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## **Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations**

**175th session**

Geneva, 19-22 June 2018

### **Reports of the**

**World Forum for Harmonization of Vehicle Regulations on  
its 175th session**

**Administrative Committee of the 1958 Agreement on its  
sixty-ninth session**

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

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

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## I. Attendance

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) held its 175th session from 19 to 22 June 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): Australia, Austria, Belgium, Bosnia and Herzegovina, Bulgaria, Canada, China, Czechia, , France, Germany, Hungary, India, Italy, Japan, , Luxembourg, Malaysia, Netherlands, Norway, Poland, Portugal, Republic of Korea, Romania, Russian Federation, , South Africa, Spain, Sweden, Switzerland, Thailand, United Kingdom of Great Britain and Northern Ireland (UK), United States of America and Viet Nam. Representatives of the European Union participated. The following international organization was represented: International Telecommunication Union (ITU). The following intergovernmental organization was represented: European Union funded 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)<sup>1</sup>, Consumers International (CI), European Association of Internal Combustion Engine Manufacturers (EUROMOT), European Tyre and Rim Technical Organization (ETRTO), International Automobile Federation (FIA), Global New Car Assessment Programme (Global NCAP), International Automotive Lighting and Light Signalling Expert Group (GTB), International Motorcycle Manufacturers Association (IMMA), International Motor Vehicle Inspection Committee (CITA), International Organization of Motor Vehicle Manufacturers (OICA) and Society of Automotive Engineers International (SAE International). Other non-governmental organizations were represented following Rule 1(d): American Automotive Policy Council (AAPC), Recreation Vehicle Industry Association (RVIA) 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), Uber Technologies, Inc and U.S. Tire Manufacturers Association.

## II. Opening statements

*Documentation:* Informal document WP.29-175-26

2. The Chair of the World Forum welcomed the representatives to the World Forum and introduced the opening speaker, Mr. G. Georgiadis, Secretary of the Inland Transport Committee (ITC).

3. The ITC Secretary welcomed participants to the World Forum. He introduced the proposal for a new ITC strategy for sustainable mobility (informal document WP.29-175-26). He reported that the ITC strategy was based on the ministerial resolution (ECE/TRANS/2017/2) established at the seventieth anniversary of ITC and was discussed during its eightieth session, in February 2018. He added that, following a consultation process involving all ITC Working Parties, the ITC strategy would be submitted for adoption at the eighty-first ITC session in 2019.

4. Mr. Georgiadis presented the key changes for the new United Nations budget system as of 2020, which is discontinuous from the previous framework, both in the process and in the content. He underlined important changes through the implementation of new indicators for measuring success that will have a considerable impact on the amount of deliverables.

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

5. He highlighted the importance of taking actions at the ECE level that would more align its activities to the United Nations Sustainable Development Goals by defining nexus areas of sustainable mobility and smart connectivity, sustainable use of natural resources, and the development of a new urban agenda.

6. The Chair of the World Forum further emphasized the importance of prioritizing the activities on vehicle automation, which required the dedicated attention from the World Forum.

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

*Documentation:* ECE/TRANS/WP.29/1138 and Add.1  
Informal document WP.29-175-18

7. The annotated provisional agenda was adopted.

8. The list of informal documents is reproduced in Annex I to this report.

### **IV. Coordination and organization of work (agenda item 2)**

#### **A. Report of the session of the Administrative Committee for the Coordination of Work (WP.29/AC.2) (agenda item 2.1)**

9. The 127th session of WP.29/AC.2 (18 June 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 GRB (France), GRE (Belgium), GRPE (Netherlands), GRRF (United Kingdom), GRSP (United States of America), GRSG (Italy), the Chair of the Executive Committee (AC.3) of the 1998 Agreement (Japan), the Vice-Chair of WP.29 (Russian Federation), by the representatives of Canada, Germany, Japan, Republic of Korea, the United States of America and the European Union.

10. AC.2 reviewed and adopted the provisional agenda of the 175th session of the World Forum, and reviewed the draft agenda of the 176th session of the World Forum, scheduled to be held in Geneva from 13 to 16 November 2018.

11. AC.2 reviewed the proposed calendar for 2019.

12. AC.2 noted that a task force meeting took place in May 2018 on the preparation of a joint WP.1 and WP.29 meeting on issues of automated / autonomous driving. Such a joint meeting was aimed at implementation of decision No. 13 of the eightieth ITC requesting closer cooperation of the two Working Parties in this area. AC.2 was informed about the next meeting of this task force scheduled on 21 June 2018. The representative of the United States of America suggested that the group should review the draft Global Forum for Road Traffic Safety (WP.1) resolution on the area of highly automated vehicles.

13. AC.2 reviewed documents on a new vehicle category in the Consolidated Resolution R.E.3 and on artificial intelligence, and asked the secretariat to prepare informal documents to be submitted for consideration by WP.29.

14. AC.2 approved the participation at the World Forum, under Rule 1(d) of the Rules of Procedure of WP.29, of the following Non-Governmental Organizations for the 2018-2019 biennium: European Association for Electro Mobility (AVERE) and UL Transaction Security.

15. AC.2 considered different proposals regarding the creation of a dedicated Groupe de Rapporteurs (GR) on automated vehicles implementing ITC decision No. 19. Deliberations focused on three different options:

(a) renaming existing GRRF to Groupe de Rapporteurs pour les Véhicules Autonomes (GRVA) and transferring certain tasks such as tyres and coupling devices to other existing GRs;

(b) renaming GRRF into GRVA, transferring tasks not related to automated vehicles to other GRs and tasking GRVA with a coordinating role as an intermediate layer between WP.29 and the remaining five GRs; and

(c) establishment of an additional new GR, GRVA and maintain the existing six GRs.

16. AC.2 agreed to submit the informal document WP.29-175-25, presenting and assessing the three options as a discussion document from AC.2 to WP.29 for further consideration and possible adoption of one of the options.

17. AC.2 noted that the draft update of the "Blue Book" publication was prepared and requested the secretariat to circulate it as a new informal document for this WP.29 session.

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

*Documentation:* ECE/TRANS/WP.29/2018/1/Rev.1  
Informal documents WP.29-175-01 and WP.29-175-02

18. The Secretary 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. The Secretary 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 Working Party on Pollution and Energy. 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 (ECE/TRANS/WP.29/2018/1/Rev.1).

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

20. The World Forum took note of the list of Working Parties and Chairs (informal document WP.29-175-01) and the draft 2019 calendar for WP.29 and its subsidiary bodies (informal document WP.29-175-02). WP.29 took note of the request of OICA to change the dates of the eighty-seventh session of the Working Party on Brakes and Running Gear. The secretariat agreed to check the availability of rooms for other dates.

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

## **C. Intelligent Transport Systems and automated vehicles (agenda item 2.3)**

*Documentation:* Informal documents WP.29-175-08, WP.29-175-20, WP.29-175-21 and WP-175-25

22. The Chair of the IWG on Intelligent Transport Systems and Automated Driving (ITS/AD) recalled the activities of the World Forum related to the definition of its priorities that resulted in a main focus on vehicle automation and environmental protection. The importance of vehicle automation had been highlighted within the ITC decision No. 19



requesting WP.29 to consider establishing a dedicated GR on this topic. He presented the three options emerging from the discussions at AC.2 (WP.29-175-25). He continued by highlighting the importance for WP.29 to quickly take a decision, as it was a growing topic of importance for governments, industry and society at large.

23. He stated that when exploring the three different options, it is important to keep in mind that a final solution should take into account the resource constraints.

24. The Chair of ITS, the Chair of WP.29 and the Chair of GRRF recalled the coordinating role of WP.29 and especially of the Administrative Committee for the Coordination of Work (AC.2) given by its composition as defined in Chapter IX of the Rules of Procedure for WP.29.

25. The representative of China stated that the priority for the country is to set up a new seventh GR. If it is not possible in the short term, the restructuring of GRRF into GRVA can be a temporary solution, while a new seventh GR should be established as the long-term solution. He also stressed the importance to harmonize regulations under both the 1958 and 1998 agreements, or at least under the 1998 agreement.

26. The representative of Australia noted the progress made through this proposal and stated that Australia supports the reshaping of GRRF as developed in the first option.

27. The representative of India welcomed the proposal of the first option as an immediate step, stating that all GRs are of equal importance, and that over the long term the most convenient solution would be the creation of a new GR.

28. The representatives of France, Japan and Switzerland supported the proposal of the first option, at this stage.

29. The representative of the Russian Federation mentioned that he did not have any principal objections against strengthening efforts to regulate autonomous transport in the Working Party that is suggested to be established on the basis of GRRF. At the same time, the Russian Federation noted that the overall coordination between all the Working Parties was held by AC.2. Nevertheless, a more detailed study of the issue would require domestic discussions between the Russian authorities and other public bodies. In that respect, the Russian Federation reserved its final position on the issue.

30. The representative of the United States of America, concerned about the need to ensure clear coordination between the GRs, opposed adoption of Option 1 because it did not have a coordination role.

31. WP.29 delegates noted that, at the current stage of the process, the adoption of the document was a first step, subject to review within 12 months. WP.29 decided to monitor and review the functioning of the new structure, including the issues of coordination and allocation of resources.

32. The representative of the European Union called for a swift introduction of the revised structure as described in the first option and reiterated that, via the monitoring and review, a safeguard was given to adjust the structure, if necessary.

33. WP.29 adopted, in implementation of ITC decision No. 19, the conversion of GRRF into GRVA and the reallocation of certain tasks such as tyres and coupling devices to other existing GRs as outlined in the first option of informal document WP.29-175-25. GRVA will oversee the remaining topics from GRRF and encompass activities for autonomous, automated and connected vehicles and incorporate current activities, other than coordination, of the IWG ITS/AD. This decision will take effect immediately.

34. The representative of the United States of America reiterated her concern that the decision was made too quickly and on the basis of an informal document. The United States

of America expressed concerns that this decision on an informal document appears to be inconsistent with the Rules under the Terms of Reference and Rules of procedure of the World Forum for Harmonization and Vehicle Regulations. The United States of America also did not agree that GRRF was transformed to GRVA.

35. To address her concern for coordination, WP.29 agreed to add the topic of automated activities management between the GRs to its agenda.

36. The secretariat presented informal document WP.29-175-20 on the creation of a new vehicle category related to vehicle automation as a basis for further discussion to be undertaken during the next session of WP.29 in November 2018, taking into account the advice to also consider, in parallel, changes to SR.1 under the 1998 agreement.

37. The secretariat presented the informal document WP.29-175-21 on artificial intelligence, which was welcomed by ITU.

38. WP.29 welcomed the presentation and referred the document to the Task Force on Automated Vehicle Testing.

39. The Chair of the IWG on ITS/AD reported on the outcome of its session of 21 June 2018. He mentioned the stimulating presentations from Mr. N. Beuse, Associate Administrator, Vehicle Safety Research, NHTSA, from Mr. M. Avery, Director, Thatcham Research, and from Mr. H. Tiesler-Wittig (GTB). He reported that the proposed ToR that had been drafted for the Task Force on Assessment of Automated Vehicles (AutoVeh) had not been adopted but had been referred to GRVA. He mentioned the presentation of the progress report of the Task Force on Cyber Security and Over-The-Air (CS/OTA).

40. WP.29 endorsed the proposal to extend the mandate of the Task Force CS/OTA until 31 December 2018. WP.29 noted that this session was the last of the IWG on ITS/AD for the time being and thanked Mr. M. Sekine, Secretary of the IWG on ITS/AD for his continuous support for the IWG on ITS/AD.

41. The Chair of WP.29 reported on the outcome of the WP.1/WP.29 Task Force meeting of 21 June 2018 on preparation for a joint meeting related to automated driving. He mentioned that the meeting had been fruitful, and had agreed to organize a joint side event at the February 2019 session of ITC, if possible.

42. WP.29 requested the secretariat to note the necessary corrections to ECE/TRANS/WP.29/2018/1/Rev.1 in the report to reflect the decision on GRVA in para. 33, (see annex VII). WP.29 also requested the secretariat to prepare a consolidated version of the corrected document for the November 2018 session.

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

### **A. Working Party on Passive Safety (GRSP) (Sixty-second session, 12-15 December 2017) (agenda item 3.1)**

*Documentation:* ECE/TRANS/WP.29/GRSP/62

43. The World Forum recalled the report of the Chair of GRSP on its sixty-second session (ECE/TRANS/WP.29/GRSP/62) and approved the report.

**B. Working Party on Pollution and Energy (GRPE)  
(Seventy-sixth session, 9-12 January 2018 (agenda item 3.2))**

*Documentation:* ECE/TRANS/WP.29/GRPE/76

44. The World Forum recalled the report of the Chair of GRPE on its seventy-sixth session (ECE/TRANS/WP.29/GRPE/76) and approved the report.

**C. Working Party on Noise (GRB)  
(Sixty-seventh session, 24-26 January 2018) (agenda item 3.3)**

*Documentation:* ECE/TRANS/WP.29/GRB/65

45. The World Forum recalled the report of the Chair of GRB on its sixty-fifth session (ECE/TRANS/WP.29/GRB/65) and approved the report.

**D. Working Party on Brakes and Running Gear (GRRF)  
(Eighty-fifth session, 12 December 2017 and Eighty-sixth session, 12-16 February 2018) (agenda item 3.4)**

*Documentation:* ECE/TRANS/WP.29/GRRF/85 and ECE/TRANS/WP.29/GRRF/86

46. The World Forum recalled the reports of the Chair of GRRF on its eighty-fifth and eighty-sixth sessions (ECE/TRANS/WP.29/GRRF/85, ECE/TRANS/WP.29/86 and Adds.1-2) and approved the reports.

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

**1. Working Party on Lighting and Light-Signalling (GRE) (Seventy-ninth session, 24-27 April 2018) (agenda item 3.5.1)**

47. The Chair of GRE reported on the results of the seventy-ninth session of GRE (for details, see the report in ECE/TRANS/WP.29/GRE/79).

48. He briefed WP.29 on the finalization of an extensive package of amendment proposals in the framework of simplification of lighting and light-signalling regulations, including:

(a) three new simplified UN Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) which would supersede the numerous existing device regulations;

(b) transitional provisions to "freeze" these device regulations;

(c) amendments to the installation regulations that group the definitions and introduce references to the new simplified regulations.

49. WP. 29 noted that the only pending issue for the simplification package was a transitional provision regarding the validity of type approvals granted under the existing regulations to be "frozen". GRE decided to put this transitional provision in square brackets, to revert to this issue at its next session. Any modification of the transitional provision that GRE might agree upon at its next session in October 2018, would be submitted to the November 2018 session of WP.29 as corrigenda to the original simplification package which otherwise would be issued in August 2018.

**2. Working Party on General Safety Provisions (GRSG) (114th session, 9-13 April 2018) (agenda item 3.5.2)**

50. The GRSG Chair reported on the results achieved during the 114th session of GRSG (for more details see the report of the session ECE/TRANS/WP.29/GRSG/93).

51. GRSG had noted the recommendations by a task force on the research and conclusions of the final report on the severe collision between a coach and a heavy duty vehicle that occurred in Puisseguin, France on 23 October 2015 and had endorsed the request to develop a number of preventative measures to mitigate and even avoid such accidents in future. Thus, the GRSG Chair sought the consent of the World Forum to establish a new informal working group on the behaviour of the general construction of M2 and M3 vehicles in a fire event (BMFE), to be chaired by France.

52. WP.29 endorsed that request to set up a new IWG on BMFE.

53. Under the 1998 Agreement, GRSG had noted that the IWG on Panoramic Sunroof Glazing (PSG) made no work progress on amendments to Global Technical Regulation No. 6 (Safety glazing) and that, due to budget constraints, none of the expected research and testing activities on ceramic printer areas of glazing material had started. Thus, GRSG had requested the consent of WP.29 and AC.3 to extend the mandate of the IWG from June 2018 to April 2020.

54. WP.29 endorsed the request to extend the mandate of the IWG on PSG by another two years.

**3. Working Party on Passive Safety (GRSP) (Sixty-third session, 14-18 May 2018) (agenda item 3.5.3)**

55. The representative of the United States of America, Chair of GRSP, informed WP.29 about the results achieved by his group from its sixty-third session (for details see the session report ECE/TRANS/WP.29/GRSP/63).

56. He informed WP.29 and AC.3 that GRSP encouraged the experts from the contracting parties to both agreements to participate in the activities of the IWG to develop provisions for Deployable Pedestrian Protection Systems (IWG-DPPS), which would be implemented in UN GTR No. 9.

57. He informed WP.29 and AC.3 that the United States of America plans to withdraw as Chair from the IWG on harmonization of side-impact dummies as soon as a solution would be found at GRSP.

**4. Working Party on Pollution and Energy (GRPE) (Seventy-seventh session, 5-8 June 2018) (agenda item 3.5.4)**

58. The representative of the Netherlands, Chair of GRPE reported to WP.29 on the results achieved by GRPE from its seventy-seventh session (for more details see the report of the session ECE/TRANS/WP.29/GRPE/77).

59. The World Forum noted that Mr. A. Rijnders (the Netherlands) had been re-elected as GRPE Chair for the sessions of the year 2019.

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

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

60. 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 18 May 2018, available at [www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29fdocstts.html](http://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 data base only.

61. WP.29 noted the introduction of new style of 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 available on the website. The full document would be issued at the annual March session.

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

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

62. Following the intervention of SAE International on categorization of autonomous vehicles (item 2.3), the secretariat investigated the possibility to replicate parts of SAE standards into WP.29 documents. The representative of SAE International committed himself to provide answers at the next session.

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

*Documentation:* Informal documents WP.29-175-03 and WP.29-175-17

63. OICA introduced a list of supplements to UN Regulations which pose difficulties for obtaining extensions to existing type approvals as detailed in informal document WP.29-175-17.

64. WP.29 reiterated that on the issue of the immediate application of supplements, the principle was that supplements should only be used for the clarification of test procedures not changing the level of stringency of the regulation or imposing new requirements or for regulating new developments not changing the level of stringency of the regulation. Therefore, supplements become applicable for new approvals issued after their date of entry into force. As a result, the previous practice of occasionally including new requirements in supplements must be avoided.

65. However, to address the issue of several supplements which had been identified as containing new requirements, WP.29 clarified that the General Guidelines for United Nations regulatory procedures and transitional provisions in UN Regulations, as adopted by the WP.29 on 14 November 2017 apply to:

(a) all supplements adopted by WP.29 after the date of adoption of the General Guidelines; and

(b) all supplements adopted by WP.29 prior to the date of adoption of the General Guidelines with the exception, until 31 December 2019, of those amending the

following UN Regulations and their corresponding series: R14.07, R16.06, R43.01, R48.04, R50, R55.01, R83.06, R83.07, R116, R121.01.

66. WP. 29 invited the respective GRs to immediately start working on the necessary amendments to the UN Regulations listed in the informal document WP.29-175-17.

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

*Documentation:* Informal documents WP.29-175-13 and WP.29-175-14

67. The representative of Japan, Chair of the IWG on IWVTA, reported on the progress made by the group at the twenty-seventh meeting of the IWG on IWVTA held in June 2018 in The Hague, Netherlands (informal document WP.29-175-13). He 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. He also reported on the proposed procedure to fill-in the extension number in existing and new communication forms. He also highlighted the potential to amend the approval numbering in UN Regulations Nos. 37, 90, 99, 108, 109, 117 and 128 for alignment with Schedule 4. WP.29 endorsed the proposals and requested GRB, GRE and GRRF to review, in this respect, the provisions of the UN Regulations concerned.

68. WP.29 invited the secretariat to prepare an official document with the proposed amendments to Schedule 4 for consideration at its November 2018 session. WP.29 noted that this proposal would result in a first amendment to the Schedules of the 1958 Agreement and that its adoption according to the new provisions of article 13.bis of revision 3 would require some additional time for clearance in some of the CPs.

69. The Chair of GRRF expressed his concern that this amendment would not necessarily solve the problems which occurred under UN Regulation No. 90 on replacement braking parts as these parts were approved as groups with a single approval number. WP.29 noted the concern raised by GRRF about revision 3 to the 1958 agreement and its possible impact of the issuing of approvals to UN Regulation No. 90, using the test group approach (and extensions to approvals issued in this way). WP.29 agreed that the test group practices which were valid under revision 2 of the 1958 agreement should remain available for use under revision 3. Thus, WP.29 requested the IWG on IWVTA to consider any amendments to the agreement, or to Schedule 4, that may be required to improve transparency on this point.

70. WP.29 noted the informal document WP.29-175-14 that proposes to amend annex 4 to UN Regulation No. 0 with the updated list of UN Regulations. The World Forum welcomed the proposal and agreed to resume consideration and possible vote in AC.1 at its next session in November 2018. Thus, the secretariat was requested to circulate the informal document WP.29-175-14 with an official symbol.

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

*Documentation:* ECE/TRANS/505/Rev.3

71. No further information was presented under this agenda item.

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

*Documentation:* Informal document WP.29-175-16

72. The representative of the European Union, on behalf of the Chair of the IWG on DETA, presented the informal document WP.29-175-16 detailing the state of play of the development of DETA. She requested an update by the secretariat on actions taken for the financing of DETA under the ECE regular budget. She added that the IWG on DETA was initiating a pilot project in August 2018. So far, six institutions have volunteered to participate in the pilot project, and the IWG was willing to welcome more volunteers to test the functioning of DETA.

73. The WP.29 Secretary referred to the new United Nations budget process (informal document WP.29-175-26). The hosting and maintenance costs of DETA had been added under Part III of the draft ECE budget proposal for 2020, and would follow the internal procedure within ECE and at United Nations Headquarters leading to a general assembly resolution.

74. WP.29 welcomed that OICA and CITA, respectively, would contribute to the development of the Unique Identifier and Declaration of Conformance modules and would act as contractor vis-à-vis the software provider.

75. The representative of ETRTO stated that he would also contribute on the condition that DETA would be migrated to the United Nations servers by 2020.

76. The representative of CLEPA clarified that he would also contribute once DETA would be on United Nations servers.

77. The representative of the European Union requested a better coordination of funders to make DETA a reality in the short term. In this context, the secretariat reiterated that contribution from contracting parties would also be welcomed.

78. The representative of the Russian Federation expressed his interest of being involved in the testing of the DETA system. The importance of the activity in testing the DETA system was also conditioned by the present work for the soon planned start of the electronic Whole Vehicle Type Approval (WVTA) in the Russian Federation.

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

*Documentation:* ECE/TRANS/WP.29/2018/37  
ECE/TRANS/WP.29/2018/38  
ECE/TRANS/WP.29/2018/39  
ECE/TRANS/WP.29/2018/40  
ECE/TRANS/WP.29/2018/41  
ECE/TRANS/WP.29/2018/42  
ECE/TRANS/WP.29/2018/43  
ECE/TRANS/WP.29/2018/77  
ECE/TRANS/WP.29/2018/44  
ECE/TRANS/WP.29/2018/45

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

80. The Chair of GRSP presented proposals on ECE/TRANS/WP.29/2018/44 and ECE/TRANS/WP.29/2018/45 under agenda items 4.6.9 and 4.6.10, to amend UN

Regulations No. 14 and No. 129, in the spirit of providing the highest level of safety for children.

81. The proposal on amendments to UN Regulation No. 129 was commended by CI as the last phase for a full replacement of UN Regulation No. 44, which had not been designed to fully avoid the wrong use of child restraint systems. He recalled that the shortcomings of UN Regulation No. 44, had been raised by consumer groups ten years ago which had led to the decision to stop further developing UN Regulation No. 44 and to start a new UN Regulation. He declared that his organization and ANEC were satisfied by UN Regulations No. 129 that entails not only better protection of children, but makes Child Restraint Systems (CRS) easier to use. He expressed his thank to all the stakeholders involved, and in particular Mr. P. Castaing, Chair of the IWG, for their contributions to this result. He recommended the phasing out of UN Regulation No. 44 as early as possible to avoid confusion among consumers and allow only UN Regulation No. 129 that offers the highest level of protection. He clarified that since 1 September 2017, integral ISOFIX CRS were no longer approved under UN Regulation No. 44, and this would be the case also for non-integral Group 2 and Group 2/3 seats from 1 September 2019. Finally, he announced that for belted integral systems his organization would submit a proposal at the GRSP 2018 December session to stop type approvals according to UN Regulation No. 44.

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

*Documentation:* ECE/TRANS/WP.29/2018/46  
ECE/TRANS/WP.29/2018/47  
ECE/TRANS/WP.29/2018/48 and Add.1  
ECE/TRANS/WP.29/2018/49 and Add.1  
ECE/TRANS/WP.29/2018/50  
ECE/TRANS/WP.29/2018/51  
ECE/TRANS/WP.29/2018/52

82. The World Forum considered the draft amendments under agenda items 4.7.1 to 4.7.5 and recommended their submission to AC.1 for voting, with the following exception: documents ECE/TRANS/WP.29/2018/48/Add.1 and ECE/TRANS/WP.29/2018/49/Add.1 under agenda items 4.7.3 and 4.7.4 had been modified in June 2018 by GRPE, and therefore, should not be taken into consideration for vote at this session.

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

*Documentation:* ECE/TRANS/WP.29/2018/53  
ECE/TRANS/WP.29/2018/54  
ECE/TRANS/WP.29/2018/55  
ECE/TRANS/WP.29/2018/56  
ECE/TRANS/WP.29/2018/57  
ECE/TRANS/WP.29/2018/58  
ECE/TRANS/WP.29/2018/59 and Add.1  
ECE/TRANS/WP.29/2018/60  
ECE/TRANS/WP.29/2018/61

83. The World Forum considered the draft amendments under agenda items 4.8.1 to 4.8.9 and recommended their submission to AC.1 for voting, subject to the following corrections:



In ECE/TRANS/WP.29/2018/53, page 2: *for* "Supplement 15" *read* "Supplement 16",

In ECE/TRANS/WP.29/2018/59/Add.1, correct to read:

*Insert the missing amendment to former paragraph 3.2.10, to read:*

"3.2.11. An indication, by means of the "PSI" index (as explained in Annex 7, Appendix 2 to this Regulation) or in kilopascals (kPa), of the inflation pressure to be adopted for the load/speed endurance tests. This indication may be placed on one sidewall only."

**Annex 7**, paragraph 1.3., amend to read:

"1.3. Inflate the tyre to the pressure corresponding to the indication on the sidewall as specified in paragraph 3.2.11. of this Regulation."

84. WP.29 referred informal documents WP.29-175-04 and WP.29-175-05 to the appropriate GR for further consideration.

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

*Documentation:* ECE/TRANS/WP.29/2018/62  
ECE/TRANS/WP.29/2018/63

85. The World Forum considered the draft amendments under items 4.9.1 and 4.9.2 and recommended their submission to AC.1 for voting.

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

*Documentation:* ECE/TRANS/WP.29/2018/64  
ECE/TRANS/WP.29/2018/65  
ECE/TRANS/WP.29/2018/66  
ECE/TRANS/WP.29/2018/76  
ECE/TRANS/WP.29/2018/67

86. 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 draft corrigenda to existing UN Regulations submitted by the secretariat, if any (agenda item 4.11)**

87. 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.29/2018/68  
ECE/TRANS/WP.29/2018/69

88. The World Forum considered the proposals for new UN Regulations on Hydrogen and Fuel Cell Vehicles of category L, and on mechanical coupling components of combinations of agricultural vehicles under items 4.12.1 and 4.12.2 and recommended their submission to AC.1 for voting.

89. The representative of Japan expressed his position to abstain for voting a new UN Regulation on mechanical coupling components of combinations of agricultural vehicles due to having no plan to apply it currently.

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

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

**N. Pending proposal for amendments to existing UN Regulations submitted by the Working Parties subsidiary to the World Forum (agenda item 4.14)**

91. 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.22

92. The World Forum agreed that agenda items 5.1 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)**

93. 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.10  
Informal documents WP.29-175-09, WP.29-175-10 and WP.29-175-24

94. WP.29 noted the consolidated document (ECE/TRANS/WP.29/1074/Rev.10) 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. No new CP has acceded to the agreement since the 173rd session of WP.29,

nor has the secretariat received new notification on Periodical Technical Inspection (PTI) authorities.

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

96. The representative of the Russian Federation, Co-Chair of the IWG on PTI, updated the World Forum on the work of the group (informal documents WP.29-175-09 and WP.29-175-24). He reported to the World Forum on the eleventh meetings of the IWG on PTI held in 6 June 2018 at the OICA headquarters in Paris, France.

97. He presented the draft revised Terms of Reference (ToR) for the IWG on PTI (WP.29-175-10). All provisions of the ToR, but one, reached consensus at the IWG on PTI, which was still presented in square brackets. Following a remark from the representative of OICA, the representative of CITA clarified that PTI did not aim to redo type approval testing.

98. After a short discussion among delegates, it was agreed to remove the square brackets, the text remaining the same, and WP.29 adopted the ToR. The Chair of WP.29 requested the ToR to be reproduced in Annex VI to this report.

99. The representative of Japan expressed his appreciation for the discussions on upgrading PTI for automated and connected vehicles. He also introduced that Japan is considering domestic PTI methods corresponding to electric devices.

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

100. No proposals for amendments or updates to Rules Nos. 1 and 2 have been submitted under this agenda item.

## **C. Amendments to the 1997 Agreement (agenda item 7.3)**

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

101. The representative of the Russian Federation, Co-Chair of the IWG on PTI, informed WP.29 about the progress in submitting the proposed amendments to the 1997 Agreement ECE/TRANS/WP.29/2017/92 and its Corr.1 to the United Nations Secretary-General, which was expected in the near future when internally cleared.

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

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

102. 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.29/2017/134 and of the informal document WP.29-173-12, which proposes the establishment of a new Rule on Periodical Technical Inspections 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. These two documents had been consolidated in document ECE/TRANS/WP.29/2018/70.

103. The Chair of WP.29 also recalled the presentation at the 173rd WP.29 session by the representative of the Russian Federation, co-chair of the IWG, of ECE/TRANS/WP.29/2017/135 that proposes the establishment of a new Rule on PTI on

minimum safety inspection requirements for hybrid and electric motor vehicles, to be annexed to the 1997 Agreement.

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

**E. Update of Resolution R.E.6 related to requirements for testing equipment, for skills and training of inspectors and for supervision of test centres (agenda item 7.5)**

105. No proposals for amendments or updates to Resolution R.E.6 have been submitted under this agenda item.

**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)**

*Documentation:* Informal document WP.29-175-07

106. The representative of CITA, on behalf of the IWG on PTI, presented the informal document WP.29-175-07 on possible methods to detect the tampering of Air Emission Control Systems (Exhaust Gas Recirculation (EGR), Diesel Particulate Filter (DPF) and Selective Catalytic Reduction (SCR) in the framework of PTI and Road Side Inspection (RSI). These methods included visual inspection, external measurement and diagnostic functions. He concluded his presentation, stating that simple measures could make tampering too expensive to economically justify avoiding maintenance.

107. The Chair of GRPE recalled that GRPE had an agenda item on this subject and invited the IWG to contribute to the work of GRPE on this matter.

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

108. The secretariat of WP.1 informed WP.29 on the activities of WP.1 related to vehicle automations, on so called secondary activities other than driving, vehicle operation from outside of the vehicle and on a resolution related to highly and fully automated vehicles.

109. No information was provided on the progress in harmonizing lighting provisions in the 1968 Vienna convention and the UN Regulations on lighting annexed to the 1958 agreement.

110. The secretariat introduced the informal document WP.29-175-31 on the ECE analytical activities on road safety, or SafeFITS. He explained the principle of this statistical modelling tool that allows the impact prediction of road safety policy measures. Thus, SafeFITS may be used when deciding on future actions. The tool is available on the ECE website at: [www.unece.org/trans/theme\\_safefits.html](http://www.unece.org/trans/theme_safefits.html).

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

111. No proposals for amendments or updates to the consolidated resolution have been submitted under this agenda item.

### **D. Documents for publication (agenda item 8.4)**

*Documentation:* Informal documents WP.29-175-22 and WP.29-175-23

112. WP.29 welcomed the new draft edition of the "Blue Book" prepared by the secretariat (informal document WP.29-175-22). The Chair invited all delegates to review the draft text and to submit their contributions and comments to the secretariat by mid-July 2018 at the latest. WP.29 is expected to have a final review of the latest draft at its November 2018 session.

113. The secretariat presented the informal document WP.29-175-23, which lists all the adopted proposals of the 173rd session of WP.29 and which enters into force on 19 July 2018.

### **E. Tributes**

114. It was brought to the attention of the World Forum that Mr. G. Billi (EUROMOT) and Mr. J. Kownacki (Poland) would no longer attend WP.29 sessions. WP.29 thanked them for their long-lasting cooperation and their important contributions to the success of the World Forum. WP.29 wished them long and happy retirements.

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

115. The World Forum adopted the report and its annexes on its 175th session based on a draft prepared by the secretariat. The report included sections related to the sixty-ninth session of the Administrative Committee (AC.1) of the 1958 Agreement, to the fifty-third session of the Executive Committee (AC.3) of the 1998 Agreement and to the tenth 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)**

116. Out of the 55 contracting parties to the agreement, 38 were represented and established AC.1 for its sixty-ninth session on 20 June 2018.

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

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

118. 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>				
13	Heavy vehicle braking	48	35	2018/53 as amended by para. 83	35/0/0	Suppl.16 to 11	*
13-H	Brakes of M <sub>1</sub> and N <sub>1</sub> vehicles	50	35	2018/54	35/0/0	Suppl.1 to 01	*
14	Safety-belt anchorages	48	35	2018/44	35/0/0	09 series	*
16	Safety-belts, ISOFIX and i-Size	47	34	2018/37	34/0/0	Suppl.3 to 07	*
22	Protective helmets and visors	45	33	2018/38	33/0/0	Suppl.3 to 05	*
44	Child Restraint Systems	44	33	2018/39	33/0/0	Suppl.14 to 04	*
49	Emissions of C.I. and P.I. (LPG and CNG) engines	45	33	2018/46	33/0/0	Suppl.10 to 05	*
49	Emissions of C.I. and P.I. (LPG and CNG) engines	45	33	2018/47	33/0/0	Suppl.6 to 06	*
51	Sound of M and N categories of vehicles	46	34	2018/63	34/0/0	Suppl.4 to 03	*
54	Tyres for commercial vehicles and their trailers	48	35	2018/55	35/0/0	Suppl.23 to 00	*
63	Noise emissions of mopeds	29	15	2018/62	15/0/0	Suppl.4 to 02	
83	Emissions of M <sub>1</sub> and N <sub>1</sub> vehicles	45	33	2018/48	33/0/0	Suppl.11 to 06	*
83	Emissions of M <sub>1</sub> and N <sub>1</sub> vehicles	45	33	2018/49	33/0/0	Suppl.7 to 07	*
85	Measurement of the net power	45	33	2018/50	33/0/0	Suppl.8 to 00	*
89	Speed limitation devices	43	31	2018/56	31/0/0	Suppl.3to 00	*
96	Diesel emission (agricultural tractors)	42	31	2018/51	31/0/0	05 series	*

<i>Amendments to existing Regulations</i>							
<i>Regulation No.</i>	<i>Subject of the Regulation</i>	<i>Contracting Parties</i>		<i>Document: ECE/TRANS/WP.29/ ...</i>	<i>Voting result: for/against/abstentions</i>	<i>Document status</i>	<i>Remark</i>
		<i>applying the Regulation</i>	<i>represented and voting</i>				
106	Tyres for agricultural vehicles	48	33	2018/57	33/0/0	Suppl.16 to 00	*
108	Retreaded tyres for passenger cars and their trailers	49	33	2018/58	33/0/0	Suppl.4 to 00	*
109	Retreaded tyres for commercial vehicles and their trailers	49	33	2018/59 and Add.1, as amended by para. 83	33/0/0	Suppl.9 to 00	*
120	Net power of tractors and non-road mobile machinery	50	34	2018/52	34/0/0	02 series	*
129	Enhanced Child Restraint Systems (ECRS)	53	37	2018/40	37/0/0	Suppl.7 to 00	*
129	Enhanced Child Restraint Systems (ECRS)	53	37	2018/41	37/0/0	Suppl.4 to 01	*
129	Enhanced Child Restraint Systems (ECRS)	53	37	2018/42	37/0/0	Suppl.3 to 02	*
129	Enhanced Child Restraint Systems (ECRS)	53	37	2018/45	37/0/0	03 series	*
137	Frontal impact with focus on restraint system	53	37	2018/43	37/0/0	Suppl.1 to 00	*
137	Frontal impact with focus on restraint system	53	37	2018/77	37/0/0	Suppl.1 to 01	*
139	Brake Assist Systems (BAS)	54	38	2018/60	38/0/0	Suppl.1 to 00	*
140	Electronic Stability Control (ESC)	54	38	2018/61	38/0/0	Suppl.1 to 00	*

<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>				
16	Safety-belts, ISOFIX and i-Size	47	34	2018/64	34/0/0	Corr.1 to Suppl.9 to 06	*
16	Safety-belts, ISOFIX and i-Size	47	34	2018/65	34/0/0	Corr.1 to Suppl.1 to 07	*
16	Safety-belts, ISOFIX and i-Size	47	34	2018/66	34/0/0	Corr.1 to Suppl.10 to 06	*
16	Safety-belts, ISOFIX and i-Size	47	34	2018/76	34/0/0	Corr.1 to Suppl.2 to 07	*
75	Tyres for L-category vehicles	45	32	2018/67	32/0/0	Corr.1 to Suppl.17	*

<i>New Regulations</i>					
<i>Regulation No.</i>	<i>Subject of the Regulation</i>	<i>Contracting Parties represented and voting</i>	<i>Document: ECE/TRANS/WP.29/...</i>	<i>Voting result: for/against/abstentions</i>	<i>Remark</i>
[146]	Hydrogen and fuel cell vehicles of category L	38	2018/68	38/0/0	*
[147]	Mechanical coupling components of combinations of agricultural vehicles	38	2018/69	36/0/2	**

\* The European Union representative voting for the 28 European Union member States.

\*\* The representatives of Australia and Japan abstained.

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

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

*Documentation:* Informal document: WP.29-174-14

119. The fifty-third session of the Executive Committee (AC.3) was held on 20 and 21 June 2018 and chaired by the representative of Japan. The representatives of 12 of the 36 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, Malaysia, Norway, the Republic of Korea, the Russian Federation, South Africa and the United States of America.



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

*Documentation:* ECE/TRANS/WP.29/1073/Rev.22  
Informal document WP.29-175-11

120. AC.3 noted the information, as of 6 June 2018, on the status of the Agreement of the Global Registry and of the Compendium of Candidates (ECE/TRANS/WP.29/1073/Rev.22), the status of the priorities of the 1998 Agreement (based on informal document WP.29-175-11 as reproduced in annex II to this report) and items on which the exchange of views should continue. AC.3 noted that the "1998 AGREEMENT-MISSIONS List" electronic system, used by contracting parties to send notifications and the mandatory reports on the transposition process through their Permanent Missions in Geneva, Switzerland, to the secretariat, had been replaced by a website 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, Switzerland, and directly to the secretariat (email: [edoardo.gianotti@un.org](mailto:edoardo.gianotti@un.org)) to ensure updating of the status document, which is the monitoring tool of the agreement. Finally, AC.3 requested 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 a new UN GTR (agenda item 14.1)**

121. No new proposals for new UN GTRs have been submitted under this agenda item.

### **B. Proposal for Amendment 4 to UN GTR No. 15 (Worldwide harmonized Light vehicles Test Procedures (WLTP)) (agenda item 14.2)**

*Documentation:* ECE/TRANS/WP.29/2018/71  
ECE/TRANS/WP.29/2018/72  
ECE/TRANS/WP.29/AC.3/43

122. Submitted for consideration and vote, the proposal for Amendment 4 to UN GTR No. 15 on Worldwide harmonized Light vehicles Test Procedures (WLTP) (ECE/TRANS/WP.29/2018/71, ECE/TRANS/WP.29/2018/72 and ECE/TRANS/WP.29/AC.3/43) was adopted on 20 June 2018 by consensus of 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, Malaysia, Norway, the Republic of Korea, the Russian Federation and South Africa.

123. The representatives from Canada and the United States of America abstained from voting.

**C. Proposal for Amendment 1 to UN GTR No. 19 (Evaporative Test emission procedures for the Worldwide harmonized Light vehicles Test Procedures (EVAP WLTP)) (agenda item 14.3)**

*Documentation:* ECE/TRANS/WP.29/2018/73  
ECE/TRANS/WP.29/2018/74  
ECE/TRANS/WP.29/AC.3/44

124. Submitted for consideration and vote, the proposal for amendment 1 to UN GTR No. 19 (Evaporative Test emission procedures for the Worldwide harmonized Light vehicles Test Procedures (EVAP WLTP) (ECE/TRANS/WP.29/2018/73, ECE/TRANS/WP.29/2018/74 and ECE/TRANS/WP.29/AC.3/44) was adopted on 20 June 2018 by consensus of 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, Malaysia, Norway, the Republic of Korea, the Russian Federation and South Africa.

125. The representatives from Canada and the United States of America abstained from voting.

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

*Documentation:* ECE/TRANS/WP.29/2018/79 and ECE/TRANS/WP.29/2018/81

126. Submitted for consideration and vote, the request (ECE/TRANS/WP.29/2018/79) of the European Union to list in the Compendium of Candidates for UN GTRs, the European Union Regulations Nos. 2017/1151 and 2017/1154 on Real Driving Emissions (RDE), was passed on 20 June 2018 by an affirmative vote of 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, Malaysia, Norway, the Republic of Korea, the Russian Federation, South Africa and the United States of America.

127. Submitted for consideration and vote, the request (ECE/TRANS/WP.29/2018/81) of Japan to list in the Compendium of Candidates for UN GTRs, the methodology of Real Driving Emissions (RDE) of Japan, was passed on 20 June 2018 by an affirmative vote of 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, Malaysia, Norway, the Republic of Korea, the Russian Federation, South Africa and the United States of America.

**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)**

128. 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  
Informal documents WP.29-175-28 and WP.29-175-29

129. AC.3 resumed discussion on ECE/TRANS/WP.29/2018/34 aimed at providing an overview of the priorities of the Programme of Work (PoW) of the development of UN GTRs or amendments to the existing ones.

130. The representative of Japan explained that in view of the decision taken by WP.29 under agenda item 2.3 (see para. 33 above) document ECE/TRANS/WP.29/2018/34 had to be amended. Therefore, he introduced the informal documents WP.29-175-28 and WP.29-175-29, tabled jointly with the representative of the European Union, to provide an update of ECE/TRANS/WP.29/2018/34. He added that both documents had incorporated the feedbacks received so far from the contracting parties concerning: (a) the existing working groups (informal document WP.29-175-28) and (b) the new priorities assigned (informal document WP.29-175-29) to the working group dedicated for automated/autonomous connected vehicles (GRVA) and to GRSG.

131. The representative of the United States of America suggested that a precise revision should be undertaken by all contracting parties to identify their priorities and to reflect on any element. The representative of China recalled his comments (informal document WP.29-175-08) to AC.3 on the noted GRVA. The representative of OICA confirmed that, in principle, the informal document WP.29-175-29 met the expectations of his organization, even though due to its late submission there was need for a more in-depth evaluation by his members. However, he recommended that, due to the limited resources available, it was advisable to concentrate efforts on developing a higher level of automation instead of already existing ones (e.g. longitudinal control for the Adaptive Cruise Control (ACC)).

132. The representative of the United Kingdom, Chair of the former GRRF, suggested that the informal documents WP.29-175-29 and WP.29-175-08 would be among the documents that he intended to send to interested parties prior to the GRVA session in September 2018, to have a thorough discussion on the priorities of this group. He added that the deliberations, on these documents made by his group, would be annexed to the report of GRVA of the September 2018 session or be a stand-alone document for revision to the November session of AC.3. He finally recommended informal documents WP.29-175-29 and WP.29-175-08 to be considered as live documents, as well as the informal document WP.29-175-28 which should be kept as a separate document for the clarity of all interested parties. Finally, AC.3 endorsed the recommendation of the representative of the United Kingdom and requested the secretariat to keep ECE/TRANS/WP.29/2018/34 as a reference, awaiting the deliberations of GRVA and feedbacks from interested parties.

## **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

133. 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 expected that the official proposal for new amendments to UN GTR No. 2 would be submitted for consideration to the GRPE session in January 2019.

134. The representative of IMMA reported that the correspondence group working on On-Board Diagnosis 2 (OBD2) requirements is expected to deliver a final text by 2020.

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

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

135. The representative of Italy reported on the progress of work at GRRF on the harmonization of provisions of UN GTR No. 3 and UN Regulation No. 78 according to the mandate (ECE/TRANS/WP.29/AC.3/47). He explained that GRRF provided comments on the formal proposal submitted by Italy. He announced that Italy received some contributions from Canada, India and Denmark. He added that GRVA would receive a revised proposal at its September 2018 session for review.

136. The representative of IMMA thanked Italy for its support of the work and looked forward to the report at the next AC.3 session in November 2018.

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

*Documentation:* ECE/TRANS/WP.29/AC.3/41

137. 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 announced that a research programme is expected to start in August 2018 for a duration of 2 or 3 years. The representative of the Republic of Korea requested WP.29 views on the way forward, and proposed two options: (a) to extend the mandate of the IWG to follow the research activities or (b) to freeze the activities until the research work is finalized.

138. The representative of Italy suggested extending the mandate, so that the IWG can be active if desired.

139. AC.3 endorsed the extension of the mandate of the IWG on PSG until April 2020.

**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

140. The representative of the United Kingdom, Chair of the IWG on Phase 2 of UN GTR No. 7 on head restraints, informed AC.3 that his group had suspended its activities and had not been able to establish injury criteria directly from post-mortem subject testing due to the lack of research outcomes. However, he announced that the group intended to re-start its activity after the summer break and to submit 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. He added that such proposals would be eventually complemented by: (a) an informal document to introduce the latest development of the IWG on injury criteria, (b) the final status report of the IWG, and (c) a proposal of Addendum 1 to the Mutual Resolution No. 1 to incorporate drawings and specifications of the Bio Rear Impact Dummy. He concluded that the IWG is expected to finalize this work within one year of activity and therefore requested an extension of the mandate.

141. AC.3 endorsed the request of extension of the mandate until June 2019.

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

*Documentation:* ECE/TRANS/WP.29/AC.3/24  
 ECE/TRANS/WP.29/GRSP/2018/2  
 ECE/TRANS/WP.29/GRSP/2018/3  
 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/Rev.1  
 Informal document WP.29-175-06

142. The representative of the United States of America, on behalf of the Chair of GRSP, reported on the progress of parallel discussions in GRSP on three draft amendments. He added that GRSP recommended Amendment 2 to UN GTR No. 9, which incorporates the flexible pedestrian legform impactor (FlexPLI), for consideration and vote at the November 2018 session of AC.3. He reported that progress had not been made on establishing Amendment 3 to the current requirements for head form tests, as proposed by GRSP. Moreover, he informed AC.3 that the IWG on Deployable Pedestrian Protection Systems (IWG-DPPS), chaired by the Republic of Korea, had handed over the activity of the previous task force to design provisions covering active deployable systems in the bonnet area (Amendment 4 to the UN GTR). He finally encouraged an increased participation to these IWG activities of representatives of contracting parties to advance the work.

143. The representative of the Republic of Korea informed AC.3 about the progress of work of the IWG-DPPS. He stated that the first meeting of IWG-DPPS had been held in Frankfurt, Germany, in April 2018, and that the IWG had concentrated on the ToR, that the schedule had been set with the goal of recommending a proposal through GRSP for consideration and vote by WP.29 and AC3 in June 2020. He mentioned that the informal document WP.29-175-06 reproduced the above-mentioned ToR. He underlined that following the ToR, the IWG formed a subgroup for discussion on specific topics to allow a faster pace of discussion. He finally informed AC.3 that the next meeting is expected to

take place in Brussels, Belgium in September 2018, thanks to the support from the European Commission and would hopefully bring a wider participation from many European countries.

144. AC.3 endorsed in principle the ToR of the IWG and requested the secretariat to distribute the informal document WP.29-175-06 with an official symbol at the November session of AC.3 for final adoption.

#### **F. UN GTR No. 15 (Worldwide harmonized Light vehicle Test Procedures (WLTP) – Phase 2) (agenda item 18.6)**

*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

145. The representative of the European Union, as technical sponsor, informed AC.3 that the work was progressing according to schedule. Given the limited resources, he reported that the efforts were focusing on two main issues, the fifth amendment to UN GTR No.15 and on the transposition of UN GTR No. 15 into a UN Regulation.

146. The representative of the Netherlands, Chair of GRPE, requested guidance from AC.3 on the development of power system determination for Off-Vehicle Charge Hybrid Electric Vehicle (OVC-HEV) and Non Off-Vehicle Charge Hybrid Electric Vehicle (NOVC-HEV). During its June 2018 session, GRPE expressed the will to modify the existing mandate so that the provisions on system power determination would be included in an annex of UN GTR No. 15. Most contracting parties would prefer to have system power determination as a standalone UN GTR.

147. The representatives of Canada and Sweden confirmed their preference for the standalone UN GTR.

148. The representative of Japan was still considering its position and requested more time to assess the benefits and drawbacks of having system power determination as a standalone UN GTR or as an Annex to UN GTR No. 15.

149. The Secretary of GRPE offered to prepare an informal document on each option that would be presented at the next session of AC.3 in November 2018.

#### **G. UN GTR No. 16 (Tyres) (agenda item 18.7)**

*Documentation:* ECE/TRANS/WP.29/AC.3/48  
Informal document WP.29-175-15

150. 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 the results of the meeting held in Ottawa, Canada, in June 2018 on the high-speed test, the amendments reflecting Chinese and Indian proposals, and the feasibility study for the introduction of the global tyre marking. He informed AC.3 that the next meeting of the IWG was scheduled to take place in September 2018 in Brussels, Belgium.

## **H. UN GTR on Electric Vehicle Safety (EVS) (agenda item 18.8)**

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

151. 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 was keeping to the established schedule and issues, i.e. thermal propagation and test performances of buses. He announced that the next meeting of the IWG was planned to take place from 11 to 13 September 2018, in Sweden. He finally stated that more information would be provided at the November 2018 session of AC.3.

## **I. Draft UN GTR on Quiet Road Transport Vehicles (QRTV) (agenda item 18.9)**

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

152. The representative of the United States of America, Chair of IWG on Quiet Road Transport Vehicle GTR (QRTV GTR), informed AC.3 that IWG held a meeting in Baltimore, United States of America, had resumed its activities and reported on the issues held on 30 and 31 May 2018. He pointed out that the objective of the session was to provide a detailed comparison 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 (the European Union) or national (Canada, Japan, the Republic of Korea) regulations in this area. He indicated that the full comparison report would be presented to the session of GRB in September 2018 and then to the November 2018 session of WP.29 with a request to provide guidance on further direction of work. He also pointed out that, depending on the guidance, WP.29 would be requested to extend the mandate of IWG QRTV GTR.

## **J. Hydrogen and Fuel Cell Vehicles (HFCV) (UN GTR No. 13) – Phase 2 (agenda item 18.10)**

*Documentation:* ECE/TRANS/WP.29/2018/75  
ECE/TRANS/WP.29/AC.3/49

153. The representative of 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 progress of the group. He reported that the second meeting of the IWG was held in Torrance, United States of America, from 5 to 7 February 2018, and that discussions focused on material compatibility, fuelling receptacle, long-term stress rupture of hydrogen storage systems, and on updating the existing test procedure in the UN GTR. He concluded that the ToR of the IWG had been submitted to the current session of AC.3 (ECE/TRANS/WP.29/2018/75) for endorsement, and announced that the date of the next meetings of the IWG were scheduled to be held from 24 to 26 June 2018, in Seoul, Republic of Korea, followed by a meeting in October 2018 in Europe.

154. AC.3 endorsed ECE/TRANS/WP.29/2018/75, that would be appended to the UN GTR in accordance with the provisions of the 1998 Agreement.

**K. Global Real Driving Emissions (RDE) (agenda item 18.11)**

*Documentation:* ECE/TRANS/WP.29/2018/80  
Informal document WP.29-175-32

155. The representative of the European Union presented the informal document WP.29-175-32, which is a revised version of the document ECE/TRANS/WP.29/2018/80 that requests authorization to develop a new UN GTR on Global RDE. She highlighted the importance of this request, both technically and politically, with emissions control strategies now being globally developed by vehicle manufacturers.

156. The timeline to develop the new UN GTR on Global RDE is ambitious due to the urgency to tackle the topic in a harmonized, coordinated approach. The process will be opened to all contracting parties interested in developing or improving their own national regulatory procedures.

157. The representatives of Japan and of the Republic of Korea supported the document and expressed the wish to participate to the IWG on Global RDE.

158. The representative of the United States of America expressed his support for GRPE to begin exploring a harmonized test procedure on RDE, as soon as possible, through the work of an IWG on Global RDE.

159. He expressed his support of a data-driven approach that would be inclusive of input from all the contracting parties, and that it would not be pre-determined that the European RDE is the only approach which should be considered.

160. The representative of the United States of America expressed his belief that more time will be needed to be able to consider all inputs from all contracting parties.

161. The representative of the United States of America stated that this work could lead to a UN GTR, though he did not believe that it was necessary at this time to make this decision. He added that an IWG should be formed to explore the development of a harmonized RDE methodology, and at a future meeting of WP.29/AC.3 it could be decided, based on a more inclusive input from the contracting parties, if a UN GTR under the 1998 Agreement would be the appropriate approach.

162. The representative of the United States of America stated that if AC.3 decided to move forward with the development of a UN GTR on Global RDE, the United States of America would participate in the early stages of the development. However, if the process was neither data-driven nor inclusive of input from all contracting parties to the 1998 Agreement, the United States of America would consider exercising the right as a contracting party to make clear that it would not support the eventual adoption of a UN GTR for this new methodology.

163. AC.3 took into consideration the comments of the representative of the United States of America and granted authorization to develop a UN GTR on Global RDE. The request for authorization to develop a new UN GTR on Global RDE is reproduced in Annex V of this report.

164. The Chair of GRPE congratulated all the parties who showed interest in participating in the development of a UN GTR on Global RDE, and encouraged others to join. He stated that the decision to develop a UN GTR on Global RDE represented an important milestone for GRPE activities, as existing United Nations emission's regulations would be strengthened so as to ensure the adequate operation of state-of-the-art emission control systems in normal conditions of use.



165. He emphasized that the development of a harmonized real driving emissions test procedure would centralize expertise and resources for improved emissions measurement. This would also support significant economies of scale across the automotive sector.

## **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))**

166. The representative of the United States of America informed AC.3 that her country is planning to withdraw as Chair from the IWG on harmonization of side-impact dummies as soon as a solution is found at GRSP.

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

167. No subject was raised under this agenda item.

### **B. Electric vehicles and the environment (agenda item 19.2)**

*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

168. The representative of Canada provided an update on the latest activities of the IWG on EVE, on behalf of EVE leadership. She indicated that, since the March 2018 session of WP.29, two meetings of the EVE IWG took place, one on 27 and 28 March 2018 in Tokyo, Japan, and the second on 5 June 2018 in Geneva, Switzerland. She noted that the IWG continues to make progress on its three assigned areas of work.

169. She stated that the development of a draft GTR for determining the power of electrified vehicles had reached the start of the validation testing phases, and that several laboratories had volunteered to perform measurements over the coming months. The IWG was optimistic that it would have a proposal for a power determination UN GTR ready for approval by AC.3 in November 2019.

170. She continued by stating that the final validation of a model to estimate the durability of EV batteries, developed by the Joint Research Centre (JRC), had entered its final validation phase.

171. She added that the IWG continued to work closely with the IWG on WLTP to ensure that the work of the two groups was complementary and to avoid duplication of efforts.

172. She informed AC.3 delegates that the next meeting of the EVE IWG would be a two-day meeting in Ottawa, Canada, on 16-18 October 2018.

173. The representative of the Netherlands, Chair of GRPE, recalled his previous intervention on the work of the IWG on EVE on power system determination and repeated his question whether it should be delivered as an annex to UN GTR No. 15 or as a standalone UN GTR.

**C. Specifications for the 3-D H-point machine (agenda item 19.3)**

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

**XXII. Other business (agenda item 20)**

**Proposal for amendments to Special Resolution No. 2  
(agenda item 20.1)**

*Documentation:* Informal document WP.29-175-27

175. AC.3 started discussion on the informal document WP.29-175-27, submitted by the representative of OICA. However, due to the numerous comments and the lack of time, AC.3 requested interested parties to submit their comments directly to the representative of OICA and to resume consideration on the basis of a new document incorporating the comments at its November 2018 session.

**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)**

176. The Administrative Committee (AC.4) did not convene, as the quorum could not be established.

**XXIV. Amendments to UN Rules annexed to the 1997 Agreement  
(agenda item 22)**

177. No further supplementary information was provided beyond agenda item 7.2. (see para. 100 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

178. No further supplementary information was provided beyond agenda item 7.4. (see paras. 102 - 104 above)

**XXVI. Other business (agenda item 24)**

179. No subject was raised under this agenda item.

## Annex I

**List of informal documents (WP.29-175-...) distributed  
without a symbol during the 175th session**

<i>No. WP.29- 175-</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	Secretariat	4.2.2.	E	General Guidelines for United Nations regulatory procedures and transitional provisions in UN Regulations (Advanced copy ECE-TRANS-WP.29-1044r2e-guidelines)	(a)
4	OICA	4.8.8.	E	Draft Supplement 1 to UN R139 (Brake Assist Systems) OICA proposal to amend ECE/TRANS/WP.29/2018/60	(d)
5	OICA	4.8.9.	E	Draft Supplement 1 to UN R140 (Electronic Stability Control) OICA proposal to amend ECE/TRANS/WP.29/2018/61	(d)
6	IWG on DPPS	18.5	E	Terms of Reference for the Informal Working Group on Deployable Pedestrian Protection Systems (IWG-DPPS)	(a)
7	IWG on PTI	8.1	E	Tampering of Air Emission Control Systems – IWG on Periodical Technical Inspections	(a)
8	China	2.3	E	Proposals for autonomous driving vehicle issue	(c)
9	IWG on PTI	7.1	E	Draft minutes of the eleventh meeting of the Informal Working Group on Periodical Technical Inspections	(a)
10	IWG on PTI	7.1	E	Draft Terms of Reference of the Informal Working Group on Periodical Technical Inspections	(b)
11	Secretariat	5.1 and 13	E	Situation on priorities and proposals to develop UN GTRs as of 13 June 2018	(a)

<i>No. WP.29- 175-</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
12	Secretariat	12,14- 14.3 and 15	E	Establishment of the Executive Committee (AC.3) of the 1998 Agreement Fifty-third session (item 12)  Consideration and vote by AC.3 (item 14-14.3 and 15)	(a)
13	IWG on IWVTA	4.3	E	Report to 175 <sup>th</sup> WP.29 session from the 27 <sup>th</sup> IWVTA Informal Group meeting (Phase 2)	(a)
14	IWG on IWVTA	4.3	E	Draft Proposal for 01 series of amendments to Annex 4 of UN Regulation No. 0	(a)
15	The Russian Federation	18.7	E	Development of Amendment 2 to UN GTR No. 16 on Tyres – Status after the 18 <sup>th</sup> IWG Meeting in Ottawa, 12-14 June 2018	(a)
16	IWG on DETA	4.5	E	Draft Report of the 32 <sup>nd</sup> session of the IWG on DETA	(a)
17	OICA	4.2.2	E	Review of Supplements to UN Regulations under GRs	(a)
18	Secretariat	1	E	Consolidated Annotated provisional agenda	(a)
19	Secretariat	21-23	E	[Twelfth] session of the Administrative Committee AC.4 – Determination of the Quorum (item 21) Consideration and vote by AC.4 (item 23)	(a)
20	Secretariat	2.3	E	Proposal for amendments to the Consolidated Resolution R.E.3	(c)
21	Secretariat	2.3	E	Artificial Intelligence and vehicle regulations	(a)
22	Secretariat	8.4	E	Draft Fourth Edition of the “Blue Book” - WP.29: How it works – How to join it	(a)
23	Secretariat	8.4	E	Adopted Proposals 173 <sup>rd</sup> WP.29 session – entry into force	(a)
24	Co-Chairs of the IWG on PTI	7.1	E	Report to WP.29 about results of the 11 <sup>th</sup> meeting of Informal Group on Periodical Technical Inspections	(a)

<i>No. WP.29- 175-</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
25	AC.2 members	2.3	E	Discussion document: Creation of a dedicated GR working group for automated/autonomous connected vehicles under WP.29	(a)
26	Secretariat		E	ITC Strategy 2030 – ITC-related matters – ITC Strategy 2030 - UN Management Reform: Update	(a)
27	OICA	20.1	E	Proposal to amend Special Resolution 2 (document ECE/TRANS/WP.29/1124)	(c)
28	The European Union and Japan	17	E	Draft updated programme of work (PoW) under the 1998 Agreement	(a)
29	The European Union and Japan	17	E	New priorities and activities of GRVA	(a)
30	India	18.3	E	Request for authorization to develop an amendment to Global Technical Regulation No. 6 (Safety Glazing)	(a)
31	Secretariat	8.2	E	SafeFITS – A road Safety Decision-Making Tool	(a)
32	The European Union, Japan and the Republic of Korea	18.11	E	Request for the authorization to develop a new UN GTR on Global Real Driving Emissions (Update of ECE/TRANS/WP.29/2018/80)	(b)
33	The United States of America	2.3	E	Automated Driving Systems: A Vision for Safety	(a)
34	The United States of America	2.3	E	NHTSA Research Overview: Automation, ADAS, and Human Factors	(a)

*Notes:*

- (a) Consideration completed or to be superseded.
- (b) Adopted.
- (c) Continue consideration at the next session.
- (d) Referred to GRRF for further elaboration.

## Annex II

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

#### Situation on priorities and proposals to develop UN GTRs. State of play on 18 June 2018

##### GRRF, as on 18<sup>th</sup> 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	-	GRRF is expected to resume discussion on this item at its September 2018 session
[Amendment 2] to UN GTR No. 16 (Tyres)	Yes/Russian Federation		Russian Federation	AC.3/48	-	GRRF is expected to resume discussion on this item at its September 2018 session

##### 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	GRSP/2018/2 (Draft UN GTR) GRSP/2018/3 (Final progress report)	GRSP recommended Amendment 2 (ECE/TRANS/WP.29/GRSP/2018/2) and the final progress report (ECE/TRANS/WP.29/GRSP/2018/3) for their establishment in the global registry at the November 2018 session of AC.3.

\* Information on the contracting parties (36), the Global Registry and the Compendium of Candidates are in document ECE/TRANS/WP.29/1073/Rev.18.

<i>Item</i>	<i>Informal group (Yes-No)/ Chair &amp; Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/ WP.29/...)/</i>	<i>Proposal for a draft gtr (ECE/TRANS/WP.29/..)</i>	<i>State of play/Comments</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	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 Terms of Reference (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/ EU/ Japan/ China	EU/ Japan/ USA/ China	AC.3/50  (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 &amp; 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>
Amendments to UN GTR No. 2 (WMTC)	Yes/EU (EPPR)	EU	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. 4 to UN GTR No. 15 (WLTP)	Yes/ Netherlands (WLTP)	EU/ Japan	AC.3/44 (based on 2016/73)		GRPE will resume discussion on this matter at the January 2019 session.
Amend 1 to UN GTR No. 19 (WLTP EVAP)	Yes (WLTP)	EU/ Japan	AC.3/44 (based on 2016/73)		GRPE reviewed a proposal recommended for adoption by AC.3 in June 2018.

<i>Item</i>	<i>Informal group (Yes-No)/ Chair &amp; Vice- Chair</i>		<i>Formal proposal Proposal for a draft (ECE/TRANS/WUN GTR P.29/...)/</i>		<i>State of play/Comments</i>
	<i>Tech. sponsor</i>			<i>(ECE/TRANS/WP.29/..)</i>	
Electric vehicles and the environment (EVE)	Yes/USA/ China/ Japan	Canada/ China/EU/ 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 may wish to amend the mandate.

**GRB**

<i>Item</i>	<i>Informal group (Yes-No)/ Chair &amp; Vice- Chair</i>		<i>Formal proposal Proposal for a draft UN GTR (ECE/TRANS/ WP.29/...)/</i>		<i>State of play/Comments</i>
	<i>Tech. sponsor</i>			<i>(ECE/TRANS/WP.29/...)</i>	
Quiet Road Transport Vehicle	Yes/USA/ Japan	EU/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 &amp; Vice- Chair</i>		<i>Formal proposal Proposal for a draft UN GTR (ECE/TRANS/ WP.29/...)/</i>		<i>State of play/Comments</i>
	<i>Tech. sponsor</i>			<i>(ECE/TRANS/WP.29/...)</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).

**Subjects for exchange of views**

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



<i>Working Party</i>	<i>Item</i>	<i>Inf. group (Yes-No)/ Chair &amp; Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal ECE/TRANS/WP.29/...</i>	<i>State of play.</i>
WP.29	Electric Vehicles and Environment	<i>Yes</i>	USA, Canada, China, EU	---	AC.3 received a status report from the IWG on EVE where the good coordination with the IWG on WLTP was highlighted. A report to GRPE at its June 2016 session is envisaged. AC.3 expects the results of part A of the mandate for its November 2016 session.
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 III

**World Forum for Harmonization of Vehicle Regulations  
(WP.29): Working Parties, Informal Working Groups and  
Chairmanship  
State of play on 18 June 2018**

	<i>Informal working groups</i>	<i>Chair/ Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
<b>WP.29</b>	<b>World Forum</b>	<b>Mr. A. Erario Mr. B. Kisulenko</b>	<b>Italy Russian Federation</b>	<b>2020</b>
	Intelligent Transport Systems/Automated Driving (ITS/AD)	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]
<b>GRB</b>	<b>Noise</b>	<b>Mr. S. Ficheux Mr. A. Bocharov</b>	<b>France Russian Federation</b>	<b>2020</b>
	Quiet Road Transport Vehicles (QRTV gtr)	Mr. E. Wondimneh Mr. I. Sakamoto	USA Japan	December 2018
	Additional Sound Emission Provisions (ASEP)	Mr. L.-F. Pardo Mr. D. Xie Mr. K. Okamoto	France China Japan	September 2019
<b>GRE</b>	<b>Lighting and Light-Signalling</b>	<b>Mr. M. Loccufier Mr. D. Rovers</b>	<b>Belgium Netherlands</b>	<b>2020</b>
	Simplification of the Lighting and Light Signalling Regulations (SLR)	Mr. M. Loccufier	Belgium	December 2018
	Visibility, Glare and Levelling	Mr. T. Targosinski	Poland	November 2017
<b>GRPE</b>	<b>Pollution and Energy</b>	<b>Mr. A. Rijnders</b>	<b>Netherlands</b>	<b>2020</b>
	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
	Particle Measurement Programme (PMP)	Mr. G. Martini	EC	June 2019

	<i>Informal working groups</i>	<i>Chair/ Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
	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
<b>GRRF, as on 18<sup>th</sup> June 2018</b>	<b>Brakes and Running Gear</b>	<b>Mr. B. Frost Mr. H. Morimoto</b>	<b>UK Japan</b>	<b>2020</b>
	Modular Vehicle Combinations (MVC)	Mr. A. Gunneriusson	Sweden	February 2019
	<del>Agricultural Coupling Devices and Components (ACDC)</del>	<del>Mr. A. Schauer</del>	<del>Germany</del>	<del>September 2018</del>
	Advanced Emergency Braking Systems (AEBS)	Mr. A. Lagrange <sup>1</sup> Mr. T. Hirose <sup>1</sup>	EC Japan	September 2018
	Automatically Commended Steering Functions (ACSF)	Mr. C. Theis <sup>1</sup> Mr. H. Morimoto <sup>1</sup>	Germany Japan	February 2019
	UN GTR No. 16 (Tyres), Phase II	Mr. A. Bocharov	Russian Federation	November 2019
<b>GRSP</b>	<b>Passive Safety</b>	<b>Mr. N. Nguyen Mr. Jae-Wan Lee</b>	<b>USA Republic of Korea</b>	<b>2020</b>
	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 2018
	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	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 <sup>1</sup> Mr. M. Takahashi <sup>1</sup>	USA Japan	December 2020
	Protective helmets	Mr. L. Rocco	Italy	[December 2019]

<sup>1</sup> Co-Chairs of the IWG

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 <sup>2</sup>
	Awareness of Vulnerable Road Users proximity (VRU-Proxi)	Mr. P. Broertjes Mr. Y. Matsui	EC Japan	April 2021

### **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.

<sup>2</sup> Endorsed by GRSG, subject to the consent of WP.29 at its June 2018 session.

## Annex IV

## Draft calendar of Meetings of WP.29, GRs and Committees for 2019

<i>Month</i>	<i>Meeting (title and session No.)</i>	<i>Dates proposed</i>	<i>Schedule</i>	<i>Half-days</i>	<i>Interpretation</i>	<i>Delegates</i>
JANUARY	Working Party on Pollution and Energy (GRPE) (78 <sup>th</sup> session)	8-11	p.m./a.m.	6	Yes	150
JANUARY	Working Party on Noise (GRB) (69 <sup>th</sup> session)	23-25	p.m./p.m.	5	Yes	80
JANUARY	Working Party on Connected and Autonomous Vehicles (GRVA) (2 <sup>nd</sup> session)	28-1 February	p.m./a.m.	8	Yes	130
MARCH	Administrative Committee for the Coordination of Work (WP.29/AC.2) (129 <sup>th</sup> session)	11	a.m./p.m.	2	No	35
MARCH	World Forum for Harmonization of Vehicle Regulations (WP.29) (177 <sup>th</sup> ); Admin. Committee of the 1958 Agreement (AC.1: 71 <sup>st</sup> session); Executive Committee of the 1998 Agreement (AC.3: 55 <sup>th</sup> session); Admin. Committee of the 1997 Agreement (AC.4: 16 <sup>th</sup> session)	12-15 (13 13-14 14)	a.m./a.m. (p.m. p.m./a.m. p.m.)	7	Yes	160
APRIL	Working Party on General Safety Provisions (GRSG) (116 <sup>th</sup> session)	8-12	p.m./a.m.	8	Yes	120
APRIL	Working Party on Lighting and Light-Signalling (GRE) (81 <sup>st</sup> session)	23-26	a.m./p.m.	8	Yes	100
MAY	Working Party on Passive Safety (GRSP) (65 <sup>th</sup> session)	13-17	p.m./a.m.	8	Yes	120
MAY	Working Party on Pollution and Energy (GRPE) (79 <sup>th</sup> session)	21-24	p.m./a.m.	6	Yes	150
JUNE	Administrative Committee for the Coordination of Work (WP.29/AC.2) (130 <sup>th</sup> session)	24	a.m./p.m.	2	No	35
JUNE	World Forum for Harmonization of Vehicle Regulations (WP.29) (178 <sup>th</sup> session); Admin. Committee of the 1958 Agreement (AC.1: 72 <sup>nd</sup> session); Executive Committee of the 1998 Agreement (AC.3: 56 <sup>th</sup> session); Admin. Committee of the 1997 Agreement (AC.4: 17 <sup>th</sup> session)	25-28 (26 26-27 27)	a.m./a.m. (p.m. p.m./a.m. p.m.)	7	Yes	160
SEPTEMBER	Working Party on Noise (GRB) (70 <sup>th</sup> session)	11-13	p.m./p.m.	5	Yes	80
SEPTEMBER	Working Party on Brakes and Running Gear (GRVA) (3 <sup>rd</sup> session)	24-27	a.m./a.m.	7	Yes	130
OCTOBER	Working Party on General Safety Provisions (GRSG) (117 <sup>th</sup> session)	8-11	a.m./a.m.	7	Yes	120
OCTOBER	Working Party on Lighting and Light-Signalling (GRE) (82 <sup>nd</sup> session)	22-25	a.m./a.m.	7	Yes	100
NOVEMBER	Administrative Committee for the Coordination of Work (WP.29/AC.2) (131 <sup>st</sup> session)	11	a.m./p.m.	2	No	35
NOVEMBER	World Forum for Harmonization of Vehicle Regulations (WP.29) (179 <sup>th</sup> session); Admin. Committee of the 1958 Agreement (AC.1: 73 <sup>rd</sup> session); Executive Committee of the 1998 Agreement (AC.3: 57 <sup>th</sup> session); Admin. Committee of the 1997 Agreement (AC.4: 18 <sup>th</sup> session)	12-15 13 13-14 14	a.m./a.m. a.m. p.m./a.m. p.m./a.m.	7	Yes	160
DECEMBER	Working Party on Passive Safety (GRSP) (66 <sup>th</sup> session)	10-13	a.m./a.m.	7	Yes	120
		<b>TOTAL: 109 half days = 54.5 days</b>				

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

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

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

The sessions 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 and 6 March 2019) TBC

## Annex V

### **Adopted amendments to ECE/TRANS/WP.29/2018/80: Request for the authorization to develop a new UN GTR on Global Real Driving Emissions**

...

#### **I. Mandate and Objectives**

1. In the framework ... seek authorization **to prepare a new UN GTR on Global Real Driving Emissions in the Informal Working Group (IWG)** that will ... of GRPE for the purpose of:

**Developing a methodology ... based on globally harmonized traffic conditions ... .**

#### **II. Introduction**

2. The European Union ... Real Driving Emissions (RDE). **It was implemented in three regulatory acts between ... Regulation (EU) 2017/1151, <http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:02017R1151-20170727>. The latest step in RDE methodology, in –service conformity (RDE4), is currently undergoing the regulatory scrutiny.**

3. The European Union ... of the 1998 Agreement (ECE/TRANS/WP.29/2018/79).

4. **Japan has also proposed its own version of the RDE methodology for inclusion in the Compendium of Candidate UN Global Technical Regulations in the framework of the 1998 Agreement (ECE/TRANS/WP.29/2018/81).**

5. Several Contracting Parties have already ... .

6. It is therefore appropriate to **consider harmonization of approaches and work on the development of a global technical regulation. The methodology to be elaborated will need to take into account different traffic patterns and varying boundary conditions in Contracting Parties.**

7. In order to develop a proposal for a global technical regulation, an Informal Working Group will need to be established.

#### **III. Areas of work**

...

##### **A. Create a consolidated draft report on the global real driving emissions (RDE) procedure**

9. **With activities starting in 2011, the current level of maturity of the RDE tests in the EU is very high, especially following ... place in 2017 with a view to improve... already performed and experience gained in the development of RDE procedure in the course of work that will be carried out by the IWG.**

10. Similarly, account should be taken of the experience in this respect gathered by other Contracting Parties who have developed or explore the possibility to develop RDE tests.

11. Existing rules, experience gained while working on RDE tests as well as newly available knowledge and information to be provided by the Contracting Parties, will serve as the basis for the development of the first draft of a GTR by the RDE IWG.

## B. Reviewing the consolidated draft report

12. The draft report will be reviewed with the following objectives:

...

(c) Evaluate the possibility to add further issues in a second phase of the project

## C. Finalizing a draft UN GTR on RDE

13. ... finalized by the preparation of a draft Global RDE procedure.

14. ... a single report which constitutes the first draft UN GTR on the Global RDE procedure ... . It is intended to submit a final draft UN GTR for presentation to the GRPE in May 2019.

## IV. Existing regulations

15. UN Regulation No. 83 and GTR No. 15 contain uniform provisions ... according to engine and/or fuel requirements. However none of these UN Regulations currently have provisions for checking ... .

## V. Timeline

16. ...

(a) ... to develop a UN GTR on RDE by AC.3 and to establish an IWG;

(b) June 2018-May 2019: meetings of ...;

(c) January 2019: Informal draft UN GTR available, guidance ...;

(d) January 2019-March 2019: Final drafting ...;

(i) ... weeks before the May 2019 session of GRPE.

(ii) May 2019: Endorsement of ...;

(e) November 2019: Recommendation of the draft UN GTR by GRPE to WP29/AC.3; consideration of the need to extend the mandate of the RDE IWG to work on additional items

## Annex VI

### **Draft Terms of Reference of the Informal Working Group on Periodical Technical Inspections (IWG on PTI)**

#### **I. Introduction**

1. The digitalisation of mobility creates new requirements that must be met by vehicle safety and infrastructure. Connected vehicles are designed to allow a wireless connection or communication possibly relating to automated driving technologies with external devices, cars, networks or services.
2. Software of the vehicles, and specifically over the air updates of the software lead to a new situation where modification to functions and performance can easily be realized on large scale. This is an important difference with the traditional situation where a vehicle can be changed on individual basis at a specific location.
3. Malfunction of, or tampering with, engine management systems, catalytic converters and related technologies that are significantly reducing emission levels result in higher emissions and the loss of the benefits of the vehicle emission regulations.
4. This increased reliance on advanced technology requires future options for in service compliance<sup>1</sup> enforcement to be developed by the Informal Working Group on Periodical Technical Inspections (IWG on PTI) taking into consideration:
  - (a) a shift towards sustainability of transport systems, where all aspects of vehicle use need to be considered, including safety, the environment, mobility, efficiency, productivity and personal security;
  - (b) the major advances in vehicle technology that are leading to safer, more environmentally sustainable vehicles;
  - (c) the increased complexity of vehicles and the need for them to be properly maintained throughout their life;
  - (d) the opportunities afforded by advanced on-board and off-board measurement systems to reduce the cost of compliance;
  - (e) increased public expectations that vehicles will get them to their destination safely and reliably;
  - (f) development of future options for in service compliance enforcement requires particular attention to:
    - (i) measures to ensure in service compliance of vehicles or their systems and components, including those that are type approved under the UN Regulations, attached to the 1958 and 1998 Geneva Agreements, as appropriate;
    - (ii) when necessary, to develop relevant requirements for the performance of systems and components including automated / autonomous driving systems for in service compliance;

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<sup>1</sup> In-service compliance includes certain requirements that are laid down by type-approval requirements at the date of first registration or first entry into service as well as retrofitting obligations or national legislation.



- (iii) application of new intelligent transport system (ITS) technologies in the field of PTI;
- (iv) current roadworthiness standards and practices;
- (v) electronic vehicle interface, measurement and communication technologies;
- (vi) access, under well-defined and agreed pre-conditions, to the technical specifications of each individual vehicle and the data needed for objective verification of the functionality of the safety and environment related systems, whether or not the safety and environment-related systems are functioning;
- (vii) development of in service compliance vehicle assessment methods for periodical technical inspection and where appropriate, road side inspection;
- (viii) the effect of vehicle in service compliance enforcement on road safety, environmental protection and other outcomes.

## **II. Working items**

### **A. In service compliance**

5. Development of measures to be submitted for adoption by the WP.29 to ensure in service compliance of vehicles or their systems and components including those that are type approved under the UN Regulations, attached to the 1958 and 1998 Geneva Agreements. The need for in service compliance enforcement is greater than ever because road safety and environmental protection are now more reliant on the correct functioning of technologies. The role of PTI needs to encompass the preservation of the benefits of the new technologies and systems. There shall be provided the appropriate coordination between the 1958 and 1998 Geneva Agreement and the 1997 Vienna Agreement and measures to ensure in-service compliance of vehicles or their systems and components type approved under the UN Regulations, attached to the 1958 and 1998 Geneva Agreements. Type approval regulations developed by the respective working parties (GR) may consider inputs of this group where they foresee technical means to enable PTI assessment of the compliance of vehicles in use. The role of PTI is to verify in service vehicle compliance.

### **B. Measures to detect tampering: methods and supervision**

6. The ways to identify tampering of safety and environment related components and systems have to be considered, including but not limited to, the following:
- (a) further development of inspection techniques;
  - (b) in coordination with the activities under the 1958 and 1998 Agreements and especially the issue of software identification and Over the Air Updates, the version and integrity of the software, since tampering practices may also involve software modification;
  - (c) when appropriate, and taking into account cybersecurity and intellectual property rights, access to the relevant sensors' readings and actuators.

### **C. Innovative technologies**

7. When necessary, to develop relevant requirements to verify the performance of systems and components, including automated / autonomous driving systems, for in service compliance

8. The IWG should develop proposals for establishment of requirements for in service compliance verification of the performance of equipment and systems, including automated/autonomous driving systems, in all the relevant driving conditions, as well as other than those tested, and methods for their assessment.

**D. Consistency between the provisions of the 1968 Vienna Convention and the technical provisions for vehicles against the rules in the framework of the 1997 Vienna Agreement**

9 Requirements for periodical technical inspection are prescribed by UN legal acts, including the 1968 Vienna Convention on road traffic, the 1997 Vienna Agreement and the UN Consolidated Resolution R.E.1. Where necessary and possible, the rules for periodical technical inspections among the various Agreements, Conventions and Resolutions should be harmonised to allow improved safety and sustainability of road transport and exclude legislative obstacles for technological developments.

**E. Solutions in the PTI field to support the safe operation of highly automated and autonomous vehicles**

10. WP.29 will develop an approach for the approval of Automated Driving Systems (ADS). It is a complex problem covering technical inspections of the systems in use. The IWG on PTI should follow the development on ITS and propose pragmatic and effective solutions in the PTI field needed to support the safe operation of highly automated and autonomous vehicles. The solution should be achieved through a pragmatic way that on one hand leaves controlled flexibility for industry and on the other hand defines reasonable requirements/principles to ensure a safe operation of ADS. The IWG on PTI should consequently carefully follow-up the activities under the 1958 and 1998 Agreements and provide its expertise where needed.

**F. Guidance for road-side technical inspections and enforcement**

11. A range of measures is required that encourage in service compliance including the use of targeted enforcement, incentives, disincentives, user education and training. Roadside inspection is a form of vehicle assessment that makes considerable contribution towards ensuring in service compliance.

**G. Guidance for education and attestation of experts implementing PTI, supervision for PTI quality and supervision of testing centres**

12. The item should be put into the agenda to be considered when requested.

**H. Uniform provisions for periodical technical inspections of wheeled agricultural and forestry tractors with regard to their in-service compliance**

13. The item should be put into the agenda to be considered when requested.

## I. Others

- (a) Consideration of guidance regarding PTI when requested to WP29 by GRs;
- (b) Exchange of views and information from each Contracting Party about the most advanced technology, equipment and methods, including, such as research results including field tests, information on the national legal system and measures, events, conventions, etc.;
- (c) Exchange of views and information on PTI will also be taken forward. This latter activity might be concurrent with above discussion on PTI;
- (d) Necessary discussion will be made at appropriate terms;
- (e) Consider further items to be treated by the IWG or the WP.29.

## III. Timeline

14. The IWG on PTI outlines its plan (including working items to be covered, any steps, deliverables and expected timelines) to be approved by the WP.29.

## IV. Rules of procedure

15. The following rules of procedure describe the functioning principles of the IWG:

- (a) Following the Rules of Procedure of WP.29. Chapter 1, Rule 1, the IWG is open to all experts from any country or organization of WP.29 and its subsidiary bodies.
- (b) Two Co-Chairs (Netherland and the Russian Federation) and a Secretary (CITA) will manage the IWG.
- (c) The working language of the IWG will be English.
- (d) All documents and/or proposals shall be submitted to the secretary of the IWG in a suitable electronic format, preferably in line with the UNECE guidelines in advance of the meetings. The IWG may refuse to discuss any item or proposal which has not been circulated 5 working days in advance of the scheduled meetings.
- (e) Meetings of the IWG shall be held in relation with WP.29 and its subsidiary groups sessions schedule. Additional meetings will be organized upon request.
- (f) An agenda and related documents will be circulated to all members of the IWG in advance of all scheduled meetings.
- (g) The work process will be developed by consensus. When consensus cannot be reached, the Co-Chairs of the IWG shall present the different points of view of the IWG to WP.29. The Co-Chairs may seek guidance from WP.29 as appropriate.
- (h) The progress of the IWG will be routinely reported to WP.29 orally or with an informal document by the Co-Chairs.
- (i) All documents shall be distributed in digital format. The specific PTI section on the UNECE website shall be used for this purpose.
- (j) Draft meeting minutes will be available after each meeting, and presented for approval at the following one.

## Annex VII

**Requested amendments to ECE/TRANS/WP.29/2018/1/Rev.1**

On page 9, Table 2, amend to read:

Table 2

**Subjects under consideration by the Working Party on Noise [and Tyres] (GRB[P])**

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
<b>2.1. 1958 Agreement</b>		For document symbols and its availability, please refer to the agenda of the sixty-eighth session (GRB/2018/31)
2.1.1. Proposal for draft amendments to existing UN Regulations (1958 Agreement):		
Part 1 – Noise:		
28 (Audible warning devices);		
41 (Noise of motorcycles);		
51 (Noise of M and N categories of vehicles);		
59 (Replacement silencing systems);		
92 (Replacement exhaust silencing systems for motorcycles);		
117 (Tyre rolling noise and wet grip adhesion);		
Part 2 – Tyres:		
30 (Tyres for passenger cars and their trailers);		
54 (Tyres for commercial vehicles and their trailers);		
64 (Temporary use spare unit, run flat tyres, run flat-system and tyre pressure monitoring system);		
75 (Motorcycle tyres);		
106 (Tyres for agricultural vehicles);		
108 (Retreaded tyres for passenger cars and their trailers)		
109 (Retreaded tyres for commercial vehicles and their trailers);		
117 (Tyres - Rolling resistance, rolling noise and wet grip);		
124 (Replacement wheels for passenger cars);		

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
141 (Tyre Pressure Monitoring Systems);		
142 (Tyres installation).		

On page 14, Table 5:

Table 5

**Subjects under consideration by the Working Party on Connected and Autonomous Vehicles (GRVA)**

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
<b>5.1. 1958 Agreement</b>		For document symbols and its availability, please refer to the agenda of the first session (GRVA/2018/1)
5.1.1. Proposal for draft amendments to existing UN Regulations (1958 Agreement):		
13 and 13-H (Braking);		
78 (Motorcycle braking);		
79 (Steering equipment);		
89 (Speed limitation devices);		
90 (Replacement brake linings);		
139 (Brake Assist Systems);		
140 (Electronic Stability Control);		
5.1.2. Proposal for draft new UN Regulations:		
Nil		
5.1.3. Vehicle automation		
Remote Control Manoeuvring (RCM)		
Automated Controlled Steering Function (ACSF)		
<b>5.2. 1998 Agreement (Global)</b>		For document symbols and its availability, please refer to the agenda of the first session (GRVA/2018/1)
3 (Motorcycle braking);		
16 (Tyres)		
<b>5.3. 1997 Agreement (Inspections)</b>		
Nil		
<b>5.4. Proposal for draft recommendations or amendments to existing recommendations:</b>		
Nil		
<b>5.5. Miscellaneous items</b>		For document symbols and its availability, please refer to the agenda of the first session (GRVA/2018/1)
Intelligent Transport Systems (ITS)		
Intelligent Transport		

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
<b>Systems/Automated Driving (AD)</b>		
Connected, automated and autonomous vehicles		
Assessment of Automated Vehicles (AutoVeh)		
Horizontal regulation on automated and autonomous vehicles and associated recommendations		
System safety		
Data Storage Systems for Automated Driving (DSSAD)		
Artificial Intelligence technologies for wheeled vehicles		
Human Machine Interface for automated vehicles (e.g. transitions)		
Driver availability recognition		
Vehicle cybersecurity and data protection		
Software updates and over-the-air software updates		
Rear crossing traffic alerting		
Night Vision system		
360-degree vision monitor		
International Whole Vehicle Type Approval (IWVTA)		
Modular Vehicle Combinations (MVC)		
Exchange of views on innovations and relevant national activities		

On page 16, Table 6

Table 6

**Subjects under consideration by the Working Party on General Safety Provisions (GRSG)**

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
<b>6.1. 1958 Agreement</b>		For document symbols and its availability, please refer to the agenda for the 115th session (GRSG/2018/10)
		...
6.1.1. Proposal for draft amendments to existing		

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
UN Regulations (1958 Agreement):		
55 (Mechanical Coupling);		
...		

On page 18, Table 7

Table 7

**Subjects under consideration by the Working Party on Passive Safety (GRSP)**

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
<b>7.1. 1958 Agreement</b>		
7.1.1. Proposal for draft amendments to existing UN Regulations (1958 Agreement):		For document symbols and its availability, please refer to the agenda for the sixty-fourth session (GRSP/2018/23)
[111 (Handling and stability of vehicles);]		...
...		