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World Forum for Harmonization of Vehicle Regulations

189th session

Geneva, 7–9 March 2023

Reports of the

World Forum for Harmonization of Vehicle Regulations on its 189th session

Administrative Committee of the 1958 Agreement on its eighty-third session

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

Administrative Committee of the 1997 Agreement on its fourteenth session



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A. World Forum for Harmonization of Vehicle Regulations (WP.29)

I. Attendance

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) held its 189th session from 7 to 9 March 2023, chaired by Mr. A. Erario (Italy). The following countries were represented, following Rule 1 of the Rules of Procedure of WP.29 (ECE/TRANS/WP.29/690/Rev.1): Australia, Canada, China, Finland, France, Germany, India, Italy, Japan, Kyrgyzstan, Luxembourg, Malaysia, Netherlands, Norway, Poland, Republic of Korea, Russian Federation, South Africa, Spain, Sweden, Switzerland, Tajikistan, United Kingdom of Great Britain and Northern Ireland, United States of America and Zimbabwe. Representatives of the European Union participated. The following international organization was represented: International Telecommunication Union (ITU). The following non-governmental organizations were also represented: Association for Emissions Control by Catalyst (AECC), Consumers International (CI), European Association of Automotive Suppliers (CLEPA/MEMA/JAPIA)¹, Fédération internationale des véhicules anciens (FIVA), 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), European Tyre and Rim Technical Association (ETRTO) and SAE International. Other non-governmental organizations were represented following Rule 1(d): American Automotive Policy Council (AAPC), and World Bicycle Industry Association (WBIA).

II. Opening statements

2. The Chair of WP.29, Mr. A. Erario (Italy) welcomed the delegates to the 189th session of WP.29 and opened the meeting with the celebration of the seventieth anniversary of the World Forum for the Harmonization of Vehicle Regulations and of the sixty-fifth anniversary of the 1958 Agreement. He invited the Executive Secretary of UNECE, Ms. Olga Algayerova, the Special Envoy for Road Safety, Mr. Jean Todt, the Director of the Sustainable Transport Division, Mr. Yuwei Li, as well as the participating countries of the first session of WP.29, other delegations, and industry for their remarks (see Annex VI for more details). He announced that the 25th Anniversary of the 1998 Agreement will be celebrated at the June 2023 session.

3. The recent elected Vice-Chair of WP.29, Mr. Naono (Japan) made the following brief inauguration speech: "At first, I would like to thank all the members for your trust in me and Japan. I am honoured to support Mr. Erario, our chairman from this session. Not necessary to mention, but WP.29 has definitely an important role in future traffic safety, environmental protection and automobile industry. I would like to keep three points in my mind as Vice-Chair. First one is to make WP.29 further world-wide organization. I am the first Vice-Chair from an Asian country. It means WP.29 is becoming a world-wide organization in real meaning. WP.29 can be a more world-wide organization by considering situations in various countries including Asia, Africa, South America and other developing countries. Second one is to achieve our goal of safer traffic and carbon neutrality. Thanks to recent technology, such as autonomous driving technology and batteries, the automobile gets more room for improving to be safer and more eco-friendly. WP.29 can use such technology to achieve our goals together with the automobile industry. Third one is to take care of vulnerable road user. Even now, a lot of vulnerable road users are facing some dangerous situations in daily traffic. Traffic should be equivalent for every road user, such as elderly people and children. I will keep these three points in my mind and am willing to support Mr. Erario and all the stakeholders in WP29."

¹ 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.29/1170, and 1170/Corr.1
Informal documents: WP.29-189-03, WP.29-189-04

4. WP.29 adopted the annotated provisional agenda, added new agenda item 8.6. "Any other business", for covering information by Japan on the ESV Conference 2023 and a statement from South Africa. (ECE/TRANS/WP.29/1170, and 1170/Corr.1, WP.29-189-04 and the running order of the 189th session (WP.29-189-03))
5. 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)

6. The 141st session of WP.29/AC.2 (6 March 2023) 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), and the Vice-Chairs of 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 (Japan, United Kingdom of Great Britain and Northern Ireland and United States of America), the Vice-Chair of WP.29 (Japan) and by the representatives of the European Union.
7. AC.2 recommended the election of AC.3 Chairperson and two Vice-Chairpersons by acclamation
8. AC.2 reviewed the updated calendar for 2023, the draft calendar for 2024. AC.2 welcomed the list of priorities for 2024 prepared by the secretariat and invited GRs to provide inputs related to their respective activities/priorities.
9. AC.2 recalled discussions on Intellectual Property Rights (IPR) and called on WP.29 delegates to provide feedback before the 190th session of WP.29. AC.2 also recalled the established process related to Copy-Right issues and reminded WP.29 and its subsidiary bodies to continue following them.
10. AC.2 reviewed the draft Programme of Work (PoW) for 2023 and recommend its adoption, as amended, by WP.29.
11. AC.2 was informed of the outcome of the special session of the Informal Working Group (IWG) on Intelligent Transport System (ITS) in January 2023 on the potential role of WP.29 regarding vehicular communication and discussed the potential next steps proposed by the Co-Chairs of the group, i.e. the establishment of a task force under the IWG on ITS.
12. AC.2 was informed on the outcome of a combined workshop of the Global Forum for Road Traffic Safety, WP.1, Informal Group of Experts on Automated Driving (IGEAD) and the WP.29/GRVA Informal Working Group on Functional Requirements for Automated Vehicles (FRAV). AC.2 discussed the collaboration between WP.29 and WP.1. It supported that communications continues at the operational level while WP.29 and WP.1 are exploring the needs of the Working Parties.
13. AC.2 renewed the approval for the European Caravan Federation, the European Tyre & Rubber Manufacturers Association and the European Association for Electromobility. AC.2 considered the application of European Noise Barrier Federation and IRF Global. It agreed to resume consideration of these applications at its next session and authorized European Noise Barrier Federation and IRF Global to participate at GRBP and GRVA respectively in 2023 so that they present their activities.

14. AC.2 noted the pending consideration of the application of a university as an NGO with ECOSOC status.
15. AC.2 recommended AC.4 not to convene.

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

Documentation: ECE/TRANS/WP.29/2023/1
Informal documents: WP.29-189-01/Rev.1, WP.29-189-02,
WP.29-189-15

16. The Secretary of WP.29 introduced the list of Working Parties, Informal Working Groups and Chairs (WP.29-189-01/Rev.1), the calendar of meetings of the World Forum for 2023 (WP.29-189-02). He highlighted that due to the cancellation of a meeting of a Group of Experts serviced by the Sustainable Transport Division, a few days became available to WP.29, which have been allocated to GRPE. He further advised that all meetings scheduled for 2023 would be in person.
17. The representative of Australia asked that IWG chairs consider, where possible, to hold IWG meetings either side of the relevant.
18. The Secretary of WP.29 presented WP.29-189-15, the revised Programme of Work (PoW) that was based on agreed priorities following discussions at GRs, AC.2 and previous sessions of WP.29.
19. The Representative of the European Union urged the Contracting parties, the industry and NGOs to accelerate the work on vehicle automation and automated driving systems. There is an urgency to start translating the conceptual discussion in FRAV and VMAD into concrete regulatory requirements applicable to type approval by addressing the specificities of the different automation levels, such as the applicability of VMAD methodology to level 4. The representative from the UK recognised the challenge of regulating automated driving systems but emphasized the importance of this work for the United Kingdom of Great Britain and Northern Ireland and the need to move to regulatory requirements.
20. WP.29 adopted the Programme of Work, which would be issued under symbol ECE/TRANS/WP.29/2023/1/Rev.1.

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

Documentation: ECE/TRANS/WP.29/2023/42
ECE/TRANS/WP.29/2023/43
Informal documents: WP.29-189-07, WP.29-189-08 and
WP.29-189-18/Rev.1

21. The Chair of GRVA recalled his presentation at the November 2022 session of the inventory of best Automated Driving Systems (ADS) storage practices titled "Review of the national / regional activities and a proposed way forward for DSSAD" (ECE/TRANS/WP.29/2023/42). WP.29 adopted the document.
22. The Chair of GRVA recalled the purpose of ECE/TRANS/WP.29/2023/43, which included an updated Table 1 of the Framework Document on Automated Vehicles (FDAV). He announced the next iteration of that document would include the tasks and deliverables of the IWG on Cyber Security and Over-the-Air issues, to be expected in one of the next WP.29 sessions. WP.29 adopted ECE/TRANS/WP.29/2023/43.
23. WP.29 reviewed WP.29-189-07, "New Assessment/Test Method for Automated Driving (NATM) Guidelines for Validating Automated Driving System (ADS) – amendments to ECE/TRANS/WP.29/2022/58" prepared by the GRVA IWG on Validation Methods for Automated Driving (VMAD) and requested the secretariat to distribute the document with an official symbol at the next session of WP.29.

24. The Chair of GRVA announced that WP.29 would receive a document from the GRVA IWG on Functional Requirements for Automated Vehicles (FRAV) for consideration at its June 2023 session as well as a combined document stemming from the FRAV and VMAD activities, as a pre-regulatory package for consideration one year later.

25. The GRVA Secretary presented WP.29-189-18, a note by the secretariat based on the working paper ITS-05-02 prepared as a background note for the fifth session of the IWG on ITS, a special session organized upon request by WP.29. He reported that IWG received other presentations and liaison statements from standard developing organizations, and that the discussions were fruitful. He invited WP.29 to discuss further steps.

26. The representative of the United Kingdom of Great Britain and Northern Ireland, Co-Chair of the IWG on ITS, explained that the Co-Chairs of the group proposed that a task force be established under the IWG on ITS to further analyse the potential role of WP.29 in vehicular communications. He explained that the group would not be a substitute to GRVA as a drafting body for technical provisions in that field but that more exploration was needed and more of these focused sessions would support that workstream. The experts from the Netherlands, ITU, OICA and SAE International shared supporting views.

27. WP.29 agreed to establish a Task Force under the IWG on ITS and to transmit WP.29-189-18/Rev.1 to the task force.

28. The representative of ITU presented WP.29-189-08 recalling the offer of ITU to host a database serving as electronic repository with traffic rules.

29. The representative of Canada recalled the organization in Canada regarding vehicle regulations and traffic rules with responsibilities at various levels. He understood the value of a central repository especially in the context of international traffic. He did not see it as the role of the governments to provide already publicly available information in an international database and to commit maintaining this database.

30. The representative of Germany confirmed that his country would hesitate to commit resources, since information was already publicly available.

31. The representative of the United Kingdom of Great Britain and Northern Ireland explained that his country already published their highway code and is exploring the possibility of making it machine readable. He was cautious about countries being held liable, but he had no objection to the proposal and suggested that it should be presented to WP.1.

32. The representative of Australia supported the views expressed and recognised that such a repository could be useful to industry. He cautioned that regulation would refer to the content of a database and warned of the potential difficulties encountered in case the database content would not be accurate or up to date.

33. WP. 29 agreed that, while this a subject of common interest, WP.1 is the appropriate venue for a discussion on such database. WP.29 invited ITU to make this presentation at WP.1

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

34. The secretariat briefed WP.29 on the outcomes of the eighty-fifth session of the Inland Transport Committee (ITC).

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

"14. Noting the completion of the ECE Road Safety Action Plan in 2020, following the end of the first Decade of Action for Road Safety, thanked the secretariat for developing a revised ECE Road Safety Action Plan, 2023-2030, in line with the Committee's decisions at its eighty-fourth session; and took note of the principles covered in revised "ECE Road Safety Action Plan, 2023-2030", as contained in

ECE/TRANS/2023/7 and invited its relevant Working Parties to submit in the course of 2023 their first inputs to the secretariat in the corresponding areas of the action plan that are relevant to their work and contributions;

...

40. 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:

...

- The World Forum for Harmonization of Vehicle Regulations and its subsidiary bodies to continue their activities on automated and connected vehicles

...

44. On the basis of ECE/TRANS/2023/21, the Committee decided on the following ways to strengthen its role and contribution on this critical matter that is addressed horizontally by several of the Committee's subsidiaries, as well as the Committee itself:

....

- (f) expressed its strong and active support towards the task initiated by the Working Party on Pollution and Energy (WP.29/GRPE) to develop a globally harmonized methodology to determine the life-cycle carbon footprint of road vehicles;

55. Welcomed ECE/TRANS/2023/23 entitled "Taking stock of new trends towards electric vehicle charging infrastructure" ...and in this regard:

...

- Requested WP.29 to make proposals on possible future activities on regulatory tools for harmonized communication between vehicles and Electrical Vehicle Supply Equipment (EVSE), taking into consideration already existing related standards and/ or protocols.

...

59. Commended the World Forum for Harmonization of Vehicle Regulations, WP.29, on its work and achievements such as (a) its successful finalization of the package of five new United Nations Regulations on the protection of vulnerable road users aimed at increasing road safety, (b) the update of United Nations Regulation No. 157 for the approval/certification of Automated Lane Keeping Systems (ALKS) for the motorway use case for speeds up to 130 km/h and the prompt progress made under the global initiative of the "Framework document on Automated Vehicles" to cover all use cases and all vehicle types, and (c) its engagement in the development of Life Cycle Assessment (LCA), of e.g. energy consumption and carbon emissions with focus on electric powered vehicles aiming to support decarbonization of road transport. [Agenda item 7(k)]

60. Noted with support that WP.29 had urged the Member States to request that adequate budget be made available for the continuation of full interpretation services for hybrid meetings, to continue giving delegations from low- and middle-income countries the possibility to participate either in person or remotely in WP.29. The full continuation of hybrid meetings is consistent with the global push to reduce carbon emissions as evidenced by the Conference of Parties, COP27 meeting held in Egypt; -Invited delegations to communicate these elements to their capitals as well as missions to the United Nations in Geneva and New York; [Agenda item 7(k)]

61. Noted the wish of the Working Party on Automated/Autonomous and Connected Vehicles (GRVA), to hold one of its annual sessions in the year 2024 outside Geneva; invited Contracting Parties outside Europe to host one of the sessions

of GRVA in their country as signal for full global cooperation in the field of automated and connected driving; [Agenda item 7(k)]

62. Noted that Mr A. Erario (Italy) had been re-elected by acclamation as WP.29 Chair and that Mr T. Naono (Japan) had been elected by secret ballot as WP.29 Vice-Chair; [Agenda item 7(k)]

63. Endorsed the activities listed in ECE/TRANS/2023/25; [Agenda item 7(k)]"

36. The Chair highlighted the overall positive support by ITC for WP.29 activities and opened discussion on ITC decision No. 55. The Chair of GRVA proposed that the IWG on ITS address the ITC request on communication protocols between Electric Vehicles (EVs) and recharging infrastructure, in a similar way as done for the request to address V2V communication.

37. The Chair of the IWG on ITS supported such approach to have the IWG on ITS first consider the issue and to propose WP.29 a way forward, including potential distribution of activities among the relevant GRs. The Chair of GRPE supported this idea.

38. WP.29 agreed that the IWG on ITS would address the ITC request related to the communication protocols between EVs and their recharging infrastructure.

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-sixth session, 5-7 September 2022)(agenda item 3.1)

Documentation: ECE/TRANS/WP.29/GRBP/74

39. The World Forum approved the report of the Chair of GRBP at its seventy-sixth session (ECE/TRANS/WP.29/GRBP/74).

B. Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (Fourteenth session, 26-30 September 2022)(agenda item 3.2)

Documentation: ECE/TRANS/WP.29/GRVA/14

40. The World Forum approved the report of the Chair of GRVA on its fourteenth session (ECE/TRANS/WP.29/GRVA/14).

C. Working Party on General Safety Provisions (GRSG) (124th session, 11-14 October 2022)(agenda item 3.3)

Documentation: ECE/TRANS/WP.29/GRSG/103

41. The World Forum approved the report of the Chair of GRSG on its 124th session (ECE/TRANS/WP.29/GRSG/103).

**D. Working Party on Lighting and Light-Signalling (GRE)
(Eighty-seventh session, 25-28 October 2022) (agenda item 3.4)**

Documentation: ECE/TRANS/WP.29/GRE/87

42. The World Forum approved the report of the Chair of GRE on its 87th session (ECE/TRANS/WP.29/GRE/87).

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

1. Working Party on Passive Safety (GRSP) (Seventy-second session, 5-9 December 2022) (agenda item 3.5.1)

43. The representative of the United States of America on behalf of the Chair of GRSP informed WP.29 about the results achieved by his group during its seventy-second session (for details see the session report ECE/TRANS/WP.29/GRSP/72), which took place in hybrid on December 5-9, 2022.

44. GRSP agreed to transform the ad-hoc group on Equitable Protection of Occupants into an Informal Working Group, on the same subject, and adopted the Terms of Reference of the IWG. Therefore, GRSP Chair agreed to seek endorsement of WP.29 and AC.3 at their March 2023 sessions to the establishment of the IWG. The World Forum endorsed the decision of GRSP pending adoption of the Terms of Reference (ToR) of the IWG (through the adoption of the report of the seventy-second session of GRSP), and parallel endorsement of the Executive Committee of the 1998 Agreement (AC.3) (see para. 129).

45. GRSP recommended the proposal for Amendment 1 to UN GTR No. 13 on Hydrogen and Fuel Cell Vehicles at the June 2023 session of AC.3. The representative of Japan welcomed the decision of GRSP, looking forward the consensus of vote of AC.3 for the establishment of the Amendment into the Global Registry.

46. The Chair of GRSP, asked WP.29 to postpone to the June session of the World Forum the outcome of results of its Task Force on Autonomous Vehicle Regulatory Screening. The World Forum endorsed the request of GRSP Chair.

47. The World Forum noted that 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 2023.

2. Working Party on Pollution and Energy (GRPE) (Eighty-seventh session, 10-13 January 2023) (agenda item 3.5.2)

48. The Chair of GRPE (Netherlands) reported to WP.29 on the results achieved by GRPE during its eighty-seventh session (for more details see the report of the session ECE/TRANS/WP.29/GRPE/87).

49. GRPE endorsed proposals for a new UN Regulation on Global Real Driving Emissions (Global RDE), a new 08 Series of Amendments to UN Regulation No. 83 (Emissions of M₁ and N₁ vehicles), 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), 83 (Emissions of M₁ and N₁ vehicles), 85 (Measurement of the net power and the 30 min. power) and 101 (CO₂ emission/fuel consumption).

50. GRPE adopted a proposal for a new UN GTR on Laboratory Measurement of Brake Emissions for Light-Duty Vehicles together with its final status report.

51. GRPE approved the terms of reference for the IWG on A-LCA and agreed to revise terms of references and rules of procedure for the IWG on EPPR.

52. GRPE agreed to create a task force Fitness of GRPE Regulations and GTRs for ADS, with a kick off meeting expected to take place before the next session of GRPE.

53. GRPE requested the secretary to organize an additional session of GRPE dedicated to the topic of LCA, preferably in April 2023. The secretariat confirmed a special GRPE session will take place 12-13 April 2023.

54. The representative of Australia requested further clarifications about the emission limits in RDE and how they are linked with Euro 6e. He wondered if an RDE procedure would be available in the future for vehicles complying with lower emission limits, considering the available fuel quality in some regions.

55. The Chair of GRPE confirmed UN Regulation on RDE is linked with the latest emission limits in the UN Regulations Nos. 83 and 154 for mutual recognition. He highlighted the importance of advanced fuel quality requirement to be able to meet the latest emission limits.

56. The representative of Japan acknowledged the contribution of the Chair of GRPE. He emphasized the activities of the IWG on A-LCA as relevant for Japan, valued the adoption of the terms of reference and the additional GRPE session in April.

57. The Chair of GRPE confirmed the importance of this activity and of the dedicated GRPE session in April on the topic. He acknowledged the contributions of Japan and Korea for initiating the activity, and other countries for their growing engagement.

3. Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (Fifteenth session 23-27 January 2023) (agenda item 3.5.3)

58. The GRVA Chair reported on the results achieved by GRVA during its fifteenth session (see ECE/TRANS/WP.29/GRVA/15 for further details).

59. WP.29 endorsed the establishment of the IWG on Acceleration Control for Pedal Error (ACPE). The representative of Japan highlighted the importance of this work and expressed gratitude for this endorsement.

60. WP.29 agreed that GRVA would collaborate with the Working Party on General Safety Provisions (GRSG) in order to define vehicle (sub-) categories related to ADS.

61. WP.29 noted that GRVA would organize further workshops on the implementation of cyber security provisions developed by the IWG on CS/OTA.

62. WP.29 agreed that GRVA would host a workshop on Electro-Mechanical Braking systems, a new braking system with potential benefits for electric and automated vehicles and stressed its importance.

63. WP.29 assigned UN Regulations Nos. 102 and 147 to GRSG.

64. WP.29 noted the work done and the coordination provided by the GRVA task force on the fitness of UN Regulations and UN GTRs with regards to ADS and expected a report at its June 2023 session.

65. WP.29 transmitted GRVA-15-15/Rev.2 (Identification of the status of a vehicle with ADS) to the IWG on Intelligent Transport Systems.

66. WP.29 invited the GRVA Chair to inform the Global Forum for Road Traffic Safety (WP.1), on behalf of WP.29, at its next session in March 2023 about the discussion at WP.29 regarding the collaboration between the two working parties.

67. WP.29 agreed that a basis document to organize collaboration with WP.1 would be prepared for the WP.29 June 2023 session by the GRVA Chair, the WP.29 Chair, the secretariat and interested parties.

4. Working Party on Noise and Tyres (GRBP) (Seventy-seventh session, 7-10 February 2023) (agenda item 3.5.4)

68. The GRBP Chair reported on the results achieved by GRBP at its seventy-seventh session (for details, see the report of the session ECE/TRANS/WP.29/GRBP/75).

69. He requested that the mandates of the Informal Working Groups on Additional Sound Emission Provisions (IWG ASEP) and of the Informal Working Group on Wet Grip

Performance of Tyres in Worn State (IWG WGWT) be extended until December 2024 and February 2026, respectively. WP.29 gave its consent.

70. He pointed out that, on 1 July 2023, a one-year monitoring period would start for collecting and analysing test data on the Real Driving Additional Sound Emission Provisions (RD ASEP) in UN Regulation No. 51 and that GRBP agreed on the organization of this process and adopted amendment proposals clarifying the collection and transmission of RD-ASEP data. He further mentioned that the above amendments, if approved in June 2023, would enter into force around January 2024, while the data collection should start on 1 July 2023. Therefore, GRBP counted on cooperation of Contracting Parties and urged Type Approval Authorities and Technical Services to collect and transmit the RD ASEP data as of 1 July 2023.

71. The GRBP Chair recalled that, at the WP.29 session in November 2022, two solutions had been suggested to prohibit the use of Unique Identifier (UI) in UN Regulations:

- (a) Elaborate a standard clause to be inserted in UN Regulations; or
- (b) Adopt an amendment to Schedule 5 of the 1958 Agreement.

72. Finally, he reported that GRBP launched a Special Interest Group on Automated Vehicles Regulation Screening (SIG AVRS) which had screened 21 UN Regulations under the responsibility of GRBP and identified 13 UN Regulations for further consideration. He pointed out that GRBP was waiting for the WP.29 and GRVA priorities in this respect as well as for new definitions of vehicle categories (or subcategories) dedicated to ADS.

VI. 1958 Agreement (agenda item 4)

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

73. 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.31, 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.

74. WP.29 welcomed the Philippines as a new contracting party to the 1958 Agreement.

72bis. The representative of Japan highlighted that with the Philippines joining the 1958 Agreement, the representation of Asian Countries was increasing.

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

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

75. 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)

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

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

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

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

Documentation: Informal documents: WP.29-189-13/Rev.1, WP.29-189-17

78. The representative of Japan, Chair of the IWG on IWVTA, reported that the group was currently drafting the proposal for the 06 series of amendments to UN Regulation No. 0, which would be submitted as an informal document for consideration at the June 2023 WP.29 session. He informed WP.29 that the IWG on IWVTA continued the development of a procedure for adding new UN Regulations to Annex IV of UN Regulation No. 0. He reported that there were concerns regarding the expression and interpretation of the word "series" in the term "the preceding series of amendments" in transitional provisions and that the IWG therefore submitted a proposal for amendments to Annex 1, Chapter II, Aide-mémoire section A of transitional provisions (WP.29-189-13/Rev.1). He asked all of the members of WP.29. to review WP.29-189-13/Rev.1 and to give some comment, if any

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

79. 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.29-189-11 and WP.29-189-12

80. The GRVA Secretary presented, on behalf of the Chair of the IWG on DETA, the report (WP.29-189-12) to WP.29 related to the use of DETA and also updating WP.29 on the work of the IWG at its forty-sixth session, held on 2 March 2023. He laid out the current state of play, noting the number of Contracting Parties having a DETA focal-point, the number of approvals uploaded and the number of manufacturers listed. He detailed activities of the IWG related to the contracting of the Unique Identifier (UI) module and its implementation. He highlighted that the IWG on DETA issued a revised version with clarifications of WP.29-188-20 (circulated to the subsidiary bodies in November 2022) as reproduced in the working paper DETA-45-07e-Rev.1. He conveyed the invitation from IWG to WP.29 to consider its mandate extension for two years.

81. WP.29 agreed to extend the mandate of the IWG on DETA for two more years.

82. The representative of Germany informed WP.29 that the IWG on DETA had received information from OICA that financing of the development of the UI module was no longer guaranteed. He explained that therefore, the implementation of UI was currently on hold. The representative of OICA clarified the reasons related to the financing of the UI feature.

83. The representative of OICA asked the IWG on DETA for clarification on the future perspective for the use of UI. He stated that based on the outcome, OICA would reconsider to finance the implementation of the UI functionality.

84. The representative of Germany stated that if UI and its benefits were questioned, potential improvements and future steps should be discussed at WP.29. The representative of South Africa recalled a number of challenges related to UI and shared the view of Germany.

85. WP.29 agreed to wait for the evaluation by the GRs regarding the applicability of the UI to the UN Regulations, and to have more detailed discussions on this topic at the next WP.29 session in June 2023.

86. The secretariat updated the World Forum on the unchanged status of activities related to the financing of DETA and hosting it at the UNECE.

87. The World Forum thanked Germany for continuing to host DETA.

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

Documentation: ECE/TRANS/WP.29/2023/2
ECE/TRANS/WP.29/2023/3
ECE/TRANS/WP.29/2023/4
ECE/TRANS/WP.29/2023/5
ECE/TRANS/WP.29/2023/6
ECE/TRANS/WP.29/2023/7
ECE/TRANS/WP.29/2023/8

88. The World Forum considered draft amendments under agenda items 4.6.1 to 4.6.6. and recommended their submission to AC.1 for voting, subject to the following editorial correction of ECE/TRANS/WP.29/2023/6 under agenda item 4.6.5.:

Annex 7, paragraph 3.1.4.2., penultimate indent, for "the-indication" read "the indication".

89. The Chair of GRBP presented a proposal for the 04 series of amendments to UN Regulation No. 117, agenda item 4.6.7. (ECE/TRANS/WP.29/2023/8). The World Forum considered this proposal and recommended its submission to AC.1 for voting. The representative of ETRTO stressed the importance of this proposal for road safety and protection of environment and reiterated the industry commitment to achieving these goals.

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

Documentation: ECE/TRANS/WP.29/2023/9
ECE/TRANS/WP.29/2023/10
ECE/TRANS/WP.29/2023/11
ECE/TRANS/WP.29/2023/12
ECE/TRANS/WP.29/2023/13
ECE/TRANS/WP.29/2023/14
ECE/TRANS/WP.29/2023/15
ECE/TRANS/WP.29/2023/16
ECE/TRANS/WP.29/2023/17

90. The World Forum considered draft amendments under agenda items 4.7.1 to 4.7.9 and recommended their submission to AC.1 for voting, subject to below amendments.

Agenda item 4.7.1 ECE/TRANS/WP.29/2023/9

Title, for "Supplement 17", read: "Supplement 18"

*Agenda items 4.7.6, 4.7.7 and 4.7.8 ECE/TRANS/WP.29/2023/14,
ECE/TRANS/WP.29/2023/15 and ECE/TRANS/WP.29/2023/16*

Paragraph 6.6.1., amend to read:

"6.6.1. The subject vehicle ...

Tests shall be conducted with a vehicle travelling at speeds shown in the tables below for respectively M₁ and N₁ categories. If this is deemed justified, the technical service may test any other speeds listed in the table in paragraph 5.2.2.4. and within the prescribed speed range as defined in paragraph 5.2.2.3.

The test prescribed above shall be carried out with a 6-year old child pedestrian "soft target" defined in 6.3.2."

Agenda item 4.7.8 ECE/TRANS/WP.29/2023/16

Paragraph 1., after item (b) insert item (c) to read:

"(c) Avoid or mitigate the severity of an impact with a bicycle."

Page 6, for "Paragraph 5.2.2.4., amend to read" read: "Paragraph 5.2.3.4., amend to read"

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

Documentation: ECE/TRANS/WP.29/2023/18
ECE/TRANS/WP.29/2023/19
ECE/TRANS/WP.29/2023/20
ECE/TRANS/WP.29/2023/21
ECE/TRANS/WP.29/2023/22
ECE/TRANS/WP.29/2023/23
ECE/TRANS/WP.29/2023/24

91. The Chair of GRSG presented draft amendment under agenda item 4.8.7.

92. The World Forum considered draft amendments under agenda items 4.8.1 and 4.8.7 and recommended their submission to AC.1 for voting, subject to the below amendment

Agenda item 4.8.5., ECE/TRANS/WP.29/2023/22

Title, for "Supplement 2", read: "Supplement 3"

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

Documentation: ECE/TRANS/WP.29/2023/25
ECE/TRANS/WP.29/2023/26
ECE/TRANS/WP.29/2023/27
ECE/TRANS/WP.29/2023/28
ECE/TRANS/WP.29/2023/29
ECE/TRANS/WP.29/2023/30
ECE/TRANS/WP.29/2023/31
ECE/TRANS/WP.29/2023/32
ECE/TRANS/WP.29/2023/33
ECE/TRANS/WP.29/2023/34
ECE/TRANS/WP.29/2023/35
ECE/TRANS/WP.29/2023/36
ECE/TRANS/WP.29/2023/37
ECE/TRANS/WP.29/2023/38
ECE/TRANS/WP.29/2023/39
ECE/TRANS/WP.29/2023/40

93. The World Forum considered draft amendments under agenda items 4.9.1 to 4.9.16 and recommended their submission to AC.1 for voting, subject to the following editorial correction for ECE/TRANS/WP.29/2023/36 (agenda item 4.9.12.), ECE/TRANS/WP.29/2023/38 (agenda item 4.9.14.) and ECE/TRANS/WP.29/2023/40 (agenda item 4.9.16.):

Page 2, introductory line, amend to read:

"Introduction, at the end add a new paragraph to read: ..."

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

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

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)

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

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

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

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

97. No proposal for amendments to the Consolidated Resolution on the Construction of Vehicles (R.E.3) has been submitted.

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.29/2023/41

98. The Chair of GRE briefly presented draft amendments to the Consolidated Resolution on the common specification of light source categories (R.E.5), in particular introducing several new categories of LED light sources. The World Forum considered and adopted these amendments.

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

99. 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: Forum (agenda item 4.16)

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

VII. 1998 Agreement (agenda item 5)

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

Documentation: ECE/TRANS/WP.29/1073/Rev.36
Informal document WP.29-189-06

101. The World Forum agreed that agenda items 5.2 to 5.5/5.6 related to the 1998 Agreement should be considered in detail under agenda items 15 to 19 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)

102. 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.29-189-14

103. The representative of CITA, Secretary of IWG on PTI, presented an overview of the recent activities of the IWG on PTI (WP.29-189-14) on behalf of the two Co-Chair of the IWG on Periodic Technical Inspection (PTI). He informed WP.29 that the group was currently examining documents submitted by the European Commission regarding the amendment to the consolidated resolution R.E.6. related to tampering detection. He mentioned the preparation of documents for consideration in June 2023 by WP.29 on diesel particulate filter inspection at PTI and on odometer tampering as well as the preparation terms of Reference for a Task Force on Emission Anti-Tampering. He explained that the IWG on PTI had continued the development of a draft UN Rule on Accident Emergency Call Systems in cooperation with GRSG. He mentioned the activities in collaboration with the IWG on DETA related to Unique Identifier and the access to in-vehicle data for the purpose of PTI. He asked for WP.29 guidance on these items.

104. WP.29 agreed with the suggestion of the representative of CITA to provide comments on the documents when made available and invited the IWG on PTI to report on its progress at its June 2023 session and all delegates to participate in the next meeting of the IWG on PTI, taking place on 14 April 2023.

A. Status of the Agreement (agenda item 7.1)

Documentation: ECE/TRANS/WP.29/1074/Rev.17

105. WP.29 noted ECE/TRANS/WP.29/1074/Rev.17 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 and encouraged the contracting parties to the 1997 Agreement to provide relevant updated information to the secretariat (francois.guichard@un.org), as needed.

B. Update of Rules annexed to the 1997 Agreement (agenda item 7.2)

106. 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)

107. 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)

108. 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)

109. 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.29/2022/145)

110. The Secretary of the IWG on PTI informed the World Forum on the progress made on the Framework Document on Vehicle Whole-Life Compliance (ECE/TRANS/WP.29/2022/145), presented at the last session of WP.29. He reported that more input was received and that a revised version of the document was expected to be presented at the June 2023 session of WP.29.

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)

111. No subject was raised under this agenda item.

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

112. No subject was raised under this agenda item.

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

Documentation: ECE/TRANS/2023/7
Informal document WP.29-189-09

113. WP.29 noted ECE/TRANS/2023/7 (UNECE Plan of Action for Road Safety 2023-2030), presented by the secretariat (WP.29-189-09), aimed at, inter alia, having a better implementation on the Inland Transport Committee (ITC) Recommendation on road safety (ECE/TRANS/2020/9). The secretariat also added that the document would assist individual countries to benchmark their implementation of the ITC Recommendation as a monitoring tool.

114. Following the suggestion of the WP.29 Vice-Chair, it was agreed to resume consideration of the proposal on the basis of an informal document at the next WP.29 session incorporating priorities stemming from of the programme of work of WP.29 and its subsidiary bodies. WP.29 requested its delegates to provide the needed feedback to give basis for the above-mentioned revised document.

D. Safer and cleaner used and new vehicles for low- and middle-income countries agenda item 8.4)

Documentation: Informal document WP.29-189-16

115. The Chair of the IWG on SCUNV, reported to WP.29 on the work of IWG at its fifth session, held on 2 March 2023 (WP.29-189-16). He laid out the current activities of the informal working group, including the preparation of the draft programme of work. He also highlighted the state of play as it relates to other entities/organisations working on the issues

of safer and cleaner used vehicles, noting that these activities should be considered by the group aiming at avoiding duplication.

116. The Chair of the IWG on SCUNV also presented the proposed timeline of the group for the next few years.

117. The Representative of Sweden expressed his support for the ongoing work of the IWG. He highlighted that with regards to the other parties which are working on the safer and cleaner vehicles, that the group of WP.29 should take into consideration these activities. He noted the upcoming EU Directive on End-of-Life Vehicles which was currently under discussion at EU level.

118. The representative of FIA also supported the ongoing activities of the group and noted that, in reference to the CITA presentation at the IWG meeting, the group should consider adopting proposals that are more suited to the situation of low- and middle- income countries. He noted that with the Japan and New Zealand example, since these countries are not in a similar economic situation. He suggested to involve more African stakeholders such as local automobile clubs.

119. The Chair of WP.29 encouraged the group to continue their activities.

E. Documents for publication (agenda item 8.5)

Documentation: Informal document WP.29-189-10

120. WP.29 noted that the informal document WP.29-189-10 provided information on the proposals for the amendments and two new UN Regulations, that have been adopted by AC.1 in the November 2022 session of WP.29. They further noted that the document also included the (envisaged) dates of entry into force, being the 5 June 2023 for the amendments if no objections had been received, and the 8 June 2023 for the two new UN Regulations.

F. Any other business (agenda item 8.6)

121. The representative of Japan presenting WP.29-189-19 providing details on the arrangement of the Enhanced Safety of Vehicles (ESV) conference taking place in Japan in April 2023, organized by the United States of America National Highway Traffic Safety Administration, the Japan Ministry of Land, Infrastructure, Transport and Tourism (MLIT) and the Japan Ministry of Economy, Trade and Industry (METI).

122. The GRVA Secretary presented, on behalf of the representative of France WP.29-189-20, which was transmitted to WP.29 by the representative of France on behalf of the task forces leaders of the GRs dealing with the screening of UN Regulations and GTRs with regards to their fitness for Automated Driving Vehicles. The presentation recalled the mandate provided by WP.29 at its 186th session in March 2022, to the GRs to provide an overview of the activities performed by the task forces. It highlighted the common approach followed by the group, structuring the work in three phases, a high-level review, a detailed screening and the drafting of a whitepaper for handling automated driving when drafting new Regulations. It provided a status report of the activities under all GRs. The representative of the United States of America commended the ongoing work as a strong example to other UN working parties of how all experts can work together to conduct the appropriate assessments. WP.29 welcomed the presentation and agreed to resume consideration of this item under agenda item 2.3 at the next session.

123. The representative of South Africa, Mr. Mutengwe, executive of National Regulator for Compulsory Specification (NRCS) announced the future retirement of the Head of Delegation of South Africa Mr. D. van Tonder. He indicated that he would be part of the delegation at the next session. He detailed that discussions were ongoing concerning the modality for Mr. van Tonder's participation at the IWG on SCUNV as a Chair beyond August 2023. He also announced that he would present the current developments in his country regarding the improvement of compulsory requirements for M₁ and N₁ vehicles. WP.29

welcomed the new Head of Delegation and acknowledged the important contribution of Mr. van Tonder during the last decade at WP.29.

XI. Adoption of the report (agenda item 9)

124. The World Forum adopted the report on its 189th session and its annexes based on a draft prepared by the secretariat under COVID-19 special procedures. The report included sections related to the eighty-third session of the Administrative Committee (AC.1) of the 1958 Agreement, to the sixty-sixth 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)

125. Of the 59 contracting parties to the agreement, 35 were represented and taking part in the voting procedure at the eighty-third AC.1 session, on 8 March 2023.

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

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

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

<i>Amendments to existing Regulations</i>							
<i>Regulation No.</i>	<i>Subject of the Regulation</i>	<i>Contracting Parties</i>		<i>Document: ECE/TRANS/WP.29/....</i>	<i>Voting result: for/against/abstentions</i>	<i>Document status</i>	<i>Remark</i>
		<i>applying the Regulation</i>	<i>represented</i>				
13-H	Braking of Passenger Cars	54	33	2023/9 as amended by para 90.	33/0/0	Suppl. 18 to the original version	*
30	Tyres for passenger cars and their trailers	53	34	2023/4	34/0/0	Suppl. 25 to the 02 series	*
48	Installation of lighting and light-signalling devices	50	32	2023/25	32/0/0	Suppl. 9 to the 03 series	*
48	Installation of lighting and light-signalling devices	50	32	2023/26	32/0/0	Suppl. 22 to the 04 series	*
48	Installation of lighting and light-signalling devices	50	32	2023/27	32/0/0	Suppl. 17 to the 05 series	*
48	Installation of lighting and light-signalling devices	50	32	2023/28	32/0/0	Suppl. 18 to the 06 series	*
48	Installation of lighting and light-signalling devices	50	32	2023/29	32/0/0	Suppl. 5 to the 07 series	*
48	Installation of lighting and light-signalling devices	50	32	2023/30	32/0/0	Suppl. 3 to the 08 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>				
51	Noise of M and N categories of vehicles	50	31	2023/2	31/0/0	Suppl. 8 to the 03 series	*
53	Installation of lighting and light-signalling devices for L3 vehicles	49	32	2023/31	32/0/0	Suppl. 24 to the 01 series	*
53	Installation of lighting and light-signalling devices for L3 vehicles	49	32	2023/32	32/0/0	Suppl. 7 to the 02 series	*
53	Installation of lighting and light-signalling devices for L3 vehicles	49	32	2023/33	32/0/0	Suppl. 4 to the 03 series	*
65	Special warning lamps	37	13	2023/34	13/0/0	Suppl. 12 to the original version	
67	LPG vehicles	47	30	2023/18	30/0/0	Suppl. 3 to the 03 series	*
67	LPG vehicles	47	30	2023/19	30/0/0	Suppl. 2 to the 04 series	*
78	Motorcycle braking	50	32	2023/10	32/0/0	Suppl. 2 to the 05 series	*
105	Vehicles for the carriage of dangerous goods	52	31	2023/20	31/0/0	Suppl. 2 to the 06 series	*
110	CNG and LNG vehicles	54	32	2023/24	32/0/0	06 series	*
116	Anti-theft and alarm systems	55	32	2023/23	32/0/0	Suppl. 1 to the 01 series	*
117	Tyre rolling resistance, rolling noise and wet grip	55	32	2023/5	32/0/0	Suppl. 15 to the 02 series	*
117	Tyre rolling resistance, rolling noise and wet grip	55	32	2023/6 as amended by para 88.	32/0/0	Suppl. 1 to the 03 series	*
117	Tyre rolling resistance, rolling noise and wet grip	55	32	2023/8	32/0/0	04 series	*
121	Identification of controls, tell-tales and indicators	56	32	2023/21	32/0/0	Suppl. 6 to the 01 series	*
125	Forward field of vision of drivers	54	32	2023/22 as amended by para 92.	32/0/0	Suppl. 3 to the 02 series	*
131	AEBS	58	34	2023/11	34/0/0	Suppl. 3 to the 01 series	*
131	AEBS	58	34	2023/12	34/0/0	Suppl. 1 to the 02 series	*
138	Quiet road transport vehicles	58	35	2023/3	35/0/0	Suppl. 3 to the 01 series	*
140	ESC	58	35	2023/13	35/0/0	Suppl. 5 to the original version	*
148	Light-signalling devices	58	34	2023/35	34/0/0	Suppl. 5 to the original version	*
148	Light-signalling devices	58	34	2023/36 as amended by para 93.	34/0/0	Suppl. 1 to 01 series	*
149	Road illumination devices	58	34	2023/37	34/0/0	Suppl. 7 to the original version	*

<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>				
149	Road illumination devices	58	34	2023/38 as amended by para 93.	34/0/0	Suppl. 1 to 01 series	*
150	Retro-reflective devices	58	34	2023/39	34/0/0	Suppl. 5 to the original version	*
150	Retro-reflective devices	58	34	2023/40 as amended by para 93.	34/0/0	Suppl. 1 to 01 series	*
152	AEBS for M ₁ and N ₁	58	35	2023/14 as amended by para 90.	35/0/0	Suppl. 6 to the original version	*
152	AEBS for M ₁ and N ₁	58	35	2023/15 as amended by para 90.	35/0/0	Suppl. 5 to 01 series	*
152	AEBS for M ₁ and N ₁	58	35	2023/16 as amended by para 90.	35/0/0	Suppl. 3 to 02 series	*
157	ALKS	58	35	2023/17	35/0/0	Suppl. 1 to 01 series	*
164	Studded tyres	58	34	2023/7	34/0/0	Suppl. 1 to the original version	*

* 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 2023 (agenda item 12)

128. The sixty-sixth session of the Executive Committee (AC.3) was held on 8 March 2023. The representatives of 13 of the 39 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, Norway, Republic of Korea, Russian Federation, South Africa, Tajikistan, United Kingdom of Great Britain and Northern Ireland and United States of America.²

129. AC.3 elected by acclamation Mr. T. Naono, Japan, as Chair, Mr. D. Kay, United Kingdom of Great Britain and Northern Ireland, and Mr. J. Sanchez, United States of America, as vice-Chairs for the years 2023 and 2024. The new Chair and new Vice-Chairs expressed appreciation for every Contracting Parties for their support and stated their will to promote harmonization under AC.3. The sixty-sixth session was chaired by the Mr. T Naono (Japan).

² See Annex B, Articles 5-5.2., of the 1998 Agreement concerning the provisions for the quorum.

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.35
Informal document WP.29-189-06

130. AC.3 noted the information, as of 2 March 2023, on the status of the Agreement of the Global Registry and of the Compendium of Candidates (ECE/TRANS/WP.29/1073/Rev.35), the status of the priorities of the 1998 Agreement (based on WP.29-189-06 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) to ensure updating of the status document, which is the monitoring tool of the agreement.

131. 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 not be only administrative but also relevant to all interested parties, including the industry, to understand the type of vehicle certification needed in the different Contracting Parties.

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

132. No documents have been submitted for this agenda item

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

133. The representative of European Union explained that the listing No. 14 can be removed for the time being, as progress has been made in establishing a UN Regulation on RDE under the 1958 Agreement. He added that European Union would consider submitting a new listing after finalising the work on the Euro 7 proposal. AC.3 noted the request from the European Union to remove listing No. 14 from the compendium.

134. The representative of Japan stated he was ready to prepare a letter of request to reaffirm listing No. 15 for the June 2023 session of AC.3.

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)

135. No documents have been submitted for this agenda item.

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

<i>Documentation:</i>	(ECE/TRANS/WP.29/AC.3/45)
	(ECE/TRANS/WP.29/AC.3/45/Rev.1)
	ECE/TRANS/WP.29/2018/162
	(ECE/TRANS/WP.29/AC.3/31)
	ECE/TRANS/WP.29/AC.3/31/Rev.1
	(ECE/TRANS/WP.29/2021/83)
	(ECE/TRANS/WP.29/GRSP/2012/2)
	(ECE/TRANS/WP.29/GRSP/2014/5)
	ECE/TRANS/WP.29/AC.3/49
	(ECE/TRANS/WP.29/AC.3/39)
	ECE/TRANS/WP.29/AC.3/44
	(ECE/TRANS/WP.29/AC.3/48)
	ECE/TRANS/WP.29/AC.3/48/Rev.1
	ECE/TRANS/WP.29/AC.3/50/Corr.1
	(ECE/TRANS/WP.29/AC.3/50)
	ECE/TRANS/WP.29/AC.3/57
	(ECE/TRANS/WP.29/2020/96)
	(ECE/TRANS/WP.29/AC.3/33)
	ECE/TRANS/WP.29/AC.3/54/Rev.1
	(ECE/TRANS/WP.29/2021/149)
	ECE/TRANS/WP.29/AC.3/59
	(ECE/TRANS/WP.29/2021/150)

A. UN GTR No. 9 (Pedestrian safety) (agenda item 17.1)

136. The representative of the United States of America informed that GRSP agreed to suspend discussion on Amendment 3 to UN GTR No. 9 (Head form test) and to reengage as the new Amendment 4 when further information was available from the experts. Since the activity on Deployable Pedestrian Protection (DPPS) was going to be finalized as scheduled, he added that this activity would be renumbered by GRSP as Amendment 3 instead.

137. The representative of the Republic of Korea informed AC.3 that the IWG on DPPS submitted a draft amendment as an informal document to the seventy-second session of GRSP last year including some paragraphs with square brackets which require further discussion. He added that at the end of January 2023, the twenty-first meeting of the IWG was held in-person in Brussels, Belgium and several other on-line meetings were held. Moreover, he added that through these meetings in January and February 2023, the IWG had been discussing to finalize the draft amendment including simulation method using human body model, physical testing with dummies and a generic approach to determining pedestrian Head Impact Time (HIT). Moreover, he clarified that the IWG submitted the amendment as an official proposal which still needed to be refined. Therefore, the IWG was planning to hold additional meetings to finalize amendments to the official proposal. Finally, he added that the IWG would discuss the proposal at the seventy-third session of GRSP, in May 2023 aiming at recommending it to the November 2023 session of AC.3. He concluded that his country was expecting the continuous support and interest from all Contracting Parties and stakeholders for the success of the activities of this IWG.

B. UN GTR No. 13 (Hydrogen and Fuel Cell Vehicles (HFCV) – Phase 2) (agenda item 17.2)

138. The representative of the United States of America informed AC.3 that the Amendment 1 to UN GTR No. 13 had been recommended by GRSP at its December 2022

session to AC.3 June 2023 session. To secure the establishment of the amendment into the Global Registry of the Agreement, he invited Contracting Parties to the Agreement to be prepared for the vote of this relevant development of the UN GTR.

C. UN GTR No. 15 (Worldwide harmonized Light vehicle Test Procedures (WLTP) – Phase 2) (agenda item 17.3)

139. The Chair of GRPE informed AC.3 that UN GTR No. 15 has been transposed to UN Regulation No. 154. He informed GRPE developed proposals to amend UN Regulation No. 154 on WLTP to include the latest regulatory evolutions at the regional/national levels and some improvements to the text; he added this is expected to be transposed to UN GTR No. 15 at some stage though this was not foreseen in the immediate future. He proposed AC.3 to remove this item from the agenda for the time being waiting for a proposal to be tabled by GRPE.

140. AC.3 agreed to remove this item from the agenda of its June 2023 session.

D. UN GTR No. 16 (Tyres) (agenda item 17.4)

141. The Chair of GRBP reported that, for the time being, the work of GRBP focused on tyres in worn state and no progress had been made on UN GTR No. 16. He suggested that this item be taken out from the AC.3 agenda and be reintroduced at a later stage once new results on UN GTR No. 16 had been achieved.

142. AC.3 agreed to remove this item from the agenda of its June 2023 session.

E. UN GTR No. 20 (Electric Vehicles Safety (EVS)) (agenda item 17.5)

143. The representative of the United States of America informed AC.3 on progress made by the IWG in addressing two main remaining issues: a) thermal propagation (TP) and b) emission of toxic gases from electric batteries. He recalled to AC.3 the contribution of the experts from China in addressing these issues. Moreover, he mentioned the outcome of the last meeting held by the IWG in Washington DC, 29 November – 1 December 2022. Referring to this last meeting, he concluded that the IWG also carefully examined the current requirements in the UN GTR on Vibration Profile and Water Immersion and agreed that there was not enough evidence to merit any changes to the current requirements at this point. However, he concluded that the IWG will continue to monitor and collect field data and, if the evidence points to a specific vehicle safety problem, revisit the issues in future phases.

144. The representative of China underlined that several extensions of the mandate of the IWG were requested in past sessions of AC.3 and that at this stage the work on the Phase 2 of the UN GTR should be finalized as soon as possible. Therefore, she recommended that the schedule for the finalization of the work would be complied.

145. The representative of the European Union complemented the information on the development of the Phase 2 of the UN GTR, recognising a significant progress in the work of the IWG. Namely a test procedure and the requirements for thermal propagation of a single cells have been proposed for the first time during the last meeting of EVS IWG. He further clarified that a round robin test campaign has been launched under the leadership of the Joint Research Centre of the European Union to check the robustness of the proposed procedure.

F. UN GTR No. 22 on in-vehicle battery durability (Electric vehicles and the environment) (agenda item 17.6)

146. The representative from Canada, Secretary of the IWG on Electric Vehicle and the Environment (EVE), informed AC.3 that GRPE has endorsed a request for authorization to be considered in June 2023 for a UN GTR dealing with heavy duty in-vehicle battery durability. He added that it was anticipated this new UN GTR to use a similar structure to

UN GTR No. 22 to the extent possible. He also informed AC.3 that further improvements to UN GTR No. 22 were expected to improve statistics collection and define minimum performance requirements for category 2 vehicles among other pending items.

147. The representative from China supported the request to have a new UN GTR for heavy duty in-vehicle battery durability and suggested to amend the title of UN GTR No. 22 to have better clarity on the scope of UN GTR No.22. The representative from Canada thanked China for the proposal and committed to bring that proposal back to the IWG on EVE and GRPE for their consideration.

G. Draft UN GTR on Quiet Road Transport Vehicles (QRTV) (agenda item 17.7)

148. The Chair of GRBP reported that no progress had been made on draft UN GTR on QRTV. He pointed out that the dedicated IWG would have a meeting in March 2023 with the aim to identify common elements between UN Regulation No. 138 and the relevant US FMVSS. He suggested that this item be kept on the AC.3 agenda and revisited in June 2023 to take into account the future IWG discussions. AC.3 supported this proposal.

H. Draft UN GTR on Global Real Driving Emissions (GRDE) (agenda item 17.8)

149. The representative of European Union informed AC.3 that a revised authorization to develop UN GTR on RDE had been adopted by GRPE to pause the activities of the IWG on RDE until regional provisions are being finalized. He added the activities to develop the UN GTR on RDE are paused until further notice and proposed AC.3 to remove this item from the agenda.

150. AC.3 agreed to remove this item from the agenda of its June 2023 session

I. Proposal for a draft UN GTR on brake particulate emissions (agenda item 17.9)

151. The representative of European Union informed AC.3 that a draft complete UN GTR proposal has been adopted by GRPE at its last session to be considered by WP.29/AC.3 in June 2023. He mentioned additional activities are on-going to further refine the methodological approach to take regenerative braking capability into account. He added that, in the existing proposal, a simplified approach to regenerative braking is included. He concluded that such improvements were expected to be included in forthcoming amendments of the UN GTR.

152. The Chair requested further clarifications on the inclusion of regenerative braking in the proposal to be considered by AC.3 in June 2023. The Chair of GRPE clarified that a complete package will be considered in June 2023 by AC.3 with a simplified approach to regenerative braking, at the technology type level. He concluded by informing further work was on-going to develop a more refined, vehicle-specific, approach to regenerative braking consideration in the UN GTR.

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

A. Event data recorder (agenda item 18.1)

153. The representative of the United States of America informed AC.3 that the current activities of the IWG on Event Data Recorder (EDR) were involving contracting parties of both the 1958 and 1998 Agreements. However, she clarified that for the time being the work

of the IWG was prioritizing the finalization of a UN Regulation dedicated to EDR for Heavy Duty Vehicles.

XXI. Other business (agenda item 19)

154. Referring to the endorsement of WP.29 of the new IWG on equitable protection of occupants (see para. 44 above), the representative of Sweden underlined the relevance of this IWG and recommended endorsement of AC.3.

155. AC.3 followed the recommendation of the representative of Sweden and seconded the decision of WP.29 pending the adoption of the ToR of the IWG at its June 2023 session.

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

XXII. Establishment of the Committee AC.4 and election of officers for the year 2023 (agenda item 20)

156. The Administrative Committee (AC.4) did not convene, as recommended by AC.2 during its 141st session.

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

157. No subject was raised under this agenda item.

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

158. No subject was raised under this agenda item.

XXV. Other business (agenda item 23)

159. No subject was raised under this agenda item.

Annex I

[English only]

List of informal documents (WP.29-189-...) distributed without a symbol during the 189th session

<i>No. WP.29-189-</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
1	Secretariat	2.2.	E	WP.29, Working Parties, Informal Working Groups and Chairmanship	(b)
2	Secretariat	2.2.	E	Draft calendar of meetings for 2023	(b)
3	Secretariat	1.	E	Running order of the 189 th session of WP.29	(b)
4	Secretariat	1.	E	Consolidated agenda	(b)
5	Secretariat	1	E	Concept Note on the 70th Anniversary Celebrations of WP.29	(d)
6	Secretariat	5.1 & 13	E	Status of the 1998 Agreement of the global registry and of the compendium of candidates	(d)
7	GRVA	2.3.	E	New Assessment/Test Method for Automated Driving (NATM) Guidelines for Validating Automated Driving System (ADS) – amendments to ECE/TRANS/WP.29/2022/58	(a)
8	ITU	2.3.	E	Electronic Repository of Traffic Rules	(d)
9	Secretariat	8.3	E	UNECE Plan of Action for Road Safety 2023-2030 (presentation)	(c)
10	Secretariat	8.5.	E	Adopted proposals at November 2022 session and date of entry into force	(d)
11	IWG on DETA	4.5.	E	Draft report of the 46th session of the IWG on DETA	(d)
12	IWG on DETA	4.5.	E	Report to 189th WP.29 session from the 46th IWG on DETA meeting	(d)
13	IWG on IWVTA	4.3.	E	Proposed amendments to Annex1 Chapter II. Aide-mémoire section A. of Transitional Provisions Guidelines Document ECE/TRANS/WP29/1044/Rev.3	(d)
14	IWG on PTI	7	E	Report to WP.29 about results of the 29th and 30th meetings of the Informal Working Group on Periodical Technical Inspections	(d)

<i>No. WP.29-189-</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
15	Secretariat	2.2.	E	Revised Programme of Work of the World Forum for Harmonization of Vehicle Regulations (WP.29) and its Subsidiary Bodies ECE/TRANS/WP29/2023/1/Rev.1	(b)
16	IWG on SCUNV	8.4.	E	Report of the Fifth Meeting of the IWG on SCUNV	(b)
17	IWG on IWVTA	4.3.	E	Report to the 189th WP.29 about the 41st IWG on IWVTA	(d)
18/Rev.1	Secretariat	2.3.	E	Vehicle-to-Vehicle (V2V) communication in the context of WP.29	(e)
19	Japan	8.6.1.	E	International Technical Conference on the Enhanced Safety of Vehicles (ESV 2023)	(d)
20	France	8.6.2.	E	Review of UN Regulations and GTRs on their fitness for ADS	(d)

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
- (e) Sent to the IWG on ITS and its task force for further consideration

Annex II

[English only]

**World Forum for Harmonization of Vehicle Regulations
(WP.29):
Working Parties, Informal Working Groups and Chairs
on 9 March 2023**

	<i>Working Parties and informal working groups</i>	<i>Chair/Co-Chairs Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
WP.29	World Forum	Mr. A. Erario Mr. T. Naono	Italy Japan	2024
	Intelligent Transport Systems (ITS)	Mr. T. Naono Mr. I. Yarnold Ms. J. Doherty	Japan UK USA	March 2025
	IWG on ITS Task Force on Vehicular Communications	Mr. T. Naono Mr. D. Kay Ms. J. Doherty Tbc.	Japan UK USA China	March 2024
	Electronic Database for the Exchange of Type Approval documentation (DETA)	Mr. S. Paeslack	Germany	June 2025
	International Whole Vehicle Type Approval (IWVTA)	Mr. T. Omori	Japan	November 2026
	Enforcement Working Group	N.N.		2020
	Periodic Technical Inspections (PTI)	Mr. H. P. Weem Mr. V. Komarov	Netherlands Russian Federation	June 2024
	Safer and Cleaner New and Used Vehicles (SCUNV)	Mr. D. Van Tonder MJR. (Rtd.) J Kipchumba Yator Mr. P. Ianna Mr. X. Hoekman Mr. E. Wondimneh	South Africa Kenya Nigeria The Netherlands USA	December 2025
GRBP	Noise and Tyres	Mr. S. Ficheux Mr. B. Schüttler	France Germany	2024
	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	February 2026
	Measurement Uncertainties (MU)	Mr. T. Berge	Norway	September 2023
	Additional Sound Emission Provisions (ASEP)	Mr. B. Schüttler Mr. D. Xie Mr. K. Okamoto	Germany China Japan	December 2024
GRE	Lighting and Light-Signalling	Mr. T. Kärkkäinen Mr. D. Rovers	Finland Netherlands	2024
	Simplification of the Lighting and Light Signalling Regulations (SLR)	Mr. D. Rovers M. A. Lazarevic	Netherlands EC	December 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>
	Electromagnetic Compatibility (EMC)	Mr. Z. Tsakiridis	Germany	December 2023
GRPE	Pollution and Energy	Mr. A. Rijnders Mr. D. Kay	Netherlands UK	2024
	Environmental and Propulsion Performance Requirements of L-category vehicles (EPPR)	Mr. N. den Ouden Mr. J. Mashele	Netherlands South Africa	January 2025
	Electric Vehicle and Environment (EVE)	Mr. M. Olechiw Mrs. P. Dilara Mrs. C. Chen Mr. H. Suzuki	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
	Automotive Life Cycle Assessment (A-LCA)	Mr. T. Niikuni Mr. C. Kim	Japan Republic of Korea	June 2025
GRVA	Automated/Autonomous and Connected Vehicles	Mr. R. Damm Ms. C. Chen Mr. T. Naono	Germany China Japan	2024
	Functional Requirements for Automated and Autonomous Vehicles (FRAV)	Mr. E. Wondimneh ³ Ms. C. Chen. ¹ Mr. R. Damm ¹	USA China Germany	June 2024
	Validation Method for Automated Driving (VMAD)	Mr. H. Nonaka ¹ Mr. P. Striekwold ¹ Mr. I. Sow ¹	Japan Netherlands Canada	June 2024
	Cyber Security and Over-The-Air software updates (CS/OTA)	Mr. T. Niikuni ¹ Mr. D. Hannah ¹ Mr. E. Wondimneh ¹	Japan UK USA	November 2024
	Event Data Recorder / Data Storage System for Automated Driving (EDR/DSSAD)	Mr. T. Guiting ¹ Mr. H. Nonaka ¹ Mrs. J. Doherty ¹	Netherlands Japan USA	June 2024
	Acceleration Control for Pedal Error (ACPE)	Mr. P. Seiniger ¹ Mr. T. Hirose ¹	Germany Japan	May 2024
GRSP	Passive Safety	Mr M. Koubek Mr H. G. Kim	USA Republic of Korea	2024
	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 2023
	Electric Vehicle Safety (EVS) – Phase 2	Mr. M. Koubek Mr. A. Lazarevic Ms. C. Chen	USA, EC and China Vice-Chair	December 2023
	Specification of the 3D-H machine	Mr. L. Martinez	Spain	Tbd

³ 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>
	Hydrogen and Fuel Cell Vehicles (HFCV) – Phase 2	Mr. M. Koubek Mr. K. Sato ¹ Ms. C. Chen Mr. S.W. Kim	USA Japan and China and Republic of Korea Vice-Chairs	June 2023
	Protective Helmets	Mr. L. Rocco	Italy	suspended
	Safer Transport of Children in Buses and Coaches	Ms. Marta Angles	Spain	March 2024
GRSG	General Safety	Mr. A. Erario Mr. K. Hendershot	Italy Canada	2024
	Field of Vision Assistants (IWG-FVA)	Mr. H. Lammers	Netherlands	April 2023
	Awareness of Vulnerable Road Users proximity (VRU-Proxi)	Mr. L. Rozanski	EC	October 2023

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

	<i>Committees</i>	<i>Chair Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
AC.1	Administrative Committee of the 1958 Agreement	Mr. A. Erario Mr. T. Naono	Italy Japan	N.a.
AC.2	Administrative Committee for the coordination of work	Mr. A. Erario	Italy	2024
AC.3	Executive Committee of the 1998 Agreement	Mr. T. Naono Mr. D. Kay Mr. J. Sanchez	Japan UK USA	2024
AC.4	Administrative Committee of the 1997 Agreement	Mr. B. Kisulenko	Russian Federation	N.a.

Annex III

[English only]

Draft calendar of sessions for 2023

(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) (87 th session)	10-13	p.m./a.m.	6	Yes	18/10/22	150
JANUARY	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (15 th session)	23-27	p.m./a.m.	8	Yes	31/10/22	150
FEBRUARY	Working Party on Noise and Tyres (GRBP) (77 th session)	7-10	p.m./a.m.	6	Yes	15/11/22	120
MARCH	Administrative Committee for the Coordination of Work (WP.29/AC.2) (141 st session)	6	p.m.	1*	No		35
MARCH	World Forum for Harmonization of Vehicle Regulations (WP.29) (189 th); Admin. Committee of the 1958 Agreement (AC.1: 83 rd session); Executive Committee of the 1998 Agreement (AC.3: 66 th session); Admin. Committee of the 1997 Agreement (AC.4: 22 nd session)	7-9 (8 8-9)	a.m./p.m. (p.m. p.m./p.m.)	6	Yes	06/12/22	160
MARCH	Working Party on General Safety Provisions (GRSG) (125 th session)	27-31	p.m./a.m.	8	Yes	02/01/23	120
APRIL	Working Party on Lighting and Light-Signalling (GRE) (88 th session)	25-28	a.m./a.m.	7	Yes	31/01/23	120
MAY	Working Party on Passive Safety (GRSP) (73 rd session)	15-19	p.m./a.m.	8	Yes	20/02/23	120
MAY	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (16 th session)	22-26	p.m. am.	8	Yes	27/02/23	150
MAY/JUNE	Working Party on Pollution and Energy (GRPE) (88 th session)	30-2	p.m./a.m.	6	Yes	07/03/23	150
JUNE	Administrative Committee for the Coordination of Work (WP.29/AC.2) (142 nd session)	19	p.m.	1*	No		35
JUNE	World Forum for Harmonization of Vehicle Regulations (WP.29) (190 th session); Admin. Committee of the 1958 Agreement (AC.1: 84 th session); Executive Committee of the 1998 Agreement (AC.3: 67 th session); Admin. Committee of the 1997 Agreement (AC.4: 23 rd session)	20-22 (21 21-22)	a.m./p.m. (p.m. p.m./p.m.)	6	Yes	28/03/23	160
AUGUST /SEPTEMBER	Working Party on Noise and Tyres (GRBP) (78 th session)	30-1	p.m./p.m.	5	Yes	07/06(23	120
SEPTEMBER	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (17 th session)	25-29	p.m./a.m.	8	Yes	03/07/23	150
OCTOBER	Working Party on General Safety Provisions (GRSG) (126 th session)	10-13	a.m./a.m.	7	Yes	18/07/23	120
OCTOBER	Working Party on Lighting and Light-Signalling (GRE) (89 th session)	24-27	a.m./a.m.	7	Yes	01/08/23	120
NOVEMBER	Administrative Committee for the Coordination of Work (WP.29/AC.2) (143 rd session)	13	p.m.	1*	No		35
NOVEMBER	World Forum for Harmonization of Vehicle Regulations (WP.29) (191 st session); Admin. Committee of the 1958 Agreement (AC.1: 85 th session); Executive Committee of the 1998 Agreement (AC.3: 68 th session); Admin. Committee of the 1997 Agreement (AC.4: 24 th session)	14-16 (15 15-16)	a.m./p.m. (a.m. p.m./p.m.)	6	Yes	22/08/23	160
DECEMBER	Working Party on Passive Safety (GRSP) (74 th session)	4-8	p.m./a.m.	8	Yes	11/09/23	120
		TOTAL: 109 +3* half days = 55.0+1.5 days					

*) Meeting without interpretation and lower number of participants to be hosted in H-building meeting room

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

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

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

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

The sessions of the World Forum (WP.29) begin at 10.00 a.m. (the first day only). During the WP.29 sessions, the Administrative Committee of the 1958 Agreement (AC.1) will hold its sessions usually on Wednesday, 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 2 March 2023

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 4] to UN GTR No. 3 (Motorcycle)	No		Italy	[2022/47/ Rev.1]		AC.3 removed this item from its agenda for the March 2023 session.
[Amendment 1] to UN GTR No. 8 (ESC)	No		Korea	AC.3/56		AC.3 removed this item from its agenda for the March 2023 session.

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			Republic of Korea		AC.3/45/Rev.1 2018/162 (ToR) GRSP/2023/6 (draft proposal)	AC.3 endorsed the ToR of IWG-DPPS (.../2018/162). AC.3 agreed to extend the mandate of the UN GTR 9, IWG DPPS until November 2023. GRSP aims at recommending the proposal of Amendment 3 at its May 2023 session to AC.3 November 2023 session.
Phase 2 of UN GTR No. 13 (HFCV)			Japan, Republic of Korea and the European Union		AC.3/49 2018/75 (ToR) GRSP/2022/16 (Draft proposal) GRSP/2022/17 (Final report)	GRSP recommended the official proposal and the final report at the December 2022 session of GRSP. AC.3 will consider the proposal at its June 2023 session.
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/ Union/		European Union/ Japan/	AC.3/50 & Corr.1		AC.3 at its November 2022 session endorsed the extension of the

* 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		Tech. sponsor	Formal proposal (ECE/TRANS/ WP.29/...)/	Proposal for a draft UN GTR (ECE/TRANS/WP.29/..)	State of play/Comments
	Japan/ China	USA/ China		(authorizati on to develop Phase 2)		
						mandate of the IWG until December 2023.

GRPE

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
	Yes/European Union (EPPR)	European Union		AC.3/36/ Rev.1 (based on 2015/113)		
Amend. 5 to UN GTR No. 2 (WMTC)	Yes/European Union (EPPR)	European Union	European Union	AC.3/36/ Rev.1 (based on 2015/113)		Adopted by AC.3 at its June 2022 session.
Amend. 4 to UN GTR No. 4 (WHTC)	No		Japan	AC.3/20 (based on 2007/42)		AC.3 adopted Amend. 4 at its 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 (DEVP)	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. 22 on in- vehicle battery durability	Yes/USA/ China/ Japan		Canada/ China/European Union/ Japan/USA	AC.3/57		Adopted by AC.3 at its March 2022 session
UN GTR No. 23 on durability of after treatment devices for two- and three- wheeled motor vehicles	Yes/ Netherlands / South Africa		Netherlands/Sout h Africa	AC.3/58		Adopted by AC.3 at its June 2022 session.
UN GTR No. [XX] on particulate brake emissions	Yes/EU		European Union/ Japan/UK	AC.3/59		Authorization granted by AC.3 in November 2021. GRPE adopted draft proposal in January 2023.

<i>Item</i>	<i>Informal group (Yes-No)/ Chair & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/ WP.29/...)/</i>	<i>Proposal for a draft UN GTR (ECE/TRANS/WP.29/...)</i>	<i>State of play/Comments</i>
UN GTR No. [XX] on in vehicle battery durability for electrified heavy-duty vehicles	Yes/ USA/EU China/Japan	Canada, China, Japan, UK, USA, EC	GRPE/20 23/8		Request for authorization adopted by GRPE in January 2023
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 granted by AC.3 at its November 2021 session. Updated Revision adopted by GRPE in January 2023.

GRBP

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

GRSG

<i>Item</i>	<i>Informal group (Yes-No)/ Chair & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/ WP.29/...)/</i>	<i>Proposal for a draft UN GTR (ECE/TRANS/WP.29/...)</i>	<i>State of play/Comments</i>
EDR (common performance requirements for EDR suitable for both 1958 and 1998 Agreements)	Yes/ Netherlands, Japan, USA	n.a.	n.a.	n.a.	Requirements will be in form of recommendation

Subjects for exchange of views

<i>Working Party</i>	<i>Item</i>	<i>Inf. group (Yes-No)/ Chair & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal ECE/TRANS/WP.29/...</i>	<i>State of play.</i>
GRSP	Crash compatibility	No	No	---	No new information was provided.
GRSP	Harmonized side impact dummies	Yes	USA	2010/88 (second progress report)	AC.3 was informed on the progress made in relation to the 5th percentile female dummy and noted that a redesign of the dummy might be necessary. AC.3 extended the mandate of the IWG until December 2017.

<i>Working Party</i>	<i>Item</i>	<i>Inf. group (Yes-No)/ Chair & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal ECE/TRANS/WP.29/...</i>	<i>State of play.</i>
WP.29	ITS	No	---	---	No new information was provided to AC.3.
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

[English/French only]

Celebration of the 70th Anniversary of the World Forum for the Harmonization of Vehicle Regulations and 65th Anniversary of the 1958 Agreement

1. The Chair of WP.29 opened the session by stating:

"Ladies and Gentlemen,

It is a pleasure for me to open the 189th of WP. 29 which is devoted to the celebration of the 70th anniversary of WP.29 and the 65th anniversary of the 1958 Agreement.

This celebration takes place in a period of time where automotive is facing with several challenges like the shift toward more efficient propulsion systems – including electrification – and advanced safety technologies, connectivity, and more generally with innovations which are reshaping mobility.

WP.29 is ready to accompany these changes and to establish when necessary regulations to make sure that vehicles and their components remain safe and environmentally friendly.

Our main goal is to promote harmonization, safety, environmental protection, innovation and competitiveness.

We are proud to note that 58 States representing 4 continents have signed the 1958 Agreement and hope that this number will continue to grow in the future.

I would like to thank representative of Governments as well as from industry and NGOs for their support to WP.29 and the UNECE Secretariat for the continuous and efficient service provided to this Forum."

2. The Special Envoy for Road Safety, Mr. Jean Todt, stated in his video message:

"I would like to thank you –Excellencies, Colleagues and Friends – for inviting me to this celebration of the 70th Anniversary of the World Forum for the Harmonization of Vehicle Regulations (WP.29). Every year since its establishment, this important forum has contributed to improving global vehicle safety. An example of this was just last year at the last session of WP.29 this group agreed on two new regulations to improve the safety of vulnerable road users.

This is just a drop in the bucket of the work that you, members of WP.29, do to contribute to the safety of all road users. The comparative advantage of this group with worldwide participation of countries, experts, NGOs and industry, is that it offers a direct channel to improving the lives and safety of road users.

Over the past 70 years, the group has collectively established 3 Agreements which are used by the global community. I would also take this opportunity to acknowledge that we do not only celebrate the 70th Anniversary of WP.29, but also the 65th Anniversary of the 1958 Agreement.

In the last 70 years you have managed to conduct 188 sessions producing, 165 UN Regulations, 22 GTRs, 4 Rules on Technical Inspection and 10 Resolutions and keeping them continuously updated following technological development. This on average results in 800 documents being produced annually. Well done!

And we see that countries and regions, which strictly apply your regulations are among those with the best records on road safety.

This enormous international regulatory framework guides the activities of the global automotive industry, which produces more than 100 million vehicles annually, out of

which 90 million are compliant with the UN regulatory framework. This industry provides also work for some 50 million people.

Unfortunately, still vehicles with low- or non-compliance with these important vehicle safety regulations are produced and sold in markets of low- and middle-income countries where some 90 per cent of global road deaths occur. I am happy to see the World Forum has embarked with activities to set minimum safety and environmental performance for these vehicles with its new Informal Working Group on "Safer and Cleaner Used and New Vehicles", SCUNV.

Some of the highlights of this body include regulations on Motorcycle Helmets (UN Regulation No. 22) Child Restraint Systems (UN Regulation No. 44) and Electronic Stability Control (GTR 8) Autonomous Emergency Braking Systems (covered in UN Regulations No. 131 and 152). UN Regulations on Front- Side- Rear- Pole side-impact (UN Regulation Nos. 94, 95, 135, and GTR 14) together with Safety belts (UN Regulation No.16) protect occupants in case of a crash.

Also, with your recent work on vehicle automation, the World Forum is on the forefront to embark in guiding these newest technologies and keeping these technologies safe and compatible with road traffic of conventional vehicles (UN Regulations No. 155 and UN Regulation No. 156).

Recognising the good work done so far, we still need to acknowledge that there is still much to be done in the area of vehicle regulations. We are guided by the SDGs, as you are aware they touch upon climate change, health, access to education, human rights, and other areas.

Continuing to develop regulations with these principles in mind will help us to collectively achieve our goals of reducing by half the 1.3 million annual road crash deaths by 2030. And limiting global warming to below 1.5 degrees compared to pre-industrial levels.

If you continue to develop and implement international regulations for safe and sustainable vehicles the results will spread far beyond your purview. By showing that we can achieve our goals (and by creating the relevant systems to do so) we can also help influence the rest of the world.

As I recently highlighted at the last session of the ITC

- The global vehicle fleet, which creates a quarter of energy-related greenhouse gas emissions today is set to account for one-third by 2050.
- Car registrations broke the 1 billion mark in 2017 and are expected to double by as early as 2030.
- Urban areas will grow by more than 50 percent over the next 30 years, mostly in Africa and Asia, which remain among the world's worst affect regions for road traffic fatalities.

To close, I would like to say that we have seen lots of evidence over the last 70 years of how our work together contributes to the greater good. The decisions made in this group have real world impacts on all road users. We can see how each of the small improvements made at each session contribute to this and I would like to encourage you to continue your work.

I thank you and look forward to continuing close collaboration with you all."

3. The Executive Secretary of UNECE, Ms. Olga Algayerova, welcomed everyone and stated:

"Today is a historic moment in the life of UNECE and ITC. It is my distinct pleasure to make this opening statement and welcome you to the 70th anniversary of the World Forum for the Harmonization of Vehicles and 65th anniversary of the 1958 Agreement. We use this occasion to celebrate two tremendous multilateral milestones of UNECE. Both are excellent examples of the work that can be done when there is openness and consensus among multiple stakeholders.

As you are aware, WP.29 was established in 1953 with the first session taking place here in Geneva. You are standing on historic ground! 70 years ago, just 8 countries gathered here to open the first meeting, now we have over one hundred and twenty participants from over 70 countries, plus multiple NGOs. We have come so far!

WP 29 offers a unique framework for globally harmonized regulations on vehicles. With participants from all over the world, the work of the group results in harmonized regulations which are tangible in road safety, environmental protection, and trade.

Today, WP.29, is the custodian of 3 Agreements, consisting of 165 UN Regulations, 22 Global Technical Regulations and 4 Rules.

I will also take this opportunity to congratulate you on the 65th Anniversary of the 1958 Agreement, originally signed by 7 countries, this year 2023, we now have 66 contracting parties. A true testament to the global impact!

The work you do here, has a direct impact on daily life of the citizens around the world from the start of their journey on this earth, with child restraint systems. And the work continues to impact the full life cycle of these global citizens.

Throughout the technological advances we have seen in the last few decades, you have expanded your efforts to ensure that motor vehicles continue to be safe. I would like to congratulate you on your efforts and your willingness evolve. I want to highlight especially that despite the constraints that the global pandemic had on our work and lives, even you managed to continue to work on ways to make the lives of your ultimate beneficiaries better. You developed multiple new regulations to cover the more technologically advanced vehicles we see on our roads today.

Also, as we continue to address the challenges of climate change. I have seen the efforts taken by this group to continue to mitigate the negative impact that vehicles have on our environment to ensure a future for the next generation. Not just in the 1958 Agreement but also in the 1997 and 1998 Agreements, ensuring that climate action is reflected in all the mandates under the umbrella of this group.

With every new challenge, you have taken it on, to improve the lives of individuals in an inclusive way to ensure that the most vulnerable are not left behind in the steps towards advancement.

Distinguished Delegates, Ladies and Gentlemen, I encourage you to continue your efforts as we will always have new challenges to face. WP.29 is one of the most important bodies of UNECE delivering on a global mandate

In conclusion, I thank you for having come to Geneva to celebrate these momentous occasions, I look forward to all the amazing work you will continue to do."

4. The director of the Sustainable Transport Division, Mr. Yuwei Li, stated:

"It's a great pleasure to welcome you to this special event, to celebrate the 70th anniversary of WP.29 and the 65th anniversary of the 1958 Agreement.

Thank the Executive Secretary and Special Envoy for opening the celebration.

Also thank all delegates for coming to celebrate this important moment together.

Over the past 70 years, WP.29 has been one of the most successful working parties under the UNECE Inland Transport Committee (ITC). Now it has become a unique UN worldwide platform for vehicle regulations under ITC. It has also grown from one working party to one parent working party and six subsidiary working parties (GRs). The three agreements under the purview of WP.29 have been recommended by the GA resolutions on road safety and the Global Plan of Action for Road Safety.

We are all proud of the remarkable work of WP.29. For example, whenever we buy a car or take a bus, we look for E marks first.

We are proud of the work of WP.29 not because of its own success but because of its huge contributions to the healthy development of vehicle-production with full consideration of road safety, energy efficiency and environmental performance.

WP.29's success in the past 70 years were from four key factors:

Strong support of all stakeholders, including governments, intergovernmental organizations, non-governmental organizations, private sector and academia.

All of them contributed proposals, studies and discussions, and also the implementation of the regulations.

Thank all stakeholders for their strong support and partnership.

Adequate consideration of all aspects of sustainability, such as safety, efficiency, energy consumption, recycling, air pollution, noise, CO2 emissions. Vehicle regulations address not only technical performance of vehicles but also social and environmental concerns. That made WP.29 to always respond to the demand of member States and satisfy their needs.

Timely support for introduction of new technologies. In all the stages of vehicle manufacturing's history, you can find the footprints of the vehicle regulations from the extensive work of WP.29. The regulations are always updated or developed together with the new technologies.

Timely globalization of WP.29. WP.29 was called "Working Party on the Construction of Vehicles (WP.29)" in the past. In 2000, it was renamed as "World Forum for Harmonization of Vehicle Regulations (WP.29)" to transform WP.29 from regional level to global level. With more globalized production of vehicles, WP.29 is very successful to serve more countries from different regions of the world, which makes it a true world forum.

The experience in the past 70 years has paved a road for WP.29 to be more successful in the future. I am confident that WP.29 would continue its work in the four success areas to further contribute to member States, the industry and the society.

With the new mandate from ITC on actions to fight against climate change, WP.29 may upgrade its work to a new height with a unique role for autonomous vehicles, electric vehicles and other new frontiers.

Wish WP.29 more success in the next 70 years."

5. The representative of France stated:

"Monsieur le président, Monsieur l'envoyé spécial de la sécurité routière, Madame la secrétaire exécutive, Monsieur le directeur, Mesdames et Messieurs les présidents et vice-présidents, chers collègues délégués, monsieur le secrétaire, bonjour à tous et bonjour aux interprètes

Merci monsieur le président de nous donner la parole pour saluer en cette matinée très spéciale le travail du WP29.

Comme cela a été indiqué, la France faisait partie de la 1ère réunion de ce groupe en 1953. Que de chemin parcouru depuis et que de travaux réalisés !

La France a toujours été très active au sein de ce forum mondial pour l'harmonisation technique des véhicules à moteurs, et ce depuis l'origine. Elle en a eu la présidence durant de nombreuses années 27 années avec M Bernard Gauvin jusqu'en novembre 2014, et a contribué activement à l'ensemble de ces travaux en matière de sécurité et de protection de l'environnement , M Bernard Gauvin qui a également présidé le GRPE jusqu'en juin 2011. La France s'est vue confié également la présidence du GRBP depuis 2013

On pourra retenir en autres l'implication des experts de la France pour l'amélioration des systèmes de protection des enfants dans les véhicules, et la sécurité passive d'une manière générale par son implication dans les développements réglementaires dans le domaine de la sécurité des véhicules électriques et hybrides

Une très grande majorité des résultats obtenus par le forum mondial a été utilisé depuis de nombreuses années, et est toujours transposée, dans la législation nationale d'homologation des véhicules, désormais au travers de l'UE.

La France a donc bénéficié des travaux réalisés en matière d'amélioration de la sécurité passive et active des véhicules, et on peut véritablement parler d'une contribution essentielle des activités du WP29 dans l'amélioration de la sécurité des véhicules et l'amélioration de la sécurité routière d'une manière générale, tout comme l'amélioration de l'impact environnemental des véhicules.

Nous considérons essentiel que Le forum mondial puisse continuer à travailler pour adresser les grands enjeux de demain, la décarbonation des transports et la limitation de la pollution atmosphérique, la poursuite de l'amélioration de la sécurité des véhicules partout dans le monde, la conduite automatisée, la connectivité et les enjeux de sûreté et de cybersécurité, en continuant d'accueillir de nouveaux pays au sein de ces 3 accords.

Je voudrais conclure en félicitant l'ensemble des personnes participants, qui ont participé, et qui participeront encore à l'avenir à ces travaux, l'ensemble des experts des parties contractantes, des organisations industrielles et de consommateurs, l'ensemble des personnes du secrétariat de la CEE-ONU et les interprètes qui n'ont pas ménagé leurs efforts et que je remercie Bravo à tous pour le travail accompli !"

6. The representative of Germany stated that he was honoured to celebrate together with all the friends, and colleagues at WP.29 the 70th anniversary of WP.29 and the 65th anniversary of the 1958 Agreement. He mentioned historical aspects and stated that with growing prosperity the number of vehicles was expanded at a great rate. He stated that the freedom of movement was linked to the quality of life and that it led to economic development and social progress. He pointed out, that it also came along with problems which were still challenging today, like issues on safety, environment and consumption of natural resources. He stated that this led governments in the past to conclude that regulations at international level governing the construction and use of vehicles was necessary. He added that in order to find solutions, governments set up a coordination structure through the forum provided by UNECE. He mentioned that WP.29 was established by an ECE resolution under the framework of ITC, considering as one of the first concerns the number of redlights, which should be installed on a vehicle. He highlighted that soon the work of WP.29 moved towards a more structured forum and concentrated on accident prevention, which led to the establishment of the 1958 Agreement a few years later. He stated that the objective of WP.29 had not changed: it was still to focus on the development of technical regulations for vehicles. He added that the way of discussion and collaboration at the global forum in Geneva was always respectful and aimed at finding common solutions. He stated that WP.29 had changed over the years: things were still valid, but there was much more to come for the next decades. He stressed the importance to have a global collaboration at WP.29 under the framework of ITC. He expressed that his view was optimistic that the forum of WP.29 was paving the future and stated that it was a pleasure for him to be part of this journey.

7. The representative of Italy stated that "Italy has been among the first countries participating in WP.29 and ensured its first chairmanship (Mr. G. Poggi). The Italian type approval scheme initially based on national rules, progressively incorporated almost all UN regulations which - following the adhesion of the EU to the 58 Agreement- become mandatory in Italy. Finally he recalled the important contribution provided by the former WP.29 and GR's chairpersons towards the transformation of this group into a real "World Forum for Harmonization of Vehicle Regulations".

8. The representatives of the Netherlands:

"Today we celebrate the 70th anniversary of a special and unique phenomenon. There are not many industries that have harmonization so well organized and on such a large scale as the Automotive industry has.

From the very beginning the Netherlands have been on board and we are very supportive of this harmonization.

In all those years, the Netherlands has invested a lot in presence and as Contracting Party of all 3 Agreements that are overseen by the WP.29 we are present in all GR's and most of the Informal Working Groups. We do this actively, by sharing our expertise and knowledge, but also by offering and filling board roles and secretary

roles. And we don't only do that in the WP.29, but in the same way we are active in practically all UN sectors because we strongly believe in the concept of doing it together! Governments, Industry, NGO's and Interest representatives.

WP.29 has achieved a lot since its inception. As well in the field of Sustainability as in the field of Safety, while continuously the Automotive economy has had all the attention it needed and has experienced enormous growth during those 70 years.

Over all of these years WP.29 has always been able to anticipate changes and developments in its field of activity. For example, this platform that initially started to establish regulatory instruments focusing on the European continent has grown into a platform that has managed to achieve this task on a global scale. A very recent successful example is the redesign of the GRRF to the GRVA to cope with the growing automation of Vehicles. As one of the first industries, we have managed to realize regulation for our whole industry to comply with Cyber security and grip on Software distribution on a global scale.

However, all these great successes and results do not mean that we can rest on our laurels. On the contrary, Automotive is more on the move than ever. We are moving towards more and more control and certainty over the entire life cycle of vehicles. From cradle to grave. The vehicle should actually not leave a footprint on the environment, should have no casualties and should facilitate and increase people's mobility even more. All of this while at the same time we have to maintain grip on the growing Automation of both the vehicle itself and, even more challenging, its driving behaviour.

These developments are a great challenge for the WP.29, the ITC and all of its other Working Parties.

For us as WP.29, it is certain that intensive cooperation with other Working Parties is essential and that we have to stand open to major adjustments. This could mean we have to adjust working methods we now know, but could just as well be a complete redesign of the current Agreements.

But today we celebrate the successful 70 years. Congratulations on behalf of Contracting Party Netherlands for all the results achieved and many thanks to the UN for offering and maintaining a platform such as this."

9. The representative of the United Kingdom of Great Britain and Northern Ireland stated:

"Good morning delegates and delegations. I am grateful for being invited to contribute to this celebration of the 1958 agreement and WP29.

Much has already been said of WP29 and its history. For the UK, WP29 and the work of the UNECE in the area of road vehicle regulations has been fundamental to how we in the UK regulate new vehicles - and has been for well over a half century.

It is clear when I look back into the records in the UK, to the 1960s and 1970s, that the 1958 agreement was the basis for the UK adoption of the Type Approval approach to regulating new vehicles. Many of the safety regulations have contributed to the significant reductions in road casualties in my country, and to improving air quality and reducing atmospheric pollution compared to previous decades.

These outcomes have been possible due to the collaborative spirit in which our work is undertaken. And this is the role that WP29 has facilitated since the 1950s through to today: Providing a platform for open, fair, scientific, and engineering solutions that deliver improved outcomes for all society.

WP29 is progressive to the issues we face, and reorganises itself to deliver for today and for the challenges of tomorrow – whether Carbon and CO₂, or Automation and Artificial Intelligence. WP29 is rightly recognised as the World Forum, and this is fully justified by the large number of countries and delegations participating in today's celebrations.

Finally, Mr Chair, I will conclude by offering a personal reflection from my experience of chairing working parties and committees here within WP29: The success of a chair and a meeting relies upon his/her secretary, and the achievements of WP29 are as much a success of the Secretariat as the Contracting Parties and delegations. We are grateful for the skill and commitment of our colleagues in the Secretariat.

I should like to congratulate WP29 on its success, and we look forward to the next 70 years."

10. The representative of Switzerland stated that WP.29 was important to the achievement of many goals, including road safety, making vehicles cleaner and less noisy, and making traffic smoother. She informed WP.29, that last year 200 people lost their lives in road traffic and thousands were seriously injured in Switzerland. She was grateful for all efforts in this group and thanked WP.29 for its work.

11. The representative of Sweden stated that his country worked hard to reduce the number of fatalities and injuries in traffic systems. He informed WP.29 that the work started on a national level in Sweden in 1906, with type approval in 1920. Sweden saw the importance of harmonization and contributed to the first convention in the 1920s, noting that the first real harmonization started with these initial UN conventions. He stressed that WP.29 provided a very important platform for discussions, which were essential. He thanked the secretariat and all the participants for contributing to the discussions. He stated that he had high expectations for the future to promote sustainability and environmental protection.

12. The representative of United States of America stated that the United States of America was proud to be an active member of the world forum and that the harmonization of international standards, based on scientific facts, to promote safety and protect the climate was important. She stated that the work of WP.29 was sound and respected around the world. She highlighted the safety benefits which had been achieved, like seat belts, lights, etc., which were responsible for saving thousands of lives around the world. Since its establishment in 1953, WP.29 is truly a world forum today, working together to improve the safety of vehicles for families around the world. She added that it promoted science, safety and the collaboration around the world. She thanked the secretariat for its hard work to make success possible. She added a special note of congrats to the colleagues that were signatory to the 1958 Agreement and was looking forward to continuing the work together on the 1998 Agreement during the next 70 years of WP.29.

13. The representative of the European Union stated

"Ladies and gentlemen,

It is an honour to speak at this 70th anniversary ceremony. The European Union is younger than the World Forum. Its predecessor, the European Economic Community was established in 1958 and we joined the World Forum in 1998, two symbolic dates for the World Forum. In our experience, the World Forum has played a crucial role in shaping the global regulatory landscape for the automotive industry over the past seven decades and continues to do so today.

I am pleased that what started as a European collaboration 70 years ago has grown into a real World Forum with 1/3 of all countries in the world participating in the 1958 Agreement.

The UN regulations and the number of meetings bringing together the experts from the Contracting Parties and industry, NGOs, speak for themselves about the importance of the work of WP29, keeping regulations up-to-date with innovation and finding common solutions.

The European Union, with its 27 Members States is the primary user of the results of the work in WP29. The harmonised UN regulations are directly incorporated in the EU type approval system. I can't count the number of references to UN regulations in EU primary law, type approval, general safety regulation, emission regulations. The work of WP29 and the 1958 Agreement has brought substantial

benefits for vehicle safety and the environment as well as for the global trade in motor vehicles, reducing technical barriers to trade. Harmonised rules are of great benefit for trade and industry.

Looking forward, the WP29 remains highly relevant for today's challenges in the green and digital transition of the automotive industry that the founding fathers of WP29 would not have imagined: the regulatory framework for fully automated vehicles, safety and durability of electric vehicles or tackling the microplastics from tyres. We count on WP29 to make progress on these major challenges with tangible benefits for our citizens.

Let us continue to work together to build on the achievements of the past 70 years and tackle the challenges of the future with the same determination and spirit of collaboration that has characterized the work of the WP29 over the last 7 decades.

Thank you."

14. The representative of OICA stated:

"Ladies and Gentlemen,

First of all let me, as chairman of the OICA Technical Committee, congratulate WP.29 for its long and productive existence. Let me also convey the congratulations of our OICA Secretary General, Mr van der Straaten, who unfortunately could not attend this session.

The International Organization of Vehicle Manufacturers, OICA — then named Bureau Permanent International des Constructeurs Automobiles, BPICA — was officially included in the ECOSOC Roster of NGOs with consultative status back in 1956, 2 years before the 1958 Agreement was signed. Time constraints prevented us to check everything in detail, but it may be quite possible that the BPICA attended the very first WP.29 sessions from its inception. Today's OICA and the World Forum for Harmonization of Vehicle Regulations have a long standing relationship and, I dare to say, a very fruitful cooperation.

The 70 years of work on the development of UN Regulations and, more recently, of Global Technical Regulations, and their regular updating have seen a gradual change in paradigm. While in the past regulations were in effect based on established industrial realities and available technologies, they over time became an increasing, but also sometimes welcome, challenge for the automotive industry.

Today, the global auto industry is undergoing a generational transformation: the shift towards more efficient drivetrains — including electrification — advanced safety technologies, automated vehicles, connectivity, and other innovations are reshaping the future of mobility. The magnitude of this moment for the automotive industry — and what this transformation means for nations, communities, and individuals around the world — make the work of this body all the more important in the coming years.

As the representative of the global auto industry present in all continents, OICA will continue its 70 years of active contribution to the development of efficient and sound regulations, sometimes under very challenging constraints in terms of logistics and resources.

Our goal is to foster harmonisation, safety, environmental protection, innovation and competitiveness.

At the same time, we need to ensure that proven automotive technologies are also available to the whole world population, in order to cover the ever increasing demands for mobility as a key factor for sustainable development.

Mr Chairman, ladies and gentlemen, we sincerely hope that this excellent cooperation between the various stakeholders, governments, technical services, road safety and environmental agencies, consumer organisations, roadworthiness bodies and auto industry in general will continue in the future. In this period of tremendous innovation

and transformation, WP29 represents an important venue for collaboration and dialogue that will help shape the future of our industry and its contributions to a cleaner and safer future.

Thank you!"

15. The representative of CLEPA stated:

"Esteemed Colleagues,

on behalf of CLEPA the European Association of Automotive Suppliers, MEMA the Vehicle Suppliers Association in the United States and JAPIA the Japan Auto Parts Industries Association, I wish to congratulate WP.29 for its outstanding and long lasting contribution to regional and global development.

CLEPA was established in 1959, one year after the 1958 Geneva Agreement was done and I am proud to mention that CLEPA contributed to the preparation of Regulation n.1 on headlamps. At that time it was the UN-ECE Economic Commission for Europe which, by facilitating international dialogue and cooperation, contributed in recovering the post war situation of Europe.

Today automotive is a global sector greatly influencing labour, wealth, road safety, environmental protection, research & innovation and trade. Industry needs a sustainable and harmonised regulatory system and we highly benefit from the open, transparent and scientific cooperation promoted at global level by WP.29. Similarly, WP.29 offers to national Governments a robust and viable solution for adopting more and more stringent vehicle requirements whilst facilitating regulatory convergence and global trade.

It is therefore fundamental that WP.29 remains the leading "World Forum for harmonisation of vehicle regulations" and that it can attract more and more Countries in future.

CLEPA, MEMA and JAPIA are committed to continue and further contribute to this important and unique world forum and congratulates again with WP.29 and its subsidiary bodies for all their remarkable achievements along these 70 years of activity.

Thank you."

16. The representative of CITA stated:

"Ladies and gentlemen, colleagues and friends,

From CITA, the worldwide association of authorities and companies active in vehicle compliance, we are delighted to join this celebration of WP.29's 70th anniversary.

Let me share my thoughts when I was preparing this speech; the first one is how the world would have been without the WP.29. How would cars, trucks, buses, motorcycles, and trailers look? That is difficult to figure out, but for sure, not as good as today.

Another consideration is the amount of wisdom contained in WP.29 Rules, Regulations and Global Technical Regulations. That is very much unique, and I would say impossible to replicate in any other forum.

As we celebrate this important milestone, we also need to recognize that much work still needs to be done. WP.29 must continue to lead the way in promoting innovation and collaboration and ensuring that vehicles meet the highest safety and environmental standards from a whole-life perspective.

From a technical point of view, decarbonization and automated driving are significant challenges ahead. From an institutional perspective, we need to bring the WP.29 to those countries that are not yet part of our family.

So let us take a moment to celebrate the achievements of WP.29 over the past 70 years and look forward to a future of safer and cleaner roads for all. Happy anniversary, congratulations and thank you!"

17. The representative of IMMA stated:

"Excellency and Distinguished colleagues,

IMMA, as the voice of global motorcycle manufacturing industry, was founded in the fifties to support the WP.29 and 1958 agreement. Since then the IMMA has been attending all the WP.29 and most of the subsidiary GR sessions. I try to be complementary to what was said earlier today and refer to the work most relevant to global motorcycle industry:

Over the years, motorcycles have become one of the most preferred modes of mobility especially among the middle-class population in many regions, as they are affordable and highly beneficial in tackling traffic congestion, leading to a global production similar to the production of approximately 80 million cars. Powered two and three wheelers serve different purposes and there is a wide diversity of vehicle types: vehicles dedicated to personal mobility, commuting, delivery and distribution, first responder services, leisure and sports.

The work of WP.29 and especially the 1958 Agreement accelerated the fitment of cutting edge technologies for safety and environmental performance across a global marketplace. In the last few years significant progress has been achieved with the creation of entirely new UN regulations for battery-electric safety, for hydrogen vehicles safety as well as major amendments to UN regulations were made to allow advanced vehicle lighting or braking functions to address the importance of conspicuity and active safety of two-wheelers. Motorcycle helmets also received significant attention.

On the environmental side, progress was mostly achieved under the 1998 Agreement with updating the gaseous emission Global Technical Regulation and creating completely new GTRs for Durability, for Evaporative and Crankcase Emissions and On-Board-Diagnostics to align with Euro 5, Indian BS6 and Japanese Road vehicle Act. Therefore I agree that we should indeed also recognize the key role of the 1998 Agreement, complementing the work under the 1958 Agreement.

IMMA strongly support the continued expansion of World forum WP.29 and accession of new Contracting Parties to the Agreements, to pursue further harmonization, remove trade barriers and facilitate fair, free and open competition. As a concluding remark I would like to thank the leadership of WP.29 and the team of the UNECE to continue advancing the work that started already now 70 years ago.

After so many years, traditions have emerged while others continue to be created, this way continuing to make history. As a token to remember this commemoration of the 70th anniversary of the World Forum we propose a group picture be taken immediately after this session and I hope we can also celebrate the WP.29 'going back to a normal' or maybe 'getting settled in to a new normal'?

Thank you for your attention."

18. The secretariat conveyed the best wishes of the former WP.29 chairs, Juan Ramos Garcia and Jan Jerie, to the delegates.

19. The representative of SAE International stated:

"Thank you, Mr. Chairman, for your leadership and for the opportunity to make this intervention, and thank you to the Secretariat, the interpreters, and UNOG staff for their diligent support during this recognition of the 70th anniversary of WP.29 and for all our regular ongoing activities.

Speaking for the SAE international members who are contributing their expertise to various informal working groups and GR's, and personally, I'd to second the series of remarks beginning the representative of Deutschland and elaborated by the other contracting parties – regarding the collaboration and respect for differing viewpoints, and from participants from a variety of organizations.

WP.29's name is entirely appropriate; WP.29's deliverables are harmonized vehicle regulations and the process is performed in harmony, as an operating example of UN Sustainable Development goals of 5 and 17.

We thank the forum for their openness and willingness to adopt contributions from the NGO's and incorporate references from international technical standards organizations such as SAE, whose members have been writing standards since 1905. Which facilitates the progress of this forum for harmonization.

In conclusion, I'd quote Sir Henry Royce:

"Strive for perfection in everything. Take the best that exists and make it better. If it doesn't exist, create it. Accept nothing nearly right or good enough" "Whatever is rightly done, however humble, is noble. I think this is a fitting assessment of WP.29.

Thank you."

20. The representative of AAPC highlighted that it was important to recognise that WP.29 was a community of people dedicated to vehicle safety and environmental performance. He noted that even though they were many meetings without the clear sight on an agreement, WP.29 found agreement. He congratulated the organisation on these milestones and highlighted, that the group was very welcoming. He added that it was nice to see how WP.29 had changed over the years and brought in new experts and expertise, which was one of the strength of WP.29.

21. The representative of GTB mentioned the importance of lighting, which was already the case when WP.29 had started its activities. He stated that new challenges had also affected lighting (like energy saving, electric and autonomous vehicle, aging of people etc.). He stated that GTB was ready to offer expertise to this global forum also in the future.

22. The representative of ETRTO stated that the 1958 Agreement was helpful for all industries. He agreed with the United Kingdom of Great Britain and Northern Ireland that discussions at WP.29 were always open, fair, based on scientific facts and allowed various stakeholders to collaborate efficiently. He stated that there were important challenges for the tyre industry in the future, like microplastics in tyre abrasion.
