



Economic and Social Council

Distr.: General
28 November 2018

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

176th session

Geneva, 13-16 November 2018

Reports of the

**World Forum for Harmonization of Vehicle Regulations on
its 176th session**

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

**Executive Committee of the 1998 Agreement on its fifty-
fourth session**

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

Contents

	<i>Paragraphs</i>	<i>Page</i>
A. World Forum for Harmonization of Vehicle Regulations		
I. Attendance.....	1	6
II. Opening statements	2-29	6
III. Adoption of the agenda (agenda item 1)	30-31	11
IV. Coordination and organization of work (agenda item 2).....	32-61	11
A. Report of the session of the Administrative Committee for the Coordination of Work (WP.29/AC.2) (agenda item 2.1).....	32-44	11
B. Programme of work, documentation and calendar of sessions for the year 2018 (agenda item 2.2)	45-50	12
C. Intelligent Transport Systems and coordination of automated vehicles related activities (agenda item 2.3).....	51-61	13
V. Consideration of the reports of the Working Parties (GRs) subsidiary to WP.29 (agenda item 3).....	62-84	14
A. Working Party on Lighting and Light-Signalling (GRE) (Seventy-ninth session, 24-27 April 2018) (agenda item 3.1)	62	14
B. Working Party on general Safety Provisions (GRSG) (114th session, 9-13 April 2018 (agenda item 3.2).....	63	14
C. Working Party on Passive Safety (GRSP) (Sixty-third session, 14-18 May 2018) (agenda item 3.3)	64	14
D. Working Party on Pollution and Energy (GRPE) (Seventy-seventh session, 5-8 June 2018) (agenda item 3.4)	65	15
E. Highlights of the recent sessions (agenda item 3.5).....	66-84	15
1. Working Party on Noise and Tyres (GRBP) (Sixty-eighth session, 12-14 September 2018) (agenda item 3.5.1)	66-70	15
2. Working Party on Automated, Autonomous and Connected Vehicles (GRVA) (former GRRF) (First session, 25-28 September 2018) (agenda item 3.5.2)	71-75	15
3. Working Party on General Safety Provisions (GRSG) (115th session, 9-12 October 2018) (agenda item 3.5.3).....	76-77	16
4. Working Party on Lighting and Light-Signalling (GRE) (Eightieth session, 23-26 October 2018) (agenda item 3.5.4)	78-83	16
VI. 1958 Agreement (agenda item 4)	84-123	17
A. Status of the Agreement and of the annexed Regulations (agenda item 4.1).....	84-88	17
B. Guidance requested by the Working Parties on matters related to UN Regulations annexed to the 1958 Agreement (agenda item 4.2).....	89-92	17
1. Reproduction and reference to private standards in UN Regulations, UN GTRs and Rules (agenda item 4.2.1).....	89	17
2. Guidance on amendments to UN Regulations annexed to the 1958 Agreement (agenda item 4.2.2)	90-92	17

C.	Development of the International Whole Vehicle Type Approval (IWVTA) system (agenda item 4.3)	93-94	18
D.	Revision 3 to the 1958 Agreement (agenda item 4.4).....	95-98	18
E.	Development of an electronic database for the exchange of type approval documentation (DETA) (agenda item 4.5)	97-109	19
F.	Consideration of draft amendments to existing UN Regulations submitted by GRE (agenda item 4.6)	110-112	20
G.	Consideration of draft amendments to existing UN Regulations submitted by GRSG (agenda item 4.7).....	113-114	21
H.	Consideration of draft amendments to existing UN Regulations submitted by GRSP (agenda item 4.8)	115-117	21
I.	Consideration of draft amendments to existing UN Regulations submitted by GRPE (agenda item 4.9)	118	22
J.	Consideration of draft corrigenda to existing UN Regulations submitted by GRs, if any (agenda item 4.10).....	119	23
K.	Consideration of pending proposals for amendments to existing UN Regulations submitted by the Working Parties subsidiary to the World Forum (agenda item 4.11).....	120	23
L.	Consideration of proposals for new UN Regulations submitted by the Working Parties subsidiary to the World Forum (agenda item 4.12).....	121	23
M.	Consideration of proposals for amendments to existing UN Regulations submitted by the Working Parties subsidiary to WP.29 for consideration at its November 2018 session (agenda item 4.13).....	122	23
VII.	1998 Agreement (agenda item 5)	123	23
	Status of the Agreement, including the implementation of paragraph 7.1 of the Agreement (agenda item 5.1)	123	23
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)	124	24
IX.	1997 Agreement (Periodical Technical Inspections) (agenda item 7).....	125-131	24
A.	Status of the Agreement (agenda item 7.1).....	125-126	24
B.	Amendments to the 1997 Agreement (agenda item 7.2).....	127	24
C.	Update of Rules Nos. 1 and 2 (agenda item 7.3)	128	24
D.	Establishment of new Rules annexed to the 1997 Agreement (agenda item 7.4)	129-131	24
X.	Other Business (agenda item 8).....	132-168	25
A.	Exchange of information on enforcement of issues on defects and non-compliance, including recall systems (agenda item 8.1)	132-133	25
B.	Consistency between the provisions of the 1968 Vienna Convention and the technical provisions for vehicles of Regulations and UN GTRs adopted in the framework of the 1958 and 1998 Agreements (agenda item 8.2)	134-143	25

C.	Proposals for amendments to the Consolidated Resolution on the Construction of Vehicles (agenda item 8.3).....	144	26
D.	Consideration of proposals for a new mutual resolution (agenda item 8.4)....	145	26
E.	Safer vehicles as the third pillar of the global plan for the decade of action for road safety (agenda item 8.5)	146-149	26
F.	Documents for publication (agenda item 8.6).....	150-164	27
G.	Election of officers for the year 2019 (agenda item 8.7)	165	28
H.	Any other business.....	166-167	28
I.	Tributes	168	28
XI.	Adoption of the report (agenda item 9)	169	29
B. Administrative Committee of the 1958 Agreement (AC.1)			
XII.	Establishment of the Committee AC.1 (agenda item 10).....	170-171	29
XIII.	Proposals for amendments and corrigenda to existing UN Regulations and for new UN Regulations – Voting by AC.1 (agenda item 11).....	172	29
C. Executive Committee of the 1998 Agreement (AC.3)			
XIV.	Establishment of the Executive Committee AC.3 (agenda item 12)	173	32
XV.	Monitoring of the 1998 Agreement: Reports of the Contracting Parties on the transposition of UN GTRs and their amendments into their national/regional law (agenda item 13).....	174	32
XVI.	Consideration and vote by AC.3 of draft UN GTRs and/or draft amendments to established UN GTRs, if any (agenda item 14).....	175-178	33
A.	Proposal for new UN GTRs (agenda item 14.1).....	175	33
B.	Proposal for Amendment 2 to UN GTR No. 9 (Pedestrian safety) (agenda item 14.2)	176-177	33
C.	Proposal for corrigenda to UN GTRs (agenda item 14.3)	178	33
XVII.	Consideration of technical regulations to be listed in the Compendium of Candidates for UN GTRs, if any (agenda item 15)	179	33
XVIII.	Guidance, by consensus decision, on those elements of draft UN GTRs that have not been resolved by the Working Parties subsidiary to the World Forum, if any (agenda item 16).....	180	34
XIX.	Exchange of information on new priorities to be included in the programme of work (agenda item 17).....	181-182	34
XX.	Progress on the development of new UN GTRs and of amendments to established UN GTRs (agenda item 18)	183-210	34
A.	UN GTR No. 2 (Worldwide Motorcycle emission Test Cycle (WMTC)) (agenda item 18.1)	183-184	34
B.	UN GTR No. 3 (Motorcycle braking) (agenda item 18.2).....	185	35
C.	UN GTR No. 6 (Safety glazing) (agenda item 18.3)	186-188	35
D.	UN GTR No. 7 (Head restraints) (agenda item 18.4)	189	35

E.	UN GTR No. 9 (Pedestrian safety) (agenda item 18.5)	190-192	36
F.	UN GTR No. 13 (Hydrogen and Fuel Cell vehicles (HFCV) – Phase 2) (agenda item 18.6)	193	36
G.	UN GTR No. 15 (Worldwide harmonized Light vehicle Test Procedures (WLTP) – Phase 2) (agenda item 18.7)	194-198	36
H.	UN GTR No. 16 (Tyres) (agenda item 18.8)	199	37
I.	UN GTR No. 20 (Electric Vehicle Safety (EVS)) (agenda item 18.9)	200	37
J.	Draft UN GTR on Quiet Road Transport Vehicles (QRTV) (agenda item 18.10)	201-202	38
K.	Electric vehicles and the environment (agenda item 18.11)	203-207	38
L.	Global Real Driving Emissions (RDE) (agenda item 18.12)	208-210	39
XXI.	Items on which the exchange of views and data should continue or begin (agenda item 19)	211-213	39
A.	Harmonization of side impact (agenda item 19.1)	211-212	39
1.	Side impact dummies (agenda item 19.1 (a))	211	39
2.	Pole side impact (agenda item 19.1 (b))	212	39
B.	Specifications for the 3-D H-point machine (agenda item 19.3)	213	39
XXII.	Other business (agenda item 20)	214	39
 D. Administrative Committee of the 1997 Agreement (AC.4)			
XXIII.	Establishment of the Committee AC.4 and election of officers for the year 2018 (agenda item 21)	215-216	40
XXIV.	Amendments to Rules Nos. 1 and 2 Agreement (agenda item 22)	217	40
XXV.	Establishment of new Rules annexed to the 1997 Agreement (agenda item 23)	218-221	40
XXVI.	Other business (agenda item 24)	222	40

Annexes

I.	List of informal documents (WP.29-176-...) distributed without a symbol during the 176th session		41
II.	World Forum for Harmonization of Vehicle Regulations (WP.29): Working Parties, Informal Working Groups and Chairmanship - State of play on 15 November 2018		44
III.	Calendar of Meetings of WP.29, GRs and Committees for 2019		47
IV.	Status of the 1998 Agreement of the global registry and of the compendium of candidates		48
V.	The Inland Transport Committee and Road Safety - progress report of the UNECE Road Safety Action Plan (2011-2020)		52

I. Attendance

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) held its 176th session from 13 to 16 November 2018, chaired by Mr. A. Erario (Italy). The following countries were represented, following Rule 1 of the Rules of Procedure of WP.29 (ECE/TRANS/WP.29/690/Rev.1): Algeria, Australia, Belgium, Bosnia and Herzegovina, Bulgaria, Canada, China, Czechia, Egypt, Finland, France, Georgia, Germany, Hungary, India, Iraq, Israel, Italy, Japan, Jordan, Kazakhstan, Latvia, Luxembourg, Malaysia, Morocco, Netherlands, Norway, Poland, Republic of Moldova, Republic of Korea, Romania, Russian Federation, San Marino, Serbia, South Africa, Spain, Sweden, Switzerland, Tunisia, United Kingdom of Great Britain and Northern Ireland (United Kingdom), United States of America, Uruguay and Uzbekistan. Representatives of the European Union participated. The following international organization was represented: International Telecommunication Union (ITU). The following intergovernmental organization was represented: EuroMed Transport Support Project. The following non-governmental organizations were also represented: Association for Emissions Control by Catalyst (AECC), European Association of Automotive Suppliers (CLEPA/MEMA/JAPIA)¹, Consumers International (CI), European Tyre and Rim Technical Organization (ETRTO), FIA Foundation for the Automobile and Society, Global New Car Assessment Programme (Global NCAP), International Automotive Lighting and Light Signalling Expert Group (GTB), International Motor Vehicle Inspection Committee (CITA), International Motorcycle Manufacturers Association (IMMA), International Organization of Motor Vehicle Manufacturers (OICA), Recreation Vehicle Industry Association (RVIA) and World Blind Union (WBU). Other non-governmental organizations were represented following Rule 1(d): American Automotive Policy Council (AAPC), Fédération Internationale de l'Automobile (FIA) and World Bicycle Industry Association (WBIA). Other non-governmental organizations, private sector entities, independent experts and observers were represented: Motor and Equipment Manufacturers Association (MEMA), and U.S. Tire Manufacturers Association.

II. Opening statements

2. The Chair of the World Forum welcomed the representatives to the 176th session of World Forum and introduced the opening speakers: Mr. Yuwei Li, Director of the UNECE Sustainable Transport Division, Mr. Jean Todt, United Nations Secretary-General's Special Envoy for Road Safety and His Excellency Mr. Ulugbek Lapasov, Permanent Representative of Uzbekistan to the United Nations.

3. The Director, Mr. Li welcomed the participants to the World Forum. He underlined the magnitude of impact that the work of the World Forum has in implementing the 2030 Sustainable Development Agenda, particularly, in the goals related to good health and well-being, climate change mitigation and sustainable urban development. He highlighted the link between the work on automated and autonomous vehicles with Sustainable Development Goals related to industrial development and innovation.

4. The Director reminded participants that efforts in the international harmonization of vehicle regulations and the domestic application of United Nations vehicle regulations have been identified as key actions for achieving progress in vehicle safety. As a pillar of the United Nations Decade of Action for Road Safety, 2011-2020, this imparts towards

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

meeting recommendations contained in numerous United Nations General Assembly resolutions, that were adopted in recent years and call for concerted global and domestic efforts to improve road safety.

5. Mr. Li recalled the establishment in 2018 of the United Nations Road Safety Trust Fund and its Global Framework Plan that targets the development of national road safety systems. He emphasized that vehicle regulations are an important component of national road safety systems, and that the World Forum's work on developing and harmonizing vehicle regulations is indispensable for designing sound national road safety systems.

6. The Director commended the World Forum for being a pioneer in ECE when it opened its agreements for global membership and started providing global services. He underlined the goal of the Inland Transport Committee (ITC) in its 2030 strategy to open other agreements under its purview for global membership as part of the effort of the international community to improve the safety, efficiency and environmental performance of transport systems. He underlined that the ITC 2030 strategy is a platform through which the World Forum can expand its regional and global membership.

7. Mr. Li highlighted the potential of the World Forum to address challenges in the global road transport industry, particularly, the severe shortage of professional drivers. He stressed that this is a strain on the industry and negatively impacts economic development worldwide. He said that the activities on automated vehicles are considered as promising for tackling the challenges stemming from the shortage of professional drivers.

8. The Director further added that the World Forum's activities in vehicle automation also may contribute to achieving the Sustainable Development Goals related to climate change, pollution and road safety by setting relevant and sound technical standards for road vehicles. He stressed the potential of automation to improve road safety but cautioned that automated vehicles may entail risks. He thus identified the most important role of the World Forum in ensuring road safety in the context of vehicle automation, namely assisting contracting parties and the industry, by developing regulations which ensure that automated vehicles realize their potential for positively contributing to road safety and simultaneously remedying risks carried by applications of vehicle automation technology.

9. In conclusion, Mr. Li called for continuing cooperation between Global Forum for Road Traffic Safety (WP.1) and WP.29 in developing technical standards and legal provisions for automated vehicles. Cooperation in vehicle automation would enable the development of technical standards for applicable technologies and their deployment on roads, and positively impact the achievement of the Sustainable Development Goals.

10. The Chair of the World Forum thanked the Director for his statement. He summarized the main activities of WP.29, especially the scope of work for improving vehicle safety and environmental performance, and the activities in vehicle automation, which require the dedicated attention of the World Forum. The Chair stressed the importance that the World Forum dedicates to activities directed at improving the safety and environmental performance of vehicles, as well as matters related to the developing field of vehicle automation. The Chair of WP.29 also echoed the position of the Director on the importance of cooperation between WP.1 and WP.29 in traffic rules and vehicle automation. He highlighted the results achieved thus far in the spirit of good cooperation between the two groups, i.e. the amendments to respective legal instruments that pave the way for further regulatory progress in vehicle automation. He also described the steps taken to secure continued positive cooperation, i.e. the establishment of the joint Executive Task Force for Vehicle Automation, the aim of which is, inter alia, to secure productive cooperation and positive solutions in the face of possible challenges in intergroup collaboration.

11. The United Nations Secretary-General's Special Envoy for Road Safety, Mr. Todt greeted the participants of the World Forum and expressed his gratitude for the opportunity to again address the World Forum. He praised the delegates and experts from all over the world for their work and continuing commitment to the safety and security of vehicles. He alerted delegates that statistics that are expected to be released by the World Health Organization in the coming months would not reflect a decrease in the number of road fatalities, as aimed for in the United Nations Decade of Action, 2010-2020, but rather an increase to 1.36 million lives lost each year. He stressed, in this context, that as the deadlines of the Decade and Goal 3.6, to halve the number of road fatalities and injuries by 2020, loom closer, the vehicle safety-related activities of WP.29 are becoming evermore essential.

12. The Special Envoy described his mission, to promote coordinated action towards improved road safety at global, regional and national levels, including accession to and implementation of the 1958, 1997, and 1998 Agreements as part of his core message to high-ranking government officials. He commended a number of actions in the work of the World Forum on improving road safety. The Special Envoy highlighted the proposed amendment to UN GTR No. 9 of the 1998 Agreement, which is on the agenda of the Executive Committee (AC.3), for increasing the effectiveness of pedestrian safety protection. He stressed that 270,000 pedestrians lose their lives on the world's roads each year, accounting for 22 per cent of the total road traffic deaths. The Special Envoy underlined that this amendment was a step forward in making cars safer, with the ultimate aim that the most likely consequence of accidents, which UN GTR No. 9 aims to mitigate the impacts of, in the future, be limited to minor injuries. Moreover, he asserted that this amendment would provide further regulatory convergence that will result in improving trade.

13. The Special Envoy acclaimed the increased accession to United Nations legal instruments serviced by the World Forum by countries in Africa and Asia. He applauded the collaboration of WP.29 with his secretariat in their joint efforts in Latin America to facilitate subregional dialogue on improved vehicle safety, with consideration of the 1958, 1997 and 1998 Agreements and more specifically, Revision 3 of the 1958 Agreement. He also commended Uruguay for its leadership in that initiative. He cautioned nevertheless that Latin America remained largely unengaged and that it should be considered a priority region for promoting United Nations agreements on vehicle construction in the following two years, which could help address the major issue of poor vehicle safety in the region and consequently, the high levels of road casualties.

14. The Special Envoy stated that the challenge to reduce road traffic fatalities is growing alongside increasing motorization rates and the evolution of the automotive industry, and that support and commitment from the industry is very much needed to achieve milestones in improving road safety. He recalled informal document WP.29-170-28, prepared for the 170th session of WP.29, on consultations to establish an automotive industry voluntary commitment, which advocated for the voluntary commitment of manufacturers to minimum standards for vehicle safety. He called on the automotive industry to consider that approach because adopting minimum safety standards would mean that their consumers around the world would benefit from an internationally endorsed minimum level of vehicle safety. He stressed that such a commitment would be better in the long-term for business and would save lives on the road. He called on the industry to step up its efforts towards establishing such a voluntary commitment. The Special Envoy stressed that only by aligning the efforts of all stakeholders and through complementing each other's activities can progress towards the shared responsibility of securing a safe and sustainable future be accelerated. He strongly expressed his commitment to continue working alongside ECE and other partners to internationally promote United Nations vehicle agreements.

15. In conclusion, the Special Envoy informed delegates about the recently established United Nations Road Safety Trust Fund, which aims to support government efforts to strengthen national road safety systems. He encouraged governments, international organizations, NGOs and the industry to support the fund.

16. The Chair of the World Forum thanked the Special Envoy for his participation in the session of the World Forum and for his intervention and expressed the gratitude of the World Forum for promoting its work and its vehicle agreements throughout the world.

17. The representative of the Republic of Korea, Vice-Chair of GRSP, expressed appreciation for the Special Envoy's efforts in improving road safety at a global level. He described his country's experience and road safety performance in the last 30 years, a period marked by rapid economic growth and motorization. In 1991, the number of traffic death reached 13,429, but then continuously decreased to 4,185 in 2017. The country's road traffic death rate per 100,000 persons had decreased from 31 to 8.1, a 75 per cent reduction. He explained that the Republic of Korea had, since joining the 1958 and 1998 Agreements, improved many practices. One of the main factors behind the significant reduction in road traffic fatalities in the country during the preceding 20-year period was that UN Regulations and UN GTRs, such as frontal impact, side impact, pedestrian safety, Electronic Stability Control, and Advanced Emergency Braking System, had been applied since the Republic of Korea joined WP.29. He underlined that, given that the share of pedestrian fatalities in road traffic accidents was nearly 40 per cent, the Republic of Korea was the one of the first countries to introduce a pedestrian safety standard in December 2008, just after the establishment of UN GTR No. 9.

18. The representative further informed delegates that his country had joined the United Nations Road Safety Trust Fund as a member of the Advisory Board and expressed his support for the Secretary General's Special Envoy's closing remark, inviting governments, organizations and industries to support the United Nations Road Safety Trust Fund.

19. The Special Envoy thanked the representative of the Republic of Korea for his statement and the information about his country's improvement in road safety. He encouraged the Republic of Korea to share their positive experiences and practices that have led to a significant improvement in the country's road safety performance for the benefit of countries in the region.

20. The representative of South Africa thanked Mr. Todt. He stated that South Africa aspired to adopt all other UN Regulations under the 1958 and 1998 Agreements that had not been adopted upon its accession to the agreements, and to ensure that the country comprehensively participates in activities of the World Forum and its subsidiary groups. He invited the Special Envoy to visit South Africa and to support a comprehensive application of the 1958 Agreement, which would also allow the country's administration and industry to fully apply the E47 mark. He mentioned that the neighbouring countries, Botswana, Mozambique and Zimbabwe, could also benefit from becoming signatories to the United Nations vehicle agreements, and invited the Special Envoy and the World Forum to support them in the process.

21. The Special Envoy stated that South Africa had a key role in promoting United Nations vehicle regulations throughout the African continent, and shared information about ongoing contacts of his secretariat with the highest officials in the country to prepare his visit in 2019.

22. The Permanent Representative of Uzbekistan to the United Nations, H.E. Mr. Lapasov thanked the ECE Sustainable Transport Division for assisting Uzbekistan in acceding to the 1998 Agreement. He reaffirmed the willingness of Uzbekistan to work with all interested parties towards the successful implementation of the objectives set out in the agreement, and especially to establish a global process for developing UN GTRs on safety,

environmental, energy efficiency and anti-theft performance of wheeled vehicles, equipment and parts. He informed the World Forum that the Uzbek Agency for Standardization is the contact point for issues related to the agreement. H.E. Mr. Lapasov invited countries that are not yet contracting parties to the agreement to accede. Moreover, he expressed gratitude to the Special Envoy for the work done and admiration for the achievements of the secretariat of the Special Envoy during its mandate. His Excellency stressed that an enormous amount of work has yet to be done in improving global road safety and stated that Uzbekistan will work with the secretariat of the Special Envoy and other relevant stakeholders towards these goals. His Excellency concluded by extending an invitation from his Government to the Special Envoy to visit Uzbekistan.

23. The Special Envoy thanked His Excellency and took due note of the invitation.

24. The Chair of the World Forum thanked the representative of Uzbekistan for his statement.

25. The representative of Global NCAP expressed appreciation for the support and efforts of FIA and the ECE secretariat to help and support the work of his organization. He also appreciated the leadership to achieve a voluntary industry commitment. Moreover, he expressed hope that a commitment would include front and side impact occupant protection (UN Regulations Nos. 94 and 95), Pedestrian Protection (UN Regulation No. 127 and UN GTR No. 9) and Electronic Stability Control (UN Regulation No. 140 and UN GTR No. 8) provisions.

26. The Special Envoy thanked the representative of Global NCAP, supported his comments about the need to work with automotive manufacturers, and to advocate for their voluntary commitment to safety standards concerning equipment in vehicles, especially in the countries in Africa, Asia and Latin America where road safety performance is unsustainable. He urged government representatives at the World Forum to implement more stringent standards for vehicles, and for their engagement and support in advocacy efforts to secure the voluntary commitment of automotive manufacturers to safety standards.

27. The representative of OICA stated that a voluntary commitment would be difficult to achieve due to reasons of competition and economy. He stressed that manufacturers focus on mandatory national requirements for the construction of vehicles. The representative mentioned discussions on the possibility of developing a United Nations resolution on establishing mandatory national requirements in countries that have not enacted such legislation. He emphasized the readiness of the industry to support a process of establishing national mandatory requirements, provide input and to develop a clear roadmap of requirements that should be put in place.

28. The Special Envoy reiterated his position that it is the responsibility of the industry to produce and sell vehicles in accordance with minimum safety standards, and that existing discrepancies in the safety equipment in vehicles sold in Europe or in the United States of America with the same vehicle models of the same manufacturers sold in Africa, Asia or Latin America are unacceptable.

29. The Chair of the World Forum concluded the opening session by recalling the recent revision of the 1958 Agreement. The revision allows flexibility for the contracting parties in applying regulations under this agreement without mandating application of the latest series of amendments: initial access would be to a minimum level of stringency in safety and emission standards — a level that corresponds to the circumstances of a contracting party — while providing the possibility for subsequently increasing stringency towards the state of the art.

III. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/1141, Add.1 and Add.2
Informal document WP.29-176-10

30. The annotated provisional agenda was adopted.
31. 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 n of the Administrative Committee for the Coordination of Work (WP.29/AC.2) (agenda item 2.1)

32. The 128th session of WP.29/AC.2 (12 November 2018) was chaired by Mr. A. Erario (Italy) and was attended, in accordance to Rule 29 of the terms of reference and rules of procedure of WP.29 (TRANS/WP.29/690/Rev.1) by the Chairs of GRBP (France), GRE (Belgium), GRPE (Netherlands), GRVA (United Kingdom), GRSG (Italy), the Vice-Chair of GRSP (Republic of Korea), the Chair of the Executive Committee (AC.3) of the 1998 Agreement (Japan), the Vice-Chair of WP.29 (Russian Federation), and by the representatives of Canada, Germany, United States of America and European Union.

33. AC.2 discussed the draft programme of work (ECE/TRANS/2018/1/Rev.2), with special focus on the recently established GRVA. AC.2 highlighted the need for a more strategic approach on how priorities are being defined for the work under the 1958 Agreement and the 1998 Agreement. For this, input should be sought from the GR Chairs and Vice-Chairs. This would require discussions at the GR level on the priorities of the activities within the groups.

34. In view of the coordination of the work of GRs on automated vehicles, AC.2 recommended that regular meetings of GR Chairs and Vice-Chairs were convened, notably during the weeks of the three WP.29 meetings each year.

35. AC.2 reviewed a proposal from the Chair of GRVA to cluster the activities on automation into the following groups: (a) data management, (b) functional requirements, (c) visualisation systems and (d) vehicle safety assessment. AC.2 noted the proposal but decided that this issue should be discussed by WP.29 as part of the broader discussion on priorities for GRVA under item 2.3. of the agenda (see WP.29-176-28).

36. AC.2 reviewed and adopted the provisional agenda of the 176th session of the World Forum and reviewed the draft agenda of the 177th session of the World Forum, scheduled to be held in Geneva from 12 to 15 March 2019.

37. A part of the work of the former IWG on ITS/AD had been taken over by the newly established GRVA. AC.2 recommended that the activities of the former IWG that had not been integrated into GRVA were continued, i.e. to provide an inclusive platform for exchange and cooperation on intelligent transport systems with other international organization such as the ITU, the International Road Federation (IRF) and ITS bodies.

38. AC.2 agreed that the IWG on ITS would not convene during the week of the 176th session of WP.29. Instead, AC.2 recommended WP.29 delegates to attend the ITS flagship event on 4 December 2018 and the Future Networked Car event, planned to take place on 7 March 2019, during the Geneva Motor Show.

39. AC.2 noted that the coordination between WP.1 and WP.29, as requested in Decision No.13 of the eightieth session of the Inland Transport Committee (ITC), had

materialized by the setting up of a WP.1-WP.29 Executive Task Force (ETF). Inter alia, ETF is preparing a joint WP.1-WP.29 event on the occasion of the eighty-first session of ITC, on 18 February 2019.

40. AC.2 welcomed the work done by the Task Force on Cyber Security/Over-the-Air software updates and recommended extending its mandate.

41. AC.2 recommended postponing the vote on the amendment proposals under agenda items 4.6.4 and 4.6.5 and to keep those as pending proposals in the WP.29 agenda, awaiting amendments to UN Regulation No. 78.

42. AC.2 recommended postponing the vote on proposed amendments under agenda items 4.6.9 to 4.6.37 and deferred their consideration as revised proposals to the March 2019 session of WP.29.

43. AC.2 recommended postponing the vote on proposed new UN Regulations under agenda items 4.12.1 - 4.12.3 and deferred their consideration as revised proposals to the March 2019 session of WP.29.

44. AC.2 reviewed the proposed calendar of meetings for 2019.

B. Programme of work, documentation and calendar of sessions for the year 2018 (agenda item 2.2)

Documentation: ECE/TRANS/WP.29/2018/1/Rev.2
ECE/TRANS/WP.29/2018/166
Informal documents WP.29-176-01 and WP.29-176-02

45. The Secretary of WP.29 presented the programme of work with a strategic introduction on the main priorities of the WP.29 work, which are related to vehicle automation and environmental protection. He stated that the areas of work of the six GRs were of equal importance. He introduced Real Driving Emissions (RDE) as a new area of work under the GRPE. The priorities would include further development in implementing the 1958, 1997 and 1998 Agreements, the main horizontal activities and the main topics addressed by the subsidiary bodies of WP.29 following the transformation of GRRF into GRVA. He further explained that the part of the document with tables for each of the bodies was needed as a legacy document providing for the mandates for internal administrative activities (ECE/TRANS/WP.29/2018/1/Rev.2).

46. The representative of the European Union recalled the need for a more strategic approach in defining the future programmes of work under the 1958 Agreement, the 1997 Agreement and the 1998 Agreement, and called upon GR Chairs to identify their priorities as a basis for future updates of the programme of work.

47. WP.29 adopted the revised programme of work based on document ECE/TRANS/WP.29/2018/1/Rev.2.

48. The World Forum considered and adopted the amendments to the Rules of Procedures of WP.29 (ECE/TRANS/WP.29/2018/166).

49. The World Forum took note of the list of Working Parties and Chairs (WP.29-176-01) and the draft 2019 calendar for WP.29 and its subsidiary bodies (WP.29-176-02).

50. The 2019 calendar and the list of Working Parties, Informal Working Groups (IWG) and Chairs are reproduced in Annexes II and III to this report.

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

Documentation: Informal documents: WP.29-176-16, WP.29-176-17, WP.29-176-24, WP.29-176-28, WP.29-176-29 and WP.29-176-30

51. The Chair of GRVA introduced WP.29-176-28 which sets out the priority areas on which GRVA should focus. He explained that the document was based on WP.29-175-29 submitted jointly by Japan and the European Union. He reminded the World Forum of his consultation with the WP.29 delegations and explained that document WP.29-176-28 was an attempt to summarize the responses into strategic issues. He described several detailed topics such as cyber security and automated steering where discussions were well advanced but also mentioned ongoing discussions on the functional requirements of automated vehicles and consideration of a new approach to assessing their performance. He invited delegates to provide comments on his proposed list by mid-December 2018.

52. The representative of the Netherlands noted that WP.29-176-28 did not provide a general framework but that it specifically addressed GRVA activities. The Chair of WP.29 confirmed that the framework does indeed contain activities beyond those of GRVA.

53. The representative of CLEPA presented WP.29-176-24. He expressed full support to the new structure and encouraged WP.29 to effectively discuss the organization of automated vehicle related work. He stressed the need to complete the work of the IWG on Automatically Commanded Steering Function (ACSF).

54. The representative of the Russian Federation, Co-Chair of the IWG on Periodic Technical Inspection (PTI), proposed to note that work items related to requirements for automated vehicles in use, including PTI are important. The Chair confirmed that WP.29 considered this work as important and noted the activities, e.g. in IWG PTI.

55. The representative of ITU stated the need to consider the interaction of conventional vehicles with automated vehicles in traffic. The Chair of GRVA confirmed that GRVA was already considering it.

56. The representatives of Japan, the United States of America and the European Union thanked the Chair of GRVA for his proposal. They considered the general approach was appropriate, but advised that the World Forum should return to this issue in March 2019 once GRVA had considered this item again at its second session in January 2019. The delegate from China explained that he could not formally confirm his Government's support for the proposals but would consult his experts. He sought clarification on how he could contribute before the December deadline. WP.29 welcomed a proposal from the secretariat to collate delegation's contributions provided they are received by Friday 15 December 2018 (send to francois.guichard@un.org). Thereafter, as proposed by the GRVA Chair, a videoconference would be held before the end of 2018, involving those delegation which had contributed written comments. WP.29 noted that the objective was to prepare a document for consideration at WP.29 and at AC.3 in March 2019 following review by GRVA at its second session.

57. The representative of China presented the position of his country on the organization and future work planning of GRVA reflected in WP.29-176-30, which was well received by WP.29.

58. The representative from Japan introduced WP.29-176-29 presenting Japan's position on how to consider innovative validation method for safety of automated vehicle. He presented the outline of the Japanese guideline for safety technology for automated vehicles as well as considerations on how the safety evaluation should be discussed at GRVA. WP.29 noted with interest this presentation.

59. The representative of the World Blind Union stated the importance of the work on driverless vehicles as it could change the lives of millions of visually impaired persons. He mentioned the potential of these products: these vehicles could open new transport options and increase employment, education, or conditions of living of blind persons, etc. He highlighted the possible activities that would address the needs of the vision impaired community: appropriate human machine interface for interactions, including in case of emergency situations, or in case of events outside of the vehicle causing the vehicle to stop. He mentioned that, as these vehicles would likely park themselves, a means of helping to find the vehicles would be necessary. WP.29 noted the importance of considering these aspects in due time due to the huge potential for increasing individual mobility for impaired people.

60. The representative of the United Kingdom, Co-Chair of the IWG on ITS, recalled the outcome of the discussion at AC.2. WP.29 supported his proposal to prepare terms of reference for consideration at the March 2019 session of WP.29. He mentioned the activities of the UNECE secretariat together with the International Road Federation (IRF) and separately with the ITU on the preparation of the UNECE-IRF event on 4 December 2018 and the UNECE-ITU Future Networked Car event on 7 March 2019. WP.29 accepted his volunteering to coordinate the activities of WP.29 and to propose a WP.29 delegation at both events. He indicated that he would seek participation from all CPs, and thanked India and the United States of America for their interest in these activities.

61. Due to lack of time, WP.29 could not review documents WP.29-176-16 and WP.29-176-17. The representative of OICA proposed that the documents are reviewed at the next session of GRVA.

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

A. Working Party on Lighting and Light-Signalling (GRE) (Seventy-ninth session, 24-27 April 2018) (agenda item 3.1)

Documentation: ECE/TRANS/WP.29/GRE/79

62. The World Forum recalled the report of the Chair of GRE on its seventy-ninth session (ECE/TRANS/WP.29/GRE/79) and approved the report.

B. Working Party on General Safety Provisions (GRSG) (114th session, 9-13 April 2018) (agenda item 3.2)

Documentation: ECE/TRANS/WP.29/GRSG/93

63. The World Forum recalled the report of the Chair of GRSG on its 114th session (ECE/TRANS/WP.29/GRSG/93) and approved the report.

C. Working Party on Passive Safety (GRSP) (Sixty-third session, 14-18 May 2018) (agenda item 3.3)

Documentation: ECE/TRANS/WP.29/GRSP/63

64. The World Forum recalled the report of the Chair of GRSP on its sixty-third session (ECE/TRANS/WP.29/GRSP/63) and approved the report.

D. Working Party on Pollution and Energy (GRPE) (Seventy-seventh session, 5-8 June 2018) (agenda item 3.4)

Documentation: ECE/TRANS/WP.29/GRPE/77

65. The World Forum recalled the report of the Chair of GRPE on its seventy-seventh session (ECE/TRANS/WP.29/GRPE/77) and approved the report.

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

1. Working Party on Noise and Tyres (GRBP) (Sixty-eighth session, 12-14 September 2018) (agenda item 3.5.1)

66. The GRBP Chair reported on the results achieved by GRBP during its sixty-eighth session (for details, see the report of the session ECE/TRANS/WP.29/GRB/66).

67. In particular, he mentioned that GRBP had adopted new series of amendments to UN Regulations Nos. 9 (Noise of three-wheeled vehicles) and 92 (Replacement exhaust silencing systems for motorcycles).

68. He also requested WP.29 to extend the mandates of IWG on ASEP until September 2020 and of IWG on QRTV GTR until December 2019. WP.29 agreed.

69. The GRBP Chair also sought the views of WP.29 on the scope of a new draft resolution on road surface labelling. WP.29 encouraged GRBP to consult the road construction industry, to continue work on this, and to report back to WP.29 in due course. WP.29 noted that, at this stage, it would be premature to anticipate the eventual legal form of this resolution which, for example, could be kept as a reference document.

70. WP.29 noted that GRBP had re-elected Mr. S. Ficheux (France) as Chair and Mr. A. Bocharov (Russian Federation) as Vice-Chair for the year 2019.

2. Working Party on Automated, Autonomous and Connected Vehicles (GRVA) (former GRRF) (First session, 25-28 September 2018) (agenda item 3.5.2)

Documentation: Informal document WP.29-176-16

71. The Chair of GRVA, Mr. B. Frost (United Kingdom) reported to WP.29 on the results of its first session (for more details see the report of the session ECE/TRANS/WP.29/GRVA/1).

72. WP.29 noted the readiness of GRVA to work on items related to active safety, Advanced Driver Assistant Systems (ADAS), automation and connectivity. The Chair of GRVA referred to the discussions under agenda item 2.3.

73. WP.29 invited GRVA to envisage follow-up activities for the Task Force on Cyber Security and Over-the-Air issues, and to present them at the March 2019 session of WP.29.

74. WP.29 agreed to extend the mandate of the IWG on Advanced Emergency Braking Systems (AEBS) by one year, until September 2019.

75. WP.29 noted the election of Mr. Frost as Chair for the GRVA session in 2019. WP.29 agreed that GRVA would proceed with the election of Vice-Chair(s) in January 2019.

3. Working Party on General Safety Provisions (GRSG) (115th session, 9-12 October 2018) (agenda item 3.5.3)

76. The GRSG Chair reported on the results achieved during the 115th session of GRSG (for more details see the report of the session ECE/TRANS/WP.29/GRSG/94). He said that GRSG had adopted amendments to 11 UN Regulations as well as a new draft UN Regulation on Blind Spot Information Systems (BSIS). The new Regulation and these amendments will be submitted to WP.29 and AC.1 for consideration at their March 2019 sessions.

77. GRSG questioned the need for an ambassador on the International Whole Vehicle Type Approval (IWVTA) and preferred to nominate a new GRSG ambassador on vehicle automation to ensure, in future, a good exchange of views and coordination under this new agenda item.

4. Working Party on Lighting and Light-Signalling (GRE) (Eightieth session, 23-26 October 2018) (agenda item 3.5.4)

78. The Chair of GRE reported on the results of the eightieth session of GRE (for details, see the report ECE/TRANS/WP.29/GRE/80).

79. He briefed WP.29 about corrections to the extensive package of amendment proposals in the framework of Simplification of Lighting and light-signalling Regulations (SLR) that had been submitted to WP.29 and AC.1 in August 2018. In this context, WP.29 recalled the recommendation of AC.2 to consolidate the SLR package and to postpone its adoption to the March 2019 session (see paras. 42-43 above).

80. The Chair of GRE pointed out that now the GRE Informal Working Group on "Simplification of the Lighting and Light-Signalling UN Regulations" (IWG SLR) would start the second stage which would focus on introducing technology-neutral and performance-based requirements and that, to this end, GRE had revised the Terms of Reference of IWG on SLR. He sought the consent of WP.29 to extend the mandate of IWG on SLR until the end of 2022. WP.29 agreed to this request.

81. WP.29 noted that GRE considered and adopted a set of amendment proposals on the use of LED substitute light sources for light-signalling applications and would continue considering LED substitutes for front-lighting applications. WP.29 was also informed that GRE had adopted new series of amendments to UN Regulations Nos. 10 (Electromagnetic compatibility) and 53 (Installation of lighting and light-signalling devices for L3 vehicles).

82. The Chair of GRE added that GRE had established a task force to evaluate the need for signalling requirements for automated/autonomous vehicles to signal their status and communicate their next intended actions using visual or audible signals or a combination of both. He committed himself to keep the World Forum informed about this work.

83. WP.29 noted that GRE had re-elected Mr. M. Loccufier (Belgium) as Chair and Mr. D. Rovers (Netherlands) as Vice-Chair for the year 2019.

VI. 1958 Agreement (agenda item 4)

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

84. The secretariat informed the World Forum about the latest update of the status of the 1958 Agreement, based on ECE/TRANS/WP.29/343/Rev.26, as corrected, that contains the information received by the secretariat up to 20 October 2018, available at www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29fdocstts.html. WP.29 noted that contracting parties should notify the secretariat about any amendments needed to the status document via the new established online database only.

85. WP.29 noted the introduction of a new layout for the ECE/TRANS/WP.29/343/Rev.26 document. Only Part II and Annexes II and III would be issued for the June and November sessions. Part I and Annex I were accessible online via a website – application². The full document would be issued at each March session.

86. The secretariat reported on the development of an extension for information on applications of former versions of UN Regulations by contracting parties of the web-based application on the exchange of information on nominated Technical Services and Type Approval Authorities.

87. The expert from IMMA welcomed the development of this application and asked whether it could be extended to provide information on the minimum level of stringency applicable in the territory of the contracting parties.

88. The secretariat confirmed that the extension under development was aimed to provide information relevant for limited IWVTA (L-IWVTA) and hoped that it could be available online by the end of 2018.

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

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

89. No information was provided under this agenda item.

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

Documentation: ECE/TRANS/WP.29/1044/Rev.2
Informal document: WP.29-176-25

90. WP.29 welcomed the publication of ECE/TRANS/WP.29/1044/Rev.2 on general guidelines for regulatory procedures and transitional provisions in UN Regulations.

91. The representative of OICA introduced WP.29-176-25, and referred to the discussion of WP.29 at its previous session on the difficulties for obtaining extensions to existing type approvals. He recalled the decision of WP.29 to grant a transitional provision to a number of UN Regulations (ECE/TRANS/WP.29/1139, paras. 64-65). He explained that some GRs had already drafted amendments to insert the new transitional provision covering the period

² https://apps.unece.org/WP29_application/

until the date of 31 December 2019. He concluded that such amendments were not necessary as they are covered by the decision of WP.29 and that these amendments were unlikely to enter into force by the end of 2019.

92. WP.29 confirmed this interpretation and that amendment proposals prepared by GRSG for introducing those transitional provisions would not need to be put forward for adoption by WP.29. On this occasion, WP.29 recalled that as of 1.1.2020, the new guidelines under Revision 3 of the 1958 Agreement must be applied to all UN Regulations.

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

Documentation: ECE/TRANS/WP.29/2018/82
Informal documents: WP.29-176-19, WP.29-176-20 and
WP.29-176-21

93. The representative of Japan, Chair of the IWG on IWVTA, reported on the progress at the twenty-eighth meeting of the IWG on IWVTA held in Geneva in November 2018 (WP.29-176-19). He highlighted the submission of ECE/TRANS/WP.29/2018/82 containing the draft 01 series of amendments to UN Regulation No. 0. He introduced WP.29-176-20 on a proposed roadmap for IWVTA Phase 2 (2018-2022) and WP.29-176-21, proposing candidate items for technical regulations applicable to that phase. The World Forum endorsed the roadmap and requested the secretariat to circulate WP.29-176-21 to all GRs for prioritization of the candidate items and report back to the IWG on IWVTA.

94. The World Forum agreed to resume consideration and possible vote in AC.1 of ECE/TRANS/WP.29/2018/82 at the forthcoming session in March 2019.

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

Documentation: (ECE/TRANS/505/Rev.3)
ECE/TRANS/WP.29/2018/165
Informal documents: WP.29-176-19 and WP.29-176-22

95. The representative of Japan, Chair of the IWG on IWVTA, informed WP.29 about the proposed amendments to Schedule 4 on the numbering of UN type approvals allowing the use of a four to six-digit sequential number (ECE/TRANS/WP.29/2018/165). He reported on the recommendation of the group that GRVA should resume consideration of the proposals to align the provisions on approval numbering in UN Regulation No. 90. He introduced WP.29-176-22 proposing to insert in ECE/TRANS/WP.29/2017/131 a new question and answer entry clarifying how the new approval number format should be reflected in the communication form with regard to the extension number. WP.29 endorsed the proposal and requested the secretariat to circulate WP.29-176-22 as ECE/TRANS/WP.29/2017/131/Add.1.

96. The World Forum agreed to resume consideration of ECE/TRANS/WP.29/2018/165 at its next session in March 2019.

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

Documentation: Informal documents: WP.29-176-18 and WP.20-176-23

97. The representative of the European Union, on behalf of the Chair of the IWG on DETA, presented informal document WP.29-176-23. He mentioned that the expert from CITA offered to fund the development of the Declaration of Conformance (DoC) functionality in DETA as it may offer a platform for exchanging information about permissible vehicle software (including version numbers and integrity validation data) for various use cases and stakeholders including PTI and also for providing type approval information for the benefit of the PTI process as stated in WP.29-176-18.

98. The representative of OICA stated the highly confidential nature of documents stored in DETA and highlighted the need to create access rights that would respect their intellectual property and confidentiality. He proposed that WP.29 clarify who would be able to access the documents in DETA. The representative of Germany offered that IWG on DETA explore the possibility to organize a WebEx meeting to work on this issue and proposed that only type approval authorities should have access to the DETA, in a first stage.

99. The representative of France sought clarification whether the starting date for the use of DETA in its productive phase is meant to have an optional or mandatory nature.

100. The representative of Tunisia highlighted the importance to have secured and reliable access to trustworthy type approval documentation in the shortest time frame possible to allow the verification of authenticity of type approval documentation.

101. The representative of Spain requested further information on the status of the availability of a manual detailing the protocol to access and use DETA.

102. The representative from EuroMed mentioned that access to DETA was critical for all EuroMed countries and requested information on the ways to access to DETA.

103. The representative of Global NCAP explained, as an example, that South American countries envisaged applying United Nations regulations as an interim measure until they potentially accede to the 1958, 1997 and 1998 Agreements. He stated that these countries, not yet contracting party to the agreements would need access to DETA and that it might accelerate the adhesion process.

104. The secretariat invited the heads of delegations to provide the secretariat with the Single Point Of Contact (SPOC) on the designation of type approval authorities and technical services that would receive credentials for accessing the application for introducing new or changes to existing information.

105. The representative from CITA introduced a proposal for a next evolution of DETA by presenting WP.29-176-18 on individual vehicle specific information on permissible vehicle software. This would support the process of Periodic Technical Inspection (PTI) of modern vehicles, which is an important factor for road safety.

106. CITA confirmed its financial contribution for the development of the Document of Conformity (DoC) module of DETA without any preconditions.

107. The representative of the United Kingdom expressed, in principal, his agreement to the availability of software information (RxSWIN) for the purpose of PTI, nevertheless, questions on confidentiality and data security need to be solved first.

108. The representative of OICA recalled ongoing work in the Task Force on Cyber security, where software information is handled as software identifier RxSWIN, and

introduced as part of the type approval certificate.99bis. The representative from the Netherlands supported this. The WP.29 Chair expressed the need for coordination between the Task Force on Cyber Security and the IWG on DETA on this issue.

109. Addressed by the WP.29 Chair on financial contributions to the further development of DATA for the module of the Unique Identifier (UI);

(a) CLEPA stated that a budget had been reserved and awaited the outcome of Executive Committee (EXCOM) discussions on the ECE budget proposal, an anticipated funding was envisaged for 2019;

(b) ETRTO confirmed its commitment to contribute to funding UI; and

(c) OICA reiterated their willingness to contribute to developing UI, if CLEPA, ETRTO and other stakeholders would do so.

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

Documentation: ECE/TRANS/WP.29/2018/83
ECE/TRANS/WP.29/2018/84
ECE/TRANS/WP.29/2018/85
ECE/TRANS/WP.29/2018/86
ECE/TRANS/WP.29/2018/87
ECE/TRANS/WP.29/2018/88
ECE/TRANS/WP.29/2018/89
ECE/TRANS/WP.29/2018/90
ECE/TRANS/WP.29/2018/91
ECE/TRANS/WP.29/2018/92
ECE/TRANS/WP.29/2018/93
ECE/TRANS/WP.29/2018/94
ECE/TRANS/WP.29/2018/95
ECE/TRANS/WP.29/2018/96
ECE/TRANS/WP.29/2018/97
ECE/TRANS/WP.29/2018/98
ECE/TRANS/WP.29/2018/99 and Rev.1
ECE/TRANS/WP.29/2018/100
ECE/TRANS/WP.29/2018/101
ECE/TRANS/WP.29/2018/102
ECE/TRANS/WP.29/2018/103
ECE/TRANS/WP.29/2018/104 and Rev.1
ECE/TRANS/WP.29/2018/105
ECE/TRANS/WP.29/2018/106
ECE/TRANS/WP.29/2018/107
ECE/TRANS/WP.29/2018/108
ECE/TRANS/WP.29/2018/109
ECE/TRANS/WP.29/2018/110 and Rev.1
ECE/TRANS/WP.29/2018/111
ECE/TRANS/WP.29/2018/112
ECE/TRANS/WP.29/2018/113
ECE/TRANS/WP.29/2018/114
ECE/TRANS/WP.29/2018/115
ECE/TRANS/WP.29/2018/116
ECE/TRANS/WP.29/2018/117
ECE/TRANS/WP.29/2018/118
ECE/TRANS/WP.29/2018/119

Informal document: WP.29-176-05

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

111. For the amendment proposals under agenda items 4.6.9 - 4.6.37, WP.29 agreed with the view of AC.2 (see para. 42 above) and recommended postponing the vote and deferring their consideration to the March 2019 session of AC.1.

112. WP.29 recalled the recommendation of AC.2 not to vote on the amendment proposals to UN Regulation No. 53 under agenda items 4.6.4 and 4.6.5 (ECE/TRANS/WP.29/2018/86 and ECE/TRANS/WP.29/2018/87), and to keep those items as pending proposals awaiting amendments to UN Regulation No. 78. The representative of IMMA pointed out that, apart from amendments on stop lamps which required corresponding modifications to UN Regulation No. 78, the amendment proposals UN Regulation No. 53 also contained corrections of errors. He proposed to extract those corrections from ECE/TRANS/WP.29/2018/86 and ECE/TRANS/WP.29/2018/87 and to submit them for consideration to the March 2019 sessions of WP.29 and AC.1. WP.29 supported IMMA and requested the secretariat to revise the documents accordingly.

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

Documentation: ECE/TRANS/WP.29/2018/120
ECE/TRANS/WP.29/2018/121
ECE/TRANS/WP.29/2018/122
ECE/TRANS/WP.29/2018/123
ECE/TRANS/WP.29/2018/124
ECE/TRANS/WP.29/2018/125
ECE/TRANS/WP.29/2018/126

113. The World Forum considered the draft amendments under agenda items 4.7.1 to 4.7.3 and recommended their submission to AC.1 for voting.

114. The Chair of GRSG presented proposals on ECE/TRANS/WP.29/2018/123 to ECE/TRANS/WP.29/2018/126 under agenda items 4.7.4 to 4.7.7, to amend UN Regulations Nos. 46, 67, 15 and 110. The World Forum recommended their submission to AC.1 for voting.

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

Documentation: ECE/TRANS/WP.29/2018/127
ECE/TRANS/WP.29/2018/128
ECE/TRANS/WP.29/2018/129
ECE/TRANS/WP.29/2018/130
ECE/TRANS/WP.29/2018/131
ECE/TRANS/WP.29/2018/132
ECE/TRANS/WP.29/2018/133
ECE/TRANS/WP.29/2018/134
ECE/TRANS/WP.29/2018/135
ECE/TRANS/WP.29/2018/136
ECE/TRANS/WP.29/2018/137
ECE/TRANS/WP.29/2018/138
ECE/TRANS/WP.29/2018/139

ECE/TRANS/WP.29/2018/140
ECE/TRANS/WP.29/2018/141
ECE/TRANS/WP.29/2018/142
Informal document: WP.29-176-03

115. The representative of OICA presented document WP.29-176-03, containing a proposed correction to ECE/TRANS/WP.29/2018/134.

116. The World Forum considered the draft amendments under agenda items 4.8.1 to 4.8.14 and recommended their submission to AC.1 for voting, subject to the following corrections:

In ECE/TRANS/WP.29/2018/134, page 2, *for* "4 December 2010" *read* "4 December 2012."

117. The representative of the United States of America presented proposals on ECE/TRANS/WP.29/2018/141 and ECE/TRANS/WP.29/2018/142 under agenda items 4.8.15 and 4.7.16, to amend UN Regulations Nos. 16 and 17. The World Forum recommended their submission to AC.1 for voting.

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

Documentation: ECE/TRANS/WP.29/2018/143
ECE/TRANS/WP.29/2018/144
ECE/TRANS/WP.29/2018/145
ECE/TRANS/WP.29/2018/146
ECE/TRANS/WP.29/2018/147
ECE/TRANS/WP.29/2018/148
ECE/TRANS/WP.29/2018/149
ECE/TRANS/WP.29/2018/150
ECE/TRANS/WP.29/2018/151

118. The World Forum considered the draft amendments under items 4.9.1 to 4.9.9 and recommended their submission to AC.1 for voting, subject to the following corrections:

In ECE/TRANS/WP.29/2018/147, *paragraph 14.3.*, amend to read:

"14.3. Alternative procedure ...

The road load coefficients to be used shall be those for vehicle low (VL). If VL does not exist then the VH road load shall be used. VL and VH are defined in point 4.2.1.1.2. of Annex 4 of Amendment 4 to UN GTR No. 15. The dynamometer..."

In ECE/TRANS/WP.29/2018/148, *paragraph 14.3.*, amend to read:

"14.3. Alternative procedure ...

The road load coefficients to be used shall be those for vehicle low (VL). If VL does not exist then the VH road load shall be used. VL and VH are defined in point 4.2.1.1.2. of Annex 4 of Amendment 4 to UN GTR No. 15. The dynamometer..."

In ECE/TRANS/WP.29/2018/148, *Appendix 6, paragraph 1.*, *for* "Annex" *read* "Appendix".

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

Documentation: ECE/TRANS/WP.29/2018/152
ECE/TRANS/WP.29/2018/153
ECE/TRANS/WP.29/2018/154
ECE/TRANS/WP.29/2018/155
ECE/TRANS/WP.29/2018/156

119. The World Forum considered the draft corrigenda under items 4.10.1 to 4.10.5 and recommended their submission to AC.1 for voting.

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

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

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

Documentation: ECE/TRANS/WP.29/2018/157
ECE/TRANS/WP.29/2018/158
ECE/TRANS/WP.29/2018/158/Corr.1
ECE/TRANS/WP.29/2018/159
ECE/TRANS/WP.29/2018/159/Corr.1

121. The World Forum considered the proposals for new UN Regulations on Light Signalling Devices (LSD), on Road Illumination Devices (RID) and on Retro-Reflective Devices under items 4.12.1 to 4.12.3. The World Forum agreed with the view of AC.2 (see para. 43 above) and recommended postponing the vote and deferring their consideration to the March 2019 session of AC.1.

M. Consideration of proposals for amendments to existing UN Regulations submitted by the Working Parties subsidiary to WP.29 for consideration at its November 2018 session (agenda item 4.13)

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

VII. 1998 Agreement (agenda item 5)

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

Documentation: ECE/TRANS/WP.29/1073/Rev.23
Informal document: WP.29-176-04

123. The World Forum agreed that agenda items 5.2 to 5.5 should be considered in detail by the Executive Committee of the 1998 Agreement (AC.3) under agenda item 13.

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)

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

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

A. Status of the Agreement (agenda item 7.1)

Documentation: ECE/TRANS/WP.29/1074/Rev.11

125. WP.29 noted the consolidated document (ECE/TRANS/WP.29/1074/Rev.11) on the status of the agreement, including the status of the UN Rules annexed to the agreement, the list of the Contracting Parties (CP) to the agreement and of their administrative departments. WP.29 took note that Nigeria had acceded to the 1997 Agreement.

126. The CPs were reminded to notify the secretariat of any relevant update.

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

Documentation: ECE/TRANS/WP.29/2017/92 and Add.1

127. The representative of the Russian Federation, Co-Chair of the IWG on PTI, updated the World Forum on the work of the group. He reported to the World Forum that the document review had been completed by the Government of the Russian Federation. The document was currently being processed by appropriate services at the United Nations Headquarters in New York. The representative of the Russian Federation stated that the official notification on the approval and entry into force of the documents would be provided to the World Forum shortly.

C. Update of Rules Nos. 1 and 2 (agenda item 7.3)

128. No proposals for amendments or updates to UN Rules Nos. 1 and 2 were submitted under this agenda item.

D. Establishment of new Rules annexed to the 1997 Agreement (agenda item 7.4)

Documentation: ECE/TRANS/WP.29/2018/70
ECE/TRANS/WP.29/2017/135

129. The Chair of WP.29 recalled the presentation at the 173rd WP.29 session by the representative of the Russian Federation, Co-Chair of the IWG on PTI, of ECE/TRANS/WP.29/2017/135 and ECE/TRANS/WP.29/2018/70 that propose the establishment of a new Rule on PTI of motor vehicles with electric and hybrid-electric propulsion systems and a new Rule on PTI of motor vehicles using Compressed Natural

Gas (CNG), Liquefied Petroleum Gas (LPG) and/or Liquefied Natural Gas (LNG) in their propulsion system that would be annexed to the 1997 Agreement.

130. He recalled that WP.29 had recommended the submission of the two proposals to AC.4 for voting.

131. The representative of the Russian Federation, Co-Chair of the IWG on PTI, updated the World Forum on the work of the group. He recalled that the Terms of Reference of the IWG on PTI had been adopted at the 175th session of WP.29 in June 2018. The IWG on PTI had not convened since. He announced that the IWG on PTI would meet on 15 November 2018 at 2.30 p.m. and invited interested delegates to attend. He informed the World Forum that discussion items would include PTI of highly automated and autonomous vehicles, the draft guidelines on road side inspection, addressing issues related to unauthorised modifications in vehicles, as well as other components of the Terms of References.

X. Other business (agenda item 8)

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

132. The representative of the Russian Federation reported on the efforts of the Russian Government to eradicate the sale of falsified parts on the market, including falsification based on fake approval communications. He highlighted cases of missing feedback by administrative bodies of contracting parties to the 1958 Agreement to requests of their Russian counterparts, particularly from the Dutch (Rijksdienst voor het Wegverkeer, RDW) and the Irish (National Standard Authority of Ireland) bodies. He drew attention to Article 5 of the 1958 Agreement, stipulating the rules on the exchange of type approval documentation.

133. The Chair of the World Forum thanked the representative of the Russian Federation for providing an update on the actions taken to prevent the circulation of non-compliant vehicle equipment and parts. He stated that the World Forum had taken note of the situation with the unrequited request for information described by the representative of the Russian Federation, emphasizing the importance of international cooperation and information sharing to eradicate non-compliant vehicle parts and equipment.

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

134. The Secretary of WP.1 informed WP.29 about activities of mutual interest for the WPs. He provided information on the progress in harmonizing lighting provisions in the 1968 Vienna Convention and the UN Regulations on lighting annexed to the 1958 agreement, stating that relevant amendment proposals would be ready for adoption by the March or September 2019 sessions of WP.1.

135. The representative of the WP.1 informed the World Forum about the adoption of the "Global Forum on Road Traffic Safety (WP.1) Resolution on the deployment of highly and fully automated vehicles in road traffic" (ECE/TRANS/WP.1/2018/4/Rev.1).

136. The Secretary of WP.1 further informed WP.29 about two papers that are expected to be completed and presented at the March 2019 session of WP.1, providing advancement on:

- (a) Issues dealing with situations when the driver operates the vehicle from outside;
- (b) Activities other than driving, in automated vehicles of level three and higher.

137. He recommended WP.29 to consult WP.1 informal document No. 9 (2018) submitted by the European Transport Safety Council, titled "Literature Review on the Impact of Task Activity on Takeover from Automated Driving".

138. He further informed WP.29 that the Secretary of WP.1 recognized the need for additional amendments to the 1968 Convention related to the use of highly automated vehicles.

139. He informed WP.29 that WP.1 had celebrated the 50-year anniversary of the 1968 Agreement on 8 November 2018.

140. He mentioned the activities of ECE related to the United Nations Trust Fund on Road Safety, that \$15 million had been contributed thus far, and invited delegations and stakeholders that would wish to make contribution to the fund to contact him or the Director of the Sustainable Transport Division.

141. The representative of Finland, as the Ambassador of WP.29 to WP.1 recommended that WP.29 review the WP.1 resolution to avoid inconsistencies between WP.1 work and WP.29 activities. He explained that he would no longer attend WP.29 or WP.1 for the time being and that WP.29 may wish to consider a successor.

142. The World Forum thanked and commended Mr. E. Asplund for his dedicated work.

143. The WP.1 secretary invited members of the World Forum to actively participate in the joint WP.1-WP.29 event on 18 February 2019 (see para. 39 above)

C. Proposals for amendments to the Consolidated Resolution on the Construction of Vehicles (agenda item 8.3)

144. No proposals for amendments or updates were submitted under this agenda item.

D. Consideration of proposals for a new mutual resolution (agenda item 8.4)

145. No proposals were submitted under this agenda item.

E. Safer vehicles as the third pillar of the global plan for the decade of action for road safety (agenda item 8.5)

Documentation: Informal document: WP.29-176-06 and WP.29-176-13

146. The secretariat reported on actions taken in the framework of the responsibilities of the World Forum on the third pillar "Safer vehicles" (WP.29-176-06).

147. The secretariat presented WP.29-176-13 introducing the objective and draft content of the proposed publication on "Cost-Benefit Analysis (CBA) of Applying United Nations Vehicle Regulations for Road Safety".

148. The representative of Malaysia expressed support for the initiative of the secretariat to develop the publication. The representative offered to share the Malaysia Automotive Institute's experience and to prepare CBA reports as support to this activity of the secretariat.

149. The World Forum supported this activity of the secretariat as a useful tool to develop future regulatory initiatives in the framework of the three agreements under the purview of WP.29 and invited interested parties to assist the secretariat in this endeavour.

F. Documents for publication (agenda item 8.6)

Documentation: ECE/TRANS/WP.29/2018/163
Informal documents: WP.29-176-07, WP.29-176-08, WP.29-176-09, WP.29-176-26, WP.29-176-32, WP.29-176-33, WP.29-176-34, WP.29-176-35, WP.29-176-36, WP.29-176-37, WP.29-176-38

150. WP.29 welcomed the revised draft of the "Blue Book" prepared by the secretariat (WP.29-176-07). WP.29 noted some comments to and general support of the document. The secretariat was requested to insert the decisions of WP.29 reached during the week (mainly those related to the 1997 Agreement) and to go forward with the publication of the fourth edition of the "Blue Book" in the six official languages of the United Nations (Arabic, Chinese, English, French, Russian and Spanish).

151. The representatives of EuroMed introduced the latest updates on the EU-funded project involving five North African countries (WP.29-176-32): Algeria, Egypt, Libya (currently inactive), Morocco and Tunisia and five Middle East countries: Israel, Jordan, Lebanon, State of Palestine, and Syrian Arab Republic (currently inactive). The project had already been introduced at the November 2017 session of WP.29 (WP.29-173-24 and WP.29-173-25). The project had been recently extended until 2022.

152. The EuroMed project had identified thirteen agreements, including the three vehicle agreements administered by WP.29 on which the work is focusing on. The resulting accessions to the UN agreements are progressing slowly, as administrative reform in the project countries is time consuming.

153. The EuroMed representative highlighted the added value of collaboration with OICA and CITA and was looking forward to a strengthened collaboration with IMMA.

154. IMMA expressed support for the initiative and was looking forward to a closer collaboration with the EuroMed project.

155. The EuroMed representative reported on the implantation progress of the 1958 and 1997 agreements, objects of the work held in the region, and highlighted the collaborations between technical services in Europe and in the EuroMed countries. The representatives of Morocco, Israel, Jordan, Algeria, Tunisia and the State of Palestine (statement delivered by the representative of EuroMed) presented their national situation on vehicle certification and PTI (Informal Documents WP.29-176-33 to 38).

156. The representative of EuroMed presented the draft Road Maps on the accession to and implementation of the United Nations 1958 and 1997 Agreements (ECE/TRANS/WP.29/2018/163).

157. The representative of USA noted that the 1998 Agreement is lacking in the EuroMed report that is focusing mainly on the implementation of the 1958 and 1997 Agreements. He wondered if information on the 1998 Agreement could also be added to the EuroMed report.

158. The Secretary of WP.29 emphasized that all three vehicle agreements were treated on an equal footing in the World Forum and that roadmaps to accede the three agreements have been prepared by the EuroMed team and the secretariat (WP.29-176-08 and WP.29-176-26). The secretariat then presented document WP.29-176-13, the draft Road Map for accession to and implementation of the United Nations 1998 Agreement, which could become an integral part of the Road Maps publication.

159. The representative of EuroMed confirmed that their scope of work only included the 1958 and 1997 Agreements and that they would seek consent for including information on acceding to the 1998 Agreement (WP.29-176-13) in their Road Maps publication from the responsible department of the European Commission.

160. WP.29 welcomed a complete Road Maps publication, covering all three agreements.

161. The representative of CITA thanked EuroMed for the activities held in the region and for the example that such project represents for other countries in the world.

162. The Chair of WP.29 was pleased with the project outcomes and praised such initiatives as best practice examples that could be replicated in other developing regions.

163. The representative of Global NCAP presented Informal Document WP.29-176-39 highlighting the unsatisfactory results of crash tests of certain vehicle models sold in South Africa.

164. The representative of South Africa pointed at the fact that the vehicle model showing poor crash performance was one of a different vehicle category, not subject to frontal impacts regulatory requirements.

G. Election of officers for the year 2019 (Agenda item 8.7)

165. In accordance with the terms of reference and the rules of procedure, the World Forum elected Mr. B. Kisulenko (Russian Federation) as Chair and Mr. A. Erario (Italy) as Vice-Chair for the year 2019.

H. Any other business

166. The representative of OICA informed the World Forum about the challenges of representatives of their organization to participate in the work of IWGs due to meeting-room size constraints at venues other than the Palais de Nations.

167. The secretary of WP.29 highlighted that participation in WP.29, its subsidiary bodies and in IWGs should be inclusive and IWGs should follow their Terms of References and Rules of Procedures. He welcomed the proposal to host meetings of IWGs in Geneva, subject to availability of rooms. He noted that the Conference Services requested lead time for their planning of meeting room allocation and meeting room availability would be limited due to construction works at the Palais.

I. Tributes

168. Learning that Mr. L. Kincl (Czechia), Mr. E. Asplund (Finland) and Mr. P. Troppmann (European Commission) would no longer attend the sessions of WP.29, the World Forum acknowledged their continued support and highly valuable contributions during the years of their participation in WP.29 and wished them all the best in their future activities.

XI. Adoption of the report (agenda item 9)

169. The World Forum adopted the report on its 176th session and its annexes based on a draft prepared by the secretariat. The report included sections related to the seventieth session of the Administrative Committee (AC.1) of the 1958 Agreement, to the fifty-fourth session of the Executive Committee (AC.3) of the 1998 Agreement and to the eleventh session of the Administrative Committee (AC.4) of the 1997 Agreement.

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

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

170. Of the 55 contracting parties to the agreement, 42 were represented and established AC.1 for its seventieth session on 14 November 2018.

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

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

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

<i>Amendments to existing Regulations</i>							
<i>Regulation No.</i>	<i>Subject of the Regulation</i>	<i>Contracting Parties</i>		<i>Document: ECE/TRANS/WP.29/...</i>	<i>Voting result: for/against/abstentions</i>	<i>Document status</i>	<i>Remark</i>
		<i>applying the Regulation</i>	<i>represented and voting</i>				
11	Door latches and hinges	46	36	2018/127	36/0/0	Suppl.2 to 04	*
16	Safety-belts, ISOFIX and i-Size	47	37	2018/128	37/0/0	Suppl.11 to 06	*
16	Safety-belts, ISOFIX and i-Size	47	37	2018/129	37/0/0	Suppl.4 to 07	*
16	Safety-belts, ISOFIX and i-Size	47	37	2018/141	37/0/0	08 series	*
17	Strength of seats	48	38	2018/142	38/0/0	09 series	*
24	Visible pollutants measurement of power of Compression Ignition engine (Diesel smoke)	46	37	2018/143	37/0/0	Suppl.4 to 03	*
29	Cabs of commercial vehicles	41	35	2018/130	35/0/0	Suppl.4 to 03	*

<i>Amendments to existing Regulations</i>							
<i>Regulation No.</i>	<i>Subject of the Regulation</i>	<i>Contracting Parties</i>		<i>Document: ECE/TRANS/WP.29/...</i>	<i>Voting result: for/against/abstentions</i>	<i>Document status</i>	<i>Remark</i>
		<i>applying the Regulation</i>	<i>represented and voting</i>				
34	Prevention of fire risk	42	35	2018/120	35/0/0	Suppl.6 to 02	*
34	Prevention of fire risk	42	35	2018/121	35/0/0	Suppl.2 to 03	*
37	Filament light sources	49	39	2018/83	39/0/0	Suppl.47 to 03	*
43	Safety glazing	48	37	2018/122	37/0/0	Suppl.8 to 01	*
44	Child Restraint Systems	44	36	2018/131	36/0/0	Suppl.15 to 04	*
46	Devices for indirect vision	46	37	2018/123	37/0/0	Suppl.6 to 04	*
48	Installation of lighting and light-signalling devices	46	37	2018/84	37/0/0	Suppl.11 to 06	*
48	Installation of lighting and light-signalling devices	46	37	2018/85	37/0/0	Suppl.12 to 05	*
67	LPG Vehicles	43	34	2018/124	34/0/0	02 series	*
74	Installation of lighting and light-signalling devices for mopeds	44	35	2018/88	35/0/0	Suppl.10 to 01	*
83	Emissions of M ₁ and N ₁ vehicles	45	36	2018/144	36/0/0	Suppl.2 to 03	*
83	Emissions of M ₁ and N ₁ vehicles	45	36	2018/145	36/0/0	Suppl.1 to 04	*
83	Emissions of M ₁ and N ₁ vehicles	45	36	2018/146	36/0/0	Suppl.12 to 05	*
83	Emissions of M ₁ and N ₁ vehicles	45	36	2018/147 as amended by para. 118	36/0/0	Suppl.12 to 06	*
83	Emissions of M ₁ and N ₁ vehicles	45	36	2018/148 as amended by para. 118	36/0/0	Suppl.8 to 07	*
94	Frontal collision	42	35	2018/132	35/0/0	Suppl.1 to 03	*
95	Lateral collision	41	35	2018/133	35/0/0	Suppl.7 to 03	*
99	Gas-discharge light sources	45	38	2018/89	38/0/0	Suppl.14 to 03	*
100	Electric powertrain vehicles	48	39	2018/134 as amended by para. 116	39/0/0	Suppl.5 to 01	*

<i>Amendments to existing Regulations</i>							
<i>Regulation No.</i>	<i>Subject of the Regulation</i>	<i>Contracting Parties</i>		<i>Document: ECE/TRANS/WP.29/...</i>	<i>Voting result: for/against/abstentions</i>	<i>Document status</i>	<i>Remark</i>
		<i>applying the Regulation</i>	<i>represented and voting</i>				
100	Electric powertrain vehicles	48	39	2018/135	39/0/0	Suppl.4 to 02	*
101	CO2 emission/fuel consumption	48	38	2018/149	38/0/0	Suppl.10 to 00	*
101	CO2 emission/fuel consumption	48	38	2018/150	38/0/0	Suppl.8 to 01	*
105	ADR Vehicles	48	38	2018/126	38/0/0	Suppl.1 to 06	*
110	CNG and LNG vehicles	50	40	2018/125	40/0/0	Suppl.1 to 03	*
128	LED light sources	54	42	2018/90	42/0/0	Suppl.8 to 00	*
129	Enhanced Child Restraint Systems (ECRS)	53	41	2018/136	41/0/0	Suppl.8 to 00	*
129	Enhanced Child Restraint Systems (ECRS)	53	41	2018/137	41/0/0	Suppl.5 to 01	*
129	Enhanced Child Restraint Systems (ECRS)	53	41	2018/138	41/0/0	Suppl.4 to 02	*
129	Enhanced Child Restraint Systems (ECRS)	53	41	2018/139	41/0/0	Suppl.1 to 03	*
132	Retrofit Emissions Control devices (REC)	52	40	2018/151	40/0/0	Suppl.1 to 01	*
137	Frontal impact with focus on restraint system	53	41	2018/140	41/0/0	Suppl.2 to 01	*

<i>Corrigenda to existing Regulations</i>							
<i>Regulation No.</i>	<i>Subject of the Regulation</i>	<i>Contracting Parties</i>		<i>Document: ECE/TRANS/WP.29/...</i>	<i>Voting result: for/against/abstentions</i>	<i>Document status</i>	<i>Remark</i>
		<i>applying the Regulation</i>	<i>represented and voting</i>				
11	Door latches and hinges	46	36	2018/155	36/0/0	Corr.1 to 04	*
14	Safety-belts anchorages	48	38	2018/156	38/0/0	Corr.2 to Rev.5	*
60	Driver operated controls for mopeds/motorcycles	41	35	2018/152	35/0/0	Corr.1 to Rev.1	*

<i>Corrigenda to existing Regulations</i>							
<i>Regulation No.</i>	<i>Subject of the Regulation</i>	<i>Contracting Parties</i>		<i>Document: ECE/TRANS/WP.29/...</i>	<i>Voting result: for/against/abstentions</i>	<i>Document status</i>	<i>Remark</i>
		<i>applying the Regulation</i>	<i>represented and voting</i>				
110	CNG and LNG vehicles	50	40	2018/153	40/0/0	Corr.1 to Rev.3	*
121	Identification of controls, tell-tales and indicators	52	40	2018/154	40/0/0	Corr.1 to Rev.2	*

* The representative of the European Union voted for the 28 European Union member States.

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

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

Documentation: Informal document: WP.29-176-11

173. The fifty-fourth session of the Executive Committee (AC.3) was held on 14 and 15 November 2018 and chaired by the representative of Japan. The representatives of 16 of the 37 contracting parties to the agreement attended: Australia, Canada, China, the European Union (representing Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, the Netherlands, Romania, Slovakia, Slovenia, Spain, Sweden and the United Kingdom), India, Japan, Kazakhstan, Malaysia, Norway, the Republic of Korea, the Russian Federation, San Marino, South Africa, Tunisia, the United States of America and Uzbekistan.

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

Documentation: ECE/TRANS/WP.29/1073/Rev.23
Informal document: WP.29-176-04

174. AC.3 noted the information, as of 5 November 2018, on the status of the Agreement of the Global Registry and of the Compendium of Candidates (ECE/TRANS/WP.29/1073/Rev.23), the status of the priorities of the 1998 Agreement (based on WP.29-176-04 as reproduced in annex II to this report) and items on which the exchange of views should continue. AC.3 noted that notifications and the mandatory reports on the transposition process through their Permanent Missions in Geneva to the secretariat, are publicly accessible at: <https://wiki.unece.org/display/TRAN/Home>. AC.3 agreed to always send the above-mentioned reports and notifications through their Permanent Missions in Geneva and directly to the secretariat (email: edoardo.gianotti@un.org) to ensure updating of the status document, which is the

monitoring tool of the agreement. Finally, AC.3 requested to its representatives to provide the secretariat with the coordinates of their corresponding focal points to the agreement, appointed in their capitals to draft the reports and notifications to keep them informed in the exchange of information through the above-mentioned website.

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

A. Proposal for new UN GTRs (agenda item 14.1)

Documentation: Informal document: WP.29-176-11

175. No new proposals for were submitted under this agenda item.

B. Proposal for Amendment 2 to UN GTR No. 9 (Pedestrian safety) (agenda item 14.2)

Documentation: ECE/TRANS/WP.29/2018/160
ECE/TRANS/WP.29/2018/161
ECE/TRANS/WP.29/AC.3/31
Informal document: WP.29-176-11

176. Submitted for consideration and vote, the proposal for Amendment 2 to UN GTR No. 9 on pedestrian safety (ECE/TRANS/WP.29/2018/160, ECE/TRANS/WP.29/2018/161 and ECE/TRANS/WP.29/AC.3/31) was adopted on 14 November 2018 by consensus vote of the following contracting parties present and voting: Australia, China, the European Union (representing Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, the Netherlands, Romania, Slovakia, Slovenia, Spain, Sweden and the United Kingdom), India, Japan, Kazakhstan, Malaysia, Norway, the Republic of Korea, the Russian Federation, San Marino, South Africa and Uzbekistan.

177. The representatives from Canada, Tunisia and the United States of America abstained from voting.

C. Proposal for corrigenda to UN GTRs (agenda item 14.3)

178. No corrigenda were submitted for consideration and vote by AC.3

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

179. No documents were submitted for consideration and vote by AC.3 under this agenda item.

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

180. Contracting parties did not, at this time, request guidance under this agenda item.

XIX. Exchange of information on new priorities to be included in the programme of work (agenda item 17)

Documentation: ECE/TRANS/WP.29/2018/34
ECE/TRANS/WP.29/2018/164
Informal documents: WP.29-176-28 and WP.29-176-31

181. AC.3 considered ECE/TRANS/WP.29/2018/164 (superseding ECE/TRANS/WP.29/2018/34) aimed at providing an updated overview of the priorities of the Programme of Work (PoW) of the development of UN GTRs or amendments to the existing ones. AC.3 endorsed ECE/TRANS/WP.29/2018/164, (corrected at page 4 by adding square brackets around the expected date for finalizing the RDE GTR to reflect the anticipated need for additional time for completion and corrected at page 6 concerning UN GTR No. 12 by replacing GRE with GRSG) and requested the secretariat to keep it as a reference for further update at its next sessions.

182. The representative of Japan introduced WP.29-176-31, which incorporates the comments of other contracting parties into former WP.29-175-29 that was distributed at its June 2018 session, concerning the priorities on new items, particularly those to be developed by GRVA (see agenda item 2.3, paras. 51-61 of this report).

XX. Progress on the development of new UN GTRs and of amendments to established UN GTRs (agenda item 18)

A. UN GTR No. 2 (Worldwide Motorcycle emission Test Cycle (WMTC)) (agenda item 18.1)

Documentation: ECE/TRANS/WP.29/AC.3/36/Rev.1
ECE/TRANS/WP.29/2015/113
ECE/TRANS/WP.29/AC.3/36

183. The representative of the European Union, as technical sponsor for these activities, informed WP.29 about the status of work of the IWG on Environmental and Propulsion Performance Requirements (EPPR). He reported that a consensus was still being sought on the scope of UN GTR No. 2, on vehicle categories. He predicted that the official proposal for new amendments to UN GTR No. 2 would be submitted for consideration to the GRPE session in May 2019. The “correspondent group” recorded progress as expected on amending UN GTR No. 18, with both amendments developed in parallel to meet some contracting parties tight deadlines.

184. He noted that most contracting parties involved in the EPPR activities agreed to concentrate resources on durability once the work on amendments to UN GTR No. 2 and No. 18 had been delivered. He also shared the interest raised by the Republic of Korea to work on propulsion unit performance requirement in the near future.

B. UN GTR No. 3 (Motorcycle braking) (agenda item 18.2)

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

185. The representative of Italy reported on the progress of work on harmonizing the provisions of UN GTR No. 3 and UN Regulation No. 78 according to the mandate (ECE/TRANS/WP.29/AC.3/47). He mentioned that, at the first session of GRVA, a formal document had been proposed by Italy, but that discussion was postponed until January 2019 since there was a need identified by technical services to improve language in the proposal to ensure a harmonized interpretation of the Antilock Braking System (ABS) related provisions, in specific cases.

C. UN GTR No. 6 (Safety glazing) (agenda item 18.3)

Documentation: ECE/TRANS/WP.29/AC.3/41
ECE/TRANS/WP.29/2018/167

186. The representative of the Republic of Korea reported on the progress of work of the IWG on Panoramic Sunroof Glazing (PSG) in developing an amendment to UN GTR No. 6. He informed AC.3 that that further research and testing activities on ceramic printer areas of glazing material had not started and that the IWG had preferred to adopt, in the meantime, a recommendation on ceramic printer areas. The representative of the United States of America confirmed that in absence of supporting data out of research, suitable performance requirements could not be agreed.

187. The representative of India introduced ECE/TRANS/WP.29/2018/167, the request for authorization to develop an amendment to UN GTR No.6 on Safety Glazing and the optional use of laminated-glass panes with improved mechanical properties especially for front, exterior, forward-facing glazing of the upper deck of a double-deck vehicle. The representative of the United States of America supported this initiative under the sponsorship of India and invited other contracting parties to sponsor other items under the 1998 Agreement.

188. AC.3 adopted ECE/TRANS/WP.29/2018/167 and requested the secretariat to prepare the corresponding AC.3 document.

D. UN GTR No. 7 (Head restraints) (agenda item 18.4)

Documentation: ECE/TRANS/WP.29/2014/86
ECE/TRANS/WP.29/2012/34
ECE/TRANS/WP.29/2011/86
ECE/TRANS/WP.29/2010/136
ECE/TRANS/WP.29/AC.3/25 and Rev.1

189. The representative of Japan, technical sponsor of Phase 2 of UN GTR No. 7 on head restraints, informed AC.3 that IWG had submitted an official proposal of amendments, based on empirical data, to the UN GTR and a parallel one to UN Regulation No. 17 at the December 2018 session of GRSP. The representative from the United Kingdom confirmed that such proposals would be eventually complemented at the above-mentioned GRSP session or at its May 2019 session by: (a) the final status report by the IWG, and (b) a proposal of Addendum 1 to the Mutual Resolution No. 1 to incorporate drawings and specifications of the Bio Rear Impact Dummy.

E. UN GTR No. 9 (Pedestrian safety) (agenda item 18.5)

Documentation: ECE/TRANS/WP.29/AC.3/31
ECE/TRANS/WP.29/GRSP/2012/2
ECE/TRANS/WP.29/GRSP/2014/5
ECE/TRANS/WP.29/AC.3/45
ECE/TRANS/WP.29/AC.3/45/Rev.1
ECE/TRANS/WP.29/2018/162

190. Referring to the proposal of Amendment 3 revising the testing procedure of the head impact test, the representative of the United States of America informed AC.3 that his Administration previously had planned to issue a Notice of Proposed Rule-Making (NPRM) to get public comments to inform the IWG's work. However, he added that given higher priorities and that his country does not have a regulation on this subject, it is not likely that national regulatory actions would be concluded by his Administration, but he indicated that his country would continue to follow the work in GRSP.

191. The representative of the Republic of Korea reported on the progress that the IWG on Deployable Pedestrian Protection Systems (IWG-DPPS) had achieved to design provisions covering active deployable systems in the bonnet area (Amendment 4 to the UN GTR) and introduced the Terms of Reference (ToR) of IWG (ECE/TRANS/WP.29/2018/162). The representative of the United States of America clarified that the IWG had developed a table of issues and that his country had provided inputs and managed to solve some of them at the last IWG meeting (5-7 September 2018).

192. Finally, AC.3 adopted the ToR of IWG-DPPS (ECE/TRANS/WP.29/2018/162).

F. UN GTR No. 13 (Hydrogen and Fuel Cell Vehicles (HFCV) – Phase 2) (agenda item 18.6)

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

193. The expert from the United States of America, on behalf of the Co-Chair of the IWG on the UN GTR No. 13 - Phase 2, informed AC.3 about the group's progress. He reported that the last meeting of the IWG was held from 9 to 11 October 2018, in Brussels. He added that more than sixty participants from contracting parties, industry, standardizations organizations and academia attended the meeting. He added that the focus had mainly been on requirements for heavy duty vehicles and buses, material compatibility, tank stress rupture, fire test parameters and clarification of test procedures of the Phase 1 of the UN GTR. He added that work was carried out by five task forces on: (a) heavy duty vehicles and buses, (b) fuelling receptacle requirements, (c) recommendations for test procedures, (d) fire test and (e) recommendations from standardizations organizations. He finally informed AC.3 that the next meeting of the group was scheduled for March 2019 in North America.

G. UN GTR No. 15 (Worldwide harmonized Light vehicle Test Procedures (WLTP) – Phase 2) (agenda item 18.7)

Documentation: ECE/TRANS/WP.29/AC.3/39
ECE/TRANS/WP.29/2016/29
ECE/TRANS/WP.29/2016/73
ECE/TRANS/WP.29/AC.3/44
Informal documents: WP.29-176-14 and WP.29-176-27

194. The representative of the European Union, as technical sponsor, informed AC.3 that work was progressing according to schedule. He announced that the fifth amendment to UN GTR No.15 had been submitted as a working document for the January 2019 session of GRPE. He highlighted that the work on the transposition of UN GTR No. 15 into a UN Regulation remained a challenge, for example, with the topics of durability that might be excluded from the scope of the UN Regulation on WLTP, and would remain an element of the eighth Series of Amendments to UN Regulation No. 83.

195. The representative of the Netherlands, Chair of GRPE, introduced informal documents WP.29-176-14 and WP.29-176-27 presenting the impact on resources of developing a standalone UN GTR on determination of electrified vehicle power, and a draft request for authorization to develop a new UN GTR on determination of electrified vehicle power. He highlighted that both IWGs involved in drafting the regulatory provisions on the determination of electrified vehicle power considered that no or a very limited amount of extra resources are needed to develop a standalone UN GTR on the topic. He requested AC.3 to agree on developing a standalone UN GTR on determination of electrified vehicle power.

196. The representative of Japan highlighted that their delegation had agreed to such a standalone UN GTR during the last meeting of IWG EVE in Ottawa in October 2018.

197. AC.3 authorized the drafting group working on developing the procedure to determine the electrified vehicle power to develop a standalone UN GTR.

198. Consequently, the Chair of GRPE announced that the secretariat would prepare a working document to request authorization to develop a new UN GTR for consideration by AC.3 at its March 2019 session. AC.3 also requested to confirm that working document firstly by GRPE at its January 2019 session.

H. UN GTR No. 16 (Tyres) (agenda item 18.8)

Documentation: ECE/TRANS/WP.29/AC.3/48
Informal document WP.29-176-15

199. The representative of the Russian Federation, on behalf of the Chair of the IWG on Tyre GTR, recalled the activities on Amendment 2 to UN GTR No. 16 (Tyres), and reported on the results of the recent meetings held in Geneva (10-11 September 2018) and Brussels (30-31 October 2018). He commended the experts from Canada, the United States of America and their tyre industry for their substantial contributions. He further recalled the decision of WP.29 to pass tyre-related activities from the former GRRF to GRBP and presented an addendum to the authorization to develop Amendment No. 2 to UN GTR No. 16 to reflect this change (WP.29-176-15). He pointed out that the IWG on Tyre GTR should submit an official proposal for Amendment 2 to the September 2019 session of GRBP and recalled that the current mandate of IWG would expire November 2020. AC.3 supported WP.29-176-15 and invited the Russian Federation to submit this proposal as an official document for adoption at the March 2019 session.

I. UN GTR No. 20 (Electric Vehicle Safety (EVS)) (agenda item 18.9)

Documentation: ECE/TRANS/WP.29/AC.3/50 and Corr.1

200. The representative of the United States of America, on behalf of the Chair of the IWG on EVS UN GTR No. 20, Phase 2 and of GRSP, informed AC.3 on the work progress of the group. He said that the IWG had met in Sweden from 11 to 13 September 2018, had

been attended by fifty experts, and that topics such as thermal propagation, water immersion, long-term fire resistance test, Rechargeable Electrical Energy Storage System vibration profile had been discussed. He announced that a full report of this meeting would be presented at the December 2018 session of GRSP. He finally announced that the next meeting of the IWG was planned from 23 to 24 January 2019, in Detroit, United States of America.

J. Draft UN GTR on Quiet Road Transport Vehicles (QRTV) (agenda item 18.10)

Documentation: ECE/TRANS/WP.29/AC.3/33

201. The expert from the United States of America, Chair of IWG on Quiet Road Transport Vehicle GTR (QRTV GTR), recalled his statement at the previous session of AC.3 and reported that a comparison report between UN Regulation No. 138 on QRTV, the Federal Motor Vehicle Safety Standard (FMVSS) on Minimum Sound Requirements for Hybrid and Electric Vehicles, as well as of other regional (European Union) or national (Canada, Japan, Republic of Korea) regulations in this area had been presented to the session of GRBP in September 2018. He pointed out that GRBP experts had been requested to review the comparison report, with a view to continuing policy discussions at the next GRB session in January 2019.

202. The representative of the United States of America recalled the earlier agreement of WP.29 to extend the mandate of IWG QRTV GTR until December 2019 (see para. 68 above) and suggested an extension for one more year. AC.3 endorsed the extension of the mandate of the IWG on QRTV until December 2020.

K. Electric vehicles and the environment (agenda item 18.11)

Documentation: ECE/TRANS/WP.29/AC.3/46
ECE/TRANS/WP.29/2014/81
ECE/TRANS/WP.29/AC.3/40
ECE/TRANS/WP.29/AC.3/32

203. The representative of Canada provided an update on the latest activities of the Electric Vehicles and Environment (EVE) IWG on behalf of the EVE leadership. He noted that the EVE Informal Working Group had met since the last WP.29 session at a two-day working group meeting and a one-day drafting group meeting held in Ottawa from 16 to 18 October 2018. He noted that EVE continues to progress on its three assigned areas of work as described below.

204. The representative of Canada stated that the group had developed a first draft of a UN GTR on the determination of electrified vehicle power, and had conducted the first round of validation testing. Preliminary testing results had been presented in Ottawa. IWG EVE planned to continue developing the UN GTR as a standalone document in line with the acceptance in principal for this approach by AC.3 (pending an official revision of the authorization that would be submitted at the next session of AC.3 in March 2019, see item G).

205. The representative of Canada noted that EVE members had also presented research on battery durability. Efforts to model Electric Vehicle (EV) durability were led by the Joint Research Centre (JRC) and validated using long-term EV testing results from Canada.

206. He explained that, in late September, the Secretary of the EVE had presented to the Group of Experts on Cleaner Electricity Production (CEP), the prospect of assuming

leadership of the work to develop a method of stating the upstream emissions of electrified vehicles. CEP would consider taking on this work. He noted that EVE appreciated the assistance provided by the Secretary of GRPE in facilitating the interaction with CEP.

207. The representative of Canada noted that IWG EVE continues to work closely with IWG WLTP to ensure that the work of the two groups is complimentary and avoids duplication of efforts. He informed the Committee that IWG EVE would next meet at a half-day session concurrent with GRPE in January, and at a three-day working group and drafting group meeting in Stockholm in early April 2019.

L. Global Real Driving Emissions (RDE) (agenda item 18.12)

Documentation: (ECE/TRANS/WP.29/AC.3/51)

208. The representative of the European Union, as technical sponsor, informed the Committee about the first meeting of the newly formed IWG on RDE, held on 11 and 12 September 2018. Experts from Canada, Japan, United States of America, European Union, OICA, AECC, International Council on Clean Transport (ICCT) and numerous European Union member States participated actively to the event. He noted that the tasks were more demanding than initially expected, and therefore the initial timeline had been reconsidered during the meeting. He announced that the new timeline would be discussed during the next GRPE session in January 2019.

209. He also welcomed the engagement of all parties which have declared interest in the work during the last session of GRPE in June 2018 and encouraged more involvement from China and India.

210. The representative of India reiterated their interest in participating and expressed her willingness to present the ongoing research in India on adapting RDE to the local context once this work had been finalized.

XXI. Items on which the exchange of views and data should continue or begin (agenda item 19)

A. Harmonization of side impact (agenda item 19.1)

1. Side impact dummies (agenda item 19.1 (a))

211. The representative of the United States of America informed AC.3 that they had withdrawn as Chair of the IWG. AC.3 noted that a solution to proceed with the IWG work would be sought at the December 2018 session of GRSP.

2. Pole side impact (agenda item 19.1 (b))

212. No subject was raised under this agenda item.

B. Specifications for the 3-D H-point machine (agenda item 19.2)

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

XXII. Other business (agenda item 20)

214. No subject was raised under this agenda item.

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

XXIII. Establishment of the Committee AC.4 and election of officers for the year 2018 (agenda item 21)

Documentation: Informal document: WP.29-176-12

215. Of the 14 contracting parties to the agreement, nine were represented and established AC.4 for its twelfth session held on 14 November 2018.

216. Mr. B. Kisulenko from the Russian Federation was elected as Chair of AC.4.

XXIV. Amendments to Rules Nos. 1 and 2 (agenda item 22)

217. No further supplementary information was provided beyond agenda item 7.2. (see para. 128 above)

XXV. Establishment of new Rules annexed to the 1997 Agreement (agenda item 23)

Documentation: ECE/TRANS/WP.29/2018/70
ECE/TRANS/WP.29/2017/135
Informal document: WP.29-176-12

218. Submitted for consideration and vote, the proposed UN Rule No. [3] (ECE/TRANS/WP.29/2018/70) was adopted on 14 November 2018 by consensus vote of the following contracting parties present and voting: Bulgaria, Finland, Georgia, Kazakhstan, Netherlands, Russian Federation and San Marino. Hungary and Romania abstained from voting.

219. Submitted for consideration and vote, the proposed UN Rule No. [4] (ECE/TRANS/WP.29/2017/135) was adopted on 14 November 2018 by consensus vote of the following contracting parties present and voting: Bulgaria, Finland, Georgia, Kazakhstan, Netherlands, Russian Federation and San Marino. Hungary and Romania abstained from voting.

220. The representative of Romania stated that his country was not in the position to vote on UN Rules [3 and 4] due to procedural reasons. He voiced his country's support for the work of AC.4 and expressed the expectation that Romania would adopt these rules once domestic procedural conditions would allow. He also said that it is difficult to implement at national level new UN Rules having supplementary requirements compared to the European Union PTI legislation in force.

221. The representative of Hungary stated that his country was not in the position to vote on UN Rules [3 and 4] due to procedural reasons. He voiced his country's support for the work of AC.4 and expressed the expectation that Hungary would adopt these rules once domestic procedural conditions would allow.

XXVI. Other business (agenda item 24)

222. No subject was raised under this agenda item.

Annex I

[English only]

**List of informal documents (WP.29-176-...) distributed
without a symbol during the 176th session**

<i>No. WP.29- 176-</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
1	Secretariat	2.2	E	WP.29, Working Parties, Informal Working Groups and Chairmanship	(b)
2	Secretariat	2.2	E	Draft calendar of meetings for 2019	(b)
3	OICA	4.8.8.	E	Proposal to amend draft Supplement 5 to the 01 series of amendments to UN R100 (document ECE/TRANS/WP.29/2018/134)	(b)
4	Secretariat	5.1 and 13	E	Status of the 1998 Agreement of the global registry and of the compendium of candidates	(a)
5	GRE	4.6.9 - 4.6.16, 4.6.21. 4.6.24, 4.6.25, 4.6.27, 4.6.30 - 4.6.37	E	Final transitional provisions to "freeze" UN Regulations Nos. 3, 4, 6, 7, 19, 23, 27, 38, 50, 69, 70, 77, 87, 91, 98, 104, 112, 113, 119 and 123 in the course of simplification of lighting and light-signalling UN Regulations	(d)
6	Secretariat	8.5.	E	The Inland Transport Committee and Road Safety - progress report of the UNECE Road Safety Action Plan (2011-2020)	(a)
7	Secretariat	8.6.	E	World forum for Harmonization of Vehicle regulations (WP.29) – How it works; How to Join it (fourth edition)	(a)
8	Secretariat	8.6.	E	Proposal for a Road Map on the accession to and implementation of the United Nations 1998 Agreement	(a)
9	Secretariat	8.6.	E	Adopted proposals 28 amendments - 5 corrigenda – 2 new regulations and situation of their entry into force	(a)
10	Secretariat	1.	E	Consolidated annotated agenda	(a)
11	Secretariat	12, 14-14.2	E	Establishment of the Executive Committee (AC.3) of the 1998 Agreement Fifty-fourth session; Consideration and vote by AC.3	(a)

<i>No. WP.29- 176-</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
12	Secretariat	21, 23	E	Twelfth session of the Administrative Committee AC.4 Determination of the Quorum Consideration and vote by AC.4	(a)
13	Secretariat	8.5	E	Cost-Benefit Analysis of Applying UN Vehicle Regulations for Road Safety	(a)
14	Secretariat	18.7	E	Impacts of developing a standalone UN GTR on system power determination	(a)
15	Russian Federation	18.8	E	Proposal for an Addendum to the Authorization (ECE/TRANS/WP.29/AC.3/48) to Develop the Amendment No. 2 to UN Global Technical Regulation No. 16 (Tyres)	(c)
16	OICA	2.3, 3.5.2	E	Priorities for Automated Driving	(a)
17	OICA	2.3	E	Data Storage System for Automated Driving	(a)
18	CITA	4.5	E	DETA Next Evolution – Proposal by CITA	(a)
19	IWG on IWVTA	4.2.2. – 4.4.	E	Report to the 176th WP.29 session from 28th IWVTA IWG (Phase 2)	(a)
20	IWG on IWVTA	4.3	E	Proposed Roadmap for IWVTA Phase 2	(a)
21	IWG on IWVTA	4.3.	E	Candidates of UN Regulations to be added to Annex 4 of UN Regulation No.0 in IWVTA Phase 2	(a)
22	IWG on IWVTA	4.4.	E	Revision 3 of the 1958 Agreement Questions and Answers	(b)
23	IWG on DETA	4.5.	E	Draft report of the 33rd session of the IWG on DETA	(a)
24	CLEPA	2.3.	E	CLEPA priorities for Automated Driving	(a)
25	OICA	4.2.2.	E	Review of Supplements to UN Regulations under GRs	(a)
26	EUROMED	8.6.	E	Road Maps for accession to and implementation of the 1958 and 1997 Agreements – print version	(a)
27	Secretariat	18.7	E	Request for authorization to develop a new UN GTR on determination of electrified vehicle power	(c)

<i>No. WP.29- 176-</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
28	Secretariat	2.3, 17	E	Policy discussion and coordination of work under agenda item 2.3 (and 17)	(a)
29	Japan	2.3	E	How to consider innovative validation method for safety of automated vehicle	(a)
30	China	2.3	E	Proposals to the activities related to automated/autonomous driving within the framework of WP.29 and GRVA	(a)
31	Japan	17	E	1998 Agreement programme of work – New priorities	(a)
32	EuroMed	8.6	E	The European Union funded EuroMed Transport Support Project	(a)
33	EuroMed	8.6	F	Statement of the representative of Morocco	(a)
34	EuroMed	8.6	E	Statement of the representative of Israel	(a)
35	EuroMed	8.6	E	Statement of the representative of Jordan	(a)
36	EuroMed	8.6	F	Statement of the representative of Algeria	(a)
37	EuroMed	8.6	F	Statement of the representative of Tunisia	(a)
38	EuroMed	8.6	E	Statement of the representative of the State of Palestine	(a)
39	Global NCAP	8.6	E	Safer cars for Africa	(a)

Notes:

- (a) Consideration completed or to be superseded.
- (b) Adopted.
- (c) Issue as official document for the next session.
- (d) Incorporate into official documents for next session.

Annex II

**World Forum for Harmonization of Vehicle Regulations
(WP.29):
Working Parties, Informal Working Groups and
Chairmanship
State of play on 15 November 2018**

	<i>Informal working groups</i>	<i>Chair/ Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
WP.29	World Forum	Mr. A. Erario Mr. B. Kisulenko	Italy Russian Federation	2020
	Intelligent Transport Systems (ITS)	Mr. H. Inomata Mr. I. Yarnold	Japan UK	March 2020
	Electronic Database for the Exchange of Type Approval documentation (DETA)	Mr. S. Paeslack	Germany	June 2019
	International Whole Vehicle Type Approval (IWVTA)	Mr. T. Onoda Ms. M. Teles Romao	Japan EC	November 2019
	Enforcement Working Group	Mr. E. Wondimneh	USA	2018
	Periodic Technical Inspections (PTI)	Mr. H. P. Weem Mr. V. Komarov	Netherlands Russian Federation	November 2019
GRBP	Noise and Tyres	Mr. S. Ficheux Mr. A. Bocharov	France Russian Federation	2020
	Quiet Road Transport Vehicles (QRTV UN GTR)	Mr. E. Wondimneh Mr. I. Sakamoto	USA Japan	December 2020
	Additional Sound Emission Provisions (ASEP)	Mr. B. Schattler Mr. D. Xie Mr. K. Okamoto	Germany China Japan	September 2019
	UN GTR No. 16 (Tyres), Phase II	Mr. A. Bocharov	Russian Federation	November 2020
GRE	Lighting and Light-Signalling	Mr. M. Loccufier Mr. D. Rovers	Belgium Netherlands	2020
	Simplification of the Lighting and Light Signalling Regulations (SLR)	Mr. M. Loccufier M. A. Lazarevic	Belgium EC	December 2022
	Visibility, Glare and Levelling	Mr. T. Targosinski	Poland	December 2018
GRPE	Pollution and Energy	Mr. A. Rijnders	Netherlands	2020
	Environmental and Propulsion Performance Requirements of L-category vehicles (EPPR)	Mr. A. Perujo	EC	December 2020
	Electric Vehicle and Environment (EVE)	Mr. M. Olechiw Mrs. C. Chen Mr. T. Niikuni	USA China Japan	November 2019

	<i>Informal working groups</i>	<i>Chair/ Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
	Particle Measurement Programme (PMP)	Mr. G. Martini	EC	June 2019
	Vehicle Interior Air Quality (VIAQ)	Mr. A. Kozlov Mr. J. Lim	Russian Federation Republic of Korea	November 2020
	Worldwide harmonized Light vehicles Test Procedures (WLTP Phase 2)	Mr. R. Cuelenaere Mr. D. Kawano	Netherlands Japan	December 2019
	Global Real Driving Emissions (RDE)	Ms. P. Dilara Mr. Kono Mr. Park	EC Japan Republic of Korea	[June 2020]
GRVA	Automated/Autonomous and Connected Vehicles	Mr. B. Frost	UK	2020
	Task Force on Cyber Security and OTA	Mr. Niikuni Mr. D. Handly	Japan UK	March 2019
	Advanced Emergency Braking Systems (AEBS)	Mr. A. Lagrange ¹ Mr. T. Hirose ³	EC Japan	September 2019
	Automatically Commended Steering Functions (ACSF)	Mr. C. Theis ¹ Mr. H. Morimoto ¹	Germany Japan	February 2019
	Modular Vehicle Combinations (MVC)	Mr. A. Gunneriusson	Sweden	February 2019
GRSP	Passive Safety	Mr. N. Nguyen Mr. Jae-Wan Lee	USA Republic of Korea	2020
	Harmonization of side impact dummies	[Mr. D. Sutula]	USA	December 2018
	UN GTR No. 7 on Head Restraints - Development of Phase 2	Mr. B. Frost	UK	June 2019
	UN GTR No. 9 on Pedestrian Safety – Development of Phase 2	Mr. R. Damm	Germany	December 2018
	UN GTR No. 9 on Pedestrian Safety Deployable – Pedestrian Protection Systems (DPPS)	Mr. J. S. Park	Republic of Korea	[June 2020]
	Electric Vehicle Safety (EVS) – Phase 2	Mr. N. Nguyen M. A. Lazarevic	USA, China and EC Vice-Chairs	December 2021
	Specification of the 3D-H machine	Mr. L. Martinez	Spain	Tbd
	Hydrogen and Fuel Cell Vehicles (HFCV) – Phase 2	Mr. N. Nguyen ¹ Mr. M. Takahashi ¹	USA Japan	December 2020
	Protective helmets	Mr. L. Rocco	Italy	[December 2019]

³ Co-Chairs of the IWG

	<i>Informal working groups</i>	<i>Chair/ Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
GRSG	General Safety	Mr. A. Erario Mr. K. Hendershot	Italy Canada	2020
	Panoramic Sunroof Glazing (PSG)	Mr. S. Eom Mr. T. Fuhrmann	Republic of Korea Germany	April 2020
	Awareness of Vulnerable Road Users proximity (VRU-Proxi)	Mr. P. Broertjes Mr. Y. Matsui	EC Japan	April 2021
	Behaviour of M ₂ and M ₃ category vehicles' general construction in case of fire events (BMFE)	Mr. F. Herveleu	France	October 2020

World Forum for Harmonization of Vehicle Regulations (WP.29): Administrative/Executive Committees and Chairmanship

	<i>Committees</i>	<i>Chair Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
AC.1	Administrative Committee of the 1958 Agreement	Mr. A. Erario Mr. B. Kisulenko	Italy Russian Federation	N.a.
AC.2	Administrative Committee for the coordination of work	Mr. A. Erario	Italy	2018
AC.3	Executive Committee of the 1998 Agreement	Mr. H. Inomata Mr. I. Yarnold Mr. E. Wondimneh	Japan UK USA	N.a.
AC.4	Administrative Committee of the 1997 Agreement	Mr. B. Kisulenko	Russian Federation	N.a.

Annex III

Calendar of Meetings of WP.29, GRs and Committees for 2019

Month	Meeting (title and session No.)	Dates proposed	Schedule	Half-days	Interpretation	12 weeks deadline	Delegates
JANUARY	Working Party on Pollution and Energy (GRPE) (78 th session)	8-11	p.m./a.m.	6	Yes	15.10.2018	150
JANUARY	Working Party on Noise and Tyres (GRBP) (69 th session)	22-25	p.m./a.m.	6	Yes	29.10.2018	80
JANUARY FEBRUARY	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (2 nd session)	28-1	p.m./a.m.	9	Yes	5.11.2018	130
MARCH	Administrative Committee for the Coordination of Work (WP.29/AC.2) (129 th session)	11	a.m./p.m.	2	No		35
MARCH	World Forum for Harmonization of Vehicle Regulations (WP.29) (177 th); Admin. Committee of the 1958 Agreement (AC.1: 71 st session); Executive Committee of the 1998 Agreement (AC.3: 55 th session); Admin. Committee of the 1997 Agreement (AC.4: 13 th session)	12-15	a.m./a.m.	6	Yes	3.12.2018	160
APRIL	Working Party on General Safety Provisions (GRSG) (116 th session)	1-5	p.m./a.m.	8	Yes	7.01.2019	120
APRIL	Working Party on Lighting and Light-Signalling (GRE) (81 st session)	15-18	a.m./p.m.	8	Yes	21.01.2019	100
MAY	Working Party on Passive Safety (GRSP) (65 th session)	13-17	p.m./a.m.	8	Yes	18.02.2019	120
MAY	Working Party on Pollution and Energy (GRPE) (79 th session)	21-24	p.m./a.m.	6	Yes	25.02.2019	150
JUNE	Administrative Committee for the Coordination of Work (WP.29/AC.2) (130 th session)	24	a.m./p.m.	2	No		35
JUNE	World Forum for Harmonization of Vehicle Regulations (WP.29) (178 th session); Admin. Committee of the 1958 Agreement (AC.1: 72 nd session); Executive Committee of the 1998 Agreement (AC.3: 56 th session); Admin. Committee of the 1997 Agreement (AC.4: 14 th session)	25-28	a.m./a.m.	6	Yes	1.04.2019	160
SEPTEMBER	Working Party on Noise (GRBP) (70 th session)	11-13	p.m./p.m.	5	Yes	17.06.2019	80
SEPTEMBER	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (3 rd session)	24-27	a.m./a.m.	7	Yes	1.07.2019	130
OCTOBER	Working Party on General Safety Provisions (GRSG) (117 th session)	8-11	a.m./a.m.	7	Yes	15.07.2019	120
OCTOBER	Working Party on Lighting and Light-Signalling (GRE) (82 nd session)	22-25	a.m./a.m.	7	Yes	29.07.2019	100
NOVEMBER	Administrative Committee for the Coordination of Work (WP.29/AC.2) (131 st session)	11	a.m./p.m.	2	No		35
NOVEMBER	World Forum for Harmonization of Vehicle Regulations (WP.29) (179 th session); Admin. Committee of the 1958 Agreement (AC.1: 73 rd session); Executive Committee of the 1998 Agreement (AC.3: 57 th session); Admin. Committee of the 1997 Agreement (AC.4: 15 th session)	12-15	a.m./a.m.	7	Yes	19.08.2019	160
DECEMBER	Working Party on Passive Safety (GRSP) (66 th session)	10-13	a.m./a.m.	7	Yes	16.09.2019	120
		TOTAL: 109 half days = 54.5 days					

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

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

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

The sessions of WP.29/AC.2 and of the World Forum (WP.29) begin at 10.00 a.m. (the first day only) and at 10.30 am on last day (Friday).

During the WP.29 sessions, the Administrative Committee of the 1958 Agreement (AC.1) will hold its sessions usually on Wednesday, sessions of the Executive Committee of the 1998 Agreement (AC.3) are expected to be held on Wednesday afternoon, and sessions of the Administrative Committee of 1997 Agreement (AC.4) would be held on Wednesday immediately following the AC.1, if necessary.

Note: Geneva Motor Show, Palexpo: 7 – 17 March 2019; (Press days: 5 & 6 March 2019)

Annex IV

[English only]

Status of the 1998 Agreement of the global registry and of the compendium of candidates*

Situation on priorities and proposals to develop UN GTRs as of 15 November 2018

GRVA, as on 18th June 2018

Item	Informal group (Yes-No)/ Chair & Vice- Chair		Tech. sponsor	Formal proposal (ECE/TRANS/ WP.29/...)		Proposal for a draft gtr (ECE/TRANS/WP.29/..)	State of play/Comments
[Amendment 3] to UN GTR No. 3 (motorcycle brake systems)	-		Italy	AC.3/47	-		GRVA is expected to resume discussion on this item at its January 2019 session.
[Amendment 2] to UN GTR No. 16 (Tyres)	Yes/Russian Federation		Russian Federation	AC.3/48	-		This former GRRF activity has been transferred to GRBP.

GRSP

Item	Informal group (Yes-No)/ Chair & Vice-Chair		Tech. sponsor	Formal proposal (ECE/TRANS/ WP.29)/.../		Proposal for a draft gtr (ECE/TRANS/WP.29/..)	State of play/Comments
Phase 2 of UN GTR No. 7 (Head Restraints)	Yes/UK		Japan	AC.3/25/ Rev.1	2014/86 (fourth progress report) GRSP/2015/34 (Draft UN GTR)		GRSP is expected to resume discussion on new proposals addressing all issues, including draft Addendum 1 to the M.R.1 at its December 2018 session.
Amendment 2 - Phase 2 of UN GTR No. 9 (Flex-PLI) (Pedestrian Safety)	Yes/ Germany/ Japan		Germany/ Japan	AC.3/24	[ECE/TRANS/180/ Add.9/Amend.2]		AC.3 established in the Global Registry the proposed Amendment 2 to UN GTR No. 9 at its November 2019 session.

* Information on the contracting parties (37), the Global Registry and the Compendium of Candidates are in document ECE/TRANS/WP.29/1073/Rev.23.

<i>Item</i>	<i>Informal group (Yes-No)/ Chair & Vice-Chair</i>		<i>Formal proposal (ECE/TRANS/ WP.29)/.../ Proposal for a draft gtr (ECE/TRANS/WP.29/..)</i>		<i>State of play/Comments</i>
	<i>Tech. sponsor</i>				
Amendment 3 to UN GTR No. 9		Netherlands	AC.3/31	GRSP/2012/2 GRSP/2014/5	GRSP will continue consideration on a proposal concerning points of contact of headform impactors at its December 2018 session.
Amendment 4 to UN GTR No. 9		Republic of Korea		AC.3/45/Rev.1 2018/162 (ToR)	AC.3 endorsed the ToR of the IWG-DPPS (.../2018/162). GRSP will resume consideration on Amendment 4 to the UN GTR to provide the test procedure for deployable systems of the outer surface to ensure an adequate protection of pedestrians at its December 2018 session.
Phase 2 of UN GTR No. 13 (HFCV)		Japan, Republic of Korea and the European Union		AC.3/49 2018/75 (ToR)	The ToR of the IWG were endorsed at June 2018 session of AC.3 (ECE/TRANS/WP.29/2018/75).
UN GTR No. 14 (PSI)	Yes/ Australia	Australia	AC.3/28		No new information was provided at the March 2018 session of AC.3.
UN GTR No. 20 (EVS) – Phase 2	Yes/USA/ European Union/ Japan/ China	European Union/ Japan/ USA/ China	AC.3/50 & Corr.1 (authorizat ion to develop Phase 2)		GRSP started Phase 2 concerning the long-term research. AC.3:

GRPE

<i>Item</i>	<i>Informal group (Yes-No)/ Chair & Vice- Chair</i>		<i>Formal proposal (ECE/TRANS/WUN GTR P.29/...)/ Proposal for a draft (ECE/TRANS/WP.29/..)</i>		<i>State of play/Comments</i>
	<i>Tech. sponsor</i>				
Amendments to UN GTR No. 2 (WMTC)	Yes/European Union (EPPR)	European Union	AC.3/36/ Rev.1 (based on 2015/113)		GRPE was informed about the ongoing work by the IWG on EPPR on the development of amendments to UN GTR No. 2.
[Amend. 5] to UN GTR No. 15 (WLTP)	Yes/ Netherlands (WLTP)	European Union/ Japan	AC.3/44 (based on 2016/73)		GRPE will consider the Amend. 5 at its January 2019 session.
[Amend 2] to UN GTR No. 19 (WLTP EVAP)	Yes Netherlands (WLTP)	European Union/ Japan	AC.3/44 (based on 2016/73)		GRPE will consider the Amend. 2 at its January 2019 session.

<i>Item</i>	<i>Informal group (Yes-No)/ Chair & Vice- Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/WUN GTR P.29/...)/</i>	<i>Proposal for a draft (ECE/TRANS/WP.29/...)</i>	<i>State of play/Comments</i>
Electric vehicles and the environment (EVE)	Yes/USA/ China/ Japan	Canada/ China/European Union/ Japan/USA	AC.3/46 (based on 2016/11)		GRPE was informed about the ongoing work by the IWG on EVE as part B of the mandate. AC.3 agreed to establish a dedicated new UN GTR.
Global Real Driving Emissions (RDE)	[Yes/European Union/ Japan/ Korea]	European Union/ Japan/ Korea	AC.3/51		ToR for IWG on RDE expected to be considered by GRPE at its January 2019 session.

GRBP

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

GRSG

<i>Item</i>	<i>Informal group (Yes-No)/ Chair & Vice- Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/ WP.29/...)/</i>	<i>Proposal for a draft UN GTR (ECE/TRANS/WP.29/...)</i>	<i>State of play/Comments</i>
Panoramic Sunroof Glazing (PSG)	Yes/Korea/ Germany	Korea	AC.3/41		AC.3 extended the mandate of the IWG on PSG until June 2018. On 30 January 2018, AC.3 established in the Global Registry Corrigendum 2 to UN GTR No. 6 (clarifying the scope).
Amendments to UN GTR No.6 (Safety Glazing)		India	2018/167		AC.3 endorsed the request for authorization to develop an amendment to UN GTR No. 6 (thinner laminated-glass panes for front of upper deck of double decked buses).

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 (second progress report)	AC.3 was informed on the progress made in relation to the 5th percentile female dummy and noted that a redesign of the dummy might be necessary. AC.3 extended the mandate of the IWG until December 2017.
WP.29	ITS	<i>No</i>	---	---	No new information was provided to AC.3.
WP.29	New technology not yet regulated	<i>No</i>	No	---	Exchange of views took place on priorities for work on new technologies including automated driving functionalities, in-vehicle communications, cyber security and data protection

Annex V

The Inland Transport Committee and Road Safety - progress report of the UNECE Road Safety Action Plan (2011-2020)

Note by the secretariat

Summary

The ECE secretariat has continued to make progress in our road safety related mandate supporting WP.1, SC.1, WP.29, WP.15, WP.24 and the Secretary-General's Special Envoy for Road Safety, amongst others. A cumulative update of our work from March 2012 to February 2017 is contained in the table annex.

The Committee may wish to:

- support the activities of the Sustainable Transport Division in the area of Road Safety, especially for those countries which are not yet benefiting from it fully, especially in Africa, Latin America and South-east Asia.
- provide guidance on revising the ECE Road Map, in light of the ongoing road safety crisis, as the UN Decade of Action comes close to its end.

Introduction

1. At its seventy-fourth session in 2012, the Inland Transport Committee (ITC) adopted the ECE Action Plan for the UN Decade of Action for Road Safety (2011-2020) (ECE/TRANS/2012/4 and Corrs.1 and 2).
2. The Plan is directly aligned to the United Nations Global Plan for the Decade of Action for Road Safety (2011-2020), and aims to achieve the overall road safety goals of ECE by addressing priority areas of work as well as implementing continuous and future actions for each goal in its geographical area and beyond. It includes actions, initiatives and measures for several ECE Working Parties, with the Global Forum on Road Traffic Safety (WP.1) being the main coordinating entity in the area of road safety.
3. At its seventy-seventh session in 2015, ITC was updated on the Plan (ECE/TRANS/2015/13).
4. The table in the annex is a cumulative update of the ECE secretariat's progress since 2012 in each performance indicator in the Plan, particularly "Pillar 3 – Safer vehicles" including the period March 2015 to February 2018.

United Nations overall goal for the decade (2011-2020):

To stabilize and reduce the forecast level of road traffic fatalities around the world by 2020

ECE goals for the decade (2011-2020):

To ensure the widest possible geographical coverage of United Nations road safety legal instruments;

To assist countries in the ECE region and beyond in implementing the United Nations Decade of Action for Road Safety; and

To make progress in stabilizing and reducing road traffic fatalities in the ECE region and beyond

<i>Areas</i>	<i>ECE past and present actions</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
OBJECTIVE 1: Boost Political Will and Support Government Strategies						
...
Political Commitment for Road Safety Demonstrated through National Development Framework: National Strategies, Nations out of 17 Development Assistance Framework (UNDAF), Poverty Reduction Strategy Papers (PRSPs)	Three ECE countries: Georgia, Serbia and Turkey with UNDAF country programmes have included a road safety element (3 out of 17 countries).	Subject to availability of resources and funding partnerships (with United Nations Children's Fund [UNICEF] / World Health Organization [WHO] under the UNDAF country programmes [Georgia, Serbia and Turkey]), activities such as capacity-building workshops, awareness raising and road safety performance review in Georgia.	Secretariat	2017-2021	Number of national road safety strategies.	Georgian National Road Safety Plan for 2017 and 2018 adopted. ECE co-organized Child Restraint Systems workshop during the International Conference Road Safety in Local Communities (Kopaonik, Serbia, 18-20 April 2018) with more than 70 attendees. The Georgian Road Safety Performance Review has been completed in June 2018 with sound recommendations how to address the most pressing road safety issues in Georgia. Project activities (5 capacity-building events for more than 200 road safety stakeholders) and the Review assisted the Georgian Government to initiate improvement of national road safety legislation (Law on Road Safety, PTI re-introduction) and strengthen capacities.
...

<i>Areas</i>	<i>ECE past and present actions</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
Accession of United Nations Road Safety Conventions and Agreements	Monitoring the implementation of the United Nations Road Safety Conventions and Agreements:	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 Contracting Parties (CPs) to the United Nations Road Safety Conventions and Agreements and number of United Nations Regulations/United Nations Global Technical Regulations (GTRs) adopted on national basis by countries not yet CPs to any agreement.	
...
	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					Six new CPs: Armenia, Egypt, Georgia, Nigeria, Republic of Moldova, and San Marino (total 56 CPs).

<i>Areas</i>	<i>ECE past and present actions</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
	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);					Five new CPs: Belarus, Nigeria, San Marino, Slovenia and Uzbekistan (total 38 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);					Two new CPs (total 15 CPs): Georgia Nigeria.
...
	Raised awareness and technical assistance for accession.	Will enhance national and regional capacity-building workshops and consultations to facilitate new	WP.1, WP.29, SC.1, WP.15, Secretary-General's Special Envoy for	Continuous	Number of new CPs to the United Nations road safety conventions and agreements;	The following global/regional events to raise awareness of the above United Nations international conventions and to provide technical assistance for accession were organized:

<i>Areas</i>	<i>ECE past and present actions</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
		accessions.	Road Safety		Consistency between the United Nations road safety conventions and agreements, and the regional and national laws.	<p>(1) Europe-Asia Road Safety Forum in New Delhi, India, on 4 December 2013;</p> <p>(2) UN Road Safety Treaty Day in New York, USA, on 5 June 2014;</p> <p>(3) The Secretariat attended the Road Safety Congress in St. Petersburg, Russian Federation in September 2014;</p> <p>(4) ECE-ECA-ICAP Road Safety Workshop in Addis Ababa, Ethiopia, on 12-13 November 2014;</p> <p>(4bis) The Francophone ECE-ECA-ICAP Road Safety Workshop in Addis Ababa, Ethiopia, 7-8 July 2015;</p> <p>(4ter) International Conference on Future Mobility. Presentation of the 1998 and 1958 Agreements. Moderation of the discussion with middle east countries and representatives of Norway on the future of Electric Vehicles. 8-9 November 2015, Dubai</p> <p>(5) Workshop on issues of importance in the implementation of 1958, 1998 and 1997 Agreements, in Astana, Kazakhstan, on 18 February 2016;</p> <p>(6) Round table on Road Safety in Astana, Kazakhstan. Current state and ways to improve on 15 September 2016, with the support of the SG's Special Envoy for Road Safety;</p> <p>(6bis) The Annual Conference of La Prevention Routière Internationale (PRI) in Lisbon on 13-14 October 2016;</p> <p>(7) Road Safety workshop for Anglophone Africa, held in partnership with ECA and supported by the SG's Special Envoy for Road Safety. Workshop held in</p>

<i>Areas</i>	<i>ECE past and present actions</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
						<p>Nairobi, Kenya from 13-15 December 2016;</p> <p>(7bis) International Forum of the Role of Sustainable Transport activities in promoting Traffic Safety in Qatar, 13-14 December 2016 to advocate the importance of Road Safety and seize the opportunity of the Olympic Games 2020 to address sustainable transport and road safety.</p> <p>(8) The SG's Special Envoy for Road Safety visited with government officials in 39 countries from May 2015 through February 2017 to advocate for improved road safety governance and accession to UN Road Safety Conventions. Brochures on the UN Road Safety Conventions¹ as well as on road safety within the SDGs² have been produced by the secretariat, and disseminated by the Special Envoy during meetings with government around the world.</p> <p>(9) Road Safety Workshop for the Latin America, held in partnership with ECE, ECLAC and Inter-American Development Bank and supported by the SG's Special Envoy for Road Safety. Buenos Aires, 13 -14 March 2017. Active participation of over 150 government officials and experts from 17 countries in the region.</p> <p>(10) Regional Workshop on Motorcycle Safety, held in partnership with ECE, ESCAP, Government of Malaysia and supported by the SG's Special Envoy for</p>

¹ www.unece.org/fileadmin/DAM/road_Safety/Documents/UN_RS_Conventions_combined.pdf

² www.unece.org/fileadmin/DAM/road_Safety/Documents/SDG_brochure_-_Special_Envoy_for_Road_Safety.pdf

Areas	<i>ECE past and present actions</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
						<p>Road Safety. Kuala Lumpur, on 7 April 2017.</p> <p>(11) Electric Vehicles UAE Conference. Presentation of the 1998 and 1958 Agreements with a focus on the draft UN GTR on Electric Vehicle Safety. Debate with middle east countries and representatives of Norway on the future of Electric Vehicles. 26-27 September 2017, Dubai.</p> <p>(12) Vehicle Safety Workshop for the Latin America, held in partnership with ECE, ECLAC, the Government of Uruguay and supported by the SG's Special Envoy for Road Safety. To outreach the 1998 and 1958 Agreement in the region. 11-12 October 2017, Montevideo.</p> <p>(12bis) Capacity-building workshop in the framework of the Albania Road Safety Performance Review, 6-7 February 2018 in Durres, Albania</p> <p>(13) The secretariat delivered the majority of the presentation in the FIA workshop on United Nations road safety-related conventions in Bogota, Colombia, on 14-15 November 2017.</p> <p>(14) The secretariat delivered all of the technical presentations and provided training at the capacity-building workshop on UN road safety-related conventions organized by the Federal Road Safety Corps of Nigeria, supported by the SG's Special Envoy for Road Safety in Abuja, Nigeria, on 28-29 November 2017.</p> <p>(15) The secretariat informed main South American Governmental Officials about the relevance of United Nations</p>

<i>Areas</i>	<i>ECE past and present actions</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
						<p>Agreements and annexed UN Regulations and UN Global Technical Regulations in the field of Vehicle Active and Passive safety to "Primero Congreso Internacional de Seguridad Vial" on 26 February 2018, followed by half million people in streaming.</p> <p>(16) The secretariat delivered to the Governmental officials of Myanmar the main information on Motorcycle Helmet and Minimum Safety Requirements for Cars during the workshop organized by Suu Foundation and Myanmar Government, on 23-24 July 2018.</p> <p>In addition, ECE staff attend regularly different international road safety events.</p>
...
OBJECTIVE 2: Protect Road Users						
Protecting Vulnerable Road Users	Amendment of the 1968 Convention on Road Traffic (instructions for behaviour of pedestrians) focusing on improving pedestrian safety; amending the Convention on Signs and Signals concerning behaviour at pedestrian crossings; adopted regulation on pedestrian safety in 2008; made special	Will develop guidelines for school bus operation.	WP.1	2011-2020	Publication of the guidelines; number of countries using the guidelines.	<p>The issue of the potential development of guidelines for school bus operations was on the agenda during three WP.1 sessions (ECE/TRANS/WP.1/135, ECE/TRANS/WP.1/137, ECE/TRANS/WP.1/139), but in light of greater priorities and insufficient interest by WP.1 members, WP.1 decided not to pursue this issue (ECE/TRANS/WP.1/139).</p> <p>WP.1 organized a round table on safety of two-wheeled vehicles, March 2015, Geneva</p> <p>WP.1 contributed to the organization of workshops in 2015, 2016 and 2017 for South-East Asian countries to identify measures for those countries as well as other developing countries to improve safety of vulnerable road users and especially: riders of powered two wheelers</p>

<i>Areas</i>	<i>ECE past and present actions</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
	reference to walking through THE PEP; and amending the consolidated resolution (RE.1).					and pedestrians, but also to improve transport of school children on their way to and from school.
		Will adopt new biofidelic test tools in UN regulations to design vehicles to be more pedestrian friendly.	WP.29	2012-2013	Number of CPs applying the United Nations regulations.	UN Regulation No. 127 and an amendment introducing more biofidelic test tools adopted. Number of new CPs: 2 56 countries (apply the new UN regulation and amendment) Total number of CPs: 56 .
		UN Vehicle Regulations in support of safety of children and young people ³	WP.29 ⁴			UN Regulations Nos. 107 on Buses and Coaches (kneeling buses and specific space for prams or pushchair), 16 on Safety Belts (ISOFIX systems), 44 on Child Restraint Systems (CRS) and 129 on Enhanced Child Restraint Systems (ECRS).
...

³ Added subsequent to the ITC's approval of the Plan in 2012.

⁴ Added subsequent to the ITC's approval of the Plan in 2012.

<i>Areas</i>	<i>ECE past and present actions</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
	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 CPs applying Regulation No. 22.	Number of new CPs: 6 Total number of CPs: 47 Publication of the UN Motorcycle Helmet Study in 2015
...
	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.	Number of new CPs: 5 Total number of CPs: 49 UN Regulation No. 107 on Buses and Coaches (kneeling buses and priority seats for passengers with reduced mobility).
	Promoted safety for disabled road users.		WP.1, WP.29 ⁵			Time permitting, WP. 1 will look into this issue. UN Regulation No. 107 on Buses and Coaches (kneeling buses and priority seats for passengers with reduced mobility). UN Regulation No. 138 on Quiet Road

⁵ Added subsequent to the ITC's approval of the Plan in 2012.

<i>Areas</i>	<i>ECE past and present actions</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</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 Inland Transport Committee.	Developed 147 United Nations regulations and 20 UN GTRs and amendments to update them in line with technical progress.	Will develop new United Nations regulations, UN GTRs and amendments on vehicle safety.	WP.29	2011-2020	Number of CPs applying United Nations regulations.	<p>Number of new CPs to the 1958 Agreement: 56</p> <p>Total number of CPs to the 1958 Agreement: 56</p> <p>Number of new CPs to the 1998 Agreement: 6</p> <p>Total number of CPs to the 1998 Agreement: 38.</p>
	Participation of the secretariat at the workshop on regulatory cooperation between members of the World Trade Organization (WTO) Committee for the elimination to technical barriers to trade (TBT) on 9 November 2011. Countries	Monitor the follow-up of the participation of the secretariat at WTO Committee for the elimination of technical barriers	WP.29	2011-2020	Number of CPs applying United Nations regulations.	<p>Number of new CPs to the 1958 Agreement: 6</p> <p>Total number of CPs to the 1958 Agreement: 56</p> <p>Number of new CPs to the 1998 Agreement: 6</p> <p>Total number of CPs to the 1998 Agreement: 38.</p>

<i>Areas</i>	<i>ECE past and present actions</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
	participating were encouraged to apply the regulations developed by WP.29 and to accede to the 1958 and 1998 Agreements.					
Actions from Regional Economic Integration Organizations (REIO) / CPs to replace regional legislations with United Nations Regulations/United Nations GTRs	Commission Regulation (European Union) 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 European Union Regulation.	WP.29	2011-2020	Number of CPs applying United Nations regulations.	Number of new CPs to the 1958 Agreement: 6 Total number of CPs to the 1958 Agreement: 56 Number of new CPs to the 1998 Agreement: 6 Total number of CPs to the 1998 Agreement: 38
Passive and Active Safety	Drafted and adopted United Nations regulations and United Nations GTRs on: child restraints systems, whiplash injury prevention, frontal/lateral/rear crash protection,	Will draft and adopt a new United Nations regulation on child restraint systems to improve child protection.	WP.29	2012	Number of CPs applying the United Nations regulation.	UN Regulation No. 129 on Enhanced Child Restraint Systems introducing new provisions on lateral impact and anti-rotation movements adopted. Supported by brochures and leaflets produced by ECE to promote awareness at the global level (February 2016) 56 out of 56 CPs apply the United Nations Regulation.

<i>Areas</i>	<i>ECE past and present actions</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
	safety-belts and their anchorages, protection against electric shocks in electric and hybrid vehicles.			2017	Number of CPs applying the United Nations regulation.	Adopted UN Regulation No. 145 on Uniform provisions concerning the approval of vehicles with regard to ISOFIX anchorage systems ISOFIX top tether anchorages and i-Size seating positions 55 out of 56 CPs apply the United Nations Regulation
...
	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	2012	Number of CPs applying the United Nations Regulation.	Work still in progress. No changes to the number of CPs.
		Will adopt new United Nations Regulation/United Nations GTR and amend existing ones to improve safety of electric/hybrid/hydrogen vehicles.	WP.29	2012 2018	Number of CPs applying the new United Nations Regulation.	Amendments to UN Regulation No. 100 to cover electric vehicles of any kind adopted. 48 out of 56 CPs apply the United Nations Regulation. Number of new CPs: 8 . New UN GTR No. 20 on Electric Vehicle Safety (EVS)

<i>Areas</i>	<i>ECE past and present actions</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
				2018		New UN Regulation No. 146 on Hydrogen and fuel cells vehicles of category L 56 out of 56 CPs apply the United Nations Regulation.
			WP.29	2015	Number of CPs applying the new United Nations Regulation.	UN Regulation No. 136 to cover electric safety of Vehicles of Category L (Mopeds, motorcycles) 56 out of 56 CPs apply the United Nations Regulation. Number of new CPs: 4
		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	2015	Number of CPs applying the United Nations regulations.	New United Nations Regulation No. 137 (on frontal impact with focus on restraint systems) adopted 56 out of 56 CPs apply the United Nations Regulation.
		Will establish new Regulations on: Child Restraint Systems, 2012; Pole side test, 2012; Hydrogen & Fuel Cell vehicles (HFCV) safety, 2012; Harmonization of dummies, 2013;	WP.29	2012-2015	Number of CPs applying the United Nations regulations.	A new UN GTR No. 14 on Pole Side impact adopted. 24 out of 38 CPs apply this UN GTR.
				2014		UN Regulation No. 135 on pole side impact 56 out of 56 CPs apply this UN Regulation
				2013		UN GTR No. 13 on safety of hybrid/hydrogen vehicles adopted.

<i>Areas</i>	<i>ECE past and present actions</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
		Crash compatibility, 2015.				23 out of 38 CPs apply this UN GTR. UN Regulation No. 134 on safety of hybrid/hydrogen vehicles adopted. 56 out of 56 CPs apply this UN Regulation
	Adopted new UN Regulation No. 130 on Lane Departure Warning System (LDWS). ⁶	Will continue to update the UN regulations in line with technical progress.	WP.29	2012-2020	Number of CPs applying the United Nations Regulations.	54 out of 56 CPs apply this United Nations Regulation.
	Adopted new UN Regulation No. 131 on Advanced Emergency Braking System (AEBS). ⁷	Will continue to update the UN regulations in line with technical progress.	WP.29	2012-2013	Number of CPs applying the United Nations regulations.	54 out of 56 CPs apply this United Nations Regulation.
Vehicle Design (Develop technical provisions on the construction of vehicles and their equipment)	Drafted technical prescriptions on the burning behaviour parameters of materials used for buses and coaches.	Will apply Regulation No. 118 on Improve the fire safety level in buses and coaches.	WP.29	2 years for new buses and coaches	Number of countries applying Regulation No. 118/01.	50 out of 56 CPs apply the United Nations Regulation. Number of new CPs: 4
	Drafted technical prescriptions on superstructure of buses and coaches, the installation of fire suppression systems and improved accommodation /	Will apply Regulation No. 107 ensuring accessible seats for persons of reduced mobility.	WP.29	3 to 4 years for new buses and coaches	Number of countries applying Regulation No. 107/07.	48 out of 56 CPs apply the United Nations regulation. Number of new CPs: 4

⁶ Action added subsequent to ITC approval of the Plan in 2012.

⁷ Action added subsequent to ITC approval of the Plan in 2012.

<i>Areas</i>	<i>ECE past and present actions</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
	accessibility for passengers with reduced mobility.					
	Drafted technical prescriptions on indirect vision systems (mirrors & camera monitoring) in trucks and buses.	Will apply Regulation No. 46 for camera monitor systems replacing all mirrors in vehicles.	WP.29	2 years for new vehicles	Number of countries applying Regulation No. 46/03.	Work in progress. 41 out of 56 CPs apply the United Nations Regulation. Number of new CPs: 1.
Vehicle Design (con't.)	Drafted technical prescriptions for vehicles' safety glazing materials including plastics.	Will apply Regulation No. 43 to reduced burn rate for rigid plastic panes.	WP.29	2 years for new vehicles	Number of countries applying Regulation No. 43/01.	45 out of 56 CPs apply the United Nations Regulation. Number of new CPs: 2.
	Drafted technical prescriptions for vehicles' Accident Emergency Call Systems (AECS)	Will apply Regulation No. 144 to transmit an automatic emergency call for assistance	WP.29	2018	Number of countries applying Regulation No. 144.	54 out of 56 CPs apply the United Nations Regulation.
Quiet Road Transport Vehicles (QRTV)	Drafted a first set of guidelines to be adopted on technical aspects of QRTV (inserted into the Consolidated Resolution on the Construction of Vehicles [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.	Guidelines in R.E.3 inserted. Work in progress for a new GTR. No changes to the number of CPs.
	Drafted a new Regulation on QRTV under the 1958 Agreement	Will present the draft Regulation for adoption. Following its adoption and entry into force, will apply the Regulation	WP.29		Number of countries applying the United Nations Regulation.	A new UN Regulation No. 138 on Quiet Road Transport Vehicles (QRTV), provides for specific sound emissions of electric or hybrid vehicles when stationary or moving at low speeds. 53 countries started applying this Regulation as of its entry into force on 5 October 2016.

<i>Areas</i>	<i>ECE past and present actions</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
Periodical Technical Inspections Convention (1997)	Adopted of a new rule on roadworthiness.	Will conduct annual capacity-building workshops.	WP.29	2012	Number of capacity-building workshops conducted.	<p>Work in progress for further amendments.</p> <p>Workshop for capacity-building with regards to Periodic Technical Inspection organized on 4-6 March 2014 in Cape Town, South Africa</p> <p>Workshop on the implementation of the 1997 and 1958 Agreements in Cairo (Egypt) 22-25 October 2018</p> <p>Workshop for capacity-building with regards to Periodic Technical Inspection organized on 29-30 October 2018 in Ouagadougou, Burkina Faso.</p>
	Introduced safety regulation annex to the Agreement.		WP.29	2012-2018	Successful introduction of UN Rules for safety related inspections annexed to the Agreement.	<p>Work in progress for further amendments.</p> <p>Adoption of additional requirements related to test equipment, training and skills of inspectors as well as supervision of test centres in the Resolution R.E.6.</p> <p>Adoption of new UN Rules for the periodic technical inspection of LPG/CNG/LNG fuelled vehicles, and electric and hybrid-electric vehicles</p> <p>Two new Contracting Parties</p> <p>Total number of Contracting Parties: 15</p>

... ..

OBJECTIVE 5: Make Technologies Work for Safer Mobility

Innovation - Intelligent Transport Systems (ITS)	Developed an ITS Strategy (Road Map).	Will promote ITS solutions to improve 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	Work underway. Workshop on innovation in intermodal transport and logistics held at the fifty-ninth session of WP.24. Workshop on smart/digital road infrastructure during special SC.1 session on 5 April 2018.
	Updated existing regulations and create new ones to boost ITS solutions for road safety.	Will conduct capacity-building workshops.	WP.29	2011-2020	Number of capacity-building workshops conducted	<p>(1) Joint secretariat and International Telecommunication Union (ITU) one day workshop entitled “Intelligent transport systems in emerging markets - drivers for safe and sustainable growth”. The workshop took place in Geneva, Switzerland on 27 June 2013, and was focused on ITS in emerging markets and its impact on road safety.</p> <p>(2) Second joint secretariat and ITU event, "2014 Symposium on the future networked car". The symposium concluded that standards; cybersecurity; software reliability; information and education; legal frameworks and liability should be addressed in a holistic manner with a wide range of actors.</p> <p>(3) Annual secretariat flagship workshop on Intelligent Transport Systems together with the Federal Public Service Mobility and Transport of Belgium in November 2014 in Brussels, “Towards a new and transportation culture: technology innovations for safe, efficient and sustainable mobility”.</p>

(4) Third joint secretariat and ITU event, "2015 Symposium on the future networked car". The symposium highlighted the potential of modern telecommunication technologies such as "4G" to address transport challenges e.g. road safety.

(5) Annual secretariat flagship workshop on Intelligent Transport Systems together with the French Ministry of Ecology (MEDDE) in October 2015 in Bordeaux as parallel event to the 2015 ITS World Congress, "ITS for Sustainable Mobility and the Mitigation of Climate Change".

(6) Fourth joint secretariat and ITU event, "2016 Symposium on the future networked car". The symposium concluded that cyber security was a safety critical issue that needed to be tackled by international and national regulators.

(7) Annual secretariat flagship workshop on Intelligent Transport Systems together with WP.1, Informal Working Group on ITS/AD and GRRF as first joint meeting of experts from WP.1 and WP.29 helped identify common issues and remaining challenges.

(8) Fifth joint secretariat and ITU event, "2017 Symposium on the future networked car". The symposium reviewed industry developments on cyber security and new mobility services.

(9) Annual secretariat flagship workshop on Intelligent Transport Systems together with WP.1 and GRRF as second joint meeting of experts from WP.1 and WP.29 exchanging on common issues.

(10) Sixth joint secretariat and ITU event "2018 Symposium on the future

					<p>networked car”. The symposium reviewed industry development on 5G connectivity and their impact on vehicle safety.</p> <p>(11) Joint International Road Federation and ECE ITS summit on the governance of Intelligent Transport Systems on 4 December 2018.</p>	
		Will discuss the safety aspects of vehicle platooning.	WP.1	2011-2020	Discussion at WP.1.	Time permitting, WP.1 will look into this issue.
Addressed issues related to Advanced Driver Assistance Systems (ADAS) through cooperation of WP.1 and WP.29.		Will conduct workshops to address issues and will make recommendations.	WP.1, WP.29	2011-2020	Amendment to 1968 Convention on Road Traffic.	<p>Amendment proposal adopted by WP.1 at its 68th session (March 2014) in relation to a definition of Driver Assistance Systems (ECE/TRANS/WP.1/145).</p> <p>Informal Group of Experts on Automated Driving established by WP.1</p> <p>A joint session between WP.1 and GRRF organized in September 2017 to discuss collaboration in the automated driving area.</p> <p>Co-organized workshop on “Governance of the Safety of Autonomous Vehicles” in Stanford, October 2016. This was followed up with a workshop in June 2017 on “Governance of Automated Vehicles Workshop” co-organized with National Highway Traffic Safety Administration and the French Institute of Science and Technology for Transport, Development and Networks.</p>
...