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## Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

186th session

Geneva, 8-11 March 2022

### Reports of the

**World Forum for Harmonization of Vehicle Regulations on its 186th session**

**Administrative Committee of the 1958 Agreement on its eightieth session**

**Executive Committee of the 1998 Agreement on its sixty-third session**

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

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## I. Attendance

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) held its 186th session from 8 to 11 March 2022<sup>1</sup>, chaired by Mr. A. Erario (Italy). The following countries were represented, following Rule 1 of the Rules of Procedure of WP.29 (ECE/TRANS/WP.29/690/Rev.1): Albania, Australia, Austria, Belgium, Bosnia and Herzegovina, Brazil, Burundi, Canada, China, Congo, Czech Republic, Egypt, Finland, France, Germany, Hungary, India, Ireland, Italy, Japan, Luxembourg, Malaysia, Netherlands, Nigeria, Norway, Poland, Portugal, Republic of Korea, Romania, Russian Federation, Senegal, Slovenia, South Africa, Spain, Sweden, Switzerland, Tunisia, Turkey, United Kingdom of Great Britain and Northern Ireland, United States of America. Representatives of the European Union participated. The following international organization was represented: International Telecommunication Union (ITU). The following intergovernmental organization was represented: African Organization for Standardization (ARSO). The following non-governmental organizations were also represented: Association for Emissions Control by Catalyst (AECC), Consumers International (CI), European Association of Automotive Suppliers (CLEPA/MEMA/JAPIA)<sup>2</sup>, European Garage Equipment Association (EGEA), Federation of European Motorcyclists' Associations (FEMA), Fédération Internationale des Grossistes, Importateurs et Exportateurs en Fournitures Automobiles (FIGIEFA), Global New Car Assessment Programme (Global NCAP), International Motor Vehicle Inspection Committee (CITA), Fédération Internationale de l'Automobile (FIA), International Automotive Lighting and Light Signalling Expert Group (GTB), International Motorcycle Manufacturers Association (IMMA), International Organization of Motor Vehicle Manufacturers (OICA), International Road Transport Union (IRU), European Association of Automotive Suppliers (CLEPA/MEMA/JAPIA), European Tyre and Rim Technical Association (ETRTO), SAE International and Towards Zero Foundation (TZF). Other non-governmental organizations were represented following Rule 1(d): American Automotive Policy Council (AAPC), Secure America's Future Energy (SAFE) and World Bicycle Industry Association (WBIA). Other non-governmental organizations, private sector entities, independent experts and observers were represented: Kenya Auto Bazaar Association and Tongmyong University.

## II. Opening statements

2. The Chair of WP.29, Mr. A. Erario (Italy) welcomed delegates to the 186th session of WP.29 and opened the meeting. He recalled the exceptional circumstances of this session due to the Covid-19 outbreak.

3. The representatives of France, Japan, United Kingdom of Great Britain and Northern Ireland, United States of America and the European Commission read out statements related to their country's position on the Ukraine/Russian crisis. The statements are reproduced in Annex VII of this report. Australia supported these statements via chat.

4. The representative of the Russian Federation highlighted in his intervention that political statements are not following with the WP.29 mandate. In accordance of Term of reference the WP.29 should address technical issues. The statement of the Russian Federation are reproduced in Annex VII of this report.

5. The World Forum welcomed, Mr M. Nicklas, the new Head of Delegation to WP.29 of the European Commission.

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<sup>1</sup> The meeting was held in hybrid mode with participation both in person and remotely. Simultaneous interpretation was available into the official UNECE languages.

<sup>2</sup> Representing also the Motor and Equipment Manufacturers Association (MEMA) and Japan Auto Parts Industries Association (JAPIA) (TRANS/WP.29/885, para. 4).

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

*Documentation:* ECE/TRANS/WP.29/1163 and Add.1  
ECE/TRANS/WP.29/1163/Rev.1  
Informal documents: WP.29-186-04

6. WP.29 took note of the special procedures during COVID-19 period, which had been adopted under silence procedure on 25 February 2022 and was informed about the written voting procedures, which took place from 1 to 4 March 2022, for AC.1 and AC.3 items envisaged for voting in accordance with the agenda of the 186th 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 9 March 2022.
7. WP.29 adopted the annotated provisional agenda (ECE/TRANS/WP.29/1163 and Add.1 and ECE/TRANS/WP.29/1163/Rev.1 and WP.29-186-04 and the running order of the 186th session (WP.29-186-03).
8. 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)

9. The 138th session of WP.29/AC.2 (7 March 2022) 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), 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 Chair of the 1997 Agreement Administrative Committee (AC.4) (Russian Federation), the Vice-Chair of the World Forum for Harmonization of Vehicle Regulations (WP.29) (Russian Federation) and by the representatives of the European Union
10. Prior to its scheduled meeting on 7 March 2022, AC.2 held an ad-hoc virtual informal meetings on 2 and 18 February related to the special procedures during COVID-19 period in order to enable business continuity for WP.29 and its subsidiary bodies.
11. AC.2 resumed consideration related to potential breach of copyrights and/or intellectual property rights based on a document prepared by the secretariat. AC.2 received also a presentation by the European Commission on a potential intellectual property rights policy suitable for WP.29 and its subsidiary bodies. Both documents are still under scrutiny by AC.2 members and are intended to be consulted with WP.29 members at its June 2022 session.
12. AC.2 reviewed the draft programme of work for 2022, which was based on the input provided by the GRs and introduced final amendments (see WP.29-186-14) and recommended it to WP.29 for adoption. AC.2 welcomed the updated list of priorities for 2023 that could form the basis for the next programme of work.
13. AC2 discussed the coordination of work on Automated Driving Systems (ADS). AC.2, for the sake of global harmonization, decided tasking:
  - (a) First, GRVA and Informal Working Group (IWG) on Functional Requirements for Automated Vehicles (FRAV) were tasked to determine the conditions, if any, under which

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\*\* Remote participation

an ADS external lighting signal should be activated and recommendations to GRE on technicalities of such devices; GRVA and FRAV were to report to AC.2 in November 2022 ;

(b) Following AC.2 consideration and recommendation in November 2022, GRE and Task Force on Autonomous Vehicle Signalling Requirements (AVSR) or an IWG to harmonize performance requirements for an Automated Driving Systems (ADS) light signal accordingly. GRE will specify the requirements for ADS light signal and their installation if needed, in cooperation with GRVA and the IWG on FRAV by November 2023;

(c) GRE and GRVA (and their respective IWG) to align the proposal on ADS light signal, if any. March 2024;

(d) GRVA will inform the Global Forum for Road Traffic Safety, WP.1, and its Group of Experts, GE.3, of the activities on ADS light signal.

14. AC.2 reviewed the consolidated agenda for the 186<sup>th</sup> Session (WP.29-186-04), noting the withdrawal of items 4.6.2 and 4.6.9 as requested by GRBP, and the draft agenda for the 187<sup>th</sup> session, June 2022.

15. AC.2 approved participation by the Clean Air Association to WP.29 and subsidiary bodies under Rule 1(d) for the next two years.

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

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

*Documentation:* ECE/TRANS/WP.29/2022/1  
Informal documents: WP.29-186-01-Rev.1, WP.29-186-02 and  
WP.29-186-14

17. The Secretary of WP.29 introduced the list of Working Parties, Informal Working Groups and Chairs (WP.29-186-01-Rev.1), the calendar of meetings of the World Forum for 2022 (WP.29-186-02) and invited delegates of WP.29 to review Informal document: WP.29-186-01-Rev.1 and report any objection or contributions to the secretariat. .

18. The secretariat informed WP.29 that for the period 2022, based on the current situation there will be a continuation of hybrid meetings with interpretation provided for both the morning and the afternoon sessions. The secretariat informed of the changes to the calendar of meetings for 2022, highlighting the GRSG meeting which will be held on 28 March – 1 April 2022, GRVA will be held on 23 – 27 May 2022, GRPE will be held on 30 May – 2<sup>nd</sup> June 2022. The 188<sup>th</sup> session of WP.29 was also moved a week earlier to 14 November – 16 November 2022 as requested by delegations (ECE/TRANS/WP.29/1161, para. 24).

19. He also presented the revised Programme of Work (PoW) based on agreed priorities following levels of discussions at GRs, AC.2 and previous sessions of WP.29 (ECE/TRANS/WP.29/2022/1) as amended by WP.29-186-14, reproduced in Annex VI. He highlighted that the PoW contained a strategic introduction on the main priorities of the WP.29 work, which were related to the implementation of the Agenda 2030 focusing on Sustainable Development Goals No. 3, 7, 9, 11,13, as well as to the implementation of the ITC strategy 2030 and among others, to vehicle automation and environmental protection. (ECE/TRANS/WP.29/2022/1).

20. WP.29 adopted the Programme of Work for 2022.

21. The representative of China requested the secretariat to confirm the final date of the next GRVA session, and to avoid the Chinese New Year week in 2023 for the organization of the fifteenth session of GRVA.



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

*Documentation:* Informal Documents WP.29-186-08 and WP.29-186-09

22. The secretariat recalled the purpose of WP.29-186-08 drafted by the IWG on FRAV and WP.29-186-09 drafted by the IWG on Validation Methods for Automated Driving (VMAD), that were mandated under the framework document on automated vehicles (ECE/TRANS/WP.29/2019/34/Rev.2 as amended by ECE/TRANS/WP.29/2021/151). The Chair of GRVA detailed the content of the two documents and their purpose. He explained that both documents were guidelines that would be suitable for the contracting parties of the 1998 and 1958 Agreements.

23. The representative of the European Commission stated his full support for these informal documents and added that the contained concepts were also taken into consideration for developing the European Union legislation for ADS.

24. The representative of the United States of America clarified that WP.29-186-08 was not mature enough and recommended not to issue it as an official document for the next session.

25. The representative of OICA stated the importance of the work done by GRVA and its informal working groups under the framework document. He welcomed the progress done on the drafting of guidelines for ADS safety. He explained that OICA would welcome proposals from Contracting Parties for ADS regulations based on the guidelines prepared by GRVA.

26. The representative of OICA advised to initiate a review of the UN Regulations and UN GTRs with regards to their fitness for ADS, including driverless systems, as these regulations might refer to drivers.

27. The Chair of GRVA explained that AC.2 discussed the need to review the UN Regulations and UN GTRs and was in the process of setting a coordinated approach.

28. The representative of the European Commission fully recognized the need to review the Vehicle Regulations, which were linked to drivers, to accommodate for automated/autonomous driving.

29. The representative of the United States of America advised that this task could require a phased approach, one phase being the identification of UN Regulations and UN GTRs of relevance and a second phase being the evaluation of the provisions and test requirements that might be linked to drivers.

30. WP.29 requested all GRs to perform a screening of the UN Regulations and UN GTRs of relevance until March 2023 and agreed to resume consideration of a coordinated approach for reporting to AC.2 and WP.29.

31. The representative of the United Kingdom, Co-chair of the IWG on Intelligent Transport Systems (ITS), reported on the activities performed under this group, namely the three webinars organized by the Secretariat and co-hosted by the 3 Co-Chairs of the IWG on ITS. He highlighted a high number of participants at the webinars and explained that the three webinars addressed actions of the revised UNECE roadmap on ITS adopted in February 2021 by ITC. He also congratulated the secretariat for the successful side event organized during the Inland Transport Committee seventy-fifth anniversary celebration. He recalled that WP.29 and the secretariat were involved in the organization of session 1 of the annual, International Telecommunication Union / UNECE symposium on the Future Networked Car scheduled for 22 March 2022.

32. The Secretary provided details about the side event, the exhibition during the ITC week and the video prepared by an ITC sponsor on automated and connected vehicles as well as E-mobility.

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

33. The secretariat briefed WP.29 on the outcomes of the eighty-fourth session of the Inland Transport Committee (ITC). This session celebrated the seventy-fifth anniversary of the Inland Transport Committee and during this session the ITC discussed the critical role of Road Transport on Climate Action. ITC invited all WPs to submit any ongoing communications and plans as it relates to Climate Action by October 2022.

34. He highlighted the following ITC decisions with relevance to WP.29:

“31. Took note of the status of implementation by the Committee and its subsidiary bodies of the revised Intelligent Transport Systems (ITS) Road Map that was adopted at its eighty-third session and encouraged continuation of the work of SC.3 on smart shipping, River Information Services, and innovative technologies in the recently adopted European Code for Signs and Signals on Inland Waterways (SIGNI); of WP.1 on the safe deployment of Automated Vehicles in traffic; of WP.15 on telematics for the transport of dangerous goods; of WP.29 and the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) on the implementation of the framework document on the safety of automated vehicles; including a look at artificial intelligence, to promote safety, environmental protection, and energy efficiency;.

...

34. Noting with appreciation the secretariat’s paper (ECE/TRANS/2022/16) on the critical role of inland transport in accelerating climate change mitigation worldwide and on the overview of related activities by the Committee and its Working Parties; also noting that the Committee has the mandates, capacity and expertise to further enhance this critical role for the Committee’s members and contracting parties:

(a) Recognized the urgency of stronger actions against climate change, as identified in the Glasgow Climate Pact, to achieve the Sustainable Development Goal 13 and the target of the Paris Agreement on climate change and Sustainable Development Goal 13;

(b) Expressed its resolve that the Committee and its Working Parties should take action to accelerate their work and impact for climate change mitigation and adaptation;

(c) To achieve that, invited its Working Parties to submit to the secretariat until 14 October 2022 their ongoing contributions, future plans and suggestions in support of climate change mitigation;

(d) Requested the secretariat, in consultation with the Bureau, to prepare a comprehensive paper with these activities and action-oriented options for the Committee and Working Parties for consideration at the Committee’s eighty-fifth plenary session;

...

52. Endorsed the activities of and progress made by WP.29, as listed in ECE/TRANS/2022/22.”

35. On request by France, the secretariat informed WP.29 of the two side events organized by the section back-to-back with the seventy-fifth Anniversary of ITC. He introduced the topics of the side event on “Used Cars for Africa” held on 21 February and “Automation, Connectivity and E-Mobility held on 23 February 2022. Explaining the side event on “Used Cars for Africa” he stated that it comprised of two sections, the first covered progress report on the UNRSF project of “Safer and Cleaner Used Vehicles for Africa” and recent developments in Africa and it included presentations from the project partners, (UNEP, UNECE, CITA and FIA) with project updates, recent developments and proposed future activities. He further explained that the second half of this event was a round table discussion

of experts with a focus on moving towards a harmonized framework for safe new and used vehicles for Africa.

36. The second side event on Automation, Connectivity and E-mobility, consisted of two expert round tables, highlighting the transformations that would form the future of mobility, in terms of performance, use and ownership as well as impact on the society and climate. The expert roundtables also explored the role of industries, their achievements and future contributions towards circularity in E-mobility. The secretariat also hosted an exhibition and a demonstration which show-cased activities of institutions related to the theme of the side event on Automation, Connectivity and E-mobility.

37. The secretariat informed WP.29 that ITC report would provide details on the outcomes of the side events in its annex and all the presentations would be provided on the dedicated websites of each side event.

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

### **A. Working Party on Noise and Tyres (GRBP) (Seventy-second session, 15-17 September 2021) (agenda item 3.1)**

*Documentation:* ECE/TRANS/WP.29/GRBP/72

38. The World Forum approved the report of the Chair of GRBP at its seventy-fourth session (ECE/TRANS/WP.29/GRBP/72).

### **B. Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (Eleventh session, 27 September – 1 October 2021) (agenda item 3.2)**

*Documentation:* ECE/TRANS/WP.29/GRVA/11

39. The World Forum approved the report of the Chair of GRVA on its eleventh session (ECE/TRANS/WP.29/GRVA/11).

### **C. Working Party on General Safety Provisions (GRSG) (122nd session, 12–15 October 2021) (agenda item 3.3)**

*Documentation:* ECE/TRANS/WP.29/GRSG/101

40. The World Forum approved the report of the Chair of GRSG on its 122nd session (ECE/TRANS/WP.29/GRSG/101).

### **D. Working Party on Lighting and Light-Signalling (GRE) (Eighty-fifth session, 26-29 October 2021) (agenda item 3.4)**

*Documentation:* ECE/TRANS/WP.29/GRE/85

41. The World Forum approved the report of the Chair of GRE on its eighty-fifth session (ECE/TRANS/WP.29/GRE/85).

### **E. Working Party on Pollution and Energy (GRPE) (Eighty-fourth session, 12 November 2021) (agenda item 3.5)**

*Documentation:* ECE/TRANS/WP.29/GRPE/84

42. The World Forum approved the report of the Chair of GRPE on its eighty-fourth session (ECE/TRANS/WP.29/GRPE/84).

**F. Highlights of the recent sessions (agenda item 3.6)****1. Working Party on Passive Safety (GRSP) (Seventieth session, 6-10 December 2021) (agenda item 3.6.1)**

43. The Chair of GRSP informed WP.29 about the results achieved by his group during its seventieth session (for details see the session report ECE/TRANS/WP.29/GRSP/70), which took place virtually on December 6-10, 2021.

44. On UN GTR 13 (hydrogen and fuel-cell vehicles), the Chair reported that GRSP agreed with the IWG request for an extension of the mandate until December 2022, pending AC.3 endorsement.

45. In regard to the concern raised by Sweden over the poor representation of adult female by existing dummies, the Chair reported that GRSP would fulfil the mandate given by WP.29 (ECE/TRANS/WP.29/1159, paras. 22 and 58), i.e., continue to collect and review data to determine if there is a merit to Sweden's claim.

46. On priority of work the Chair reported that it did not need substantive updates until the next submission of priorities in December 2022, since this reflects plans for work on priorities through 2022.,

47. The World Forum noted the re-election of Mr. M. Koubek (United States of America) as Chair and Mr. H.G. Kim (Republic of Korea) as Vice-Chair for the sessions of GRSP scheduled in the year 2022.

**2. Working Party on Pollution and Energy (GRPE) (Eighty-fifth session, 11-14 January 2022) (agenda item 3.6.2)**

48. The Chair of GRPE (Netherlands) reported to WP.29 on the results achieved by GRPE during its eighty-fifth session (for more details see the report of the session ECE/TRANS/WP.29/GRPE/85).

49. GRPE adopted revisions to the 02 and 03 series of amendments to UN Regulation No. 154 (WLTP) to be adopted during this March 2022 session of WP.29

50. GRPE adopted a proposal for a new UN GTR on durability of pollution-control devices for two- and three-wheelers, and a new amendment to UN GTR No.2 and proposal for new supplements to UN Regulations Nos. 24 (Visible pollutants, measurement of power of C.I. engines (Diesel smoke)), 49 (Emissions of compression ignition and positive ignition (LPG and CNG) engines) and 85 (Measurement of the net power and the 30 min. power). GRPE finally adopted a proposal for a new Consolidated Resolution concerning Exhaust Ultra-Fine Particle Number Measurement For Heavy Duty Engines.

51. GRPE agreed to revise terms of references and rules of procedure for the IWG on EVE.

52. GRPE agreed to host a one day workshop on Life Cycle Assessments for wheeled vehicles during the June 2022 session of GRPE.

**3. Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (Twelfth session 24-28 January 2022) (agenda item 3.6.3)**

53. The GRVA Chair reported on the results achieved by GRVA during its twelfth session (for details, see the reports of the sessions ECE/TRANS/WP.29/GRVA/12).

54. 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.

55. WP.29 noted the organization of a GRVA workshop on Artificial Intelligence in the context of vehicle regulations.

56. WP.29 thanked Japan and the secretariat for continuing to convene workshops on the implementation of UN Regulation No. 155. WP.29 noted that the provisions in para. 5.3. of UN Regulation No. 155 were applied, supported by the workshops organized.

57. WP.29 noted that two documents from GRVA for consideration in June 2022 were subject to final review by GRVA in May 2022. WP.29 invited delegations to be prepared to consider amendments to official documents issued after the May 2022 session of GRVA.

#### **4. Working Party on Noise and Tyres (GRBP) (Seventy-fifth session, 8-11 February 2022) (agenda item 3.6.4)**

58. The Chairman of GRBP reported on the results of the seventy-fifth session of GRBP (for details, see the report in ECE/TRANS/WP.29/GRBP/73).

59. In particular, he mentioned that GRBP had adopted a draft new UN Regulation on reverse warning which would apply to

(a) Approval of audible reverse warning devices which are intended for fitting to motor vehicles of categories M<sub>2</sub> (M > 3500 kg), N<sub>2</sub>, N<sub>3</sub> and M<sub>3</sub>;

(b) Approval of such motor vehicles with regard to fitting of audible reverse warning devices automatically activated when reverse gear is selected and the propulsion system is on.

60. He requested WP.29 and AC.1 to postpone to the June 2022 session consideration of amendments in ECE/TRANS/WP.29/2022/4 and ECE/TRANS/WP.29/2022/11 (agenda items 4.6.2 and 4.6.9, respectively) for the sake of being combined with further amendments to the same UN Regulations Nos. 51 and 117 that had been adopted at the seventy-fifth session of GRBP. WP.29 concurred with this request.

61. The GRBP Chair also requested WP.29 to extend the mandates of the two IWGs on Measurement Uncertainties (MU) and on Wet Grip Performance for Tyres in a Worn State until September 2023 and January 2024, respectively. WP.29 gave its consent.

62. He pointed out that, based on the outcome of the IWG MU work, GRBP had endorsed a general approach how to handle measurement uncertainties which could apply not only to UN Regulations under GRBP, but also to all other UN Regulations. To acquaint all WP.29 experts with the concept, he suggested that IWG MU deliver a presentation at one of WP.29 meetings. WP.29 supported this initiative.

63. Finally, he informed WP.29 that GRBP, in close cooperation with GRPE, had established a Task Force on tyres' abrasion under the Co-Chairmanship of France and the European Commission.

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

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

64. 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.30, 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, UN Global Technical Regulations (UN GTRs) and Rules (agenda item 4.2.1)**

65. 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)**

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

**3. Interpretation of specific UN Regulations. (agenda item 4.2.3)**

*Documentation:* ECE/TRANS/WP.29/2022/55

67. The Chair of GRVA recalled the purpose of ECE/TRANS/WP.29/2022/55, proposing amendments to the Interpretation document on UN Regulation No. 155 (ECE/TRANS/WP.29/2021/59).

68. WP.29 adopted ECE/TRANS/WP.29/2022/55.

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

*Documentation:* ECE/TRANS/WP.29/2022/2

69. The Chair of IWG on IWVTA introduced ECE/TRANS/WP.29/2022/2, which contained transitional provisions related to the 04 series of amendments to UN Regulation No. 0 on IWVTA. He highlighted that the content of this document had already been agreed in principle at the 185th session in format of informal document WP.29-185-10, however could not be submitted for vote to AC.1 at its seventy-ninth session, November 2021.

70. The World Forum considered the draft amendment under agenda items 4.3. and recommended its submission to AC.1 for voting.

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

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

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

*Documentation:* Informal documents WP.29-186-12 and W.29-186-13

72. The representative from Germany, Chair of the IWG on DETA, presented (WP.29-186-12) 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-third session, held on 3 March 2022. 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 identified. He reported on the developments of DETA: the contracting of the Unique Identifier (UI) function, the mass upload functionality and the two-factor authentication. He added that, concerning the DETA scope extension, the IWG on DETA discussed the potential access to cyber security related information by the contracting parties of the 1998 Agreement and the access in the course of Periodic Technical Inspection (by the contracting parties of the 1997 Agreement). He reported that, following the consultation of the GRs concerning UI and the proposal for a “summary document” stored in DETA, the group discussed that the GRs would probably need to draft provisions, in the relevant UN Regulations, with the markings without UI and the markings with UI.

73. WP.29 requested the secretariat to distribute WP.29-185-13 with an official symbol at the next WP.29 session.

74. The representative of CITA invited the IWG on DETA and WP.29 to consider the PTI needs related to UI.

75. The representative of UK enquired whether DETA would provide the necessary confidentiality that would permit to open the access of DETA to the PTI stakeholders.

76. WP.29 did not oppose to provide in the near future access to DETA to the PTI stakeholders. It required the IWG on DETA to provide, at the June 2022 session, assurance to WP.29 that the necessary confidentiality would be warranted so that such access could be granted.

77. WP.29 invited GRVA to resume discussion on cyber security and DETA and then to advise the IWG on DETA.

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

*Documentation:* ECE/TRANS/WP.29/2022/3  
ECE/TRANS/WP.29/2022/5  
ECE/TRANS/WP.29/2022/6  
ECE/TRANS/WP.29/2022/7  
ECE/TRANS/WP.29/2022/8  
ECE/TRANS/WP.29/2022/9  
ECE/TRANS/WP.29/2022/10  
Informal document WP.29-186-07

78. The World Forum considered the draft amendments under agenda items 4.6.1, 4.6.3, 4.6.4 and 4.6.6 to 4.6.8. and recommended their submission to AC.1 for voting.

79. The World Forum recalled that it had accepted the request of the GRBP Chair to postpone to the June 2022 session consideration of the draft amendments under agenda items 4.6.2 and 4.6.9 (see para xx. above).

80. The representative of ETRTO proposed a modification to the draft amendments in ECE/TRANS/WP.29/2022/7 under agenda item 4.6.5 (WP.29-186-07). The representatives of the European Commission and the United Kingdom of Great Britain and Northern Ireland commented on the ETRTO proposal. Based on the received comments, the World Forum requested ETRTO to revise WP.29-186-07 and decided to postpone consideration of the draft amendments in ECE/TRANS/WP.29/2022/7 to the June 2022 session. In the interim, the World Forum requested the secretariat to arrange a written consultation of GRBP experts on the ETRTO proposal.

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

*Documentation:* ECE/TRANS/WP.29/2022/12  
ECE/TRANS/WP.29/2022/13  
ECE/TRANS/WP.29/2022/14  
ECE/TRANS/WP.29/2022/15  
ECE/TRANS/WP.29/2022/16  
ECE/TRANS/WP.29/2022/17  
ECE/TRANS/WP.29/2022/18  
ECE/TRANS/WP.29/2022/19  
ECE/TRANS/WP.29/2022/20  
ECE/TRANS/WP.29/2022/48  
ECE/TRANS/WP.29/2022/49  
ECE/TRANS/WP.29/2022/54  
Informal document: WP.29-186-05

81. The World Forum considered draft amendments under agenda items 4.7.1 to 4.7.12 and recommended their submission to AC.1 for voting, including the latest modifications to ECE/TRANS/WP.29/2022/18, ECE/TRANS/WP.29/2022/19 and ECE/TRANS/WP.29/2022/20 (agenda items 4.7.7., 4.7.8 and 4.7.9.) adopted by GRVA at its January 2022 session, proposed in WP.29-186-05 and reproduced in Annex V.

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

*Documentation:* ECE/TRANS/WP.29/2022/21  
ECE/TRANS/WP.29/2022/22  
ECE/TRANS/WP.29/2022/23  
ECE/TRANS/WP.29/2022/24  
ECE/TRANS/WP.29/2022/25/Rev.1  
ECE/TRANS/WP.29/2022/26  
ECE/TRANS/WP.29/2022/27  
ECE/TRANS/WP.29/2022/28  
ECE/TRANS/WP.29/2022/29  
ECE/TRANS/WP.29/2022/30  
ECE/TRANS/WP.29/2022/50  
ECE/TRANS/WP.29/2022/51  
ECE/TRANS/WP.29/2022/52  
ECE/TRANS/WP.29/2022/53

82. The World Forum considered draft amendments under agenda items 4.8.1 and 4.8.14, corrected in the title of ECE/TRANS/WP.29/2022/22 the number of supplement to “5”, and of ECE/TRANS/WP.29/2022/23 the number of supplement to “3”, and recommended their submission to AC.1 for voting.

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

*Documentation:* ECE/TRANS/WP.29/2022/33  
ECE/TRANS/WP.29/2022/34  
ECE/TRANS/WP.29/2022/35  
ECE/TRANS/WP.29/2022/36  
ECE/TRANS/WP.29/2022/37  
ECE/TRANS/WP.29/2022/38

83. The World Forum considered draft amendments under agenda items 4.9.1 to 4.9.6, and recommended their submission to AC.1 for voting.

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

*Documentation:* ECE/TRANS/WP.29/2022/39  
ECE/TRANS/WP.29/2022/40

84. The World Forum considered draft corrigenda under agenda items 4.10.1 to 4.10.2, and recommended their submission to AC.1 for voting.

**K. Consideration of additional proposals for amendments to existing UN Regulations submitted by the Working Parties subsidiary to the World Forum, if any (agenda item 4.11)**

*Documentation:* ECE/TRANS/WP.29/2022/41/Rev.1  
ECE/TRANS/WP.29/2022/42/Rev.1

85. The World Forum considered the draft amendments under agenda items 4.11.1 to 4.11.2 and recommended their submission to AC.1 for voting.



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

*Documentation:* ECE/TRANS/WP.29/2022/43

86. The Chair of GRBP presented a draft new UN Regulation on studded tyres. The World Forum considered the draft and recommended its submission to AC.1 for voting. The representative of Japan pointed out that their delegation would abstain and has intention not to apply the draft new UN Regulation, as studded tyres are prohibited in Japan.

**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)**

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

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

*Documentation:* ECE/TRANS/WP.29/2022/44

88. WP.29 considered and adopted the draft amendment to the Consolidated Resolution on the common specification of light source categories (R.E.5) under agenda item 4.14.1.

**O. Proposal for amendments to the Mutual Resolutions of the 1958 and the 1998 Agreements (agenda item 4.15)**

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

**P. Proposal for new Mutual Resolutions of the 1958 and the 1998 Agreement:(agenda item 4.16)**

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

**Q. Interpretation document to UN Regulation No. 155 (agenda item 4.17)**

*Documentation:* ECE/TRANS/WP.29/2022/55

91. The Chair of WP.29 recalled the discussions on this topic and the adoption of document ECE/TRANS/WP.29/2022/55 by WP.29 under agenda item 4.2.3. (see para. XX above)

**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.32

92. 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. Elements of common interest under 1958 and 1998 Agreements (agenda item 6)**

93. 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 document: WP.29-186-16 and WP.29-186-16/Rev.1

94. 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-fifth and twenty-sixth sessions, held in a virtual format. He informed WP.29 that the work of the IWG had focused on for areas:

- (a) In-service compliance assessment;
- (b) Measures to detect tampering;
- (c) Draft Rule on Accident Emergency Call Systems;
- (d) Access to DETA.

He explained that the framework document would be further developed by a subgroup of the IWG on PTI.

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

96. The representative of France, Chair of GRBP, reported on the related discussions in his group. He highlighted the need to define the right interface between vehicle approval (including Conformity of Inspection, In-service Conformity and Market surveillance in some markets) and periodic technical inspection. He stated the importance of making sure that reference tests performed within the framework of type approval would need to be adequately used in PTI and road side inspection.

97. The representative from the UK recalled the inclusion of penalties for non-compliance was mentioned by the IWG on PTI, which predominantly exist in national legislation. He requested the view from WP.29 about the role of 1997 agreement to make recommendations on penalties, and shared his view that this was probably the prerogatives of each contracting parties. The Chair agreed with the UK statement, and added that contributing to roadworthiness tests was a useful added value of the 1997 Agreement deliverables.

98. The representative from Sweden supported the statement from the UK and highlighted the importance to carry on activities to reveal tampering in PTI and roadside tests and invited the IWG on PTI to continue and expand their activities on that matter.

99. The representative from CITA agreed that WP.29 was not mandated to defining penalties, and thanked the UK and Sweden for the constructive feedback.

100. The secretariat on behalf of GRPE Chair supported the approach described by the Co-Chair of the IWG on PTI, and informed GRPE will be seeking active implication from GRPE stakeholders during its June 2022 session.

101. The representative of France commented on the envisaged access to DETA for the purpose of PTI. He highlighted the importance of considering appropriate uniform data structure stored in DETA that could be used of PTI.

102. The representative of CITA explained that the current developments of UI could create serious issues in the course of PTI inspections and therefore would need to be properly developed to accommodate sovereign tasks and needs such as PTI.

103. WP.29 acknowledged that some regions already developed provisions related to data for PTI and that such matter could be discussed in this forum. OICA commented that those markets require information exchange on the basis of Vehicle Identification Numbers while DETA was structured based on Approval numbers and vehicle types.

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

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

104. 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)**

105. 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)**

106. 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)**

107. 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)**

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

#### **F. Vehicle whole-life compliance (agenda item 7.6)**

*Documentation:* ECE/TRANS/WP.29/2021/148

109. The World Forum noted that the proposal for a framework document on vehicle whole-life compliance would still need to be reviewed by three GRs and therefore agreed to keep ECE/TRANS/WP.29/2021/148 on the agenda for the next session.

### **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)**

110. WP.29 discussed whether there was a need to keep this item on the agenda, as no contributions were received for the last seven years.

111. The representative of the United States of America agreed to delete it, if it could be brought up on a case-by-case basis.

112. WP.29 agreed to delete the agenda item temporarily and to reintroduce it to the agenda if needed.

**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)**

113. The Chair of GRVA informed WP.29 of his invitation from the WP.1 Chair to the WP.1 to discuss the coordination of a public joint event of WP.1 and WP.29. He stated that he would report on the global activities under the framework document, the progress made on UN Regulation No. 157, the collaboration and work of WP.29 on light signalling for Automated Vehicles (AVs) and the corresponding schedule and asked WP.29 for further guidance, in particular regarding the coordination of the joint event.

114. WP.29 supported a joint event in general but agreed that a public event this year would be too premature, as certain steps needed to be conducted, for instance defining the objectives of the joint event, especially the cooperation and collaboration with WP.1. WP.29 preferred to conduct this event informally.

115. The Chair of GRVA participated in the WP.1 session, organized in the same week as WP.29, and reported there on WP.29 position regarding a joint public event.

116. The Chair of GRVA informed WP.29 of the results of his meeting with WP.1. He reported that that the Chair of WP.1 expressed her disappointment of not having a joint public event this year and that her objective for the joint event would have been to give information about the activities performed in each working party, rather than informing about their collaboration. He reported that there were questions regarding the meaning of "guidelines", which were submitted by FRAV and VMAD to the WP.29 meeting in March 2022 for information. He stated that he had explained to WP.1 that these guidelines were no type of legal instrument but rather a guidance for Contracting Parties, who would like to start rule making and that these guidelines were still under development. He reported that there were questions about the extension of ALKS and that he explained that the system would comply to the national traffic laws without any need for user input.

117. WP.29 agreed to continue the discussions regarding a joint event with WP.1 at the June 2022 session of AC.2.

**C. Second Decade of Action for Road Safety (agenda item 8.3)**

*Documentation:* A/RES/74/299

118. WP.29 noted the actions taken in the framework of the responsibilities of the World Forum regarding the global plan for the decade of action for road safety 2021-2030 (ECE/TRANS/WP.29/1095, para. 97).

**D. UNRSF project on safer and cleaner used vehicles for Africa (agenda item 8.4)**

119. The secretariat informed WP.29 of the most recent activities of the UNRSF project with a focus on the side event on "Used Cars for Africa" organized by UNECE at the 75<sup>th</sup> Anniversary celebration of ITC. She further explained the impact of the side event on the UNRSF project. Following her presentation, the Chair of WP.29 recalled the decision of the World Forum to establish an Informal Working Group "IWG" on "Safer and Cleaner Used and New Vehicles" and invited WP.29 to participate in activities of this IWG.

120. The representative of the United States sought guidance from WP.29 related to the terms of reference for the IWG on "Safer and Cleaner Used and New Vehicles" to ensure that in the work of the informal working group, there are no technical barriers to trade imposed as a result of the establishment of the requirements for the import and export of vehicles.

121. The Secretariat noted that letters were sent to all the missions in Geneva to ensure that the group is inclusive in its establishment. He also highlighted that the starting points for discussions will be the international regulatory framework established under the three vehicle Agreements. However, reference to equivalent national standards would be provided for items not yet covered under the above mentioned agreements in order to be inclusive as much as possible.

122. The representative of the Netherlands intervened to suggest that for the first meeting of the IWG, that the objective when setting up the terms of reference should be to establish manageable goals which are not overly complex and would have a negative impact on the industry while meeting the established objectives of the IWG.

123. The representative of the UK recalled that with Revision 3 of the 1958 Agreement provisions were included providing for the issuing of approvals in accordance to earlier versions of UN Regulations to facilitate an entry level for countries in different economic situation.

124. The representative of CITA stated that the provisions should be realistic and economically sustainable.

125. WP.29 agreed to discuss further the details of the terms of reference at the first session of the IWG on “Safer and Cleaner Used and New Vehicles” taking into account the suggestions made by delegates.

## **E. Documents for publication (agenda item 8.5)**

*Documentation:* Informal document WP.29-186-15

126. WP.29 noted that the informal document WP.29-186-15 provided information on the proposals for 62 amendments and one corrigendum to existing UN Regulations, that have been adopted by AC.1 in the November 2021 session of WP.29. They further noted that the document also included the envisaged dates of entry into force, being the 22 June 2022 for the amendments if no objections had been received, and the 24 November 2021 for the corrigendum.

127. The Secretary invited the delegates of WP.29 to take leaflets and brochures regarding safety belts, cost-benefits methodology for harmonization of vehicle regulations, and automated vehicles, which were produced on a regularly basis and their availability in different language versions on the UNECE website for free download.

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

128. The World Forum adopted the report on its 186th session and its annexes based on a draft prepared by the secretariat under COVID-19 special procedures. The report included sections related to the Eightieth session of the Administrative Committee (AC.1) of the 1958 Agreement, to the Sixty-third session of the Executive Committee (AC.3) of the 1998 Agreement and the fourteenth session of the Administrative Committee of the 1997 Agreement (AC.4).

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

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

129. 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 25 February 2022. The written procedure, had been initiated on 1 March 2022 12:00h CET and had lasted for 72 hours, ending on 5 March 2022 12:00h CET. The eightieth, hybrid session of AC.1 was held on 9 March 2022.

130. Of the 56 contracting parties to the agreement, 39 were represented by taking part in the written procedure and at the hybrid AC.1 session, its seventy-ninth session, on 9 March 2022.

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

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

132. 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>				
0	International Whole Vehicle Type Approval (IWVTA)	55	39	2022/2	37/0/2	Suppl. 1 to 04 series	*
9	Noise of three-wheeled vehicles	45	32	2022/3	31/0/1	Suppl. 2 to 08 series	*
10	Electromagnetic compatibility	48	35	2022/33	35/0/0	Suppl. 2 to 06 series	*
13	Heavy vehicle braking	51	36	2022/12	36/0/0	12 series	*
39	Speedometer and Odometer	48	35	2022/21	35/0/0	Suppl. 2 to 01 series	*
46	Devices for indirect vision	48	35	2022/52	35/0/0	05 series	*
53	Installation of lighting and light-signalling devices for L3 vehicles	47	34	2022/34	34/0/0	Suppl. 22 to 01 series	*
53	Installation of lighting and light-signalling devices for L3 vehicles	47	34	2022/35	34/0/0	Suppl. 5 to 02 series	*
53	Installation of lighting and light-signalling devices for L3 vehicles	47	34	2022/36	34/0/0	Suppl. 2 to 03 series	*
63	Noise emissions of mopeds	46	33	2022/5	32/0/1	Suppl. 5 to 02 series	*
78	Motorcycle braking	48	35	2022/13	35/0/0	Suppl. 1 to 05 series	*
78	Motorcycle braking	48	35	2022/48	35/0/0	Suppl. 2 to 04 series	*
78	Motorcycle braking	48	35	2028/49	35/0/0	Suppl. 4 to 03 series	*
79	Steering equipment	46	34	2022/14	34/0/0	Suppl. 4 to 02 series	*
79	Steering equipment	46	34	2022/15	34/0/0	Suppl. 7 to 03 series	*
79	Steering equipment	46	34	2022/16	34/0/0	Suppl. 2 to 04 series	*

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				
90	Replacement brake parts	47	33	2022/17	33/0/0	Suppl. 8 to 02 series	*
107	M <sub>2</sub> and M <sub>3</sub> vehicles	50	35	2022/53	35/0/0	10 series	*
108	Retreaded tyres for passenger cars and their trailers	51	35	2022/6	35/0/0	Suppl. 6 to 00 series	*
116	Anti-theft and alarm systems	53	37	2022/50	37/0/0	Suppl. 9 to 00 series	*
117	Tyre rolling resistance, rolling noise and wet grip	53	37	2022/8	37/0/0	Suppl. 14 to 02 series	*
121	Identification of controls, tell-tales and indicators	54	38	2022/22 and para 82	37/0/1	Suppl. 5 to 01 series	*
125	Forward Field of Vision of Drivers	52	37	2022/23 and para 84	36/0/1	Suppl. 3 to 01 series	*
125	Forward Field of Vision of Drivers	52	37	2022/24	36/0/1	Suppl. 1 to 02 series	*
141	Tyre pressure monitoring system	56	39	2022/9	37/0/2	Suppl. 1 to 01 series	*
142	Tyre installation	56	39	2022/10	37/0/2	Suppl. 1 to 01 series	*
148	Light-signalling devices	55	38	2022/37	37/0/1	Suppl. 4 to 00 series	*
149	Road illumination devices	55	38	2022/38	37/0/1	Suppl.5 to 00 series	*
152	AEBS for M <sub>1</sub> and N <sub>1</sub>	56	39	2022/18 and para 81.	37/0/2	Suppl. 5 to 00 series	*
152	AEBS for M <sub>1</sub> and N <sub>1</sub>	56	39	2022/19 and para 81.	37/0/2	Suppl. 4 to 01 series	*
152	AEBS for M <sub>1</sub> and N <sub>1</sub>	56	39	2022/20 and para 81.	37/0/2	Suppl. 2 to 02 series	*
154	Worldwide harmonized Light vehicles Test Procedure (WLTP))	56	39	2022/41/Rev.1	37/0/2	02 series	*
154	Worldwide harmonized Light vehicles Test Procedure (WLTP))	56	39	2022/42/Rev.1	37/0/2	03 series	*
155	Cyber Security and Cyber Security Management System	56	39	2022/54	37/0/2	Suppl. 1 to 00 series	*
160	Event Data Recorder (EDR)	56	39	2022/25/Rev.1	37/0/2	Suppl 1 to 00 series	*
160	Event Data Recorder (EDR)	56	39	2022/26	37/0/2	Suppl 1 to 01 series	*
161	Devices against Unauthorized Use	56	39	2022/27	37/0/2	Suppl 1 to 00 series	*
161	Devices against Unauthorized Use	56	39	2022/28	37/0/2	Suppl 2 to 00 series	*
162	Immobilizers	56	39	2022/29	37/0/2	Suppl. 1 to 00 series	*
162	Immobilizers	56	39	2022/30	37/0/2	Suppl. 2 to 00 series	*

<i>Amendments to existing Regulations</i>							
<i>Regulation No.</i>	<i>Subject of the Regulation</i>	<i>Contracting Parties</i>		<i>Document: ECE/TRANS/WP.29/...</i>	<i>Voting result: for/against/abstentions</i>	<i>Document status</i>	<i>Remark</i>
		<i>applying the Regulation</i>	<i>represented</i>				
163	Vehicle Alarm System	56	39	2022/51	37/0/2	Suppl. 1 to 00 series	*

<i>Corrigenda to existing Regulations</i>							
<i>Regulation No.</i>	<i>Subject of the Regulation</i>	<i>Contracting Parties</i>		<i>Document: ECE/TRANS/WP.29/...</i>	<i>Voting result: for/against/abstentions</i>	<i>Document status</i>	<i>Remark</i>
		<i>applying the Regulation</i>	<i>represented and voting</i>				
55	Mechanical couplings	46	33	2022/39	33/0/0	Corr. 2 to 01 series	*
55	Mechanical couplings	46	33	2022/40	33/0/0	Corr. 1 to 02 series	*

<i>New UN Regulations</i>							
<i>UN Regulation No.</i>	<i>Subject of the UN Regulation</i>	<i>Contracting Parties represented and voting</i>		<i>Document: ECE/TRANS/WP.29/...</i>	<i>Voting result: for/against/abstentions</i>	<i>Remark</i>	
[164]	Approval of studded tyres with regard to their snow performance	39		2022/43	36/0/3	*	

\* 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 AC.3 and election of officers for the year 2022 (agenda item 12)

133. The sixty-third session of the Executive Committee (AC.3) was held on 9 March 2022 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 25 February 2022. The representatives of 15 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.32  
Informal document WP.29-186-06

134. AC.3 noted the information, as of March 2022, on the status of the Agreement of the Global Registry and of the Compendium of Candidates (ECE/TRANS/WP.29/1073/Rev.32), the status of the priorities of the 1998 Agreement (based on WP.29-186-06 as reproduced in Annex IV 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](mailto:edoardo.gianotti@un.org)) to ensure updating of the status document, which is the monitoring tool of the agreement.

135. 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 (Articles 7.4 to 7.4.1. of the Agreement) and be provided to the secretariat for each one-year period if action or no action had been taken in the process of transposition of UN GTRs into domestic legislations. AC.3 finally noted that such information would be integrated into the Status of the Agreement document and that such information would be not only administrative but also relevant to the effectiveness of the Agreement.

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

*Documentation:* ECE/TRANS/WP.29/2022/45  
ECE/TRANS/WP.29/2022/46

136. Submitted for consideration and vote, the proposal for a new UN GTR on In-vehicle battery durability for electrified vehicles (ECE/TRANS/WP.29/2022/45 and ECE/TRANS/WP.29/2022/46) was adopted on 9 March 2022 by consensus vote of the following contracting parties present and voting: 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.

137. The Chair emphasized the importance of the proposal for a new UN GTR on In-vehicle Battery Durability for Electrified Vehicles and invited the Chair of GRPE to provide a brief introduction to the proposal.

138. The Chair of GRPE underlined the relevance of the proposal to AC.3, and acknowledged the cooperation of all parties involved in the development of the UN GTR proposal and for the great achievement on this key issue for future attractiveness of electrified powertrains. He also underlined the importance of the proposal to help decarbonization of the transport sector and thus reducing greenhouse gas emissions.

139. He highlighted the consistent engagement by experts from Canada, China, Japan, Korea, the United States of America, the European Union and other key stakeholders for the seamless collaboration in developing the harmonized proposal submitted to AC.3 vote. He finalized by adding that the minimum performance requirements were included in the proposal for battery energy content and that driving range as well as extension of the scope to heavier vehicles categories were part of forthcoming activities.

140. The representative from Korea insisted on the importance of providing robust electrified vehicles to the market, given the sharp increase of electric vehicle registrations in recent months. He added that consumer acceptance needed continuous consideration for safe and environmentally friendly deployment of electrified vehicles, as provided by this UN GTR proposal. He concluded by confirming that Korea would continue supporting all activities on that topic.

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

*Documentation:* ECE/TRANS/WP.29/2021/155/Rev.1  
ECE/TRANS/WP.29/2021/158

141. Re-submitted for consideration and vote, the request (ECE/TRANS/WP.29/2021/155/Rev.1) of United States of America to list in the Compendium of Candidates for UN GTRs, the United States of America's Durability Driving Enforcement Procedure for two-wheeled vehicles, was adopted on 9 March 2022 by consensus vote of 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, Turkey, United Kingdom of Great Britain and Northern Ireland and United States of America.

142. Re-submitted for consideration and vote, the request (ECE/TRANS/WP.29/2021/158) of China to list in the Compendium of Candidates for UN GTRs, China's Durability Driving Enforcement Procedure for two-wheeled vehicles, was adopted on 9 March 2022 by consensus vote of 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.

143. AC.3 expressed appreciation to the effort of the Representative of China for having provided full official translation in English (one of the three official languages of UNECE) of the two Chinese domestic standards that will be appended in the Compendium of Candidates for UN GTRs. AC.3 acknowledged the value of such efforts for the sake of transparency and support of global harmonization.

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

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

## **XIX. Progress on the development of new UN GTRs and of amendments to established UN GTRs (agenda item 17)**

### **A. UN GTR No. 2 (Worldwide Motorcycle emission Test Cycle (WMTC)) (agenda item 17.1)**

145. The Co-Chair of the IWG on Environmental and Propulsion Performance Requirements (EPPR), introduced the latest progress of the IWG on the recent development

on UN GTR No. 2. He indicated the IWG had been working on a new amendment 5 to UN GTR No. 2 proposal to be submitted to the June 2022 session of AC.3,

- (a) to correct and clarify existing provisions in UN GTR No. 2;
- (b) to align some provisions with UN GTR No. 15;
- (c) to update to technical progress and
- (d) to include 3-wheeled vehicles into the scope covered by the UN GTR.

## **B. UN GTR No. 3 (Motorcycle braking) (agenda item 17.2)**

*Documentation:* ECE/TRANS/WP.29/2022/47

146. The representative of Italy requested the authorization to develop amendment 4 to the UN GTR No. 3 (ECE/TRANS/WP.29/2022/47). He explained that, after having submitted the proposal to AC.3 in December 2021, Italy informed GRVA in January 2022 of their intention to propose an amendment to the UN GTR to harmonize it with UN Regulation No. 78. The proposal would include requirements for 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 clarified that, following informal consultations with GRVA and contracting parties, the work plan contained in the document may be updated to take into account relevant GRVA developments and amendments related to stop lamp activation. AC.3 requested the secretariat to keep the document on its agenda for the June 2022 session.

## **C. UN GTR No. 8 (Electronic stability control systems (ESC)) (agenda item 17.3)**

*Documentation:* ECE/TRANS/WP.29/AC.3/56

147. The representative of the Republic of Korea updated AC.3 on recent activities concerning the developments of a draft amendment to UN GTR No. 8, sponsored by his country, aimed at modifying provisions for accommodating innovative steering with significant lower steering gear ratio. He mentioned exchanges between Canada and Korea that led to the drafting of two amendment proposals. He informed AC.3 that both amendment proposals were withdrawn at the January 2022 session of GRVA. He reported that the representative of the United States of America had encouraged the delegations to share data and technical information that could support the process and that the representative of OICA had agreed to provide such material. He concluded his intervention by stating that the stakeholders involved would resume activities after having reviewed information provided by the industry.

## **D. UN GTR No. 9 (Pedestrian safety) (agenda item 17.4)**

148. The representative of the United States of America provided a brief overview on the status of the discussions on Amendment 3 (head-form impact areas) and on amendment 4 (Deployable Pedestrian Protection Systems (DPPS)) of the UN GTR. He clarified that at the December 2021 session of GRSP, the experts from Germany and from the United States of America reported on the results of the meetings of the informal Task Force, which had not reached an agreement by the time of that session of GRSP, yet. Therefore, GRSP was not able to recommend amendment 3 to the Executive Committee of the 1998 Agreement (AC.3) at its March 2022 session. It was further noted that the work of the informal Task Force was suspended and that once the informal working group on deployable pedestrian protection system (IWG-DPPS) would finalize its work, another IWG should be established to solve the remaining issues of the UN GTR.

149. On amendment 4 on DPPS, he explained that the IWG Phase 1 would include numerical simulation for head impact time (HIT) against the vehicle in case of deployable systems and a marker in the preamble for generic approach to be developed in the next phase. He also informed that the expert from Japan had proposed a sentence about an equivalent method (physical or alternative numerical simulation) to the numerical simulation to be

agreed by Contracting Parties. He clarified that the request by Japan to allow optional alternatives could be temporarily resolved by including the statement in the preamble (Part A) in brackets. He concluded that not yet completely listed remaining issues would be eventually discussed in a Phase 2 of the work on DPPS. The representative from Korea, Chair of DPPS-IWG, complemented the above-mentioned information, clarifying that a draft proposal of Amendment 4 would be discussed at the May 2022 session of GRSP.

150. The Chair of AC.3 expressed concern about the finalization of Amendment 3 to the UN GTR, since the original proposal submitted to vote at the March 2021 session of AC.3 (see ECE/TRANS/WP.29/1157, paras. 143-148) was returned to GRSP for urgent review, and the expectation that the issues could be resolved quickly. The representative of the United States of America stated that exchange of information among informal Task Force members and GRSP experts was ongoing and hopefully a full agreement would be reached on few remaining issues by the end of 2022.

**E. UN GTR No. 13 (Hydrogen and Fuel Cells Vehicles (HFCV) – Phase2) (agenda item 17.5)**

151. The representative of the United States of America, Chair of the IWG HFCV – Phase 2 informed AC.3 that his previous report on the progress of work of the group did not need update since the IWG will resume its work next week. However, he reported that GRSP at its December 2021 session endorsed his request of an extension of the mandate of the IWG of six months. He also informed AC.3 that an informal proposal of amendment would be submitted at the May 2022 session of GRSP. Finally, AC.3 agreed to extend the mandate of the IWG until December 2022.

**F. UN GTR No. 15 (Worldwide harmonized Light vehicle Test Procedures (WLTP) – Phase 2) (agenda item 17.6)**

152. The secretariat informed AC.3 that, in the absence of sponsor to continue the development of UN GTR No. 15, the maintenance and further development of UN GTR No.15 was nevertheless still being examined by GRPE. Following the improvements adopted in UN Regulation No. 154 in this session of AC.1, some Contracting Parties had shown interest to reflect those in a forthcoming proposal for an Amendment 7 to UN GTR No. 15. He added that a formal proposal to AC.3 was expected in forthcoming sessions of AC.3.

**G. UN GTR No. 16 (Tyres) (agenda item 17.7)**

153. The Chair of GRBP indicated that the work on Phase 3 of UN GTR No. 16 would start in 2022-2023.

**H. UN GTR No. 19 (EVAPorative emission test procedure for the Worldwide harmonized Light vehicle Test Procedure (WLTP EVAP)) (agenda item 17.8)**

154. No new information was provided under this agenda item. AC.3 agreed to remove this item from the agenda of the June 2022 session.

**I. UN GTR No. 20 (Electric Vehicle Safety (EVS)) (agenda item 17.9)**

155. The representative of the United States of America, Chair of the IWG on EVS, reported that similarly to UN GTR No. 13, his previous report on the progress of work of the group did not need update since the IWG will re-convene last week of March

**J. UN GTR No. 21 (Determination of electrified vehicle power (Electric vehicles and the environment)) (agenda item 17.10)**

156. The representative from the United States of America informed that activities on UN GTR No. 21 were idled while the UN GTR on in-vehicle battery durability was developed by the IWG on Electric Vehicle and the Environment (EVE). He added that the IWG resumed activities to take stock of the lessons learned from the application of UN GTR No. 21 by stakeholders to potentially improve and clarify some provisions in the forthcoming months.

**K. Draft UN GTR on Quiet Road Transport Vehicles (QRTV) (agenda item 17.11)**

157. The representative of the United States of America, Chair of IWG QRTV GTR, reported that the IWG activities had been put on hold, pending consideration of petitions in the framework of national rulemaking. The Chair of GRBP recalled that the mandate of IWG QRTV GTR had been extended until December 2023. He also pointed out that GRBP would continue working on QRTV under the 1958 Agreement within a newly established task force, also with a view to identifying possibilities of harmonization between UN Regulation No. 138 and respective Federal Motor Vehicle Safety Standards (FMVSS). AC.3 suggested to come back to this item in November 2022.

**L. Draft UN GTR on Global Real Driving Emissions (GRDE) (agenda item 17.12)**

158. The representative from the EU informed that no progress had been made on the development of the UN GTR on GRDE since the revised authorization was adopted last November 2021 by AC.3. He added the resources of the IWG on GRDE were mostly allocated to finalizing the UN Regulation on RDE, as described during the GRPE highlights by the GRPE Chair.

**M. Proposal for a draft UN GTR on in-vehicle battery durability (Electric vehicles and the environment) (agenda item 17.13)**

159. No further updates were provided to AC.3 as the draft UN GTR had been adopted under agenda item 14.

**N. 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 17.14)**

160. The Co-Chair of EPPR informed AC.3 on the main objectives of the draft new UN GTR, which were to harmonize provisions on pollution control devices of two- and three-wheeled vehicles taking into consideration the regional, national legislation that were existing and included in the compendium. He added that a draft proposal had been endorsed by GRPE in the January 2022 session and a proposal was expected to be submitted to vote at the June 2022 AC.3 session.

**O. Proposal for a draft UN GTR on brake particulate emissions (agenda item 17.15)**

161. The representative from the EU updated AC.3 on the development of the new UN GTR on brake particulate emissions, informing that a series of meetings had been held by the IWG on Particulate Measurement Programme (PMP) took place in 2021 to develop the proposal, that focused on the development of the brake particle emissions method, including inter-laboratory studies, the inclusion of regenerative braking concept method, and drafting

of the proposal. He informed that a draft UN GTR was expected to be available for consideration by GRPE in January 2023, with a final proposal ready for AC.3 consideration foreseen for the June 2023 session of AC.3.

## **XX. Items on which the exchange of views and data should continue or begin (agenda item 18)**

### **A. Harmonization of side impact (agenda item 18.1)**

#### **1. Side impact dummies (agenda item 18.1 (a))**

162. No subject was raised under this agenda item and it was agreed to remove it from the agenda of the next session.

#### **2. Pole side impact (agenda item 18.1 (b))**

163. No subject was raised under this agenda item and it was agreed to remove it from the agenda of the next session.

### **B. Specifications for the 3-D H-point machine (agenda item 18.2)**

164. No subject was raised under this agenda item and it was agreed to remove it from the agenda of the next session.

### **C. Event Data Recorder (EDR) (agenda item 18.3)**

165. No subject was raised under this agenda item.

## **XXI. Other business (agenda item 19)**

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

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

## **XXII. Establishment of the Committee AC.4 and election of officers for the year 2022 (agenda item 20)**

167. The Administrative Committee (AC.4) did not convene, as recommended by AC.2 during its 138th session.

## **XXIII. Amendments to Rules annexed to the 1997 Agreement (agenda item 21)**

168. No subject was raised under this agenda item..

## **XXIV. Establishment of new Rules annexed to the 1997 Agreement (agenda item 22)**

169. No subject was raised under this agenda item.

## **XXV. Other business (agenda item 23)**

170. No subject was raised under this agenda item.

## Annex I

[English only]

**List of informal documents (WP.29-186-...) distributed without a symbol during the 186th session**

<i>No. WP.29-186-</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
1/Rev.1	Secretariat	2.2.	E	WP.29, Working Parties, Informal Working Groups and Chairmanship	(d)
2	Secretariat	2.2.	E	Draft calendar of meetings for 2022	(d)
3	Secretariat	1.	E	Running order of the 186 <sup>th</sup> session of WP.29	(b)
4	Secretariat	1.	E	Consolidated agenda	(b)
5	GRVA	4.7.7 4.7.8 4.7.9	E	Proposal for amendments to ECE/TRANS/WP29/2022/18, ECE/TRANS/WP29/2022/19, and ECE/TRANS/WP29/2022/20	(b)
6	Secretariat	5.1 & 13	E	Status of the 1998 Agreement of the global registry and of the compendium of candidate	(d)
7	ETRTO	4.6.5	E	Proposal for an amendment to ECE/TRANS/WP29/2022/7	(c)
8	GRVA	2.3		Proposal for Guidelines and Recommendations concerning Safety Requirements for Automated Driving Systems	(a)
9	GRVA	2.3		Proposal for a second iteration of the New Assessment/Test Method for Automated Driving - Master Document	(a)
10	IWG-SCUNV	8.4.		Proposal for an Informal Working Group on “[Safer and Cleaner New and Used] [Harmonized minimum Requirements for] Vehicles [for low- and middle-income countries]”	(d)
11	IWG-SCUNV	8.4.		The Draft Agenda for The First Meeting of the Informal Working Group (IWG) on Safer and Cleaner New and Used Vehicles	(b)
12	IWG on DETA	4.5.		Draft Report of the 43rd session of the IWG on DETA	(d)
13	IWG on DETA	4.5.		Report to the 186 <sup>th</sup> WP.29 session from the 43rd IWG on DETA meeting	(d)
14	Secretariat	2.2.		Amendments to Programme of Work (ECE/TRANS/WP.29/2022/1).	(b)

<i>No. WP.29- 186-</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
15	Secretariat	8.5.		List of adopted proposals and their entry into force	(d)
16/Rev.1	IWG on PTI Co-Chairs	7		Report to WP.29 about results of the 25 and 26th meetings of the Informal Working Group on Periodical Technical Inspections	(d)

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*Notes:*

- (a) Issue as official document for the next session.
- (b) Adopted.
- (c) Continue consideration at the next session.
- (d) Consideration completed or to be superseded



## Annex II

[English only]

**World Forum for Harmonization of Vehicle Regulations  
(WP.29):  
Working Parties, Informal Working Groups and Chairs  
on 10 March 2022**

	<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>
<b>WP.29</b>	<b>World Forum</b>	<b>Mr. A. Erario Mr. S. Anikeev</b>	<b>Italy Russian Federation</b>	<b>2022</b>
	Intelligent Transport Systems (ITS)	Mr. T. Naono 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
<b>GRBP</b>	<b>Noise and Tyres</b>	<b>Mr. S. Ficheux Mr. A. Bocharov</b>	<b>France Russian Federation</b>	<b>2022</b>
	Quiet Road Transport Vehicles (QRTV UN GTR)	Mr. H. Mohammed Mr. I. Sakamoto	USA Japan	December 2023
	Wet grip performance for tyres in worn state (WGWT)	Mrs. E. Collot	France	January 2024
	Measurement Uncertainties (MU)	Mr. T. Berge	Norway	September 2023
<b>GRE</b>	<b>Lighting and Light-Signalling</b>	<b>Mr. T. Kärkkäinen Mr. D. Rovers</b>	<b>Finland Netherlands</b>	<b>2022</b>
	Simplification of the Lighting and Light Signalling Regulations (SLR)	Mr. D. Rovers M. A. Lazarevic	Netherlands EC	December 2022
<b>GRPE</b>	<b>Pollution and Energy</b>	<b>Mr. A. Rijnders Mr. D. Kay</b>	<b>Netherlands UK</b>	<b>2022</b>
	Environmental and Propulsion Performance Requirements of L-category vehicles (EPPR)	Mr. N. den Ouden J. Mashele	Netherlands South Africa	June 2022
	Electric Vehicle and Environment (EVE)	Mr. M. Olechiw Mrs. P. Dilara Mrs. C. Chen Mr. H. Ishii	USA EC China Japan	January 2024
	Particle Measurement Programme (PMP)	Mr. B. Giechaskiel	EC	June 2023
	Vehicle Interior Air Quality (VIAQ)	Mr. A. Kozlov Ms. I. J. Park	Russian Federation Republic of Korea	November 2025

	<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>
	Global Real Driving Emissions (RDE)	Ms. P. Dilara Mr. M. Tanikura Mr. H. J. Kim Mr. M. Olechiw	EC Japan Republic of Korea USA	June 2023
<b>GRVA</b>	<b>Automated/Autonomous and Connected Vehicles</b>	<b>Mr. R Damm</b> <b>Ms. C. Chen</b> <b>Mr. T. Onoda</b>	<b>Germany</b> <b>China</b> <b>Japan</b>	<b>2022</b>
	Functional Requirements for Automated and Autonomous Vehicles (FRAV)	Mr. E. Wondimneh <sup>3</sup> Ms. C. Chen. <sup>1</sup> Mr. R. Damm <sup>1</sup>	USA China Germany	June 2022
	Validation Method for Automated Driving (VMAD)	Mr. T. Onoda <sup>1</sup> Mr. P. Striekwold <sup>1</sup> Mr. I. Sow <sup>1</sup>	Japan Netherlands Canada	June 2022
	Cyber Security and Over-The-Air software updates (CS/OTA)	Mr. T. Niiikuni <sup>1</sup> Dr. D. Handley <sup>1</sup> Mr. E. Wondimneh <sup>1</sup>	Japan UK USA	November 2022
	Event Data Recorder / Data Storage System for Automated Driving (EDR/DSSAD)	Mr. T. Guiting <sup>1</sup> Mr. H. Nonaka <sup>1</sup> Mrs. J. Doherty <sup>1</sup>	Netherlands Japan USA	June 2024
	Advanced Emergency Braking Systems (AEBS) for M <sub>1</sub> and N <sub>1</sub>	Mr. A. Lagrange <sup>1</sup> Mr. T. Hirose <sup>1</sup>	EC Japan	March 2022
	AEBS for heavy vehicles	Mr. P. Seiniger <sup>1</sup> Mr. T. Hirose <sup>1</sup>	Germany Japan	March 2022
<b>GRSP</b>	<b>Passive Safety</b>	<b>Mr M. Koubek</b> <b>Mr H. G. Kim</b>	<b>USA</b> <b>Republic of Korea</b>	<b>2021</b>
	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. Lazarevic 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 Mr. K. Sato <sup>1</sup> Ms. C. Chen Mr. S.W. Kim	USA Japan and China and Republic of Korea Vice-Chairs	December 2022
	Protective Helmets	Mr. L. Rocco	Italy	suspended
	Safer Transport of Children in Buses and Coaches	Ms. Marta Angles	Spain	March 2023

<sup>3</sup> 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>
<b>GRSG</b>	<b>General Safety</b>	<b>Mr. A. Erario Mr. K. Hendershot</b>	<b>Italy Canada</b>	<b>2022</b>
	Field of Vision Assistants (IWG-FVA)	Mr. H. Lammers	Netherlands	April 2023
	Awareness of Vulnerable Road Users proximity (VRU-Proxi)	Mr. Y. Matsui Mr. P. Broertjes	Japan EC	April 2022

### **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. Naono 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 2022

(Changes can be expected.)

Month	Meeting (title and session No.)	Dates proposed	Schedule	Half-days	Interpretation	12-weeks deadline	Delegates
JANUARY	Working Party on Pollution and Energy (GRPE) (85 <sup>th</sup> session)	11-14	p.m./a.m.	6	Yes	19/10/2021	150
JANUARY	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (12 <sup>th</sup> session)	24-28	p.m./a.m.	6	Yes	1/11/2021	150
FEBRUARY	Working Party on Noise and Tyres (GRBP) (75 <sup>th</sup> session)	8-11	p.m./a.m.	8	Yes	16/11/2021	120
MARCH	Administrative Committee for the Coordination of Work (WP.29/AC.2) (138 <sup>th</sup> session)	7	a.m./p.m.	2	No	13/12/2021	35
MARCH	World Forum for Harmonization of Vehicle Regulations (WP.29) (186 <sup>th</sup> ); Admin. Committee of the 1958 Agreement (AC.1: 80 <sup>th</sup> session); Executive Committee of the 1998 Agreement (AC.3: 63 <sup>rd</sup> session); Admin. Committee of the 1997 Agreement (AC.4: 19 <sup>th</sup> session)	8-11 (9 9-10)	a.m./a.m. (p.m. p.m./p.m.)	7	Yes	7/12/2021	160
MARCH/APRIL	Working Party on General Safety Provisions (GRSG) (123 <sup>rd</sup> session)	28-1	p.m./a.m.	8	Yes	3/01/2022	120
APRIL	Working Party on Lighting and Light-Signalling (GRE) (86 <sup>th</sup> session)	25-29	a.m./p.m.	8	Yes	31/01/2022	120
MAY	Working Party on Passive Safety (GRSP) (71 <sup>st</sup> session)	9-13	p.m./a.m.	8	Yes	14/02/2022	120
MAY	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (13 <sup>th</sup> session)	23-27	p.m. am.	8	Yes	28/02/2022	150
MAY/JUNE	Working Party on Pollution and Energy (GRPE) (86 <sup>th</sup> session)	30-2	p.m./a.m.	6	Yes	07/03/2022	150
JUNE	Administrative Committee for the Coordination of Work (WP.29/AC.2) (139 <sup>th</sup> session)	20	a.m./p.m.	2	No	28/03/2022	35
JUNE	World Forum for Harmonization of Vehicle Regulations (WP.29) (187 <sup>th</sup> session); Admin. Committee of the 1958 Agreement (AC.1: 81 <sup>st</sup> session); Executive Committee of the 1998 Agreement (AC.3: 64 <sup>th</sup> session); Admin. Committee of the 1997 Agreement (AC.4: 20 <sup>th</sup> session)	21-24 (22 22-23)	a.m./a.m. (p.m. p.m./p.m.)	7	Yes	29/03/2022	160
SEPTEMBER	Working Party on Noise and Tyres (GRBP) (76 <sup>th</sup> session)	14-16	p.m./p.m.	5	Yes	22/06/2022	120
SEPTEMBER	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (14 <sup>th</sup> session)	26-30	p.m./a.m.	8	Yes	4/07/2022	150
OCTOBER	Working Party on General Safety Provisions (GRSG) (124 <sup>th</sup> session)	11-14	a.m./a.m.	7	Yes	19/07/2022	120
OCTOBER	Working Party on Lighting and Light-Signalling (GRE) (87 <sup>th</sup> session)	25-28	a.m./a.m.	7	Yes	2/08/2022	120
NOVEMBER	Administrative Committee for the Coordination of Work (WP.29/AC.2) (140 <sup>th</sup> session)	14	a.m..	1	No	22/08/2022	35
NOVEMBER	World Forum for Harmonization of Vehicle Regulations (WP.29) (188 <sup>th</sup> session); Admin. Committee of the 1958 Agreement (AC.1: 82 <sup>nd</sup> session); Executive Committee of the 1998 Agreement (AC.3: 65 <sup>th</sup> session); Admin. Committee of the 1997 Agreement (AC.4: 21 <sup>st</sup> session)	14-16 (15 15-16)	p.m./p.m. (a.m. p.m./p.m.)	5	Yes	23/08/2022	160
DECEMBER	Working Party on Passive Safety (GRSP) (72 <sup>nd</sup> session)	5-9	p.m./a.m.	8	Yes	12/09/2022	120
		<b>TOTAL: 111 half days = 55.5 days</b>					

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

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

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

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

Sessions in hybrid format will have interpretation services from 10.0 a.m. to 12.00 and 2.30 p.m. to 4.30 p.m.

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]

## 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 10 March 2022

#### 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	AC.3 at its November 2021 session adopted Addendum 1 to the M.R.1.
Amendment 3 to UN GTR No. 9			Netherlands	AC.3/31 & AC.3/31/ Rev.1	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 (AC.3/31/Rev.1).
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). The mandate of the IWG was extended until June 2022.

\* 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).../		Proposal for a draft UN GTR (ECE/TRANS/WP.29/..) State of play/Comments
	Tech. sponsor				
		European Union			
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  (authorization to develop Phase 2)		AC.3 at its November 2021 session endorsed the extension of the mandate of the IWG until June 2023.

## GRPE

Item	Informal group (Yes–No)/ Chair & Vice-Chair		Formal proposal (ECE/TRANS/ WP.29/...)/		Proposal for a draft UN GTR (ECE/TRANS/WP.29/..) State of play/Comments
	Tech. sponsor				
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

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
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

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
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

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
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

Working Party	Item	Inf. group (Yes-No)/ Chair & Vice-Chair	Tech. sponsor	Formal proposal ECE/TRANS/WP.29/...	State of play.
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 &amp; 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 V**

[Original English]

**Proposal for amendments to ECE/TRANS/WP.29/2022/18,  
ECE/TRANS/WP.29/2022/19, and  
ECE/TRANS/WP.29/2022/20 (see para. 81)**

Based on GRVA-12-45

**I. Amendments to ECE/TRANS/WP.29/2022/18***Paragraph 6.1.1. and subparagraphs, amend to read:*

- 6.1.1. Test surface
- 6.1.1.1. The test shall be performed on a flat, dry, concrete or asphalt, road affording good adhesion.
- 6.1.1.2. The test surface shall have a consistent slope between level and 1 per cent.

**II. Amendments to ECE/TRANS/WP.29/2022/19***Paragraph 6.1.1. and subparagraphs, amend to read:*

- 6.1.1. Test surface
- 6.1.1.1. The test shall be performed on a flat, dry, concrete or asphalt, road affording good adhesion.
- 6.1.1.2. The test surface shall have a consistent slope between level and 1 per cent.

**III. Amendments to ECE/TRANS/WP.29/2022/20***Paragraph 5.2.3.4, amend to read:*

- “5.2.3.4. Speed reduction by braking demand
- In absence of driver’s input which would lead to interruption according to paragraph 5.3.2., the AEBS shall be able to achieve an impact speed that is less or equal to the maximum relative impact speed as shown in the following table:
- (a) With unobstructed perpendicularly crossing bicycles with constant speeds from 10 to 15 km/h;
  - (b) In unambiguous situations (e.g. not multiple bicycles);
  - (c) On flat, horizontal and dry roads affording good adhesion;
  - (d) In maximum mass and mass in running order conditions;
  - (e) In situations where the anticipated impact point of the crankshaft of the bicycle is displaced by not more than 0.2 m compared to the vehicle longitudinal centre plane;
  - (f) In ambient illumination conditions of at least 2000 Lux without blinding of the sensors (e.g. direct blinding sunlight).
  - (g) In absence of weather conditions affecting the dynamic performance of the vehicle (e.g. no storm, not below 0°C) and
  - (h) When driving straight with no curve, and not turning at an intersection.
- It is recognised that ...”

*Paragraph 6.1.1. and subparagraphs, amend to read:*

- 6.1.1. Test surface

- 6.1.1.1. The test shall be performed on a flat, dry, concrete or asphalt, road affording good adhesion.
- 6.1.1.2. The test surface shall have a consistent slope between level and 1 per cent.”

## Annex VI

[English only]

**Amendments to Programme of Work of the World Forum for Harmonization of Vehicle Regulations (WP.29) and its Subsidiary Bodies (ECE/TRANS/WP.29/2022/1) (see para. 19).**

1. Document ECE/TRANS/WP.29/2022/1, page 16, Table "Subjects under consideration by the Working Party on Lighting and Light-Signalling (GRE) at its 85th session", item 3.5. Miscellaneous items, amend to read:

<p><b>3.5. Miscellaneous items</b></p> <p>Amendments to the Convention on Road Traffic (Vienna 1968)</p> <p>Development of an international whole vehicle type approval (IWVTA)</p> <p>Direction for future GRE work</p>	<p>For document symbols and its availability, please refer to the agenda of the eighty-fifth session (GRE/2022/?)</p>
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2. Document ECE/TRANS/WP.29/2022/1, page 21, Table 5 "Subjects under consideration by the Working Party on Automated / Autonomous and Connected Vehicles (GRVA)", item New Assessment/Test Methods, amend to read:

New Assessment/Test Method	<p>Description of New assessment /Test method (NATM) process/procedures for the assessment of an ADS</p> <p>Second iteration of NATM addressing the "outstanding issues" identified by VMAD and the evaluation of NATM for the motorway use-case.</p> <p>Proposal for WP29 guidelines on NATM</p>	<p>Framework document for automated/autonomous vehicles ECE/TRANS/WP.29/2019/34 as revised</p>	<p>GRVA, IWG on VMAD</p>	<p>March 2021</p> <p>November 2021 (information) / March 2022 (endorsement)</p> <p>March 2022 (information) June 2022 (endorsement)</p>	WP.29	Ongoing
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## Annex VII

### Statements made by member States

[English/French/Russian only]

#### Canada

Canada condemns in the strongest possible terms Russia's egregious attack on Ukraine. These unprovoked actions are a clear further violation of Ukraine's sovereignty and territorial integrity. They are also in violation of Russia's obligations under international law and the Charter of the United Nations.

Canada calls on Russia to immediately cease all hostile and provocative actions against Ukraine and withdraw all military and proxy forces from the country. Ukraine's sovereignty and territorial integrity must be respected and the Ukrainian people must be free to determine their own future.

We call on Russia to de-escalate and to provide transparency in its military activities. Dialogue is the only path forward, including that ongoing between Ukraine, the OSCE, and Russia, and via the NATO-Russia Council.

Canada remains a steadfast ally of the Ukrainian people and stands in full support of Ukraine's sovereignty, territorial integrity, and independence.

Canada reaffirms its unwavering commitment to Ukraine's sovereignty and territorial integrity, as well as the right of any sovereign state to determine its own future. We commend Ukraine's posture of restraint.

Le Canada condamne dans les termes les plus fermes qui soient l'attaque injustifiable de la Russie contre l'Ukraine. Ces actions non provoquées constituent autre une violation flagrante de la souveraineté et de l'intégrité territoriale de l'Ukraine. Elles contreviennent également aux obligations de la Russie dans le cadre du droit international et de la Charte des Nations Unies.

Le Canada exhorte la Russie à mettre fin immédiatement à toute action hostile et provocatrice contre l'Ukraine. Il l'appelle également à retirer du pays la totalité de ses forces militaires et agents interposés. La souveraineté et l'intégrité territoriale de l'Ukraine doivent être respectées, et le peuple ukrainien doit être libre de déterminer son propre avenir.

Nous appelons la Russie à la désescalade et à la transparence dans ses activités militaires. Le dialogue est la seule voie possible, y compris celui qui est en cours entre l'Ukraine, l'OSCE et la Russie, et par le biais du Conseil OTAN-Russie.

Le Canada demeure un allié indéfectible du peuple ukrainien et soutient pleinement la souveraineté, l'intégrité territoriale et l'indépendance de l'Ukraine.

Le Canada réaffirme son engagement indéfectible envers la souveraineté et l'intégrité territoriale de l'Ukraine, ainsi que le droit de tout État souverain de déterminer son propre avenir. Nous saluons la position de retenue de l'Ukraine.

#### European Commission

The European Union and its Member States condemn in the strongest possible terms the unprovoked invasion of Ukraine by armed forces of the Russian Federation.

Russia's military attack against Ukraine – an independent and sovereign State – is a flagrant violation of international law and the core principles on which the international rules-based order is built.

The EU, its Member States together with transatlantic and like-minded partners have been united in making unprecedented efforts to achieve a diplomatic solution to the security crisis caused by Russia.

The EU has made clear from the outset and at the highest political level that any further military aggression against Ukraine will have massive consequences and severe costs.

The EU and its MS call on the international community to demand from Russia the immediate end of this aggression, which endangers international peace and security at a global scale.

## **France**

Nous condamnons avec la plus grande fermeté l'agression militaire de la Russie contre l'Ukraine, avec la complicité coupable de la Biélorussie.

L'agression de la Russie envers l'Ukraine constitue une violation d'une exceptionnelle gravité de l'intégrité territoriale, de la souveraineté et de l'indépendance de l'Ukraine ainsi que des principes fondamentaux de la Charte des Nations Unies, et porte atteinte à la paix et à la sécurité internationales.

Nous nous tenons aux côtés du gouvernement et du peuple ukrainiens dans leurs efforts pour résister à l'invasion russe.

Nous déplorons les pertes de vies humaines et les souffrances engendrées. Nous demandons à la Russie de cesser immédiatement les hostilités, de retirer ses troupes de l'ensemble du territoire ukrainien et de respecter le droit international humanitaire.

## **Japan**

Russia's aggression against Ukraine seriously infringes upon the sovereignty and territorial integrity of Ukraine.

This unilateral attempt to change the status quo by force shakes the very foundation of the international order in Europe, and in every corner of the globe.

The series of decisions and acts of Russia are clear and flagrant violations of international law and the United Nations Charter.

Japan condemns in the strongest terms Russia's acts of aggression. Russia must immediately stop the aggression, withdraw its forces back to Russia, and come back to the path of diplomacy.

## **United Kingdom of Great Britain and Northern Ireland**

Russia's assault on Ukraine is an unprovoked, premeditated attack against a sovereign democratic state. The UK and our international partners stand united in condemning the Russian government's reprehensible actions, which are an egregious violation of international law and the UN Charter.

## **United States of America**

The United States stands with the people of Ukraine as they fight to defend their country from Russia's forces.

Vladimir Putin has chosen to launch a premeditated, unprovoked war that is bringing catastrophic loss of life, human suffering, and destruction of critical infrastructure and institutions.

In response to Russia's aggression and in coordination with partners around the globe, the United States has resolved to impose severe economic costs on Russia, and we urge member states who have not yet done so to join us or adopt similarly restrictive measures.

The Inland Transport Committee was crucial to rebuilding Europe after WWII and Russia's aggression seeks to reverse much of that progress by destroying civilian transport infrastructure.

## **Russian Federation**

Российская Федерация отметила, что использование площадки Всемирного Форума для согласования правил в области транспортных средств РГ.29 для политических заявлений не соответствует положению о круге ведения РГ.29, как площадки для обсуждения технических вопросов, и призвала государства-члены сосредоточиться на обсуждении технических вопросов, воздержавшись от политических заявлений.

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