomous Vehicles (FRAV)	Mr. E. Wondimneh ² Ms. C. Chen. ² Mr. R. Damm ²	USA China Germany	June 2022
	Validation Method for Automated Driving (VMAD)	Mr. T. Onoda ² Mr. P. Striekwold ² Mr. I. Sow ²	Japan Netherlands Canada	June 2022
	Cyber Security and Over-The-Air software updates (CS/OTA)	Mr. T. Niiikuni ² Dr. D. Handley ² Mr. E. Wondimneh ²	Japan UK USA	November 2022
	Event Data Recorder / Data Storage System for Automated Driving (EDR/DSSAD)	Mr. T. Guiting ² Mr. T. Tokai Mrs. J. Doherty ²	Netherlands Japan USA	December 2022
	Advanced Emergency Braking Systems (AEBS) for M ₁ and N ₁	Mr. A. Lagrange ² Mr. T. Hirose ²	EC Japan	March 2022
	AEBS for heavy vehicles	Mr. P. Seiniger ² Mr. T. Hirose ²	Germany Japan	March 2022
GRSP	Passive Safety	Mr M. Koubek Mr H. G. Kim	USA Republic of Korea	2021
	Harmonization of Side Impact Dummies			Tbd
	UN GTR No. 9 on Pedestrian Safety Deployable – Pedestrian Protection Systems (DPPS)	Mr. J. S. Park	Republic of Korea	November 2022
	Electric Vehicle Safety (EVS) – Phase 2	Mr. M. Koubek Mr. A. Lazarevich Ms. C. Chen	USA, EC and China Vice-Chair	June 2023
	Specification of the 3D-H machine	Mr. L. Martinez	Spain	Tbd
	Hydrogen and Fuel Cell Vehicles (HFCV) – Phase 2	Mr. M. Koubek Ms. Y. Sakamoto ² Ms. C. Chen Mr. S.W. Kim	USA Japan and China and Republic of Korea Vice-Chairs	June 2022
	Protective Helmets	Mr. L. Rocco	Italy	suspended
	Safer Transport of Children in Buses and Coaches	Ms. Marta Angles	Spain	March 2023

² IWG Co-Chairs

	<i>Working Parties and informal working groups</i>	<i>Chair/Co-Chairs Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
GRSG	General Safety	Mr. A. Erario Mr. K. Hendershot	Italy Canada	2021
	Awareness of Vulnerable Road Users proximity (VRU-Proxi)	Mr. Y. Matsui Mr. P. Broertjes	Japan EC	April 2022
	Behaviour of M ₂ and M ₃ category vehicles' general construction in case of fire events (BMFE)	Mr. F. Herveleu	France	October 2021
	Field of Vision Assistance (FVA)	Mr. J. Lammers	The Netherlands	April 2023

World Forum for Harmonization of Vehicle Regulations: Administrative/Executive Committees and Chairs

	<i>Committees</i>	<i>Chair Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
AC.1	Administrative Committee of the 1958 Agreement	Mr. A. Erario Mr. S. Anikeev	Italy Russian Federation	N.a.
AC.2	Administrative Committee for the coordination of work	Mr. A. Erario	Italy	2022
AC.3	Executive Committee of the 1998 Agreement	Mr. I. Yarnold Mr. T. Korenori Mr. J. Sanchez	UK Japan USA	2022
AC.4	Administrative Committee of the 1997 Agreement	Mr. B. Kisulenko	Russian Federation	N.a.

Annex III

[English only]

Draft calendar of sessions for 2021

Month	Meeting (title and session No.)	Dates proposed	Schedule	Half-days	Interpretation	12 weeks deadline	Delegates
JANUARY	Working Party on General Safety Provisions (GRSG) (120 th session)	11	pm	1	Yes	19.10.2020	120
JANUARY	Working Party on Pollution and Energy (GRPE) (82 nd session)	12-15	p.m./p.m..	4	Yes	20.10.2020	150
JANUARY	Working Party on Noise and Tyres (GRBP) (73 rd session)	26-29	p.m./p.m.	4	Yes	3.11.2020	120
FEBRUARY	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (9 th session)	1-5	p.m./p.m.	5	Yes	16.11.2020	150
MARCH	Administrative Committee for the Coordination of Work (WP.29/AC.2) (135 th session)	8-9	p.m./a.m.	2	No		35
MARCH	World Forum for Harmonization of Vehicle Regulations (WP.29) (183 rd); Admin. Committee of the 1958 Agreement (AC.1: 77 th session); Executive Committee of the 1998 Agreement (AC.3: 61 st session); Admin. Committee of the 1997 Agreement (AC.4: 19 th session)	9-11 (10 10-11)	p.m./p.m. (p.m. p.m./a.m.)	4	Yes	8.12.2020	160
APRIL	Working Party on General Safety Provisions (GRSG) (121 st session)	12-16	p.m./p.m.	5	Yes	18.01.2021	120
APRIL	Working Party on Lighting and Light-Signalling (GRE) (84 th session)	26-30	p.m./p.m.	5	Yes	1.02.2021	120
MAY	Working Party on Passive Safety (GRSP) (69 th session)	17-21	p.m./p.m.	5	Yes	22.02.2021	120
MAY	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (10 th session)	25-28	p.m./p.m.	5	Yes	2.03.2020	150
JUNE	Working Party on Pollution and Energy (GRPE) (83 rd session)	1-4	p.m./p.m.	4	Yes	9.03.2021	150
JUNE	Administrative Committee for the Coordination of Work (WP.29/AC.2) (136 th session)	21-22	p.m./a.m.	2	No		35
JUNE	World Forum for Harmonization of Vehicle Regulations (WP.29) (184 th session); Admin. Committee of the 1958 Agreement (AC.1: 78 th session); Executive Committee of the 1998 Agreement (AC.3: 62 nd session); Admin. Committee of the 1997 Agreement (AC.4: 20 th session)	22-24 (23 22)	p.m./p.m. (a.m. p.m.)	4	Yes	30.03.2021	160
SEPTEMBER	Working Party on Noise and Tyres (GRBP) (74 th session)	15-17	p.m./p.m.	3	Yes	28.6.2021	120
SEPTEMBER/ OCTOBER	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (11 th session)	27-01	p.m./p.m.	4	Yes	6.07.2021	150
OCTOBER	Working Party on General Safety Provisions (GRSG) (122 nd session)	12-15	a.m./a.m.	7	Yes	20.07.2021	120
OCTOBER	Working Party on Lighting and Light-Signalling (GRE) (85 th session)	26-29	a.m./a.m.	7	Yes	3.08.2021	120
[NOVEMBER]	Working Party on Pollution and Energy (GRPE) (84 th session) additional	12	p.m.	1	Yes	20.08.2021	150]
NOVEMBER	Administrative Committee for the Coordination of Work (WP.29/AC.2) (137 th session)	22-23	p.m./a.m.	2	No		35
NOVEMBER	World Forum for Harmonization of Vehicle Regulations (WP.29) (185 th session); Admin. Committee of the 1958 Agreement (AC.1: 79 th session); Executive Committee of the 1998 Agreement (AC.3: 63 rd session); Admin. Committee of the 1997 Agreement (AC.4: 21 st session)	23-25 (24 24-25)	p.m./p.m. a.m. p.m./p.m..	4	Yes	30.08.2021	160
DECEMBER	Working Party on Passive Safety (GRSP) (70 th session)	6-10	p.m./a.m.	8	Yes	13.09.2021	120
		TOTAL: 82 half days instead of 111 half days 41 = (55.5) days					

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

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

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

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

The sessions of WP.29/AC.2 and of the World Forum (WP.29) begin at 10.00 a.m. (the first day only) and at 10.30 am on last day (Friday). During the WP.29 sessions, the Administrative Committee of the 1958 Agreement (AC.1) will hold its sessions usually on Wednesday, sessions of the Executive Committee of the 1998 Agreement (AC.3) are expected to be held on Wednesday afternoon, and sessions of the Administrative Committee of 1997 Agreement (AC.4) would be held on Wednesday immediately following the AC.1, if necessary.

Annex IV

[English only]

Draft calendar of sessions for 2022

(Changes can be expected.)

<i>Month</i>	<i>Meeting (title and session No.)</i>	<i>Dates proposed</i>	<i>Schedule</i>	<i>Half-days</i>	<i>Interpretation</i>	<i>Delegates</i>
JANUARY	Working Party on Pollution and Energy (GRPE) (85 th session)	11-14	p.m./a.m.	6	Yes	150
JANUARY	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (12 th session)	24-28	p.m./a.m.	6	Yes	120
FEBRUARY	Working Party on Noise and Tyres (GRBP) (75 th session)	8-11	p.m./a.m.	8	Yes	150
MARCH	Administrative Committee for the Coordination of Work (WP.29/AC.2) (138 th session)	7	a.m./p.m.	2	No	35
MARCH	World Forum for Harmonization of Vehicle Regulations (WP.29) (186 th); Admin. Committee of the 1958 Agreement (AC.1: 80 th session); Executive Committee of the 1998 Agreement (AC.3: 63 rd session); Admin. Committee of the 1997 Agreement (AC.4: 19 th session)	8-11 (9 9-10)	a.m./a.m. (p.m. p.m./p.m.)	6	Yes	160
APRIL	Working Party on General Safety Provisions (GRSG) (123 rd session)	4-8	p.m./a.m.	8	Yes	120
APRIL	Working Party on Lighting and Light-Signalling (GRE) (86 th session)	25-29	a.m./p.m.	8	Yes	120
MAY	Working Party on Passive Safety (GRSP) (71 st session)	9-13	p.m./a.m.	8	Yes	120
MAY	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (13 th session)	[23-27]	p.m. am.	[8]*	Yes	150
MAY/JUNE	Working Party on Pollution and Energy (GRPE) (86 th session)	31-3	p.m./a.m.	6	Yes	150
JUNE	Administrative Committee for the Coordination of Work (WP.29/AC.2) (139 th session)	20	a.m./p.m.	2	No	35
JUNE	World Forum for Harmonization of Vehicle Regulations (WP.29) (187 th session); Admin. Committee of the 1958 Agreement (AC.1: 81 st session); Executive Committee of the 1998 Agreement (AC.3: 64 th session); Admin. Committee of the 1997 Agreement (AC.4: 20 th session)	21-24 (22 22-23)	a.m./a.m. (p.m. p.m./p.m.)	7	Yes	160
SEPTEMBER	Working Party on Noise and Tyres (GRBP) (76 th session)	14-16	p.m./p.m.	5	Yes	120
SEPTEMBER	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (14 th session)	26-30	p.m./a.m.	8	Yes	150
OCTOBER	Working Party on General Safety Provisions (GRSG) (124 th session)	11-14	a.m./a.m.	7	Yes	120
OCTOBER	Working Party on Lighting and Light-Signalling (GRE) (87 th session)	25-28	a.m./a.m.	7	Yes	120
NOVEMBER	Administrative Committee for the Coordination of Work (WP.29/AC.2) (140 th session)	14	a.m./p.m.	2	No	35
NOVEMBER	World Forum for Harmonization of Vehicle Regulations (WP.29) (188 th session); Admin. Committee of the 1958 Agreement (AC.1: 82 nd session); Executive Committee of the 1998 Agreement (AC.3: 65 th session); Admin. Committee of the 1997 Agreement (AC.4: 21 st session)	15-18 (16 16-17)	a.m./a.m. (a.m. p.m./p.m.)	7	Yes	160
DECEMBER	Working Party on Passive Safety (GRSP) (72 nd session)	5-9	p.m./a.m.	8	Yes	120
		TOTAL: 111 half days = 55.5 days				

*Two sessions of GRVA are scheduled in Geneva. GRVA may organize one session in America and one in Asia.

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

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

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

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

The sessions of WP.29/AC.2 and of the World Forum (WP.29) begin at 10.00 a.m. (the first day only) and at 10.30 am on last day (Friday). During the WP.29 sessions, the Administrative Committee of the 1958 Agreement (AC.1) will hold its sessions usually on Wednesday, sessions of the Executive Committee of the 1998 Agreement (AC.3) are expected to be held on Wednesday afternoon, and sessions of the Administrative Committee of 1997 Agreement (AC.4) would be held on Wednesday immediately following the AC.1, if necessary.

Note: Geneva Motor Show, Palexpo: 19 – 27 February 2022; (Press days: 17 – 18 February 2022) **TBC**

Annex V

[English only]

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 17 June 2021

GRVA

Item	Informal group (Yes–No)/ Chair & Vice- Chair		Tech. sponsor	Formal proposal (ECE/TRANS/ WP.29/...)	Proposal for a draft UN GTR (ECE/TRANS/WP.29/..)	State of play/Comments
Amendment 1 to UN GTR No. 8 (ESC)	No		Korea	AC.3/56	GRVA/2020/34	GRVA is reviewing the proposal tabled by the expert from Korea.

GRSP

Item	Informal group (Yes–No)/ Chair & Vice-Chair		Tech. sponsor	Formal proposal (ECE/TRANS/ WP.29/...)/	Proposal for a draft UN GTR (ECE/TRANS/WP.29/..)	State of play/Comments
Phase 2 of UN GTR No. 7 (Head Restraints)	Yes/UK		Japan	AC.3/25/ Rev.1	GRSP/2021/2	GRSP recommended draft Addendum 1 to the M.R.1 to the November 2021 session of AC.3.
Amendment 3 to UN GTR No. 9			Netherlands	AC.3/31	GRSP/2012/2 (Final report) GRSP/2014/5 (final text of the Amend.) 2021/83	AC.3 delayed vote. A task Force under the supervision of GRSP will continue to work until December 2021 session of GRSP to accommodate still pending issues. AC.3 adopted the revised authorization to develop the work (2021/83) and agreed to resume discussion on this subject at its November 2021 session on the basis of a progress report of the Task Force.
Amendment 4 to UN GTR No. 9			Republic of Korea	AC.3/45/Rev.1 2018/162 (ToR)		AC.3 endorsed the ToR of IWG-DPPS (.../2018/162). GRSP will resume consideration on Amendment 4 to the UN GTR to provide the test procedure for deployable systems of the outer surface to ensure an adequate protection of pedestrians at its December 2021 session. Mandate of the IWG was extended until November 2022.
Phase 2 of UN GTR No. 13 (HFCV)			Japan, Republic of Korea and the	AC.3/49 2018/75 (ToR)		The ToR of IWG were endorsed at June 2018 session of AC.3 (ECE/TRANS/WP.29/2018/75).

* Information on the contracting parties (38), the Global Registry and the Compendium of Candidates are in document ECE/TRANS/WP.29/1073/Rev.26.

Item	Informal group (Yes–No)/ Chair & Vice-Chair		Formal proposal (ECE/TRANS/ WP.29).../		State of play/Comments
	Tech. sponsor		Proposal for a draft UN GTR (ECE/TRANS/WP.29/..)		
		European Union			The mandate of the IWG was extended until June 2022.
UN GTR No. 14 (PSI)	Yes/ Australia	Australia	AC.3/28		No new information was provided.
UN GTR No. 20 (EVS) – Phase 2	Yes/USA/ European Union/ Japan/ China	European Union/ Japan/ USA/ China	AC.3/50 & Corr.1 (authorizat ion to develop Phase 2)		GRSP started Phase 2 concerning the long-term research. Mandate of the IWG was extended until November 2024.

GRPE

Item	Informal group (Yes–No)/ Chair & Vice-Chair		Formal proposal (ECE/TRANS/ WP.29/...)/		State of play/Comments
	Tech. sponsor		Proposal for a draft UN GTR (ECE/TRANS/WP.29/..)		
Amend. 4 to UN GTR No. 2 (WMTC)	Yes/European Union (EPPR)	European Union	AC.3/36/ Rev.1 (based on 2015/113)		AC.3 adopted the Amend. 4 at its November 2019 session.
[Amend. 4] to UN GTR No. 4 (WHTC)	No	Japan	AC.3/20 (based on 2007/42)		AC.3 to vote during the June 2021 session.
Amend. 6 to UN GTR No. 15 (WLTP)	Yes/ Netherlands (WLTP)	European Union/ Japan	AC.3/44 (based on 2016/73)		AC.3 adopted during the November 2020 session.
Amend. 1 to UN GTR No. 18 (OBD for L-cat)	Yes/European Union (EPPR)	European Union	AC.3/36/ Rev.1 (based on 2015/113)		AC.3 adopted during the November 2020 session.
Amend 3 to UN GTR No. 19 (WLTP EVAP)	Yes Netherlands (WLTP)	European Union/ Japan	AC.3/44 (based on 2016/73)		AC.3 adopted the Amend. 3 at its June 2020 session
UN GTR No. 21 on the Determination of Electrified Vehicle Power (DEVV)	Yes/USA/ China/ Japan	Canada/ China/European Union/ Japan/USA	AC.3/53/ Rev.1		AC.3 adopted during the November 2020 session.
UN GTR No. [XX] on Global Real Driving Emissions (RDE)	Yes/European Union/ Japan/ Rep. of Korea	European Union/ Japan/ Rep. of Korea	AC.3/54/ Rev.1]		Revised authorization to develop UN GTR on RDE adopted by GRPE in June 2021

<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 UN GTR (ECE/TRANS/WP.29/...)</i>	<i>State of play/Comments</i>
UN GTR No. [XX] on in-vehicle battery durability	Yes/USA/China/ Japan	Canada/China/European Union/ Japan/USA	AC.3/57		AC.3/57 adopted by AC.3 at its June 2020 session
UN GTR No. [XX] on particulate brake emissions	Yes/EU	European Union/ Japan/UK	AC.3/XX		Request for authorization adopted by GRPE In June 2021

GRBP

<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 UN GTR (ECE/TRANS/WP.29/...)</i>	<i>State of play/Comments</i>
Quiet Road Transport Vehicle	Yes/USA/ Japan	European Union/Japan/ USA	AC.3/33 (Including ToR)		AC.3 expects a progress report of the IWG on QRTV

GRSG

<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 UN GTR (ECE/TRANS/WP.29/...)</i>	<i>State of play/Comments</i>
EDR (common performance requirements for EDR suitable for both 1958 and 1998 Agreements)	Yes/ Netherlands, Japan, USA	n.a.	n.a.	n.a.	Requirements will be in form of recommendation

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 (second progress report)	AC.3 was informed on the progress made in relation to the 5th percentile female dummy and noted that a redesign of the dummy might be necessary. AC.3 extended the mandate of the IWG until December 2017.
WP.29	ITS	No	---	---	No new information was provided to AC.3.

<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>
WP.29	New technology not yet regulated	No	No	---	Exchange of views on priorities for work on new technologies including automated driving functionalities, in-vehicle communications, cyber security and data protection took place under AC.2 (para. 10 of the report)

Annex VI

Adopted amendments to ECE/TRANS/WP.29/2021/82

ECE/TRANS/WP.29/2021/82, amend to read:

"Insert a new paragraph 2.3.4.5. to read:

- "2.3.4.5. *"Risk Mitigation Function (RMF)"* means an emergency function which can, in the event the driver becomes unresponsive, automatically activate the vehicle steering system for a limited duration to steer the vehicle with the purpose of bringing the vehicle to a safe stop within a target stop area."

Paragraph 2.4.16., amend to read:

- "2.4.16. A *"Lane Change Procedure"* starts when the direction indicator lamps are activated and ends when the direction indicator lamps are deactivated. It comprises the following operations:
- (a) Activation of the direction indicator lamps;
 - (b) Lateral movement of the vehicle towards the lane boundary;
 - (c) Lane Change Manoeuvre;
 - (d) Resumption of the lane keeping function;
 - (e) Deactivation of direction indicator lamps."

Insert a new paragraph 2.4.19., to read:

- "2.4.19. *"Target stop area"* means a potential stopping area (e.g. emergency lane, hard shoulder, beside the road, slowest lane of traffic, own lane of travel)."

Insert a new paragraph 2.4.20., to read:

- "2.4.20. *"Beside the road"* means the area of road surface beyond the boundaries of the carriageway which is not a hard shoulder or refuge area."

Insert a new paragraph 5.1.6.3. (and subparagraphs), to read:

- "5.1.6.3. Vehicles equipped with an RMF shall fulfil the following requirements.

An RMF system shall be subject to the requirements of Annex 6.

- 5.1.6.3.1. Any RMF shall start an intervention only:

- (a) If the driver is either directly (e.g. through a driver monitoring system) or indirectly (e.g. prolonged failed response to a warning, failure to control the vehicle) assessed to be unresponsive; or
- (b) If it is manually activated.

If the system provides a means for manual activation, this means shall be protected against unintentional operation and accessible to the driver and to passengers adjacent to the driver.

- 5.1.6.3.2. Unless a request for action (e.g. hands-on warning) was already given or the system was manually activated, there shall be an optical and additionally an acoustic and/or haptic (e.g. brake jerks) warning signal before every RMF intervention in order to stimulate the driver to take back control.

This warning phase shall start at least 5 seconds before the RMF starts an intervention, unless vehicle control by the system is required sooner to prevent the vehicle from crossing the lane markings or to keep an appropriate distance to other vehicles.

Every RMF intervention shall be indicated to the driver by an optical and additionally an acoustic and/or haptic (e.g. brake jerks) warning signal for as long as the intervention exists.

These warning signals shall be distinct and of a great urgency.

- 5.1.6.3.3. An RMF intervention shall not unreasonably deactivate or suppress the functionality of activated assistance systems (e.g. AEBS).
- 5.1.6.3.4. The signal to activate the hazard warning lights shall be generated with the start of the intervention.
- 5.1.6.3.5. It shall be possible to override the RMF intervention of the function at any time by a distinct action of the driver.

The RMF shall implement strategies to provide protection against unintentional override by inputs to the driving controls (e.g. by requiring a significant change in a single input to the accelerator or brake pedal or multiple inputs to override the RMF).

These strategies shall be demonstrated to the Technical Service at the time of type approval.

- 5.1.6.3.6. During the RMF intervention the vehicle shall slow down with a deceleration demand not greater than 4m/s^2 , unless required by the surrounding traffic (e.g. a decelerating lead vehicle).

Higher deceleration demand values are also permissible for very short durations, e.g. as haptic warning to stimulate the driver to take back control.

- 5.1.6.3.7. Once the RMF has brought the vehicle to a safe stop in the target stop area, the vehicle shall not move away without manual input.
- 5.1.6.3.8. If the RMF system detects any failures preventing it from performing an intervention, this shall be signalled to the driver.
- 5.1.6.3.9. Additional provisions for systems with the purpose of bringing the vehicle to a safe stop outside its own lane of travel.
 - 5.1.6.3.9.1. The RMF shall only be permitted to change lanes, if the vehicle is equipped with detection capabilities to the front, side and rear.
 - 5.1.6.3.9.2. Lane change procedures shall only be performed in an uncritical way as described in paragraphs 5.1.6.3.9.7. and 5.1.6.3.9.8. In case the target stop area cannot be reached in an uncritical way the RMF shall aim to keep the vehicle within its current lane of travel while the vehicle is stopping.
 - 5.1.6.3.9.3. Before initiating a lane change procedure, RMF shall, if deemed appropriate, reduce the vehicle speed to minimize the risk related to that lane change (e.g. by adapting the speed of the vehicle to that of other vehicles in the target lane).

A lane change procedure shall not start within the first 5s following the start of the RMF intervention.
 - 5.1.6.3.9.4. During the intervention the system may perform a single or multiple lane change(s) across regular lanes of traffic and/or to the hard shoulder. Lane changes shall be made only if under the traffic situation these lane changes can be considered to minimize the risk to safety of the vehicle occupants and other road users.
 - 5.1.6.3.9.5. A lane change during the intervention shall only be performed if the system has sufficient information about its surrounding to the front, side and rear (as defined in paragraph 5.1.6.3.9.17.) in order to assess the criticality of that lane change.
 - 5.1.6.3.9.6. A lane change during the intervention shall not be performed towards a lane intended for traffic moving in the opposite direction.
 - 5.1.6.3.9.7. The intervention shall not cause a collision with another vehicle or road user in the predicted path of the vehicle during a lane change.
 - 5.1.6.3.9.8. A lane change procedure shall be predictable and manageable for other road users.

- 5.1.6.3.9.8.1. During the lane change manoeuvre, the RMF shall aim to avoid a lateral acceleration of more than 1 m/s^2 in addition to the lateral acceleration generated by the lane curvature.
- 5.1.6.3.9.8.2. A lane change manoeuvre shall only be started if a vehicle in the target lane is not forced to unmanageably decelerate due to the lane change of the vehicle.
- 5.1.6.3.9.8.2.1. During the lane change manoeuvre, RMF shall aim to avoid inducing a longitudinal deceleration of more than 3.7 m/s^2 for a vehicle approaching from the rear.
- 5.1.6.3.9.8.2.2. A lane change manoeuvre shall only be started if there is sufficient space to a vehicle following behind or approaching from the rear in the adjacent lane.
- 5.1.6.3.9.8.2.3. In case the RMF decelerates the vehicle during a lane change procedure, this deceleration shall be factored in when assessing the distance to a vehicle approaching from the rear, and the deceleration shall be manageable for the vehicle approaching from the rear.
- 5.1.6.3.9.8.2.4. Where there is not sufficient headway time for the vehicle behind at the end of the lane change procedure, the RMF shall not increase the rate of deceleration for a certain period of time after the completion of the lane change procedure except for the purpose of avoiding or mitigating the risk of an imminent collision.
- 5.1.6.3.9.8.2.5. How the provisions of paragraph 5.1.6.3.9.8.2. and its subparagraphs are implemented in the system design shall be demonstrated to the Technical Service during type approval.
- 5.1.6.3.9.9. The lane change manoeuvre shall aim to be one continuous movement.
- 5.1.6.3.9.10. A lane change during the intervention shall be completed without undue delay.
- 5.1.6.3.9.11. A lane change manoeuvre shall only be started if the manoeuvre is anticipated to be completed before the vehicle comes to a standstill (i.e. in order to avoid coming to standstill while in the middle of two regular lanes due to stopped traffic ahead).
- 5.1.6.3.9.12. Additional provisions for system behaviour for the vehicle's final lane change during a lane change manoeuvre that is bringing the vehicle to a safe stop beside the road.
- 5.1.6.3.9.12.1. All provisions of paragraph 5.1.6.3.9. shall be applied except 5.1.6.3.9.11., 5.1.6.3.9.13., 5.1.6.3.9.14. and 5.1.6.3.9.16.
- 5.1.6.3.9.12.2. The vehicle may come to a standstill on the lane mark beside the road.
- 5.1.6.3.9.12.3. In addition to the provisions of paragraph 5.1.6.3.9.7., an acoustic warning may be given as warning to other road users unless traffic rules in the country prohibits using an acoustic warning.
- 5.1.6.3.9.12.4. When bringing the vehicle to a stop beside the road the vehicle speed shall not exceed 10 km/h .
- 5.1.6.3.9.13. A lane change manoeuvre during an intervention shall be indicated in advance to other road users by activating the appropriate direction indicator lamps instead of the hazard warning lights.
- 5.1.6.3.9.14. Once the lane change manoeuvre is completed the direction indicator lamps shall be deactivated in a timely manner, and the hazard warning lights shall become active again.
- 5.1.6.3.9.15. (Reserved).
- 5.1.6.3.9.16. Notwithstanding paragraph 5.1.6.3.9.14. when several consecutive lane changes are performed as part of the RMF intervention, the direction indicator may remain active throughout these lane changes while the lateral behaviour

shall ensure that each lane change manoeuvre can be perceived as an individual manoeuvre by following traffic.

- 5.1.6.3.9.17. If the vehicle is equipped with the capability to perform lane changes during the RMF intervention, the manufacturer shall declare the detection ranges to the front, side and rear. The declared ranges shall be sufficient to assess that a change into a lane immediately to the left or to the right of the vehicle does not cause a critical situation with another vehicle or road user during a lane change.

The Technical Service shall assess the correspondence of declared detection ranges and lane change strategy and shall verify that the vehicle's sensing system detects vehicles during the relevant test in Annex 8. These ranges shall be equal or greater than the declared ranges.

- 5.1.6.3.10. The system shall implement strategies to draw external attention to the emergency situation (e.g. triggering an emergency call, activating the horn, keeping the hazard warning lights active), when the driver remains unresponsive once RMF has brought the vehicle to standstill.

- 5.1.6.3.11. Special provisions for M₂/M₃ vehicles

- 5.1.6.3.11.1. In case the system provides a means for manual activation by a passenger, the RMF system shall provide an indication to this passenger upon activation of the RMF. This indication shall continue until the RMF intervention starts or the activation is overridden by the driver. The driver shall be enabled to override the request from the passenger in order to suppress the RMF intervention.

- 5.1.6.3.11.2. An RMF fitted to a vehicle of Class I, II or A as defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3) shall provide an acoustic and optical indication to the passengers before the intervention would start.

- 5.1.6.3.12 System information data

The 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:

- (a) Information on how the system confirms that the driver is unresponsive;
- (b) Information on whether the system is capable of performing lane changes and what is considered a target stop area by the system
- (c) Description of the means to detect the driving environment;
- (d) Information/specification on which road types (e.g. motorway, country roads, urban areas, etc.) the system is designed to intervene and how this is ensured;
- (e) Means to override the function and how the system provides protection against unintentional override;
- (f) Description of the driver warning and information concept, including warning before and during an RMF intervention
- (g) In case of lane change capability
 - (i) A detailed description of the design provisions implemented to ensure safety of the manoeuvre
 - (ii) The means by which the vehicle detects others road users, obstacles and the target stop area
 - (iii) Description of how the system selects an appropriate target stop area and a description of the safety criteria on which this selection is based
- (h) Information/specification of the maximum speed the system operates with regards to different traffic environments (highway, urban, etc.) as

well as information/specification on how the speed is reduced (e.g. adapted to surrounding traffic; no harsh braking endangering other road users) in order to come to a safe stop."

Paragraph 12.3. (and subparagraphs), amend to read:

- "12.3. Transitional Provisions applicable to the 04 series of amendments:
- 12.3.1. As from the official date of entry into force of the 04 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept UN type approvals under this Regulation as amended by the 04 series of amendments.
- 12.3.2. As from 1 September 2023, Contracting Parties applying this Regulation shall not be obliged to accept UN type approvals to the preceding series of amendments, first issued after 1 September 2023.
- 12.3.3. Until 1 September 2025, Contracting Parties applying this Regulation shall continue to accept UN type approvals to the preceding series of amendments to this Regulation, first issued before 1 September 2023.
- 12.3.4. As from 1 September 2025, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the preceding series of amendments to this Regulation.
- 12.3.5. Notwithstanding paragraph 12.3.2. and 12.3.4., Contracting Parties applying this Regulation shall continue to accept UN type approvals issued according to a preceding series of amendments to this Regulation, for vehicles which are not affected by the provisions of paragraph 5.1.6.3.9. introduced with the 04 series of amendments."

Paragraphs 12.3 and 12.3.1. (former), re-number as paragraphs 12.4. and 12.4.1., to read:

- "12.4. General transitional provisions
- 12.4.1. Contracting Parties applying this Regulation shall not refuse to grant UN Type approvals according to any preceding series of amendments to this regulation or extensions thereof."

Annex 8, insert a new paragraph 3.6, to read:

- "3.6 Tests for RMF
- The vehicle shall be driven with an activated RMF on a road with all relevant lane markings in a good visible shape.
- The test conditions and the vehicle speeds shall be within the operating range of the system as declared by the manufacturer.
- Specific details of the mandatory tests described below shall be discussed and agreed between the vehicle manufacturer and the Technical Service to adapt the required testing to the declared use case(s) for which the RMF is designed to operate.
- In addition, the manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements defined in paragraph 5.1.6.3. are fulfilled in the whole operating range of the RMF (specified by the vehicle manufacturer in the system information data). This may be achieved on the basis of appropriate documentation appended to the test report.
- 3.6.1. Tests for an RMF, with the purpose of bringing the vehicle to a safe stop inside its own lane of travel:
- The vehicle shall be driven in a way that an intervention is initiated.
- The test requirements are fulfilled if:

- (a) The ongoing intervention is indicated to the driver by an optical warning signal and additionally an acoustic and/or haptic warning signal as defined in paragraph 5.1.6.3.2.
- (b) The signal to activate the hazard warning lights is generated with the start of the intervention.
- (c) The deceleration demand does not exceed 4m/s^2 as described in paragraph 5.1.6.3.6.
- (d) Once RMF has brought the vehicle to a safe stop, the vehicle does not move away without manual input.

3.6.2. Tests for an RMF, with the purpose of bringing the vehicle to a safe stop outside its own lane of travel:

3.6.2.1. Scenario A:

A Lane Change Manoeuvre is possible according to the provisions of paragraph 5.1.6.3.9.8.2.

The vehicle shall be driven in a way that an RMF intervention is initiated while a target stop area outside the current lane of travel is available. In case there is another vehicle in the target lane this shall be positioned in a way not preventing a lane change of the RMF vehicle to the target lane.

The test requirements are fulfilled if:

- (a) The ongoing intervention is indicated to the driver by at least an optical and acoustic and/or haptic warning signal as defined in paragraph 5.1.6.3.2.
- (b) The signal to activate the hazard warning lights is generated with the start of the intervention.
- (c) The lane change manoeuvre is indicated in advance to other road users.
- (d) The RMF vehicle changes the lane(s) following the provisions of paragraph 5.1.6.3.9.8. and its subparagraphs.

3.6.2.2. Scenario B:

A Lane Change Manoeuvre is not possible according to the provisions of paragraph 5.1.6.3.9.8.2.

The vehicle shall be driven in a way that an RMF intervention is initiated while a target stop area outside the current lane of travel is available. At the start of the RMF intervention there shall be another vehicle in the target lane positioned in a way preventing a lane change manoeuvre of the RMF vehicle to the target lane.

The test requirements are fulfilled if:

- (a) The ongoing intervention is indicated to the driver by at least an optical and acoustic and/or haptic warning signal as defined in paragraph 5.1.6.3.2.
- (b) The signal to activate the hazard warning lights is generated with the start of the intervention.
- (c) The lane change manoeuvre is indicated in advance to other road users.
- (d) The RMF vehicle does not start a lane change manoeuvre as long as the vehicle in the target lane is still positioned in a way preventing a lane change manoeuvre." "

Annex VII

[English only]

Amendments to the Programme of Work of the World Forum (ECE/TRANS/WP.29/2021/1/Rev.1)

Table 2, amend to read

"Table 2

Subjects under consideration by the Working Party on Noise and Tyres (GRBP)

European Commission comment on UN GTR No.16 (Tyres):

Amendment 2 adopted at the 181st WP29 session (June 2020).

ETRTO proposed at the 72nd GRBP (September 2020) a roadmap for transposition of the UN GTR 16 provisions in UNECE Regulations.

Such discussion has not started yet in GRBP.

European Commission comment on Draft UN GTR on Quiet Road Transport Vehicles (QRTV):

The 72nd GRBP (September 2020) decided to extend the mandate of IWG on Quiet Road Transport Vehicles for the Global Technical **Regulation** (GTR) until December 2021. At the 73rd GRBP (January 2021) USA informed to discuss internally and inform again the 74th GRBP (September 2021).

GRBP							
Priority/ recurrent	Title	Tasks / Deliverables	References	Allocations / IWGs	Timeline	Chair/Initiator	Comments
Priority	Real Driving Additional sound emission Provisions (ASEP)	Real driving sound emissions and the extended work of IWG ASEP such as manipulation-safe active components and software, anti-tampering, ASEP NORESS	R 51, R 41	IWG ASEP	<ul style="list-style-type: none"> GRBP September 2021: Informal document for amendments to UN-R51-04 GRBP: January 2022 Working document UN-R51-04 (M₁, N₁ vehicles) 	Chair: Germany Secretariat: OICA	M ₁ , N ₁ L ₃ and their NORESS
Priority	Wet Grip on Worn Tyres (WGWT)	Additional prescriptions regarding performances on Wet Grip of Worn Tyres to be added in R 117.	R 117	IWG WGWT	<ul style="list-style-type: none"> GRBP September 2021: Working document for amendments to UN-R117 on C1 tyres GRBP September 2022: Working or informal 	Co- Chairs: France & European Commission Secretariat: ETRTO	C2, C3 to be considered in the timeline, subject to agreement of the IWG and GRBP (change of Terms of Reference

GRBP							
Priority/ recurrent	Title	Tasks / Deliverables	References	Allocations / IWGs	Timeline	Chair/Initiator	Comments
					document for amendments to UN-R117 on C2, C3 tyres		submitted by EC expert to GRBP January 2021).
Priority	Measurement Uncertainties	Assessment of measurement uncertainties and track alignment	R51 R117 R41	IWG -MU	-GRBP September 2021: <ul style="list-style-type: none"> ▪ Informal document for amendments to UN-R51 & UN-R117 ▪ Informal document containing general Guidelines • GRBP January 2022: Working documents for UN-R51 & UN-R117 containing general Guidelines	Chair: Norway Secretariat: OICA	R 51: Noise R117: Noise Other regulations: Deadline to be defined
Priority	Reverse Warning Sound (RWS)	Harmonisation of Reverse Warning Sound requirements (Components and vehicles) with the aim of lower sound emissions on a high safety level. MOIS, Reversing Safety, Camera Monitor systems as an alternative to RWS	New Regulation	TF-RWS	GRBP September 2021: Working document	Chair: Japan Secretariat: OICA	M2>3,5tons, N2, M3, N3
Future priorities (2022, 2023, ...)							
	New traction tyre definition	Introduction of new Traction definition for C2 and C3 tyres	R 117	GRBP	GRBP To be postponed in 09/2022		C2, C3

<i>GRBP</i>							
<i>Priority/ recurrent</i>	<i>Title</i>	<i>Tasks / Deliverables</i>	<i>References</i>	<i>Allocations / IWGs</i>	<i>Timeline</i>	<i>Chair/Initiator</i>	<i>Comments</i>
	Vehicles' Noise	Technical review	R 51, R59, R63, R92, R41 and R117	TF-(renamed] TF-VN	To be discussed in TF-VN	Chair: France Secretariat: OICA	M, N
	Type definition	Consideration on tolerances for type defining parameters and selection scheme for a representative vehicle	R51 R41				
	New radial tyre definition	French Proposal to introduce new Radial Tyre definition	R30 and R117	GRBP	WP29 November 2022	France	Ensure consistency between UN Regs and UN GTRs under 1958 and 1998 Agreements respectively
	New ice tyre definition	ERTRO Proposal to introduce in UN Regulation No.117 an Ice tyre definition for tyres of C1 class.	Amendment to UN R 117	GRBP	2022	ERTRO	Ensure consistency between UN Regs and UN GTRs under 1958 and 1998 Agreements respectively

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Table 5, amend to read

"Table 5

Subjects under consideration by the Working Party on Automated / Autonomous and Connected Vehicles (GRVA)

The United States note that automation related activities currently underway under GRVA guided by the current version of the Framework Document. This includes the specific deliverables and timelines. To promote stronger coordination, the US also urges other GRs to confer with GRVA before beginning any work related to automated/autonomous driving systems.

<i>GRVA</i>						
<i>Title</i>	<i>Tasks / Deliverables</i>	<i>References</i>	<i>Allocations / IWGs</i>	<i>Timeline</i>	<i>Initiator</i>	<i>Comments</i>
Functional Requirements for Automated Vehicles	Draft initial WP.29 guidelines for ADS safety requirements based on “current activities” including the requirements on motorway use case. Proposal for WP.29 guidelines on ADS safety requirements	Framework document for automated/autonomous vehicles ECE/TRANS/WP.29/2019/34 as revised	GRVA, IWG on FRAV	WP.29 session in November 2021 (information) March 2022 (endorsement) WP.29 session in March 2022 (information) June 2022 (endorsement)	WP.29	Ongoing
New Assessment/Test Method	Second iteration of WP29 guidelines for NATM addressing the “outstanding issues” identified by VMAD and the evaluation of NATM for the motorway use-case. WP29 guidelines for NATM including outcome of “outstanding issues” and translation of FRAV requirements	Framework document for automated/autonomous vehicles ECE/TRANS/WP.29/2019/34 as revised	GRVA, IWG on VMAD	WP.29 session in November 2021 (information) March 2022 (endorsement) March 2022 (information) June 2022 (endorsement)	WP.29	Ongoing

<i>GRVA</i>						
<i>Title</i>	<i>Tasks / Deliverables</i>	<i>References</i>	<i>Allocations / IWGs</i>	<i>Timeline</i>	<i>Initiator</i>	<i>Comments</i>
Cyber security and (Over-the-Air) Software updates	Review of draft set of technical requirements for 1998 CPs	Framework document for automated/autonomous vehicles ECE/TRANS/WP.29/2019/34 as revised	GRVA, IWG on Cyber Security and OTA issues	November 2021	WP.29	Ongoing
Data Storage System for Automated Driving vehicles (DSSAD)	[...]	Framework document for automated/autonomous vehicles ECE/TRANS/WP.29/2019/34 as revised	GRVA, IWG on EDR/DSSAD	November 2022	WP.29	Ongoing
Event Data Recorder (EDR)	[...]	Framework document for automated/autonomous vehicles ECE/TRANS/WP.29/2019/34 as revised	GRSG in cooperation with GRVA, IWG on EDR/DSSAD	November 2021 (March 2022)	WP.29	Ongoing
ADAS	Amendment to UN Regulation No. 79 or new UN Regulation	ECE/TRANS/WP.29/GRVA/9, Annex IV	GRVA, Task Force on ADAS	November 2021	Russian Federation and European Commission	Ongoing
ALKS	Amendment to UN Regulation No. 157	ECE/TRANS/WP.29/1155, para. 33	GRVA, Special Interest Group on UN Regulation No. 157	November 2021	Germany, United Kingdom of Great Britain and Northern Ireland	Ongoing
AEBS	Amendment to UN Regulation No. 131	ECE/TRANS/WP.29/GRVA/9, Annex V	GRVA, IWG on AEBS (Heavy vehicles)	June 2022	Germany	Ongoing

<i>GRVA</i>						
<i>Title</i>	<i>Tasks / Deliverables</i>	<i>References</i>	<i>Allocations / IWGs</i>	<i>Timeline</i>	<i>Initiator</i>	<i>Comments</i>
UN GTRs	Amendments to UN GTRs	AC.3 decisions	GRVA	Upon decisions	AC.3	On UNGTR No. 8 (ESC): The United States and Canada are reviewing a pending proposal to amend the UN GTR's test procedures. Preliminary assessment of the proposal shows that the modification may not be unnecessarily and would reduce the full range of steering currently required in the GTR
UN Regulations	Amendments to UN Regulations <ul style="list-style-type: none"> • UN Regulation No. 156 • UN Regulation No. 155 • UN Regulation No. 130 • UN Regulation No. 90 	Provisions of the 1958 Agreement	GRVA	Permanent	N/a	N/a

Annex VIII

[English only]

Draft Terms of Reference of the Informal Working Group on Periodical Technical Inspections (IWG on PTI)**A. Preamble**

At its 183rd session WP.29 approved the request of the Co-Chairs for extension of the mandate of the IWG on PTI until March 2022 and invited the IWG to deliver revised Terms of Reference (ECE/TRANS/WP.29/1157, para 110).

The Co-Chairs of the IWG on PTI as well sought guidance from WP.29 on elements of its activities related to the framework document on in-service compliance which aimed to address different mechanisms for the robust verification of compliance of the automotive products.

The aim of the draft presented below is to provide guidance for IWG on PTI to coordinate its activities on the different stages of the legal life of vehicles, equipment and parts.

B. Draft Terms of Reference of the Informal Working Group on Periodical Technical Inspections**I. Introduction**

1. Vehicles degrade over time as is the case for any product, and it is necessary to assess the impact of degradations, breakdowns, tampering, wear and other events that may impact vehicle's performances. Those performances have been traditionally related to road safety, environmental protection and energy saving; new technologies oblige to have an open approach to incorporate new aspects like cybersecurity or personal data protection. Software of the vehicles, and specifically over the air updates of the software lead to a new situation where modification to functions and performance can easily be realized on large scale. It is necessary to define the appropriate provisions to ensure that the performance of vehicles, throughout their use, fulfils the legal requirements applicable at each stage and can be impartially assessed. The whole of the various aspects related to the requirements to be fulfilled by the vehicles is called whole-life compliance (WLC).

2. The coordination of technical provisions and/or guidance and/or resolutions for whole-life compliance of the vehicles shall be conducted by WP.29 within the context of the 1958 and 1998 Geneva Agreements and the 1997 Vienna Agreement. The following is a list of whole-life compliance principles, which would form the basis for further development within the WP.29 and its subsidiary bodies:

(a) The relevant aspects of vehicle use need to be considered, including safety, the environment and security;

(b) In a realistic scenario, and even more with the most evolved technologies, it appears necessary to define provisions for the different stages to ensure whole-life compliance in coordination with the type approval process;

(c) Whole-life compliance shall take advantage of existing and new technologies; the opportunities created by these technologies need to be considered to increase the efficiency of whole-life compliance while keeping or improving road safety, environmental protection, and the other performances as listed in B I 1;

(d) The whole-life compliance framework shall provide the necessary transparency to facilitate the acceptance of new technologies by the users;

(e) The stages of whole-life compliance shall be coordinated, whereas their scopes, methods, thresholds and other parameters may differ;

(f) When necessary, relevant requirements to check the performance and compliance of vehicles, systems and components shall be developed according to the corresponding stages of whole-life compliance;

(g) Contracting Parties shall have the appropriate access to the technical specifications and any other data to develop and conduct an objective verification of the performance and compliance of each individual vehicle at any of the stages of the whole-life compliance;

(h) Vehicle design and information-/data access shall allow impartial assessment of whole-life compliance stages.

(i) Communication requirements to electronic interfaces of the vehicles should be standardized.

II. Working items

A. Whole-life compliance

3. A Framework document on vehicle whole-life compliance is to be developed. Its primary purpose is to provide guidance for WP.29 and its subsidiary bodies to coordinate the different stages of the legal life of vehicles, equipment, and parts. Mechanisms for the robust and impartial verification of whole-life compliance of the automotive products are to be considered.

B. Measures to detect tampering: methods and supervision

4. The ways to identify tampering of safety and environment related components and systems have to be considered, including but not limited to development of inspection techniques and technical requirements to determine the amount of particles per volume of the exhaust gases emitted from combustion engines.

C. Innovative technologies

5. When necessary, to develop relevant requirements to verify the performance of systems and components, including automated / autonomous driving systems, for WLC.

6. The IWG should develop proposals for establishment of requirements for WLC verification of the performance and compliance of vehicles, equipment and systems, including automated/autonomous driving systems, in all the relevant driving conditions, as well as other than those tested in type approval, and methods for their assessment.

D. Consistency between the provisions of the 1968 Vienna Convention and the technical provisions for vehicles against the rules in the framework of the 1997 Vienna Agreement

7. Requirements for periodical technical inspection are prescribed by UN legal acts, including the 1968 Vienna Convention on road traffic, the 1997 Vienna Agreement and the UN Consolidated Resolution R.E.1. Where necessary and possible, the rules for periodical technical inspections among the various Agreements, Conventions and Resolutions should be harmonised to allow improved safety and sustainability of road transport and limit legislative obstacles for technological developments.

E. WLC Solutions to support the safe operation of highly automated and autonomous vehicles

8. WP.29 will develop an approach for the approval of Advanced Driver Assistance Systems (ADAS), and Connected and Automated Driving Vehicles (CAV) The IWG on PTI should follow the development of CAVs and ADAS and propose pragmatic and efficient measures in the PTI field needed to support the safe operation of highly automated and

autonomous vehicles. The measures should include reasonable requirements/principles to ensure a safe operation of CAVs and ADAS, through a pragmatic way that as much as possible keeps controlled flexibility for industry. The IWG on PTI should consequently carefully follow-up the activities under the 1958 and 1998 Agreements and provide its expertise where needed.

F. Guidance for PTI

9. Periodic technical inspections of in-service vehicles are part of the wider regime of WLC to ensure that vehicles are kept in a safe and environmentally acceptable condition during their use. As sovereign activity, it should be the impartial main tool to ensure roadworthiness.

G. Guidance for road-side technical inspections and enforcement

10. A range of measures is required that encourage whole life compliance including the use of targeted enforcement, incentives, disincentives, user education and training. Roadside inspection is a form of vehicle assessment that makes considerable contribution towards ensuring in service compliance.

H. Others

(a) Provision of guidance regarding PTI when requested to WP29 by GRs, or where deemed necessary by the IWG on PTI;

(b) Exchange of views and information from each Contracting Party about the most advanced technology, equipment and methods, including, such as research results including field tests, information on the national legal system and measures, events, conventions, etc.;

(c) Exchange of views and information on PTI will also be taken forward. This latter activity might be concurrent with above discussion on PTI;

(d) Necessary discussion will be made at appropriate terms;

(e) Consider further items to be treated by the IWG or the WP.29.

III. Timeline

10. The IWG on PTI outlines its plan (including working items to be covered, any steps, deliverables and expected timelines) to be approved by the WP.29.

11. The activities referred to in this document are intrinsically linked to the 1958, 1998 and 1997 Agreements evolution. The mandate of the group is granted for a period of three years, subject to renewal.

IV. Rules of procedure

12. The following rules of procedure describe the functioning principles of the IWG:

(a) Following the Rules of Procedure of WP.29. Chapter 1, Rule 1, the IWG is open to all experts from any country or organization of WP.29 and its subsidiary bodies.

(b) Two Co-Chairs (Netherland and the Russian Federation) will manage the IWG with the support of a Secretary (CITA).

(c) The working language of the IWG will be English.

(d) An agenda and related documents will be circulated to all members of the IWG in advance of all scheduled meetings.

(e) All documents and/or proposals shall be submitted to the secretary of the IWG in a suitable electronic format, preferably in line with the UNECE guidelines in advance of the meetings.

- (f) All documents shall be distributed in digital format. The specific PTI section on the UNECE website shall be used for this purpose.
- (g) The IWG may refuse to discuss any item or proposal which has not been circulated 5 working days in advance of the scheduled meetings.
- (h) Meetings of the IWG shall be held in relation with WP.29 and its subsidiary groups sessions schedule. Additional meetings will be organized upon request.
- (i) The work process will be developed by consensus. When consensus cannot be reached, the Co-Chairs of the IWG shall present the different points of view of the IWG to WP.29. The Co-Chairs may seek guidance from WP.29 as appropriate.
- (j) The progress of the IWG will be routinely reported to WP.29 orally or with an informal document by the Co-Chairs.
- (k) Draft meeting minutes will be available after each meeting, and presented for approval at the following one.
-