

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 1 November 2010

<i>Working Party</i>	<i>Item</i>	<i>Informal group (Yes-No)/Chair</i>	<i>Technical sponsor</i>	<i>Formal proposal</i> ^{1/}	<i>Proposal for a draft gtr</i> ^{2/}	<i>Proposals for guidance decisions</i> ^{3/}
GRRF	Tyres	Yes/UK	France	AC.3/15	<u>1/</u>	
GRSG	Gtr. No. 6–Amendment 1 (Safety glazing)	No	EU	AC.3/28	GRSG/2010/31 GRSG/2010/32 <u>2/</u>	
	Location and identification of motorcycle controls, tell- tales and indicators	Yes/Italy	Italy	AC.3/27	<u>3/</u>	

^{1/} Document symbols: Documents considered in 2006 and afterwards bear the symbol ECE/TRANS/WP.29/..... Before such date they bear the symbol TRANS/WP.29/...

1/ AC.3 could not support, at its June 2010 session, the possibility to include rolling resistance requirements into the gtr in its step 1. A draft text for the gtr is expected for the February 2011 session of GRRF.

2/ GRSG adopted at its October 2010 session a proposal for draft Amendment 1 as well as its report.

3/ The informal group intends to make a proposal to GRSG at its April 2011 session.

* The information regarding the Contracting Parties (31), the Global Registry and the Compendium of Candidates are provided in document ECE/TRANS/WP.29/1073/Rev.3 ECE/TRANS/WP.29/1073/Rev.3/Amend.1, and ECE/TRANS/WP.29/1073/Rev.3/Amend.1.

<i>Working Party</i>	<i>Item</i>		<i>Informal group (Yes--No)/Chair</i>	<i>Technical sponsor</i>	<i>Formal proposal ^{4/}</i>	<i>Proposal for a draft gtr ^{5/}</i>	<i>Proposals for guidance decisions ^{6/}</i>	
GRSP	gtr No. 1 (Door locks and door retention components)	Amend.1	No	USA	AC.3/18	GRSP/2010/284/ <u>4/</u>		
	gtr No. 7 (Head Restraints)	Phase 2	Yes/UK	Japan	AC.3/25	2010/1365/ <u>5/</u>		
	gtr No. 9 (Pedestrian Safety)	Corr.2	--	--	--	--	2010/133 <u>6/</u>	
		Amend.1	No	Germany	AC.3/23	2010/134 2010/135 <u>7/</u>		
		Phase 2	--	--	AC.3/24	GRSP/2010/37 GRSP/2010/4 <u>8/</u>		
	HFCV-SGS		Yes/USA/ Japan	Germany Japan & USA	AC.3/17	<u>9/</u>		
	Side impact (pole test provisions)		Yes/ Australia	Australia	AC.3/28	<u>10/</u>		

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^{4/} At its May 2010 session, GRSP started consideration of GRSP/2010/28 (tabled by the expert from USA) proposing amendments to gtr No. 1 and encompassing and complementing the existing ones. It will be considered again by GRSP at its December 2010 session.

^{5/} The representative of Japan and UK submitted the first status report of GRSP informal group on phase 2 of gtr No. 7 (2010/136) for consideration by AC.3 at its November 2010 session. The secretariat was requested to distribute WP.29-151-13 with an official symbol for consideration by AC.3 at its November 2010 session and to fix an agenda item to allow discussion regarding the issue of dummy specifications on the basis of a proposal transmitted by the informal group.

^{6/} AC.3 is expected to consider a Corrigendum to gtr No. 9 at its November 2010 session.

^{7/} AC.3 is expected to consider a draft amendment to introduce geometric criteria to exempt some flat-front vehicles at its November 2010 session.

^{8/} GRSP is expected to recommend at its December 2010 sessions a draft amendment to introduce the Phase 2 of the gtr concerning the incorporation of the Flex-PLI provisions.

^{9/} AC.3 is expected to consider a progress report at its November 2010 session and a proposal of gtr by the end of 2011. AC.3 agreed in principle that the gtr should not lower the current stringency level of safety already addressed by existing national legislations and that experts of the SGS subgroup should concentrate their efforts on technical matters.

^{10/} AC.3 adopted the proposal for the development of a new global technical regulation on Pole Side Impact and agreed to set up an informal group to develop it. AC.3 also agreed that the initial tasks of the informal group should be to (i) confirm the safety need for a gtr in light of the increasing prevalence of the electronic stability control in the vehicle fleet and (ii) simultaneously assess potential candidate crash test standards to be addressed by the proposed gtr.

<i>Working Party</i>	<i>Item</i>		<i>Informal group (Yes-No)/Chair</i>	<i>Technical sponsor</i>	<i>Formal proposal</i> ^{●/}	<i>Proposal for a draft gtr</i> ^{●/}	<i>Proposals for guidance decisions</i> ^{●/}
GRPE	gtr No. 2 (Worldwide Harmonized Motorcycle emission Test Cycle (WMTC))	Amend.2	Yes/Germany	Germany	AC.3/19	<u>11/</u> 2009/132 and 2009/133 GRPE/2011/4	
	gtr No. 4 (Worldwide Harmonized Heavy-Duty Certification procedure (WHDC))	Amend.2	Yes/EC	EU	AC.3/20	2010/48 <u>12/</u>	
	Corr.1 to gtr No. 11 (Non- Road Mobile Machinery (NRMM))		No			GRPE/2011/2 <u>13/</u>	
	Hydrogen and fuel cell vehicles HFCV-SGE		Yes/EC	Germany Japan & USA	AC.3/17	<u>14/</u>	
	Worldwide harmonized Light vehicles Test Procedure (WLTP)		Yes/--	EU&Japan	AC.3/26 & Add.1	<u>15/</u>	
	Subgroup on Development of the Harmonized driving Cycle (DHC)		Japan/UK				
	Subgroup on Development of the Test Procedure (DTP)		India/- -				

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11/ AC.3 endorsed the principle of the proposed Amendment 2 to insert alternative sets of harmonized limit values awaiting a final proposal and report at its next sessions. At its January 2011 session, GRPE is expected to have a final review of the proposal regarding the insertion of emission limit values into gtr No. 2.

12/ AC.3 adopted at its June 2010 session a proposal for Amendment 2 regarding the elimination of the remaining options. AC.3 noted the intention of GRPE to develop new test procedures on the emissions of pollutants and CO₂ for Heavy Duty Hybrids (HDH). AC.3 agreed to resume consideration of the co-sponsorship of this new activity under gtr No. 4 at its November 2010 session.

13/ A draft corrigendum to the gtr should be submitted to AC.3 for consideration at its June 2011 session. At its January 2011 session, GRPE is expected to adopt a proposal to correct a number of editorial errors in gtr No. 11.

14/ The GRPE informal subgroup on hydrogen and fuel cell vehicles – subgroup on environmental issues is expected to submit proposals to amend existing gtrs and Regulations.

15/ AC.3 noted that the good work progress made by both subgroups (DHC and DTP) on the development of the draft gtr.

Situation of subjects for exchange of views as of as of 1 November 2010

<i>Working Party</i>	<i>Item</i>	<i>Informal group (Yes-No) / Chair</i>	<i>Technical sponsor</i>	<i>Formal proposal TRANS/WP.29/</i>	<i>Proposal for a draft gtr TRANS/WP.29/.. 1/</i>
GRSP	Crash compatibility	No	No	---	<u>1/</u>
	Harmonized side impact dummies	Yes	USA	2010/82 2010/144	<u>2/</u>
GRE	Road illumination technologies	No	No	---	---
WP.29	Intelligent Vehicle Systems	Yes/Japan, UK	No	---	---

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1/ The representative of the EU informed AC.3 that a complete report on this matter was in progress.

2/ AC.3 agreed to mandate an informal group to develop harmonized provisions of the fifth female and fiftieth male percentile world side impact dummy (WorldSID) for the time being as a complementary activity to the proposal to develop the gtr on pole side test. The representative of USA submitted the first status report of the activities of the informal group for consideration of AC.3 at its November 2011 session.