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World Forum for Harmonization of Vehicle Regulations

161st session

Geneva, 12-15 November 2013

Reports of the

**World Forum for Harmonization of Vehicle Regulations on
its 161st session**

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

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

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

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A. World Forum for Harmonization of Vehicle Regulations

I. Attendance

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) held its 161st session from 12 to 15 November 2013, chaired by Mr. B. Gauvin (France). The following countries were represented, following Rule 1(a) of the Rules of Procedure of WP.29 (TRANS/WP.29/690 and ECE/TRANS/WP.29/690/Amend.1 and Amend.2): Australia; Belgium; Bosnia and Herzegovina; Canada; China; Czech Republic; Finland; France; Germany; Hungary; India; Italy; Japan; Latvia; Luxembourg; Netherlands; Norway; Philippines; Republic of Korea; Romania; Russian Federation; Serbia; Slovakia; South Africa; Spain, Sweden, Switzerland; Turkey; Ukraine, United Kingdom of Great Britain and Northern Ireland (UK); United States of America. Representatives of the European Union (EU) participated. The following non-governmental organizations were also represented: Association for Emissions Control by Catalyst (AECC), Consumers International (CI); European Tyre and Rim Technical Organisation (ETRTO); European Association of Automotive Suppliers (CLEPA/MEMA/JAPIA),¹ the Foundation for the Automobile and Society (FIA Foundation); International Motor Vehicle Inspection Committee (CITA); The International Automotive Lighting and Light Signalling Expert Group (GTB); International Motorcycle Manufacturers Association (IMMA); International Organization for Standardization (ISO); International Organization of Motor Vehicle Manufacturers (OICA).

II. Opening and statements made during the session

2. The Director of the Transport Division welcomed the WP.29 representatives. She underlined the importance of the ongoing revision of the 1958 Agreement, which can be taken as an example for other legal instruments. She encouraged the World Forum to adopt the draft UN Regulations on recyclability of motor vehicles and retrofit emissions control devices. She invited countries to accede to the 1997 Agreement as a relevant indicator in the framework of the decade of action for road safety.

3. The Director announced that, as a continuation of the UNECE road map on Intelligent Transport Systems (ITS), a round table on ITS synergies to improve road safety would be organized in Belgium. She invited the representatives to attend the Europe–Asia Road Safety Forum to be held in New Delhi on 4-6 December 2013 during the session of the Working Party on Road Safety (WP.1).

4. Mr. J. Bucayan, Undersecretary of the Department of Transportation and Communications of the Philippines, underlined that the participation of his country in WP.29 was in view of finalising the mutual recognition arrangements (MRA) of the Association of Southeast Asian Nations (ASEAN) on type approval for automotive products. He stated that the MRA was anchored to the principle of the 1958 Agreement and that signature was expected for implementation by ASEAN member States by 2015. He informed WP.29 that his country was taking the necessary steps to ensure the technical capability of carrying out automotive testing, inspections and certifications according to international safety standards. He added that the national committee on the

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

harmonization of vehicle standards and regulations was aligning their standards and technical regulations with the provisions of UN Regulations. He acknowledged the assistance of Japan in the preparation of the Philippines to accede to the 1958 Agreement, as well as in the formulation of a road map for accession to the 1958 Agreement and in the introduction of the type approval system in his country. Finally, he stated that with the above-mentioned road map and a better understanding of the significance of the 1958 Agreement, the accession of the Philippines to the 1958 Agreement would be ensured in the near future.

5. Mr. S. Bandopadhyaya, Joint Secretary of the Ministry of Road Transport and Highways of India, confirmed his country's interest in the harmonizing activities of the World Forum. He recalled the active participation of delegates of India in the work of WP.29. He announced that India was considering its accession to the 1958 Agreement, subject to the modification of the rule for adopting new UN Regulations and amendments to existing ones from the current two-thirds majority to a higher one.

III. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/1105 and Add.1

6. The provisional annotated agenda for the session (ECE/TRANS/WP.29/1105 and its Add.1) was adopted with the amendments noted below:

(a) Addition of agenda items:

8.5. Election of officers for 2014

(b) Addition and correction of document references for items:

3.2. Add the reference to document ECE/TRANS/WP.29/GRSG/83/Add.1

18.5. *for* (ECE/TRANS/WP.29/AC.3/33)
read (ECE/TRANS/WP.29/AC.3/32)

7. 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)

8. The 113rd session of WP.29/AC.2 was held on 11 November 2013, chaired by Mr. B. Gauvin (France) and was attended, in accordance to Rule 29 of the terms of reference and rules of procedure of WP.29 (TRANS/WP.29/690 and Amends.1 and 2), by the Chairs of WP.29 (France), GRB (France), GRE (Canada), GRSP (United States of America), GRPE (Germany), GRRF (United Kingdom), GRSG (Italy), the Administrative/Executive Committees of the three agreements administered by WP.29 (France, the Russian Federation and the United States of America), by the representatives of the European Union, Japan and the United States of America and by the Vice-Chairs of WP.29 (Russian Federation), GRSG (Hungary), GRPE (India) and GRSP (Republic of Korea).

9. The Committee reviewed the draft agenda of the 161st session of the World Forum and recommended the amendments as indicated in para. 6 above. The Committee also recommended that agenda item 5.1 be considered by the World Forum and that the rest of the agenda items of the 1998 Agreement be considered by the Executive Committee of

the 1998 Agreement (AC.3). It was also recommended that the Administrative Committee of the 1997 Agreement (AC.4) not convene. WP.29/AC.2 also reviewed the draft agenda for the 162nd session of the World Forum, scheduled to be held in Geneva from 11 to 14 March 2014.

10. The Administrative Committee AC.2 noted that all the GRs had elected Chairs and Vice-Chairs for the year 2014.

11. The Administrative Committee noted the recent adoption by the ECE of guidelines and procedures for ECE bodies and for the election of the Chairs and Vice-Chairs for the Bureau (E/ECE/1464, Appendix V, available at: unece.org/fileadmin/DAM/commission/2013/Chapter_IV_Decision_and_Annex_III_Outcome_document.pdf). AC.2 recalled that the election of officers for WP.29 and its GRs were made in conformity with the Terms of Reference and Rules of Procedures of WP.29. Therefore, no change to the current election process was deemed necessary. AC.2 underlined the need of having well-experienced Chairs and Vice-Chairs to correctly fulfil the tasks of WP.29 and its subsidiary Working Parties.

12. The Chairs of the GRs considered the possible granting of revisions and extensions of the Type Approvals granted in conformity with the UN Regulations annexed to the 1958 Agreement. It was recommended to delete the part related to revisions and extensions from ECE/TRANS/WP.29/2013/126 awaiting the final Revision 3 of the 1958 Agreement to maintain consistency.

13. AC.2 noted the outcome of the joint International Telecommunication Union (ITU) / ECE workshop on "Intelligent transport systems in emerging markets – drivers for safe and sustainable growth" (27 June 2013, ITU Headquarters, Geneva), as noted in the report of the previous session (ECE/TRANS/WP.29/1103, paras. 23-24) and the Action Plan (www.itu.int/en/ITU-T/Workshops-and-Seminars/its-em/201306/Documents/ITS%20workshop%20-%20action%20plan.pdf).

14. AC.2 welcomed this action plan that highlights the role of globally harmonized standards and the importance of this work to improve road safety. To ensure the continued engagement between WP.29 (and its subsidiary bodies) with the ITU, AC.2 recommended that WP.29 extends an open invitation to the ITU to attend future sessions of WP.29 as a means of collaborating in the pursuit of closer alignment of future standards and regulations.

15. The Committee considered the issue of patented technologies. AC.2 agreed that patented technologies could improve vehicles safety and reduce emissions, but that in principle patented technologies should not be incorporated, as such, in the UN Regulations, UN GTRs and UN Rules. The Committee recommended to overcome this situation by continuing efforts to prescribe performance based requirements in the framework of UN Regulations, UN GTRs and UN Rules.

16. The Committee noted the delay on the translation of the legal text of UN Regulations, UN GTRs and UN Rules and their amendments, as well as the report of the June 2013 session of WP.29 in French.

17. The World Forum adopted the report of the Administrative Committee on its 113th session and its recommendations.

B. Programme of work, documentation and calendar of sessions for the year 2014 (agenda item 2.2)

Documentation: ECE/TRANS/WP.29/2013/1/Rev.2,
Informal document WP.29-161-01

18. The World Forum noted the revised programme of work and documentation (ECE/TRANS/WP.29/2013/1/Rev.2). The secretariat was requested to include, under the subjects under consideration by GRE, para. 3.1.2, the work in progress on merging some UN Regulations under the responsibility of GRE. WP.29 representatives were invited to review the document and to communicate to the secretariat any amendments deemed necessary. The secretariat presented the draft calendar of sessions for the year 2014 (WP.29-161-01). The World Forum agreed with the calendar as reproduced in Annex II to this report.

C. Intelligent Transport Systems (agenda item 2.3)

19. The World Forum agreed that the design principles for control systems for Advanced Driver Assistance Systems (ADAS), adopted at its June 2013 session (ECE/TRANS/WP.29/1104, para. 22), be published as an annex to R.E.3.

20. WP.29 noted that the informal working group (IWG) on ITS was not holding its meeting during this session, but had agreed that the next session be during the March 2014 session of WP.29.

D. Biennial evaluation for 2012–2013 and programme of work for 2014 – 2015 and for 2014–2018 (agenda item 2.4)

Documentation: ECE/TRANS/WP.29/2013/123 and ECE/TRANS/WP.29/2013/124

21. The World Forum adopted the evaluation for 2012–2013 and the programme of work for 2014–2015 (ECE/TRANS/WP.29/2013/123) as well as its programme of work for 2014–2018 (ECE/TRANS/WP.29/2013/124). In the latter document, in the ‘outputs expected ...’ under sections 02.4.2 (d) and (e), amend the date "2015" to read "2016" (twice). The World Forum requested the secretariat to transmit the documents to the Inland Transport Committee (ITC) for consideration at its February 2014 session.

E. Follow-up of the ECE reform (agenda item 2.5)

22. The secretariat informed the World Forum about the implementation of the ECE reform, particularly about the assignation of new professionals to work primarily at the WP.29 secretariat. The additional posts (one P4 and one P2) were expected to take up their new functions in January 2014. The World Forum invited the secretariat to present the distribution of tasks of the secretariat at its next session in March 2014.

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

A. Working Party on Working Party on Lighting and Light-Signalling (GRE) (Sixty-ninth session, 8–11 April 2013) (agenda item 3.1)

Documentation: ECE/TRANS/WP.29/GRE/69

23. The World Forum recalled the oral report of the Chair of GRE given during the 160th session (ECE/TRANS/WP.29/1104, paras. 31–37) and approved the report.

B. Working Party on General Safety provisions (GRSG) (104th session, 15–19 April 2013) (agenda item 3.2)

Documentation: ECE/TRANS/WP.29/GRSG/83 and Add.1

24. The World Forum recalled the oral report of the Chair of GRSG given during the 160th session (ECE/TRANS/WP.29/1104, paras. 38–41) and approved the report.

C. Working Party on Passive Safety (GRSP) (Fifty-third session, 13–17 May 2013) (agenda item 3.3)

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

25. The World Forum recalled the oral report of the Chair of GRSP given during the 160th session (ECE/TRANS/WP.29/1104, paras. 42–44) and approved the report.

D. Working Party on Pollution and Energy (GRPE) (Sixty-sixth session, 4–7 June 2013) (agenda item 3.4)

Documentation: ECE/TRANS/WP.29/GRPE/66

26. The World Forum recalled the oral report of the Chair of GRPE given during the 160th session (ECE/TRANS/WP.29/1104, paras. 45–52) and approved the report.

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

1. Working Party on Noise (GRB) (Fifty-eighth session, 2–4 September 2013) (agenda item 3.5.1)

27. Mr. S. Ficheux, Chair of GRB, reported on the results achieved by GRB during its fifty-eighth session (for more details, see the report of the session ECE/TRANS/WP.29/GRB/56).

28. He informed WP.29 that GRB would need further discussion to clearly indicate the way forward on the mandatory activation of Audible Vehicle Alerting System (AVAS) in stationary position and in starting the vehicle motion. He encouraged delegates to participate in the next meetings of the informal group on Quiet Road Transport Vehicles (QRTV).

29. The World Forum noted that Mr. Ficheux (France) had been re-elected GRB Chair and Mr. A. Bocharov (Russian Federation) had been elected as Vice-Chair of GRB for the 2014 sessions.

2. Working Party on Brakes and Running Gear (GRRF) (Seventy-fifth session, 17-19 September 2013) (agenda item 3.5.2)

30. The Chair of GRRF, Mr. B. Frost, informed WP.29 about the results achieved by GRRF during its seventy-fifth session (for more details, see the report of the session ECE/TRANS/WP.29/GRRF/75).

31. He reported on the progress made by GRRF to completely redraft the transitional provisions of Regulations Nos. 13 and 13-H and to harmonize them with the corresponding guidelines.

32. He reported that GRRF was still seeking a consensus proposal on new wet grip limits for tyres of category C3 in ECE/TRANS/WP.29/2013/66 (Supplement 5 to the 02 series of amendments to UN Regulation No. 117) and proposed WP.29 and AC.1 to defer the vote.

33. He requested authorization for the informal working group on the Tyre GTR to hold an additional meeting for consideration of a proposal by the experts from China on the "bead unseating test" and of potential findings from research associated with the wet grip test performed by the United States of America. WP.29 gave its consent to that request, subject to the confirmation by AC.3 (see para. 92).

34. The World Forum noted that Mr. Frost (UK) and Mr. Kubota (Japan) had been re-elected Chair and Vice-Chair of GRRF for the sessions in 2014.

3. Working Party on General Safety provisions (GRSG) (105th session, 8-11 October 2013) (agenda item 3.5.3)

35. The GRSG Chair, Mr. A. Erario, informed WP.29 about the results achieved during the 105th session of GRSG (for more details, see the report of the session ECE/TRANS/WP.29/GRSG/84).

36. He sought the consent of WP.29 to re-establish the informal group on Camera-Monitor Systems (CMS). WP.29 gave its consent.

37. The representative of the Russian Federation, Chair of the IWG on Automatic Emergency Call System (AECS), reported on the progress made during its first meeting.

38. The World Forum noted that Mr. A. Erario (Italy) and Mr. M. Matolcsy (Hungary) had been re-elected Chair and Vice-Chair of GRSG for the sessions in 2014.

4. Working Party on Light and Light-signalling (GRE) (Seventieth session, 21-23 October 2013) (agenda item 3.5.4)

39. The GRE Chair, Mr. M. Gorzkowski, informed WP.29 about the results achieved during the seventieth session of GRE (for more details, see the report of the session ECE/TRANS/WP.29/GRE/70).

40. He informed WP.29 that the Special Interest Group (SIG) considering simplification of UN Regulations on lighting and light-signalling would meet during February 2014 to establish the terms of reference for the future IWG. The chairmanship and secretariat of this IWG would be decided at that meeting. WP.29 gave its consent.

41. The World Forum noted that Mr. M. Gorzkowski (Canada) was unanimously re-elected as Chair and that Mr. D. Rovers (Netherlands) was unanimously elected as Vice-Chair for the GRE sessions scheduled for the year 2014.

VI. 1958 Agreement (agenda item 4)

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

42. The World Forum noted that the last update of the status of the 1958 Agreement and the list of modifications to ECE/TRANS/WP.29/343/Rev.21 were available on the WP.29 website at: www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29fdocstts.html. The secretariat informed the World Forum that some Type Approval Authorities (TAA) had communicated the categories of the designated Technical Services (TS). The secretariat explained that incorporating the category of TS in the status document would result in thousands of additional entries and, therefore, would make it difficult to handle. The World Forum agreed not to insert the categories of the TS. WP.29 noted that Japan would apply UN Regulations Nos. 125, 130 and 131 from 5 January 2014.

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

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

43. The secretariat reported on the meeting organized with the ISO secretariat to consider the issues raised during the 160th session of WP.29 (ECE/TRANS/WP.29/1104, paras. 54-55) on the non-availability of former and draft versions of such standards as well as the non-availability of the referenced standards free of charge, affecting the transparency of the UN Regulations, UN GTRs and UN Rules.

44. The representative of ISO noted the issues raised and agreed to consider them with WP.29 and its secretariat.

45. The representative of the United States of America referred to the guidelines OMB Circular No. A-199 (www.whitehouse.gov/omb/circulars_a119). He added that the background material used for supporting the redaction and establishment of a standard was a key element for the assessment of the standard prior to its incorporation by reference into a regulation and should, therefore, be available to regulatory bodies. He added that the intellectual property restrictions on private standards should not apply when governments were participating in the funding or research for the establishment of a private standard.

46. WP.29 noted that the American National Standards Institute (ANSI) had announced on 28 October 2013 the official launch of the ANSI IBR Portal, a free online tool with read-only access to standards that have been incorporated by reference into federal laws.

47. WP.29 also noted that an International Conference on "Standards and Regulatory Frameworks" would be held on 19 November 2013 in the framework of the session of the Working Party on Regulatory Cooperation and Standardization Policies (WP.6 of the UNECE Trade Division). The Conference would present global best practices in the use of standards in regulatory work and review, in particular, the Recommendation D on "Reference to Standards" (ECE/TRADE/C/WP.6/2013/5). The World Forum requested the secretariat to represent WP.29 in the noted conference to: (i) share the experience of WP.29 on the incorporation by reference of private standards into regulations, (ii) stress the need of

cooperation of standards developing organizations with regulatory bodies to ensure regulatory transparency, and (iii) suggest the "read-only" access of standards referenced in the regulations through "reading rooms" (similar to the ANSI IBR portal referenced above) hosted by trusted organizations, such as the United Nations.

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

Documentation: Informal document WP.29-161-17

48. The representative of France, chairing the IWG on IWVTA, gave a general overview of the outcome of the two meetings held in Paris and Bonn prior to the WP.29 session. The representative of Japan, chairing the IWVTA subgroup on the development of UN Regulation No. 0, reported on the group's work progress (WP.29-161-17). He recalled that the main objective of the IWVTA was the extension of the mutual recognition of vehicle systems and components to whole vehicles. He added that the subgroup recognized that this objective could not be achieved in a single step. UN Regulation No. 0 would thus allow, in a first step, a partial IWVTA limited to M₁ category of vehicles. This partial type approval would need completion by national or regional approvals. At a future point, a complete whole vehicle approval would be possible. He described the working assumptions concerning the rights and obligations of the Contracting Parties (CPs) applying UN Regulation No. 0 and that it was foreseen to annually update UN Regulation No. 0. He presented the structure of UN Regulation No. 0 and two tentative lists with UN Regulations for further review that would need to be complied with for obtaining a Whole Vehicle Type Approval. List A contained thirty-nine UN Regulations that could already be included in the first step of the partial IWVTA. List B contained fourteen UN Regulations that would need amendment before their inclusion into list A. The representative of Japan also reported on the foreseen evolution of UN Regulation No. 0 and highlighted that the ultimate goal of IWVTA was the universal Whole Vehicle Type Approval mutually recognized by all CPs applying UN Regulation No. 0 without any additional national requirements. An additional further step would include vehicle categories other than M₁. He concluded his presentation by indicating that the subgroup intended to complete the drafting of the partial IWVTA requirements by March 2016 and announced that the next meeting of the subgroup was scheduled to be held in Japan on 21-23 January 2014. He added that the latest version of draft UN Regulation No. 0 was available at: www2.unece.org/wiki/download/attachments/14320328/SGR0-08-13.docx.

49. The representative of EU supported this process and the efforts achieved. He underlined the need for agreement on the list of UN Regulations to be included in UN Regulation No. 0. The representative of OICA joined the EU in this support and added that the IWVTA was of the highest importance for the automotive industry.

D. Consideration of amendments to the 1958 Agreement (agenda item 4.4)

Documentation: ECE/TRANS/WP.29/2013/2013/134,
Informal documents WP.29-161-15 and WP.29-161-16

50. The representative of the EU, chairing the IWVTA subgroup on the review of the 1958 Agreement, informed the World Forum that a first proposal for amendments to the 1958 Agreement had been completed by the subgroup (ECE/TRANS/WP.29/2013/134). He indicated that, after transmitting the proposal, the subgroup had convened again prior to the WP.29 session and that the majority of the pending issues had been solved (WP.29-161-15 superseding ECE/TRANS/WP.29/2013/134). He provided WP.29 with a general overview on the development of the proposal (WP.29-161-16) and recalled certain major features aimed

to increase the attractiveness of the revised 1958 Agreement: (i) the possibility to grant and recognize type approvals according to previous series of amendments to UN Regulations, (ii) the possibility of a CP to delegate its voting right to another CP and (iii) the possibility for a CP to vote in favour of a new UN Regulation but to apply the UN Regulation at a later time point. He reported that the main pending issue for WP.29 to consider was the need to modify the two-third majority threshold for adopting new UN Regulations and amendments to existing UN Regulations. He concluded his presentation by inviting all the CPs to analyse the proposal and to provide their feedback at the next session of WP.29 in March 2014. The subgroup should resolve the issues by the November 2014 session of WP.29. At the March 2015 session, WP.29 should be in a position to identify if unanimity can be achieved to amend the Agreement and to launch the formal procedure for the amendment of the Agreement by a CP. Revision 3 to the 1958 Agreement would then enter into force on March 2016.

51. WP.29 noted a general support on the development of the amendments to the Agreement and requested the secretariat to distribute WP.29-161-15 with an official symbol for consideration at its next session. WP.29 also noted that further amendments to WP.29-161-15 to resolve the pending issues, would be presented at the March 2014 session as an informal document.

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

52. The secretariat pointed out that the DETA concept had already been incorporated into draft Revision 3 of the 1958 Agreement. He reported that several UNECE internal meetings had been held concerning the hosting of DETA within the United Nations. He added that a request had been transmitted to the relevant UNECE Committee to secure the necessary budget for the second half of 2015. He informed WP.29 that this matter was still under consideration by UNECE and that for 2016–2017, it would be necessary to include the funding of DETA in the general budget of the UNECE for its approval by the General Assembly. He added that the WP.29 secretariat was targeting March 2016 for the final implementation of DETA.

53. The secretariat suggested limiting the maintenance services for DETA that would be provided by the United Nations, to the normal Geneva office working hours. WP.29 agreed with this proposal.

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

54. The World Forum, in considering informal documents WP.29-161-06 and WP.29-161-11, agreed to refer the official documents listed under agenda items 4.6.1, 4.6.2, 4.6.4, 4.6.5, 4.6.8, 4.6.9, 4.6.12, 4.6.16, 4.6.17, 4.6.18, 4.6.19, 4.6.20, 4.6.21, 4.6.22, 4.6.23, 4.6.25, 4.6.26 and 4.6.27 back to GRE for further consideration.

55. The World Forum considered the draft amendments under agenda items 4.6.3, 4.6.7, 4.6.10, 4.6.11, 4.6.13 to 4.6.15, 4.6.24, 4.6.28 as well as 4.6.29, and recommended their submission to AC.1 for voting, subject to the corrections of para. 56 below.

56. Agenda item 4.6.11, Regulation No. 37, document ECE/TRANS/WP.29/2013/78, correct on page 5, sheet WT21/7W, the dimensions "E and "F" to read "e" and "f" respectively.

57. For agenda item 4.6.6, Regulation No. 10, the World Forum requested the secretariat to incorporate the corrections of WP.29-161-04 into ECE/TRANS/WP.29/2013/73 for consideration at its March 2014 session.

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

58. The World Forum considered the draft amendment under agenda items 4.7.1 to 4.7.5 and recommended its submission to AC.1 for voting, subject to the corrections of para. 59 below.

59. Agenda item 4.7.5., Regulation No. 110, document ECE/TRANS/WP.29/2013/101, (see WP.29-161-05):

Page 12, definitions 4.70. to 4.76., renumber as definitions 4.68. to 4.74.

Page 13, paragraph 5.3.1. (including footnote 10), amend the footnote 10 to read:

"10 [n] stands for the sample size and shall be determined by the Type Approval Authority."

Page 16, paragraph 8.13.1., amend to read:

"8.13.1. The LNG tank shall be equipped at least with the following components, which may be either separate or combined (special care shall be taken to prevent LNG trapping):"

Page 16, insert a new paragraph 8.13.1.3., to read:

"8.13.1.3. Automatic valve;"

Page 16, paragraph 8.13.1.3. (former), renumber as paragraph 8.13.1.4.

Page 16, paragraph 8.13.3., correct to read:

"8.13.3. The components mentioned in paragraphs 8.13.1.1. to 8.13.1.4. (above) shall be type approved pursuant to the provisions laid down in Annex 4 to this Regulation."

Page 24, insert new paragraphs 18.6.1. to 18.6.1.2., to read:

"18.6.1. Automatic valve

18.6.1.1. An automatic valve shall be installed in the fuel supply line, directly on every LNG tank (in a protected position).

18.6.1.2. The automatic valve shall be operated such that the fuel supply is cut off when the engine is switched off, irrespective of the position of the ignition switch, and shall remain closed while the engine is not running. A delay of 2 seconds is permitted for diagnostic."

Page 24, paragraphs 18.6.1. to 18.6.3. (former), renumber as paragraphs 18.6.2. to 18.6.4.

Page 25, paragraph 18.6.4. (former), renumber as paragraph 18.6.5. and amend to read:

"18.6.5. Manual fuel shut off valve

The manual fuel shut off valve shall be mounted directly on the LNG tank (in a protected position). It should be readily accessible. The manual fuel shut off valve can be integrated into the automatic valve."

Page 25, paragraphs 18.6.5. to 18.6.7. (former), renumber as paragraphs 18.6.6. to 18.6.8.

Page 26, paragraph 18.10.3., correct the reference to "Annex 4F1" to read "Annex 4F".

Page 28, insert a new paragraph 24.3., to read:

"24.3. Type approvals of components other than fuel rail, as defined in paragraph 4.74., granted according to the original version of this Regulation, shall remain valid and shall be accepted for the purpose of their installation on vehicles."

Page 28, paragraphs 24.3. to 24.5. (former), renumber as paragraphs 24.4. to 24.6.

Page 28, paragraph 24.6. (former), renumber the as paragraph 24.7. and amend the references to paragraphs 24.4. and 24.5. to read paragraphs 24.5. and 24.6.

Pages 40 and 41, Annex 1B, items 1.2.4.5.18. to 1.2.4.5.29.2., correct the footnote 1 (former) to read footnote 2 and footnote 2 (former) to read footnote 1.

Page 48, Annex 2B - Addendum, paragraphs 1.22.2., 1.23.2., 1.24.2., 1.25.2., 1.26.2., 1.27.2., 1.28.2., 1.29.2., 1.30.2. and 1.31.2., correct the wording "Working pressure(s)1:" to read "Material:".

Page 53, Annex 3A, paragraphs 2. and 3., correct the references to "page 6" and "page 12" to read "page 2" and "page 7" respectively.

Page 68, Annex 3A, Table 6.7, first column, tenth row, correct the wording "Working pressure change \leq 20 per cent" to read "Working pressure change \leq 20 per cent @" (inserting a reference to note @).

Page 86, paragraphs A.22. to A.24., correct the references (3 times) to "Annex 3" to read "Annex 3A".

Page 91, the numbering of the annex, correct "Annex 3 – Appendix D" to read "Annex 3A – Appendix D".

Page 96, Annex 3A – Appendix F, the note to paragraph F.2.2., correct the figure "36 MPa" to read "26 MPa".

Page 103, Annex 3A – Appendix H, paragraph H.6.(a), correct to read:

"(a) Pressure cycle

As defined in the test sequence, cylinder shall be hydraulically pressure cycled between not less than 2 MPa and not more than 26 MPa. The total cycle shall be ..."

Page 109, Annex 3B, paragraph 4.1., correct to read (re-insert paragraph numbering 4.2.):

"4.1. General

The design of tanks shall cover all relevant aspects that are necessary to ensure that every tank produced according to the design is fit for its purpose for the specified service life.

4.2. Design

This Regulation does not provide ..."

Page 110, Annex 3B, paragraph 4.6.(b), correct the wording "the external vessel surfaces" to read "the external tank surfaces".

Page 112, Annex 3B, paragraph 4.15.1., correct the reference to paragraph 6.11. to read paragraph 4.11.

Page 118, Annex 3B – Appendix C, paragraph C.5., correct the wording "to cause cylinder material damage" to read "to cause tank material damage".

Page 119, Annex 3B – Appendix D, item 6., correct the wording "Serial number: from to inclusive" to read "Serial number: from to inclusive".

Page 122, Annex 4A, paragraph 7.3., correct the reference to paragraph 2 to read paragraph 3.

Page 142, Annex 4B, paragraph 4.3.1.3., correct the reference to paragraph 1.3.1.1. to read paragraph 4.3.1.1.

Page 143, Annex 4B, paragraph 4.3.2.3., correct the reference to paragraph 1.3.2.1. to read paragraph 4.3.2.1.

Page 143, Annex 4B, paragraph 4.4.1.3., correct the reference to paragraph 1.4.1.1. to read paragraph 4.4.1.1.

Page 144, Annex 4B, paragraph 4.4.2.3., correct the reference to paragraph 1.4.2.1. to read paragraph 4.4.2.1.

Page 151, Annex 4F, footnote 1, correct "Road vehicles Compressed Natural Gas" to read "Road vehicles Compressed Natural Gas".

Page 158, Annex 4J, paragraph 3.1.4.3., correct the wording "completion of the room temperature cycles" to read "completion of the high temperature cycles".

Page 165, Annex 4N, paragraph 6.4., correct the wording "The LNG non-return valve" to read "The LNG manual valve".

Page 176, Annex 5E, paragraph 2., correct the reference to "ISO CD 15500-2" to read "ISO 15500-2".

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

60. The World Forum considered the draft amendments under agenda items 4.8.1 to 4.8.10 and recommended its submission to AC.1 for voting, subject to the corrections of paras. 61 and 62 below.

61. Agenda items 4.8.8 and 4.8.9, Regulation No. 100, documents ECE/TRANS/WP.29/2013/109 and ECE/TRANS/WP.29/2013/135:

Page 3, Annex 6, item 2.5., correct the reference to "RESSS" to read "REESS".

62. Agenda item 4.8.10, Regulation No. 129, documents ECE/TRANS/WP.29/2013/110 (see WP.29-161-02):

Page 4, paragraph 6.3.5., renumber the reference to footnote 1 and footnote 1 to read footnote 2.

Page 6, the amendment to paragraph 7.1.2.5. (former), shall be deleted.

Page 16, Annex 21, the second table, last column and last row, correct the figure "1600 mm" to read "160 mm".

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

63. The World Forum considered the draft amendments under agenda items 4.9.1 to 4.9.5 and recommended their submission to AC.1 for voting.

J. Consideration of draft corrigenda to existing Regulations submitted by GRSG (agenda item 4.10)

64. The World Forum considered the draft corrigendum under agenda items 4.10.1 to 4.10.3 and recommended its submission to AC.1 for voting.

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

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

L. Consideration of draft amendments to existing Regulations submitted by GRRF (agenda item 4.12)

66. The World Forum considered the draft amendments under agenda item 4.12.1, and recommended its submission to AC.1 for voting.

M. Consideration of draft Regulations (agenda item 4.13)

67. The World Forum considered the draft Regulations under agenda items 4.13.1 and 4.13.2 and recommended its submission to AC.1 for voting, subject to the corrections of para. 68 below.

68. Agenda item 4.13.1, new Regulation on uniform provisions concerning the approval of Retrofit Emission Control Devices (REC), document ECE/TRANS/WP.29/2013/119:

Page 45, Annex 8, paragraph 1., the second diagram, replace the wording "Incremental increase of NO₂, not more than 20% (30%)" by "Incremental increase of NO₂, not more than 30 %".

Page 55, Annex 10, paragraphs 6.1.1. and 6.1.2., correct to read:

"6.1.1. The operator warning system shall be activated in accordance with paragraphs 4.3. to 4.7. of this annex.

"6.1.2. The operator inducement system shall be activated in accordance with paragraphs 5.2. and 5.3. of this annex, 20 hours after detection of the malfunction in paragraph 6.1.1. of this annex."

N. Consideration of pending proposals for amendments to existing Regulations submitted by the Working Parties subsidiary to WP.29 (agenda item 4.14)

69. The World Forum considered the pending proposals for amendments to existing Regulations under agenda items 4.14.1 to 4.14.3 and agreed to keep them on the agenda for consideration at its June 2014 session.

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.8

70. The World Forum noted the consolidated document containing the status of the Agreement (ECE/TRANS/WP.29/1073/Rev.8). WP.29 noted that some Contracting Parties had fulfilled their obligation to send their status and final reports on the progress of transposition of the UN GTRs and their amendments into their domestic law. The representatives of the Contracting Parties were reminded of their obligation to send the mandatory reports on the transposition process through their Permanent Missions in Geneva via the "1998 AGREEMENT-MISSIONS List" electronic system to the secretariat. The World Forum agreed that a more detailed consideration of the monitoring of the 1998 Agreement, including details of the notification obligation would be considered under agenda item 13 of the Executive Committee AC.3 session (see para. 85 below). The representative of Japan stated that his country would transpose UN GTR No. 13 (Hydrogen and Fuel-cell vehicles) into its national legislation and confirmed that listing No. 10 of the Compendium of Candidates could be deleted as a candidate UN GTR.

71. WP.29 agreed that agenda items 5.2 to 5.5 should be considered by AC.3.

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

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

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

A. Status of the Agreement (agenda item 7.1)

73. The World Forum noted that the secretariat had not been notified of any modifications on the status of the Agreement since the June 2013 session. The secretariat recalled that the notifications concerning the Administrative Authorities and Technical Services had not been sent by all CPs to the Agreement. CPs were invited to send these notifications to the secretariat at their earliest convenience.

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

Documentation: ECE/TRANS/WP.29/2013/132, ECE/TRANS/WP.29/2013/133

74. The representative of the Russian Federation presented proposals to the World Forum for amending UN Rules Nos. 1 and 2 (ECE/TRANS/WP.29/2013/132 and ECE/TRANS/WP.29/2013/133). WP.29 agreed to transmit the proposals to AC.4 for consideration at the March 2014 session.

X. Other Business (agenda item 8)

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

75. The representative of the United States of America reported on the outcome of the fourth meeting of the IWG on enforcement issues (27 June 2013, Geneva) which was chaired by the Senior Associate Administrator of the National Highway Traffic Safety Administration (NHTSA) Mr. D. Smith. He informed WP.29 that, among others, the European Tyre and Rubber Manufacturers' Association (ETRMA) had presented a case study on the need for enforcement efforts based on tyre defects, while the Motor and Equipment Manufacturers Association (MEMA) had discussed their continued efforts to battle counterfeit air-bags. He also informed WP.29 that the representatives of Australia, the United Kingdom and the European Union had explained their approaches to addressing safety defects and recalls, enforcement policies and development of type approval legislation by incorporating dedicated market surveillance provisions. He announced that the next meeting of the IWG was scheduled to be held during the June 2014 session of WP.29.

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

76. In absence of the secretariat of the Working Party on Road Safety (WP.1), the representative of Germany informed WP.29 about the progress of work on Advance Driver Assistance Systems (ADAS) as an outcome of the last session of WP.1 (23-26 September 2013, Geneva). He reported that a proposal to amend the 1968 Vienna Convention would be considered at the next session of WP.1, scheduled to be held in New Delhi on 4-6 December 2013.

C. Safer vehicles as the third pillar of the global plan for the decade of action for road safety (agenda item 8.3)

Documentation: Informal document WP.29-161-10

77. The secretariat presented the results of the World Forum for 2012 on the development of UN Regulations and UN GTRs to make vehicles safer (WP.29-161-10) in 2012. WP.29 adopted WP.29-161-10 and requested the secretariat to reproduce it as Annex III to this report and to transmit it to the Inland Transport Committee (ITC).

D. Proposal for Amendment 4 to the Consolidated Resolution on the Construction of Vehicles (R.E.3) (agenda item 8.4)

Documentation: ECE/TRANS/WP.29/2013/126

78. The secretariat presented a proposal (ECE/TRANS/WP.29/2013/126) for amending R.E.3 by adding the new UN Regulations in force and a new annex with the concept of Revisions and Extensions to type approvals granted in the framework of the 1958 Agreement. Following the recommendation by AC.2 (see para. 12), WP.29 adopted the proposal, with the deletion of the proposed Annex V, and requested the secretariat to publish it.

E. Election of officers for the year 2014 (agenda item 8.5)

79. In compliance with Rule 37 of the Rules of Procedure (TRANS/WP.29/690 as amended by Amends. 1 and 2), the World Forum called for the election of officers on 12 November 2013. At the proposal of the representatives of Italy and the United States of America, WP.29 unanimously elected Mr. B. Gauvin (France) as Chair and Mr. B. Kisulenko (Russian Federation) as Vice-Chair of the World Forum for 2014.

XI. Adoption of the report (agenda item 9)

80. The World Forum adopted the report and its annexes on the basis of a draft prepared by the secretariat. The report includes the sections related to the Administrative Committee of the 1958 Agreement and to the Executive Committee of the 1998 Agreement.

B. Administrative Committee of the 1958 Agreement (AC.1)**XII. Establishment of the Committee AC.1 (agenda item 10)**

81. Of the 51 Contracting Parties to the Agreement, 39 were represented and established AC.1 for its fifty-fifth session held on 13 November 2013.

82. AC.1 invited Mr. B. Gauvin, 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)

83. The results of the voting on the documents submitted are reflected in the following table:

Amendments to existing UN Regulations							
Regulation No.	Subject of the Regulation	Contracting Parties		Document; ECE/TRANS/WP.29/...	Voting result: for/against/abstentions	Document status	Remark
		applying the Regulation	represented and voting				
5	Sealed beam headlamps	42	36	2013/70	36/0/0	03	*/
12	Steering mechanism	40	35	2013/102	35/0/0	Suppl.3 to 04	*/
14	Safety-belt anchorages	44	37	2013/103	37/0/0	Suppl.5 to 07	*/
16	Safety-belts	43	36	2013/104	36/0/0	Suppl.5 to 06	*/
17	Strength of seats	44	37	2013/105	37/0/0	Suppl.2 to 08	*/
19	Front fog lamps	43	36	2013/74	36/0/0	Suppl.4 to 03	*/
31	Headlamps (Halogen Sealed Beam (HSB))	39	34	2013/77	34/0/0	03	*/
37	Filament lamps	44	37	2013/78 as amended by para. 56	37/0/0	Suppl.42 to 03	*/
48	Installation of lighting and light-signalling devices	41	35	2013/80	35/0/0	Suppl.12 to 04	*/
48	Installation of lighting and light-signalling devices	41	35	2013/81	35/0/0	Suppl.5 to 05	*/
48	Installation of lighting and light-signalling devices	41	35	2013/82	35/0/0	Suppl.3 to 06	*/
49	Compression ignition and positive ignition (LPG and CNG) engines	41	35	2013/111	35/0/0	Suppl.6 to 05	*/
49	Compression ignition and positive ignition (LPG and CNG) engines	41	35	2013/112 and Corr.1	35/0/0	Suppl.2 to 06	*/
67	LPG vehicles	38	33	2013/97	33/0/0	Suppl.13 to 01	*/
94	Frontal collision	38	33	2013/106	33/0/0	Suppl.5 to 01	*/
94	Frontal collision	38	33	2013/107	33/0/0	Suppl.5 to 02	*/
95	Lateral collision	37	33	2013/108	33/0/0	Suppl.4 to 03	*/
99	Gas-discharge light sources	40	35	2013/91	35/0/0	Suppl.9	*/
100	Electric power trained vehicles	44	35	2013/109 as amended by para. 61	35/0/0	Suppl.3 to 01	*/
100	Electric power trained vehicles	44	35	2013/135 as amended by para. 61	35/0/0	Suppl.1 to 02	*/
101	CO ₂ emissions/fuel consumption	44	35	2013/113	35/0/0	Suppl.3 to 01	*/
103	Replacement pollution control devices	44	35	2013/114	35/0/0	Suppl.4	*/

Amendments to existing UN Regulations							
Regulation No.	Subject of the Regulation	Contracting Parties		Document; ECE/TRANS/WP.29/...	Voting result: for/against/abstentions	Document status	Remark
		applying the Regulation	represented and voting				
107	M ₂ and M ₃ vehicles	44	35	2013/98	35/0/0	Suppl.3 to 04	*/
107	M ₂ and M ₃ vehicles	44	35	2013/99	35/0/0	Suppl.1 to 05	*/
107	M ₂ and M ₃ vehicles	44	35	2013/100	35/0/0	06	*/
110	CNG/LNG vehicles	45	36	2013/101 as amended by para. 59	36/0/0	Suppl.1 to 01	*/
115	LPG and CNG retrofit systems	46	36	2013/115	36/0/0	Suppl.6	*/
117	Tyres, rolling resistance, rolling noise and wet grip	46	36	2013/59	36/0/0	Suppl.5 to 02	*/
123	Adaptive Front lighting Systems (AFS)	47	38	2013/95	38/0/0	Suppl.5 to 01	*/
128	Light Emitting Diode (LED) light sources	50	39	2013/96	39/0/0	Suppl.2	*/
129	Enhanced Child Restraint Systems (ECRS)	48	37	2013/110 as amended by para. 62	37/0/0	Suppl.2	*/

Corrigenda to existing UN Regulations							
Regulation No.	Subject of the Regulation	Contracting Parties		Document; ECE/TRANS/WP.29/...	Voting result: for/against/abstentions	Document status	Remark
		applying the Regulation	represented and voting				
43	Safety glazing	42	35	2013/116	35/0/0	Corr.2 to Rev.3	*/
54	Tyres for commercial vehicles and their trailers	44	37	2013/130	37/0/0	Corr.1 to Rev.3	*/
83	Emissions of M ₁ and N ₁ vehicles	41	35	2013/131	35/0/0	Corr.3 to 06	*/
107	M ₂ and M ₃ vehicles	44	35	2013/117	35/0/0	Corr.2 to Rev.3	*/
121	Identification of controls, tell-tales and indicators	48	38	2013/118	38/0/0	Corr.1 to Suppl.7	*/

New UN Regulations				
Subject of the Regulation	Contracting Parties: represented and voting	Document: ECE/TRANS/WP.29/....	Voting result: for/against/abstentions	Remark
Uniform provisions concerning the approval of Retrofit Emission Control Devices (REC)	39	2013/119 as amended by para. 67	38/0/1 ^{**/}	*/
Uniform provisions concerning the approval of the recyclability of motor vehicles	39	2013/125	38/0/1 ^{**/}	*/

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

**/ The representative of Japan abstained.

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

XIV. Establishment of the Committee AC.3 (agenda item 12)

84. The thirty-ninth session of the Executive Committee (AC.3) was held on 13 November 2013. The representatives of 12 of the 33 Contracting Parties to the Agreement attended: Australia, Canada, China, the European Union (representing Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, Netherlands, Romania, Slovakia, Spain, Sweden and the United Kingdom), India, Japan, Norway, Republic of Korea, Russian Federation, South Africa, Turkey and the United States of America.

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

Documentation: ECE/TRANS/WP.29/1073/Rev.8, Informal document WP.29-161-20

85. The Executive Committee noted the information, as of 28 October 2013, on the status of the 1998 Agreement (ECE/TRANS/WP.29/1073/Rev.8). AC.3 also noted that some Contracting Parties had not voted on a UN GTR but had voted on its Corrigenda or Amendments. AC.3 agreed to further clarify, at the next session, the notification obligations of the Contracting Parties. Representatives were reminded of their obligation to send the mandatory reports on the transposition process through their Permanent Missions in Geneva via the "1998 AGREEMENT-MISSIONS List" electronic system to the secretariat to ensure updating of the status document which is the monitoring tool of the Agreement. Assistance may be obtained from the secretariat. AC.3 considered WP.29-161-20, containing communication information from the secretariat to the Missions and to the AC.3 Heads of Delegations to new Contracting Parties to the Agreement.

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

A. Proposal for a global technical regulation on Pole Side Impact (PSI) (agenda item 14.1)

Documentation: ECE/TRANS/WP.29/2013/120, ECE/TRANS/WP.29/2013/121, ECE/TRANS/WP.29/2012/59, ECE/TRANS/WP.29/2011/87 and ECE/TRANS/WP.29/AC.3/28
Informal document WP.29-161-07

86. Submitted for consideration and vote, the proposed draft UN GTR (ECE/TRANS/WP.29/2013/120) was established in the UN Global Registry on 13 November 2013 by consensus vote of the following Contracting Parties present and voting: Australia, China, European Union (voting for Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, Netherlands, Romania, Slovakia, Spain, Sweden and United Kingdom), India, Japan, Norway, Republic of Korea, Russian Federation, South Africa and Turkey.

87. The technical report (ECE/TRANS/WP.29/2013/121) and the adopted proposal for the development of the UN GTR (ECE/TRANS/WP.29/AC.3/28) will be appended to the established UN GTR.

88. The representative of the United States of America abstained from voting because of the existence of a national pole side impact regulation that incorporates both the 50th percentile and the 5th percentile test dummy in his country. He added that the United States of America was not in a position to commit to proposing the GTR domestically because it included only a 50th percentile test dummy. In addition, the test procedure and injury criteria in the proposed UN GTR had yet to be demonstrated as at least as effective as the existing American standard. The representative of Canada also abstained from voting and gave a similar statement.

89. The representative of the EU volunteered to review the proposed amendments by the United States of America contained in WP.29-161-07 and to provide a written statement for the next session of GRSP that the EU is committed to discuss and, if possible, to address the issues at stake in the second phase of the programme.

90. The representative of India recognized the contribution of Australia in developing the UN GTR. However, he indicated that some areas of improvement need to be addressed, such as the harmonization of the World Side Impact Dummy (WorldSID) and impact test speeds with adequate tolerances.

91. A statement given by the representative of Australia is reproduced in Annex V to this report.

B. Proposal for a global technical regulation on tyres (agenda item 14.2)

Documentation: ECE/TRANS/WP.29/2013/63, ECE/TRANS/WP.29/2013/122, ECE/TRANS/WP.29/AC.3/15 and ECE/TRANS/WP.29/2012/125

92. The representative of the United Kingdom, Chair of the IWG on the Tyre GTR, informed AC.3 that the draft proposal ECE/TRANS/WP.29/2013/63 was not recommended for vote at this session because GRRF at its September 2013 session had not resolved the pending issues. He expressed his disappointment that it had not been possible to resolve

these detailed points but remained optimistic that the GRRF session in February 2014 would finalise the GTR. He therefore, proposed to extend the mandate of IWG until June 2014. The representative of the United States of America clarified that some necessary research in his country had not been concluded on time and therefore supported the proposal to extend the mandate. AC.3 gave its consent for the extension of the mandate.

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

93. The Executive Committee noted that no requests for listing were submitted.

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

94. The Executive Committee noted that no requests for guidance were submitted.

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

A. Gtr No. 2 (Worldwide Motorcycle emission Test Cycle (WMTC)) (agenda item 17.1)

Documentation: ECE/TRANS/WP.29/2013/127

95. The representative of EU reported on the work progress of the IWG on Environmental and Propulsion Performance Requirements (EPPR) for L-category vehicles. He introduced a proposal to develop amendments to UN GTR No. 2 (ECE/TRANS/WP.29/2013/127), aimed at inserting environmental and propulsion performance requirements and at extending the scope to three-wheeled vehicles. He added that the proposal also aimed at developing new UN GTRs and Regulations on environmental and propulsion performance requirements for light vehicles, specifying new provisions on (i) crank case and evaporative emissions, (ii) On Board Diagnostic Systems (OBD) and (iii) propulsion unit performances (i.e. power, torque and maximum speed). He concluded his report indicating that the terms of reference and rules of procedures of EPPR had been annexed to the GRPE report ECE/TRANS/WP.29/GRPE/66. AC.3 endorsed the proposal and requested the secretariat to prepare a corresponding AC.3 document for transmission to GRPE. The Representative of IMMA stated the industry's support to the IWG EPPR and emphasized the importance of the decision taken in the IWG to give priority to the work on two-wheelers, in particular L₃ vehicles. He also emphasized the high ambition of the IWG to deliver the results and final report in 2016.

B. Gtr No. 3 (Motorcycle braking) (agenda item 17.2)

Documentation: ECE/TRANS/WP.29/2013/128

96. The representative of Italy introduced ECE/TRANS/WP.29/2013/128, requesting the authorization for developing amendments to UN Regulation No. 3, taking into

consideration (i) the state of the art technologies on Combined Braking Systems (CBS), (ii) a new K-method for the determination of the Peak Braking Coefficient (PBC) and (iii) the option of a representative vehicle for testing. AC.3 agreed to develop such an amendment to UN GTR No. 3 and requested the secretariat to prepare, on the basis of ECE/TRANS/WP.29/2013/128, an AC.3 document for transmission to GRRF.

C. Gtr No. 4 (Worldwide Heavy-Duty Certification procedure (WHDC)) (agenda item 17.3)

97. The representative of EU confirmed that a drafting group for the work on UN GTR No. 4 had been established to develop a draft amendment to UN GTR No. 4 for submission to and consideration by AC.3 at its November 2014 session.

D. Gtr No. 7 (Head restraints) (agenda item 17.4)

Documentation: Informal document WP.29-161-19

98. The representative of Japan reported on the work progress (WP.29-161-19) of the IWG on UN GTR No. 7 Phase 2. The representative of the United Kingdom, chairing the group, informed AC.3 that the injury criteria for the use of the Biofidelic Rear Impact Dummy (BioRID II) were still pending due to constraints of medical research in the United States of America. Nevertheless, he reported that his group had made good progress in drafting the UN GTR for consideration at the December 2013 session of GRSP. He added that the draft UN GTR would be supplemented with an addendum to the Mutual Resolution No. 1 (M.R.1) that could also be useful as a model for future addenda developed by other IWGs. He finally suggested that a complete discussion of the proposals would take place during the 2014 sessions of GRSP, leaving Contracting Parties with a final decision concerning the removal of the current Hybrid III dummy from the dynamic test.

E. Gtr No. 9 (Pedestrian safety) (agenda item 17.5)

Documentation: Informal document WP.29-161-21

99. The representative of Germany, on behalf of the Chair of the IWG on Phase 2 of the UN GTR No. 9, introduced the fifth progress report of the group (WP.29-161-21). He informed AC.3 that the last meeting of the IWG was held in Paris, on 9-10 September 2013. Experts considered open issues such as injury criteria and femur certification corridors. He added that the IWG had submitted an official proposal for amendments to the UN GTR to incorporate the flexible pedestrian legform impactor (FlexPLI) to the December 2013 session of GRSP. A further proposal had been transmitted to introduce the FlexPLI into M.R.1 as an addendum. He finally announced that the ninth meeting of the IWG would take place in Geneva, on 16-17 December 2013, prior to the GRSP proper session. He expected that the official draft amendment to the UN GTR could be considered by GRSP at its December 2014.

F. Gtr No. 13 (Hydrogen and Fuel Cell Vehicles (HFCV) – Phase 2) (agenda item 17.6)

100. The representative of the United States of America informed AC.3 that the three co-sponsors (EU, Japan and the United States of America) for the development of the UN GTR would resume discussions for the development of Phase 2. He added that a working plan would be transmitted to the December 2013 session of GRSP.

G. Draft UN GTR on Worldwide harmonized Light Vehicle Test Procedures (WLTP) (agenda item 17.7)

Documentation: Informal document WP.29-161-14

101. The Chair of GRPE (Germany) reported on behalf of the two co-sponsors (Japan and EU) on the development of the UN GTR on WLTP. He explained that the remaining open issues had been resolved. He confirmed that the consideration of the draft UN GTR would take place in the extraordinary GRPE session, scheduled to be held in Geneva on 14 November 2013. He expected that both the draft UN GTR and the Technical Report be recommended and transmitted to AC.3 for final consideration and possible adoption at its March 2014 session.

102. The representative of EU introduced a proposal to amend the UN GTR on WLTP (WP.29-161-14) and to extend the mandate of the IWG until the end of 2015. The proposal contained an outline of the forthcoming activities, a road map and the structure of the WLTP IWG. The representative of Japan, co-sponsor of this activity, corroborated the proposal. AC.3 supported the activities for the development of the first amendment to the UN GTR and authorized the IWG to initiate its tasks. AC.3 requested the secretariat to distribute an updated version of WP.29-161-14, including the recommendations to be made in the extraordinary session of GRPE, with an official symbol for consideration at the March 2014 session of AC.3.

H. Draft gtr on Electric Vehicles Safety (EVS) (agenda item 17.8)

103. The representative of Japan, Secretary of the IWG on electric vehicle safety (EVS), informed AC.3 about the outcome of the fourth meeting recently held in Beijing. He reported that the IWG had made progress in developing the outline of the UN GTR along with a draft UN GTR proposal submitted by the United States of America, Canada and Japan. During the technical discussion, the IWG had decided to establish seven task forces dedicated to specific issues to increase progress efficiency. He added that consolidated results were expected by the next IWG meeting. He also informed AC.3 that it had yet to decide on developing the UN GTR in either a single step or in two steps. He concluded that the IWG would provide a status report by the March or June 2014 session of AC.3 and that the fifth meeting of the group was scheduled in Washington D.C. in April 2014.

104. The representative of the United States of America confirmed his country's commitment to the successful establishment of a UN GTR on electric vehicles safety. Although, the IWG had made some good progress, the United States of America requested that the development of the UN GTR should be based on research evidence. He added that his administration was investing a considerable amount of money to develop a full research-based UN GTR, and that a single phase approach would only delay the work 6-8 months over choosing a two phase approach, to take into consideration the provisions of UN Regulation No. 100, which were considered by NHTSA as not evidence based. Therefore, he supported a one-phase approach only.

105. The representative of EU underlined the importance of the work of the IWG. He reminded AC.3 about the time needed for EU member States to adapt current EU regulations on electrical safety with the future requirements of the UN GTR. He volunteered to provide evidence that proceeding by phases in the development of a UN GTRs leads to its more rapid development. Finally, AC.3 agreed to resume consideration on this subject in the case that consensus could not be reached in the IWG.

I. Draft gtr on Quiet Road Transport Vehicles (agenda item 17.9)

106. The representative of the United States of America informed AC.3 that the last meeting of the IWG was held at NHTSA headquarters on 16-19 July 2013. He indicated that the main objective of the meeting had been to complete the first draft of the UN GTR. He reported that the draft had mainly been based on the United States of America Notice of Proposal of Rulemaking (NPRM) for QRTV. He explained that the IWG had also considered different approaches to go forward taking into account the provisions of Japan, the guidelines listed on the R.E.3 and the final report of the former IWG on QRTV. He stated that the IWG had completed half of the draft UN GTR. The remaining half was expected to be completed within a few more meetings of the IWG. He announced that the next meeting of the IWG was scheduled to be held in Tokyo in December 2013. Finally, he sought the consent of AC.3 to extend for one year the mandate of the IWG to recover delays in the publication of the United States of America's final rule on QRTV, which was expected to be published by the end of 2014 or beginning of 2015. AC.3 agreed to extend the mandate of the IWG to November 2015.

XX. Items on which the exchange of views and data should continue or begin (agenda item 18)**A. Vehicle crash compatibility (agenda item 18.1)**

107. No new information was provided for this agenda item.

B. Intelligent Transport Systems (agenda item 18.2)

108. No supplementary information was provided beyond agenda item 2.3 (see paras. 19 and 20 above).

C. Road illumination technologies (agenda item 18.3)

109. No new information was provided for this agenda item.

D. Harmonization of side impact dummies (agenda item 18.4)

110. The representative of the United States of America reported on the activities of the IWG. He indicated that work was adequately progressing to include the 50th percentile dummy into the M.R.1. He added that some parts of the 5th percentile female dummy would need to be redesigned.

E. Electric vehicles and the environment (EVE) (agenda item 18.5)

111. The representative of Canada reported on the success of the seventh meeting of the IWG on Electric Vehicles and the Environment (EVE), held on 17 and 18 October in Beijing, at the invitation of the Chinese Ministry of Industry and Information Technology. She reported that a draft Electric Vehicle (EV) reference guide was further elaborated. She added that the draft guide would be presented, as an informal document, at the January 2014 session of GRPE for comments. An updated version of the draft would be submitted as an official document at the June 2014 session of GRPE. AC.3 was expected to consider the reference guide at its November 2014 session.

112. The representative of EU underlined the importance of coordinating EVE with other IWG for subjects not only relevant for light vehicles, but also for other categories, such as heavy duty vehicles and motorcycles. The representative of Canada confirmed that the reference guide would be finalized with these considerations in mind. AC.3 agreed with the proposal, made by the Chair of GRPE, to organize a meeting among the leaders of the IWGs on WLTP and EVE. This meeting could improve the cooperation in drafting proposals for the possible development of a UN GTR on environment-related aspects of electric vehicles.

F. New technologies not yet regulated (agenda item 18.6)

Documentation: Informal document WP.29-161-18

113. The representative of the United States of America gave a presentation on the approach of his Administration concerning the five possible levels of vehicle automation (WP.29-161-18). He stated that although a lot of progress had been accomplished so far by manufacturers in his country and around the world on this subject, his Administration considered this technology not mature to be regulated at this time. He stated that NHTSA was taking into account several areas of technology and provided definitions to provide a better understanding on how the United States of America was approaching this subject. Therefore, he invited AC.3 representatives to participate in a workshop organized by his country in the Vehicle Research Test Center (VRTC) of NHTSA in Columbus, in the spring or summer of 2014, to share research progress.

114. The representative of the United Kingdom stated that the timely initiation of this discussion could lead the way for a possible start in a harmonized approach worldwide. He underlined that the issue of acronyms designated by manufacturers for individual technological solutions could create confusion for customers and prevents a future performance-based approach. He suggested that the WP.29 IWG on ITS would be the best place to continue and develop discussions on a harmonized approach on this matter. The representative of Germany endorsed this statement. He informed AC.3 that similar discussions were taking place in his country and that a forum had been established dealing with three different groups of interests: (i) research, (ii) vehicle and liability and (iii) the driver. Finally, he raised concerns on the different levels of automation and the responsibility (manufacturer or driver) associated to them. He concluded that liability issues should be prioritized before starting discussion on definitions and invited AC.3 to establish a round table to develop discussions. The representative of Japan endorsed the statement by the United Kingdom. He informed that his country had also been studying vehicle automation and could present the approach of his Ministry at the next IWG on ITS.

115. AC.3 requested the secretariat to insert a specific agenda item on this matter.

XXI. Proposals to develop new gtrs and/or amendments to established gtrs, not included under agenda item 16, if any (agenda item 19)

116. No new proposal was raised.

XXII. Exchange of information on new priorities to be included in the programme of work (agenda item 20)

Documentation: Informal documents WP.29-161-12, WP.29-161-13 and WP.29-161-22

117. The representative of the Republic of Korea presented WP.29-161-12 and WP.29-161-13 complementing his presentation on Vehicle Indoor Air Quality (VIAQ) given at the previous session of WP.29 (ECE/TRANS/WP.29/1104, para. 130). He invited AC.3 to evaluate the possibility of establishing an IWG with the aim to develop a new UN GTR by 2017. He added that Korea would be committed to chairing such a group.

118. The representative of EU appreciated the presentations, but advised to complete first the development of current tasks before starting new activities. He indicated that this issue may already have been addressed by current legislation. The representative of Canada underlined the importance of addressing potential health impacts related with VIAQ. He supported the idea to work in this area taking into consideration the advice of the EU. He suggested focusing on the identification of best practices and the collection of information before undertaking regulatory work. The Chair of GRPE (Germany) supported the considerations of EU and Canada. He stressed the need to collect information and to analyse the subject before deciding upon the need to develop a UN GTR, if CPs see the need for such a step. Recalling the purpose of WP.29-160-38, the representative of the Russian Federation underlined the importance of the impact of pollutants emitted in the atmosphere on VIAQ. He introduced information through document WP.29-161-22, and expressed readiness to present additional information to the March 2014 session of WP.29. He evoked the need of regulatory initiatives aiming at establishing environmental requirements for vehicle design with respect to ventilation, heating, air conditioning and cabin filters. He recalled the work on tyre and brake wear, which he had introduced in WP.29 in earlier sessions, and underlined the importance of taking a holistic approach. The representative of the United States of America stressed the need to distinguish between emissions from materials used in vehicle construction, which were the responsibility of another agency of his country, and emissions due to vehicle propulsion systems.

119. AC.3 invited all participants to collect information on this topic and requested the secretariat to keep this item on the agenda of the March 2014 session for further discussion.

XXIII. Other business (agenda item 21)

120. No other business was raised.

D. Administrative Committee of the 1997 Agreement

XXIV. Establishment of the Committee AC.4 and election of officers for the year 2013 (agenda item 22)

121. Following the recommendation of AC.2, the Administrative Committee AC.4 did not convene (see para. 9 above).

XXV. Other Business (agenda item 23)

122. No other business was raised.

Annex I

**List of informal documents (WP.29-161-...) distributed
without a symbol during the 161st session**

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
1	Secretariat	2.2	E	Calendar of meeting of WP.29, GRs and Committees for 2014	(b)
2	Secretariat	4.8.10	E	Editorial correction to ECE/TRANS/WP.29/2013/110	(b)
3	Informal Working Group on Retrofit Emission Control Devices	4.13.1	E	Corrigendum to ECE/TRANS/WP.29/2013/119	(b)
4	GRE at its 70 th session	4.6.6	E	Proposal for the 05 series of amendments to Regulation No. 10 (Electromagnetic compatibility)	(d)
5	GRSG at its 105 th session	4.7.5	E	Corrigendum to draft Supplement 1 to the 01 series of amendments to Regulation No. 110 on CNG/LNG vehicles (ECE/TRANS/WP.29/2013/101)	(b)
6	GRE	4.6.2 4.6.4, 4.6.5, 4.6.9, 4.6.12, 4.6.16, 4.6.20, 4.6.21, 4.6.22 and 4.6.27	E	Proposal for amendments to ECE/TRANS/WP.29/2013/69 adopted by GRE at its 70 th session	(e)
7	United States of America	14.1	E	Proposal for amendments to the draft Pole Side Impact GTR	(f)
8	Secretariat	12 and 14	E	Consideration and vote by AC.3 of draft global technical regulations and/or draft amendments to established gtrs	(a)

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
9	Secretariat	5.1 and 17	E	Status of the 1998 Agreement of the global registry and of the Compendium of candidates* Situation on priorities and proposals to develop gtrs as of 28 October 2013	(b)
10	Secretariat	8.3	E	United Nations Economic Commission for Europe Plan to implement the United Nations Decade of Action for Road Safety (2011-2020)	(b)
11	EU	4.6	E	Letter to Mr. Gauvin and Mr. Ramos Garcia requesting correction of amendments to Regulations No. 4, 6, 7, 23, 38, 50, 77, 87, 91 and 119.	(a)
12	Republic of Korea	20	E	Proposal for development of a new UN Global Technical Regulation on Vehicle Indoor Air Quality (VIAQ)	(c)
13	Republic of Korea	20	E	Presentation: Proposal for development of a new UN Global Technical Regulation on Vehicle Indoor Air Quality (VIAQ)	(c)
14	EU and Japan	17.7	E	Prolongation of the mandate of the GRPE informal group for the development of the UN GTR on WLTP	(b)
15	IWVTA Informal Group	4.4	E	Consolidated proposals for the revised 1958 Agreement	(d)
16	IWVTA Chair	4.4	E	Review of the 1958 Agreement	(a)
17	Chairman of IWVTA Sub-group "UN R0"	4.3	E	Progress Towards an International Whole Vehicle Type Approval Scheme	(a)
18	NHTSA	18.6	E	Levels of Automation	(a)
19	Japan	17.4	E	Status report of the informal group on Phase 2 of gtr No. 7 (IG GTR7 - PH2)	(d)
20	Secretariat	13	E	Notifications concerning the 1998 Agreement - Exemples of communication sent by the secretariat to the missions in Geneva	(a)

* The information on the Contracting Parties (33), the Global Registry and the Compendium of Candidates is provided in document ECE/TRANS/WP.29/1073/Rev.8.

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
21	Chair of IWG GTR9-PH2	17.5	E	Draft fifth progress report of the informal group on Phase 2 of gtr No. 9 (IG GTR9 - PH2)	(d)
22	Russian Federation	20	E	On the environmental safety of automobile vehicles	(a)

Notes:

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

Annex II

Calendar of Meetings of WP.29, GRs and Committees for 2014

Month	Meeting (title and session No.)	Dates proposed	Schedule	Half-days	Interpretation	Salle	12 weeks deadline	Delegates
JANUARY	Working Party on Pollution and Energy (GRPE) (68 th session)	7-10	p.m./a.m.	6	Yes		11.10.2013	150
JANUARY	Working Party on Noise (GRB) (59 th session)	28-30	p.m./p.m.	5	Yes		01.11.2013	80
FEBRUARY	Working Party on Brakes and Running Gear (GRRF) (76 th session)	17-21	p.m./a.m.	8	Yes		22.11.2013	100
MARCH	Administrative Committee for the Coordination of Work (WP.29/AC.2) (114 th session)	10	a.m./p.m.	2	No		---	35
MARCH	World Forum for Harmonization of Vehicle Regulations (WP.29) (162 nd); Admin. Committee of the 1958 Agreement (AC.1: 56 th session); Executive Committee of the 1998 Agreement (AC.3: 40 th session); Admin. Committee of the 1997 Agreement (AC.4: 13 th session)	11-14 (12 12-13 13)	a.m./p.m. (p.m. p.m./a.m. p.m.)	8	Yes		13.12.2013	160
MARCH – APRIL	Working Party on Lighting and Light-Signalling (GRE) (71 st session)	31-3	a.m./p.m.	8	Yes		10.01.2014	95
MAY	Working Party on General Safety Provisions (GRSG) (106 th session)	5-9	p.m./a.m.	8	Yes		07.02.2014	90
MAY	Working Party on Passive Safety (GRSP) (55 th session)	19-23	p.m./a.m.	8	Yes		21.02.2014	80
JUNE	Working Party on Pollution and Energy (GRPE) (69 th session)	3-6	p.m./a.m.	6	Yes		07.03.2014	150
JUNE	Administrative Committee for the Coordination of Work (WP.29/AC.2) (115 th session)	23	a.m./p.m.	2	No		---	35
JUNE	World Forum for Harmonization of Vehicle Regulations (WP.29) (163 rd session); Admin. Committee of the 1958 Agreement (AC.1: 57 th session); Executive Committee of the 1998 Agreement (AC.3: 41 st session); Admin. Committee of the 1997 Agreement (AC.4: 14 th session)	24-27 (25 25-26 26)	a.m./p.m. (p.m. p.m./a.m. p.m.)	8	Yes		28.03.2014	160
SEPTEMBER	Working Party on Noise (GRB) (60 th session)	1-3	p.m./a.m.	5	Yes		06.06.2014	80
SEPTEMBER	Working Party on Brakes and Running Gear (GRRF) (77 th session)	16-19	p.m./a.m.	6	Yes		20.06.2014	95
SEPTEMBER /OCTOBER	Working Party on General Safety Provisions (GRSG) (107 th session)	30-3	p.m./a.m.	6	Yes		4.07.2014	90
OCTOBER	Working Party on Lighting and Light-Signalling (GRE) (72 nd session)	20-22	a.m./p.m.	6	Yes		25.07.2014	95
NOVEMBER	Administrative Committee for the Coordination of Work (WP.29/AC.2) (116 th session)	10	a.m./p.m.	2	No		---	35
NOVEMBER	World Forum for Harmonization of Vehicle Regulations (WP.29) (164 th session); Admin. Committee of the 1958 Agreement (AC.1: 58 th session); Executive Committee of the 1998 Agreement (AC.3: 42 nd session); Admin. Committee of the 1997 Agreement (AC.4: 15 th session)	11-14 12 12-13 13	a.m./a.m. a.m. p.m./a.m. p.m./a.m.	8	Yes		15.08.2014	160
DECEMBER	Working Party on Passive Safety (GRSP) (56 th session)	9-12	p.m./a.m.	6	Yes		12.09.2014	80
		TOTAL: 108 half days						
		= 54 days						

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

The sessions scheduled "p.m./a.m." will begin in the afternoon, at 2.30 p.m. on the first indicated date and are expected to last to 12.30 p.m. on the last indicated date. The sessions scheduled "p.m./p.m." will begin in the afternoon, at 2.30 p.m. on the first indicated date and are expected to last to 5.30 p.m. on the last indicated date. The sessions scheduled "a.m./p.m." will start at 9.30 a.m. on the first indicated date and are expected to last to 5.30 p.m. on the last indicated date.

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

Annex III

United Nations Economic Commission for Europe Plan to implement the United Nations Decade of Action for Road Safety (2011-2020)

Introduction

1. This annex is an abstract of WP.29 activities from ECE/TRANS/2012/4, introduced at the March 2012 session of the Inland Transport Committee, in which UNECE presents its Action Plan for the UN Decade of Action for Road Safety (2011–2020). This Plan is directly aligned with the UN Global Plan for the Decade of Action for Road Safety (2011–2020), and aims to achieve the overall road safety goals of the UNECE by addressing priority areas of work as well as implementing continuous and future actions for each goal in its geographical area and beyond. The plan will be reviewed and updated annually to ensure progress is being made towards meeting the objectives and that performance indicators are reached.

2. Accordingly, this annex contains the progress of the activities for monitoring and evaluation of WP.29 actions in the framework of the Decade of Action since its launch (11 May 2011). According to the outcome of the March 2012 session of WP.29, it will be distributed and updated for consideration and comments to WP.29 at its annual November session for the length of the decade (see ECE/TRANS/WP.29/1095, para. 97)

3. It is based on WP.29-161-10 distributed during the 161st session of WP.29. The modifications to the text of WP.29-158-04 are marked in bold for new or strikethrough for deleted characters.

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>
Accession of United Nations Road Safety Conventions and Agreements	Monitoring the implementation of the United Nations Road Safety Conventions and Agreements: 1958 Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and /or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions (50 CPs); 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and / or be used on Wheeled Vehicles, (33 CPs); 1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections (12 CPs);	Will develop implementation indicators for the United Nations Road Safety Conventions and Agreements.	WP.1, WP.29, SC.1, WP.15	2011–2020	Number of new CPs to the United Nations Road Safety Conventions and Agreements and number of United Nations Regulations/United Nations GTRs adopted on national basis by countries CPs to any Agreement

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>
	On 23 June 2011 adopted of a new UN Rule on roadworthiness (UN Rule No. 2). The adoption of this UN Rule will be relevant for road traffic safety.	Will be extended the scope of UN Rule Nos. 1 and 2 to cover vehicles of categories M ₁ , N ₁ and O ₁ making the Agreement more useful for emerging economies and for those countries not having a periodical technical inspection (PTI) system.	WP.29	2011-2020	Number of new CPs acceding the Agreement and/or applying the UN Rules applied by 12 CPs
	Raised awareness and technical assistance for accession.	Will enhance national and regional capacity building workshops and consultations to facilitate new accessions	WP.1, WP.29, SC.1, WP.15	continuous	Number of new CPs to the United Nations Road Safety Conventions and UN Agreements; Consistency between the United Nations Road Safety Conventions and Agreements, and the regional and national laws.

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>
Objective 2: Protect Road Users					
Protecting Vulnerable Road Users	Adopted on 14 March 2012 the new UN Regulation on pedestrian safety	Will adopt new biofidelic test tools in the UN Regulation and UN GTR to design vehicles to be more pedestrian friendly.	WP.29	2011-2020	Number of CPs applying the United Nations Regulations
	Commissioned a discussion paper highlighting the benefits of the correct use of helmets and their specific construction (Regulation No. 22) for full head coverage to minimize impact in case of an accident.	Ongoing	WP. 29	2012	Number of new countries applying UN Regulation No. 22.
	Paid special attention to safe mobility and elderly road users by adopting provisions in United Nations Regulation No. 16 for safety-belts load limiters to reduce risk of thorax rib fracture injury.		WP.29	2011–2020	Number of increased CPs applying Regulation No. 16 (46 CPs)

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>
Objective 3: Make Vehicles Safer					
Encourage member States to apply and promulgate motor vehicle safety Regulations as developed by the World Forum for the Harmonization of Vehicle Regulations (WP.29) of the United Nations	With the adoption of [2] UN GTRs and 3 UN Regulations the total number is 132 United Nations Regulations and [14] United Nations GTRs	Will develop new United Nations Regulations, United Nations GTRs and amendments on vehicle safety	WP.29	2012–2013	Number of CPs applying United Nations Regulations.
	Adopted on 14 March 2012 the new UN Regulation on Light Emitting Diode (LED). Through this new UN Regulation active safety (lighting vehicle system) will be more efficient and responsive in road traffic.	Will handover LED technologies to all vehicle lighting and light-signalling system	WP.29	2012–2020	Number of CPs applying United Nations Regulations.
	Adopted on 17 November 2011 a new UN GTR on motorcycle controls, tell-tales and indicators. Through this new UN GTR motorcycle controls, tell-tales and indicators will be more efficient and responsive in road traffic at global level.	Will hand over the requirements of the UN GTR into corresponding UN Regulation.	WP.29	2011-2020	Number of CPs applying United Nations Regulations
	Adopted in 2012, 95 amendments to UN Regulations to update them to the technical progress	Will continue to update the UN Regulations to the technical progress	WP.29	2012	46 CPs applying the amendments to the UN Regulations
	Adopted 4 amendments to UN GTRs to update them to the technical progress	Will continue to update the UN GTRs to the technical progress	WP.29	2012	Number of CPs applying United Nations Regulations.

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>
	Participation of the secretariat at the workshop on regulatory cooperation between members of the WTO Committee for the elimination to technical barriers to trade (TBT). On 9 November 2011. Countries participating were encouraged to apply the regulations developed by WP.29 and to accede to the 1958 and 1998 Agreements.	Monitor the follow-up of the participation of the secretariat to WTO Committee for the elimination of technical barriers	WP.29	2011–2020	Number of new CPs applying United Nations Regulations.
Actions from Regional Economic Integration Organizations (REIO)/ CPs to replace regional legislations with United Nations Regulations/United Nations GTRs	Commission Regulation (EU) No. 407/2011 of 27 April 2011 includes 62 UN Regulations into Annex IV to Regulation (EC) No. 661/2009, concerning type-approval requirements for the general safety of motor vehicles, which lists the United Nations Regulations that apply on a compulsory basis.	Monitor the follow-up of the entry into force of the EU Regulation	WP.29	2011–2020	Number of new Directives replaced by United Nations Regulations. (Around 54 Directives replaced)
Passive and Active Safety	Drafted and Adopted United Nations Regulations and United Nations Global Technical Regulations on: child restraints systems, whiplash injury prevention, frontal/lateral/rear crash protection, safety-belts and their anchorages, protection against electric shocks in electric and hybrid vehicles.	Will extend the scope of the existing UN Regulation on battery electric vehicle safety to mopeds/motorcycles (L category). Will finalize a UN GTR on Electric Vehicle safety	WP.29	2014	Number of CPs applying the UN Regulations and UN GTR

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>
	UN Regulations passed on Passive Safety (crash worthiness), Safety belts: 1970, Protective helmets: 1972, Child Restraint Systems (CRS): 1981, Frontal and lateral crash tests: 1995, Pedestrian safety: 2008, Hybrid and Electric safety: 2010	Will amend current United Nations Regulation and United Nations GTR on head restraints to introduce new provisions to reduce whiplash injuries.	WP.29	2013	Number of CPs applying the United Nations Regulation.
	Adopted a new UN Regulation on Child Restraint Systems on 15 November 2012 introducing new provisions on lateral impact and anti-rotation movements.	Will extend the scope of this regulation to non-integral Child Restraint Systems ("Universal Booster" or "Specific to vehicle Booster").	WP.29	2014	Number of CPs applying the new United Nations Regulation.
	Adopted on 27 June 2013 new UN GTR on safety of hybrid/hydrogen vehicles.	Will amend current UN GTR to address the performance requirements of containers of any kind (i.e. liquefied hydrogen, cryo-compressed hydrogen (CcH2)) and harmonized types of crash tests (rear, front and lateral). Will draft a corresponding UN Regulation.	WP.29	2014	Number of CPs applying the new United Nations Regulation.

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>
		Will develop amendments to the United Nations Regulation on frontal collision with particular attention on protecting older occupants, female occupants and also focus on optimizing vehicles' structural interaction to improve self-protection and partner protection.	WP.29	2014	Still pending endorsement of this activity of GRSP and WP.29 – Amendments adopted.
	[Adopted a new UN GTR on Pole Side impact]	Will establish new UN Regulation on: Pole side impact (2014-2015) , Harmonization of dummies (2014), Crash compatibility (2015).	WP.29	2012–2015	Number of CPs applying the United Nations Regulations and UN GTR.
	Article I. Adopted in March 2013 the mandatory fitment of Advanced Emergency Braking System for Coaches and Trucks	Will continue to update the UN Regulations to the technical progress	WP.29	2012-2013	Number of CPs applying the United Nations Regulations
	Article II. Adopted in June 2013 the mandatory fitment of AEBS for mini buses and delivery vans	Will continue to update the UN Regulations to the technical progress, a review clause is added into the UN Regulation	WP.29	2013-2020	Number of CPs applying the United Nations Regulations
Quiet Road Transport Vehicles (QRTV)	Article III. Drafted a first set of guidelines to be adopted on technical aspects QRTV of (inserted into the R.E.3).	Will adopt new United Nations GTR to ensure electric and hybrid vehicles audibility.	WP.29	2012–2013	Number of countries applying the United Nations Regulation.

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>
Objective 5: Make Technologies Work for Safer Mobility					
Innovation – ITS	Developed an ITS Strategy (Road Map).	Will promote ITS solutions to increase Road Safety	Secretariat, WP.1, SC.1, WP.5, WP.15, WP.24, WP.29	2011–2020	Published ITS Strategy Package: Background Paper, Strategic Note, Road Map. The ITS Road Map is implemented.
-	Updated existing regulations and create new ones to boost ITS solutions for Vehicle Safety.	Will conduct capacity-building workshops.	WP.29	2011–2020	Number of capacity-building workshops conducted.
-	Addressed issues related to ADAS systems through cooperation of WP.1 and WP.29.	Will conduct workshops to address issues and will make recommendations.	WP.1, WP.29	2011–2015	Amendment to 1968 Convention on Road Traffic.

Annex IV

Status of the 1998 Agreement of the global registry and of the Compendium of Candidates*

Situation on priorities and proposals to develop gtrs as of 14 November 2013

GRRF

Item	Informal group (Yes-No)/ Chair & Vice- Chair		Formal proposal (ECE/TRANS/ WP.29/...)		Proposal for a draft UN GTR (ECE/TRANS/WP.29/..) State of play/Comments
	Tech. sponsor				
UN GTR on Tyres	Yes/UK	France	AC.3/15	2010/80 2013/63	AC. 3 recommended that GRRF works on the pending issues (in square brackets). Phase 1 of the UN GTR to be considered at the June 2014 session of AC.3. AC.3 extended the mandate of the IWG until June 2015
UN GTR No. 3 on motorcycle brake systems	No	Italy	...-	2013/128 → AC.3 document	GRRF is expected to consider a draft amendment to the UN GTR at its February 2014 session

GRSP

Item	Informal group (Yes-No)/ Chair & Vice- Chair		Formal proposal (ECE/TRANS/ WP.29/...)/		Proposal for a draft UN GTR (ECE/TRANS/WP.29/..) State of play/Comments
	Tech. sponsor				
Phase 2 of UN GTR No. 7 (Head Restraints)	Yes/UK	Japan	AC.3/25/ Rev.1	2012/34 (third progress report) GRSP/2013/24 (Draft UN GTR)	AC.3 agreed to consider a complete proposal, addressing all issues, including a draft Addendum to the MR.1 and extended the mandate of the IWG until the end of 2015.

* The information regarding the Contracting Parties (33), the Global Registry and the Compendium of Candidates are provided in document ECE/TRANS/WP.29/1073/Rev.8.

<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>
Phase 2 of UN GTR No. 9 (Flex-PLI) (Pedestrian Safety)	Yes/ Germany/ Japan	Germany/ Japan	AC.3/24	2012/58 (ToR and 1 st progress report) 2012/120 (2 nd progress report) 2013/36 (3 rd progress report) 2013/129 (4 th progress report) GRSP/2013/25 (Draft UN GTR)	GRSP will consider an official proposal of draft UN GTR (GRSP/2013/25) and a draft addendum to M.R.1 concerning the FlexPLI.
Amendment No. [2] to UN GTR No. 9		NL	AC.3/31	GRSP/2012/14	GRSP is expected to adopt a proposal concerning points of contact of headforms impactors at its December 2013 session.
HFCV-SGS					AC.3 decided at its November 2013 session to start the Phase 2 of the UN GTR
Pole side impact test UN GTR	Yes/ Australia	Australia	AC.3/28	[ECE/TRANS/180/ Add.2/14] [ECE/TRANS/180/ Add.2/14/App.1]	AC.3 established the Pole Side Impact UN GTR into the Global registry at its 39 th session
UN GTR on EVS	Yes/USA/ EU/ Japan/ China	EU/ Japan/ USA/ China	AC.3/32	2012/121 (ToR) 2012/122 (1 st progress report)	AC.3 will resume consideration on the progress report and timeline plan at its November 2013 session.

GRPE

<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>
Amend. 4 to UN GTR No. 2 (WMTC)	Yes/EC (EPPR)	EU	[2013/127] → AC.3 document		Request to develop amendments to UN GTR No. 2, eventually contemplating the possibility to develop new UN GTRs making reference to the relevant parts of UN GTR No. 2
Amend. 3 to UN GTR No. 4 (WHDC)	Yes/EC (HDH)	EU/ Japan	AC.3/29		GRPE is expected to finalize the draft of the new annex at its June 2014 session and AC.3 is expected to consider the draft GTR at its November 2014 session.

<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>
Worldwide harmonized Light vehicles Test Procedure (WLTP)	---	EU & Japan	AC.3/26 & Add.1		UN GTR expected for in the extraordinary GRPE session of November 2013. WP.29/AC.3 document expected for March 2014.
Subgroup on Development of the Harmonized driving Cycle (DHC)	Yes/Japan (WLTP-DHC)	EU & Japan	AC.3/26 & Add.1		---
Subgroup on Development of the Test Procedure (DTP)	Yes/CH (WLTP-DTP)	EU & Japan	AC.3/26 & Add.1		---
Amend. 1 to WLTP UN GTR	Yes/EC & Japan (WLTP)	EU & Japan	WP.29-161-14 → /2014/...		Extension of the mandate of the WLTP informal working group to end of 2015 for the amendment of the WLTP UN GTR agreed in principle. Official document to be submitted in March 2014.

GRB

<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	EU/Japan/ USA	---	AC.3/33 (Including ToR)	The IWG is considering a first draft

Situation of subjects for exchange of views

<i>Working Party</i>	<i>Item</i>	<i>Inf. group (Yes-No)/ Chair & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal ECE/TRANS/WP.29/...</i>	<i>State of play.</i>
GRSP	Crash compatibility	<i>No</i>	No	---	No new information was provided.
GRSP	Harmonized side impact dummies	<i>Yes</i>	USA	2010/88 (2 nd progress report)	The IWG informed GRSP at its May 2013 session that WorldSID 50 th % is a reliable test tool.
GRE	Road illumination technologies	<i>No</i>	No	---	No new information was provided.
WP.29	ITS	<i>No</i>	---	---	No new information was provided
WP.29	Electric Vehicles and Environment	<i>No</i>	No	---	The IWG is developing a reference guide
WP.29	New technology not yet regulated (Autonomous Vehicles)	<i>No</i>	No	---	Discussion should be continued at the March 2014 session of AC.3.

Annex V

[English only]

Oral statement by the representative of Australia during the Executive Committee (AC.3) of the 1998 Agreement concerning the establishment of the gtr on pole side impact in the Global Registry

A. Pre-Vote

It is my great pleasure to bring forward the draft UN GTR on Pole Side Impact (ECE/TRANS/WP.29/2013/120) for voting by AC.3. This UN GTR represents the culmination of over three years of work by the informal working group, by GRSP, WP.29 and AC.3.

A number of Contracting Parties, organizations and individuals have played large roles in the process of developing the UN GTR and if there is opportunity I will comment on this further after the vote.

This UN GTR is a life-saving and injury reducing legislation, and one of which I hope all members of WP.29 will be proud. It will save lives in both pole side impacts and other side impacts, including vehicle to vehicle crashes. It will reduce serious injuries, in particular brain injuries which are common in both pole side and other side impacts and which have enormous societal impact and high cost.

Monash University Accident Research Centre (MUARC) has estimated that in Australia the UN GTR will save nearly 700 lives over a 30 year period and avert or diminish some 800 severe or serious brain injuries. MUARC estimates suggest the benefit cost ratio is likely to be at least 7:1 for Australia. MUARC final report on the benefits of the UN GTR can now be found at the GRSP Pole Side Impact website.

The incidence of side impacts and costs and benefits will vary from country to country, but overall the UN GTR will save many lives and be highly beneficial.

Two points are worth stressing in conclusion: first, that while the costs of implementation may be higher in some countries, where airbag fitment is low, benefits will be correspondingly higher. Second, benefit cost analysis should take full account of the cost of severe and serious brain injuries, which are much more costly than the average figures generally used for severe and serious brain injuries.

I commend the UN GTR to you.

B. Post-Vote

With the vote now taken, I would like to make some additional comments.

In particular, I would like to provide my thanks, starting with the members of the informal working group: Canada, China, the European Commission, France, Germany, Japan, the

Netherlands, the Republic of Korea, the United Kingdom, the United States of America and the International Organization of Motor Vehicle Manufacturers (OICA). Germany, the European Commission, the United States of America, the Republic of Korea, the United Kingdom, BMW and OICA all hosted informal working group meetings.

To Canada which cooperated with Australia in a large crash programme, to other countries that undertook crash programmes and to the United States of America for its leadership on development of the WorldSID, I say additional thanks.

Finally, to some key individuals, and I am sorry for leaving anyone out but there are limits of time: I thank Mr. Ian Yarnold, Dr. Lee and his colleagues from the Republic of Korea and Mr. Onoda for their strong early encouragement; Mr. Richard Damm from Germany, Ms. Suzanne Tylko from Canada, Ms. Mary Versailles and Mr. Steve Ridella from the United States of America, Mr. Hans Ammerlann from the Netherlands, Mr. Peter Broertjes from the EC and our many industry colleagues for their assistance on drafting and technical questions; and Mr. Edoardo Gianotti for all his assistance.

Last but not least, I would like to thank my Australian colleagues: Mr. Mark Terrell and especially Mr. Thomas Belcher, who is here today, for their outstanding work and dedication.

Australia has been transposing the UN GTR into a UN Regulation and will present a draft to GRSP in December 2013.

Thank you.
