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World Forum for Harmonization of Vehicle Regulations

183rd session

Geneva, 9–11 March 2021

Reports of the

World Forum for Harmonization of Vehicle Regulations on its 183rd session

Administrative Committee of the 1958 Agreement on its seventy-seventh session

Executive Committee of the 1998 Agreement on its sixtieth session

Administrative Committee of the 1997 Agreement on its fourteenth session



Contents

	<i>Page</i>
A. World Forum for Harmonization of Vehicle Regulations	
I. Attendance.....	5
II. Opening statements	5
III. Adoption of the agenda (agenda item 1)	5
IV. Coordination and organization of work (agenda item 2).....	6
A. Report of the session of the Administrative Committee for the Coordination of Work (WP.29/AC.2) (agenda item 2.1).....	6
B. Programme of work and documentation (agenda item 2.2).....	6
C. Intelligent Transport Systems and coordination of automated vehicles related activities (agenda item 2.3).....	7
D. Follow-up to the eighty-third session of the Inland Transport Committee (ITC) (agenda item 2.4)	8
V. Consideration of the reports of the Working Parties (GRs) subsidiary to WP.29 (agenda item 3) ..	9
A. Working Party on Noise and Tyres (GRBP) (Seventy-second session, 8-9 September 2020) (agenda item 3.1).....	9
B. Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (Seventh session, 21-25 September 2020) (agenda item 3.2)	9
C. Working Party on General Safety Provisions (GRSG) (119th session, 6-9 October 2020) (agenda item 3.3)	9
D. Working Party on Lighting and Light-Signalling (GRE) (Eighty-third session, 19-23 October 2020) (agenda item 3.4).....	9
E. Highlights of the recent sessions (agenda item 3.5).....	9
1. Working Party on Passive Safety (GRSP) (Sixty-eighth session, 7-11 December 2020) (agenda item 3.5.1).....	9
2. Working Party on General Safety Provisions (GRSG) (120th session, 11 January 2021) (agenda item 3.5.2).....	10
3. Working Party on Pollution and Energy (GRPE) (Eighty-second session, 12-15 January 2021) (agenda item 3.5.3)	10
4. Working Party on Noise and Tyres (GRBP) (Seventy-third session, 26-29 January 2021) (agenda item 3.5.4).....	10
5. Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (Eighth session 14-16 December 2020, ninth session 2-6 February 2021) (agenda item 3.5.5).....	11
VI. 1958 Agreement (agenda item 4)	11
A. Status of the Agreement and of the annexed Regulations (agenda item 4.1).....	11
B. Guidance requested by the Working Parties on matters related to UN Regulations annexed to the 1958 Agreement (agenda item 4.2).....	11
1. Reproduction and reference to private standards in UN Regulations, Global Technical Regulations and Rules (agenda item 4.2.1).....	11
2. Guidance on amendments to UN Regulations annexed to the 1958 Agreement (agenda item 4.2.2).....	12
3. Interpretation of specific UN Regulations (agenda item 4.2.3).....	12

C.	Development of the International Whole Vehicle Type Approval (IWVTA) system (agenda item 4.3)	12
D.	Revision 3 to the 1958 Agreement (agenda item 4.4).....	12
E.	Development of an electronic database for the exchange of type approval documentation (DETA) (agenda item 4.5).....	13
F.	Consideration of draft amendments to existing UN Regulations submitted by GRBP (agenda item 4.6).....	14
G.	Consideration of draft amendments to existing UN Regulations submitted by GRVA (agenda item 4.7).....	15
H.	Consideration of draft amendments to existing UN Regulations submitted by GRSG (agenda item 4.8).....	15
I.	Consideration of draft amendments to existing UN Regulations submitted by GRE (agenda item 4.9).....	15
J.	Consideration of draft corrigenda to existing UN Regulations submitted by GRs, if any (agenda item 4.10).....	16
K.	Consideration of additional proposals for amendments to existing UN Regulations submitted by the Working Parties subsidiary to the World Forum, if any (agenda item 4.11).....	16
L.	Consideration of proposals for new UN Regulations submitted by the Working Parties subsidiary to the World Forum (agenda item 4.12).....	16
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).....	17
N.	Proposal for amendments to the Consolidated Resolution on the common specification of light source categories (R.E.5) (agenda item 4.14).....	17
O.	Proposal for amendments to the Mutual Resolutions of the 1958 and the 1998 Agreements (agenda item 4.15).....	17
P.	Proposal for new Mutual Resolutions of the 1958 and the 1998 Agreement (agenda item 4.16).....	17
VII.	1998 Agreement (agenda item 5).....	17
	Status of the Agreement, including the implementation of paragraph 7.1 of the Agreement (agenda item 5.1).....	17
VIII.	Exchange of views on national/regional rulemaking procedures and implementation of established UN Regulations and/or GTRs into national/regional law (agenda item 6).....	18
A.	Exchange of views on national/regional rulemaking procedures and implementation of established UN Regulations and/or UN GTRs into national/regional law (agenda item 6.1) ..	18
B.	Guidance on Event Data Recorder (EDR) Performance Elements Appropriate for Adoption in 1958 and 1998 Agreement Resolutions or Regulations (agenda item 6.2).....	18
IX.	1997 Agreement (Periodical Technical Inspections) (agenda item 7).....	18
A.	Status of the Agreement (agenda item 7.1).....	18
B.	Amendments to the 1997 Agreement (agenda item 7.2).....	19
C.	Establishment of new Rules annexed to the 1997 Agreement (agenda item 7.3).....	19
D.	Update of existing Rules annexed to the 1997 Agreement (agenda item 7.4).....	19
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).....	20

X.	Other Business (agenda item 8).....	20
A.	Exchange of information on enforcement of issues on defects and non-compliance, including recall systems (agenda item 8.1).....	20
B.	Consistency between the provisions of the 1968 Vienna Convention and the technical provisions for vehicle of UN Regulations and UN GTRs adopted in the framework of the 1958 and 1998 Agreements (agenda item 8.2)	20
C.	Second Decade of Action for Road Safety (agenda item 8.3)	20
D.	UNRSF project on safer and cleaner used vehicles for Africa (agenda item 8.4).....	21
E.	Documents for publication (agenda item 8.5).....	21
F.	Green NCAP - Independent consumer test and rating programme.....	21
XI.	Adoption of the report (agenda item 9)	22
B.	Administrative Committee of the 1958 Agreement (AC.1)	
XII.	Establishment of the Committee AC.1 (agenda item 10).....	22
XIII.	Proposals for amendments and corrigenda to existing Regulations and for new Regulations – Voting by AC.1 (agenda item 11)	23
C.	Executive Committee of the 1998 Agreement (AC.3)	
XIV.	Establishment of the Executive Committee AC.3 and election of officers for the year 2021 (agenda item 12).....	26
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)	26
XVI.	Consideration and vote by AC.3 of draft UN GTRs and/or draft amendments to established UN GTRs, if any (agenda item 14)	26
A.	Proposal for a new UN GTR, if any (agenda item 14.1).....	26
B.	Proposal for Amendment 3 to UN GTR No. 9 (Pedestrian protection) (agenda item 14.2)	27
C.	Proposal for amendments to the Mutual Resolutions of the 1958 and the 1998 Agreement, if any (agenda item 14.3)	28
D.	Proposal for new Mutual Resolutions of the 1958 and the 1998 Agreement (agenda item 14.4)	28
XVII. – XXIII.	(agenda items 15 to 20)	28
Annexes		
I.	List of informal documents (WP.29-183-...) distributed without a symbol during the 183rd session.....	29
II.	World Forum for Harmonization of Vehicle Regulations (WP.29): Working Parties, Informal Working Groups and Chairs on 11 March 2021	31
III.	Draft calendar of sessions for 2021	34
IV.	Status of the 1998 Agreement of the global registry and of the compendium of candidates	35
V.	Amendment proposal to Programme of Work of the World Forum for Harmonization of Vehicle Regulations and its Subsidiary Bodies by the European Commission.....	38

I. Attendance

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) held its 183rd session from 9 to 11 March 2021,¹ 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): Armenia, Australia, Austria, Belgium, Bosnia and Herzegovina, Brazil, Canada, China, Czech Republic, Egypt, Finland, France, Germany, Hungary, India, Ireland, Israel, Italy, Japan, Latvia, Luxembourg, Malaysia, Netherlands, Nigeria, Norway, Panama, Poland, Portugal, Republic of Korea, Romania, Russian Federation, Slovakia, South Africa, Spain, Sweden, Switzerland, Tunisia, Ukraine, United Kingdom of Great Britain and Northern Ireland, United States of America and Uzbekistan. Representatives of the European Union participated. The following international organization was represented: International Telecommunication Union (ITU). The following intergovernmental organization was represented: African Organization for Standardization (ARSO). The following non-governmental organizations were also represented: Association Européenne des véhicules électriques à batteries, hybrides et à Piles à combustible, Association for Emissions Control by Catalyst (AECC), Consumers International (CI), European Association of Automotive Suppliers (CLEPA/MEMA/JAPIA)², European Federation of Road Traffic Crash Victims, European Garage Equipment Association (EGEA), Fédération Internationale des Grossistes, Importateurs et Exportateurs en Fournitures Automobiles (FIGIEFA), Global New Car Assessment Programme (Global NCAP), International Motor Vehicle Inspection Committee (CITA), Fédération Internationale de l'Automobile (FIA), International Automotive Lighting and Light Signalling Expert Group (GTB), International Motorcycle Manufacturers Association (IMMA), International Organization of Motor Vehicle Manufacturers (OICA), International Road Transport Union (IRU), Motor and Equipment Manufacturers Association (MEMA), European Tyre and Rim Technical Association (ETRTO) and SAE International. Other non-governmental organizations were represented following Rule 1(d): American Automotive Policy Council (AAPC), Secure America's Future Energy (SAFE) and World Bicycle Industry Association (WBIA). Other non-governmental organizations, private sector entities, independent experts and observers were represented: EuroMed Transport Support Project and European Committee for Standardization (CEN).

II. Opening statements

2. The Chair of WP.29, Mr. A. Erario (Italy) welcomed delegates to the 183rd session of WP.29 and opened the meeting. He recalled the exceptional circumstances of this session due to the Covid-19 outbreak.

III. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/1156/Rev.1

Informal documents: WP.29-183-02 and WP.29-183-03

3. WP.29 took note of the special procedures during COVID-19 period, which had been adopted under silence procedure on 26 February 2021 and was informed about the written voting procedures, which took place from 2 to 5 March 2021, for WP.29, AC.1 and AC.3 items envisaged for voting in accordance with the agenda of the 183rd session of the World Forum, as well as of the live voting procedure for WP.29, AC.1 and AC.3 items which had been scheduled to take place during online sessions with interpretation on 10 March 2021.

4. WP.29 adopted the annotated provisional agenda (ECE/TRANS/WP.29/1156/Rev.1 and WP.29-183-03) and the running order of the 183rd session (WP.29-183-02).

¹ All delegates participated remotely. Simultaneous interpretation was available into the official UNECE languages.

² Representing also the Motor and Equipment Manufacturers Association (MEMA) and Japan Auto Parts Industries Association (JAPIA) (TRANS/WP.29/885, para. 4).

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

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

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

6. The 135th session of WP.29/AC.2 (8 March 2021) was chaired by Mr. A. Erario (Italy), Chair of the World Forum for Harmonization of Vehicle Regulations (WP.29), and was attended**, in accordance to Rule 29 of the terms of reference and rules of procedure of WP.29 (TRANS/WP.29/690/Rev.1) by the Chairs of GRBP (France), GRE (Finland), GRPE (Netherlands), GRSG (Italy), GRSP (United States of America), GRVA (Germany), the Vice-Chairs of GRBP (Russian Federation), GRE (Netherlands), GRPE (United Kingdom of Great Britain and Northern Ireland), GRSG (represented by Canada delegate), GRSP (Republic of Korea), GRVA (China and Japan), the Chair and Vice-Chairs of the Executive Committee (AC.3) of the 1998 Agreement (United States of America, United Kingdom of Great Britain and Northern Ireland and Japan), the Vice-Chair of the World Forum for Harmonization of Vehicle Regulations (WP.29) (Russian Federation) and by the representatives of the European Union.

7. Prior to its scheduled meeting on 8 March 2021, AC.2 held an ad-hoc virtual informal meeting on 19 February related to the special procedures during COVID-19 period in order to enable business continuity for WP.29 and its subsidiary bodies

8. AC.2 took note of the special procedures during COVID-19 period, which had been adopted under silence procedure on 26 February 2021 and was informed about the results of the written voting procedures, which took place from 2 to 5 March 2021, for WP.29, AC.1 and AC.3 items envisaged for voting in accordance with the agenda of the 183rd session of the World Forum.

9. AC.2 noted the nomination, notwithstanding 2002 arrangements (TRANS/WP.29/885 para. 152), of Mr. I. Yarnold (United Kingdom of Great Britain and Northern Ireland) for the Chairmanship of AC.3 and decided to further reflect on and possibly update these arrangements to better reflect in the Chairmanship its global role. AC.2 members welcomed his candidacy.

10. AC.2 reviewed the proposed programme of work of the World Forum, noted comments provided by the European Commission and recommended a review by WP.29.

11. AC.2 approved participation by ETRMA to WP.29 and subsidiary bodies under Rule 1(d) for the next two years.

12. AC.2 discussed possible actions in response to a Resolution on Human Rights considerations related to autonomous vehicles by the Parliamentary Assembly of the Council of Europe. AC.2 recommended GRVA to follow up on this request.

13. AC.2 took note of the discussions at ITC related to financing DETA and recommended to adopt a new approach widening the scope to all agreements serviced by WP.29.

14. AC.2 recommended AC.4 not to convene.

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

Documentation: ECE/TRANS/WP.29/2021/1
Informal documents: WP.29-183-01, WP.29-182-02/Rev.2, and
WP.29-183-13

** Remote participation

15. The Secretary of WP.29 introduced the list of Working Parties, Informal Working Groups and Chairs (WP.29-183-01), the revised calendar of meetings of the World Forum (WP.29-182-02/Rev.2), and presented the revised Programme of Work (PoW) with a strategic introduction on the main priorities of the WP.29 work, which are related to the implementation of the ITC strategy 2030 and among others, to vehicle automation and environmental protection. (ECE/TRANS/WP.29/2021/1).

16. The representative of Germany, Chair of GRVA, informed WP.29 that the GR had planned to hold three meetings during 2022 and asked that the secretariat envisages those when setting the calendar for 2022. He proposed that two of those meetings could be held at venues outside Geneva, one of which in Asia and the second in North America to emphasize and promote the global scope of activities within the World Forum and of UNECE.

17. The representative of the European Union introduced document WP.29-183-13, containing proposals for amendments to the PoW (ECE/TRANS/WP.29/2021/1) by the European Commission. She invited Contracting Parties to share with the World Forum Subsidiary Bodies their priorities for work for the years 2021 and 2022. She had called on stakeholders to ensure the finalization of the PoW for 2022 before the end of 2021.

18. WP.29 considered the programme of work of WP.29 and Subsidiary Bodies, document ECE/TRANS/WP.29/2021/1 and endorsed it provisionally pending final adoption at its June session. Further amendments were expected to be introduced in the 2021 PoW revision for consideration at the June 2021 WP.29 session. Contracting Parties were invited to submit to the secretariat their comments to the PoW by 23 May 2021. WP.29-183-13 is reproduced in Annex V to this report.

19. The European Commission recalled their submitted contribution to the PoW on behalf of the European Union (informal document WP.29-183-13) and urged Contracting Parties to provide inputs to the PoW in timely manner allowing to establish it with sufficient lead time that would provide for preparation and consensus building prior to its adoption

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

Documentation: ECE/TRANS/WP.29/2019/34/Rev.2
Informal documents: WP.29-183-05, WP.29-183-08, WP.29-183-09
and WP.29-183-14

20. The secretariat introduced the progress report on activities related to Automated Driving Systems and Advanced Driver Assistant Systems (WP.29-183-14).

21. The secretariat recalled the adoption of the revised Road Map on Intelligent Transport Systems (ITS) at the 83rd session of the Inland Transport Committee (23-26 February 2021), congratulating the IWG on ITS Co-Chairs on their leadership in the process. The Chair of WP.29 echoed the compliments.

22. The representative of Japan, Vice-Chair of GRVA and Co-Chair of the IWG on Validation Methods for Automated Driving (VMAD), introduced document WP.29-183-08, Introduction of the Master Document on New Assessment/Test Method (NATM). The document contained a report on the outcome of the work of the IWG on VMAD, specifically the NATM Master Document and the expected next steps, including possible future work. He informed the World Forum that the next meeting of the IWG would take place in March 2021.

23. The representative of Japan, Vice-Chair of GRVA and Co-Chair of the IWG on Validation Methods for Automated Driving (VMAD), introduced document WP.29-183-05, New Assessment/Test Method for Automated Driving (NATM) Master Document. WP.29 took note of the document, recommending that it is considered by GRs and IWGs as a reference document when developing activities in the field of automation and therefore asked the secretariat to issue it as official document for the next session.

24. The expert from the International Telecommunication Union (ITU) presented document WP.29-183-09, Spectrum for Vehicle Communications. The document introduced

the work of the ITU, with emphasis on its relevance with respect to activities of WP.29 and its stakeholders, particularly in the context of autonomous/automated and connected vehicle enabling technologies (information and communication technologies). He highlighted that shortcoming related to latency, interference and coverage of the network, widely accepted and usual for the telecommunication products, were of concerns to deploy wireless data communications that would be appropriate for the connected vehicle safety. He urged vehicle manufacturers, original equipment manufacturers and tier-1 suppliers to consider ITU membership and participation in the ITU activities, especially on vehicle connectivity. He mentioned some fragmentation in the field of frequency bands allocations and arbitrations that occurred between industries and their use cases that were not in favour of the connected vehicles, having adverse impact in terms of interference. The representative of the ITU called on close cooperation between stakeholders active within telecommunications and vehicle regulations international regulatory fora.

25. The representative of the United Kingdom of Great Britain and Northern Ireland mentioned that this spectrum issue had been already raised a few times, and that WP.29 should keep a watching eye on these developments. He further pointed on discussions that are scheduled during the session 1 of the UNECE/ITU Future Networked Car event on 22 March 2021.

26. The representative of the United States of America welcomed the informative presentation and the insights of the representative of ITU, being important to the work done here at the World Forum.

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

Documentation: ITC Informal Document No. 8/Rev.5

27. The secretariat presented the list of main decisions adopted at the eighty-third session of ITC (23-26 February 2021). Decisions Nos. 26-28, 47-48 and 50 were emphasized as of particular importance to the work of WP.29.

28. In decision No. 26, the ITC “took note of the status of implementation of the Intelligent Transport Systems (ITS) Road Map that was launched at its seventy-fourth session and encouraged continuation of the work of the ... WP.29 on the implementation of the framework document on the safety of automated vehicles ... GRVA on regulating autonomous/automated and connected vehicles (incl. Artificial Intelligence) ... as fostering regulatory and other activities in these areas would ensure the benefits that ITS could provide in terms of safety, environmental protection, energy efficiency and traffic management”.

29. In decisions Nos. 27 and 28, the ITC noted with satisfaction that the ITS Road Map 2011–2020, which came to its conclusion in 2020, encouraged ITS activities linked to infrastructure and all transport modes and contributed to addressing ITS issues in an integrated approach, and on this basis and considering the importance of ITS in light of global mega trends, technological developments, and the ongoing transformation of the Committee and its Working Parties, welcomed and adopted the updated ITS Road Map for the period 2021–2025 that was developed in line with the Committee’s decision at its eighty-second session and thanked the secretariat for its timely preparation.

30. In decision Nos. 47 and 48, the ITC welcomed the establishment by WP.29 of the first set of UN Regulations on highly automated vehicles prepared by GRVA, and noted the limitation of the session of WP.29 and its subsidiaries as reaction on the COVID-19 impact and the United Nations financial crisis.

31. In decision No. 50, the ITC thanked Germany for the hosting of the DETA and noted the request of several delegations to finance the database through the ECE regular budget, but reaffirmed that due to lack of consensus, financing will continue to be implemented through alternative ways of contributions, pending further consultations.

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

A. Working Party on Noise and Tyres (GRBP) (Seventy-second session, 8-9 September 2020) (agenda item 3.1)

Documentation: ECE/TRANS/WP.29/GRBP/70

32. The World Forum approved the report of the Chair of GRBP at its seventy-second session (ECE/TRANS/WP.29/GRBP/70).

B. Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (Seventh session, 21-25 September 2020) (agenda item 3.2)

Documentation: ECE/TRANS/WP.29/GRVA/7

33. The World Forum approved the report of the Chair of GRVA on its seventh session (ECE/TRANS/WP.29/GRVA/7).

C. Working Party on General Safety Provisions (GRSG) (119th session, 6–9 October 2020) (agenda item 3.3)

Documentation: ECE/TRANS/WP.29/GRSG/98

34. The World Forum approved the report of the Chair of GRSG on its 119th session (ECE/TRANS/WP.29/GRSG/98).

D. Working Party on Lighting and Light-Signalling (GRE) (Eighty-third session, 19-23 October 2020) (agenda item 3.4)

Documentation: ECE/TRANS/WP.29/GRE/83

35. The World Forum approved the report of the Chair of GRE on its eighty-third session (ECE/TRANS/WP.29/GRE/83).

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

1. Working Party on Passive Safety (GRSP) (Sixty-eighth session, 7-11 December 2020) (agenda item 3.5.1)

36. The representative of the United States of America, Chair of GRSP, informed WP.29 about the results made by his group during its sixty-eighth session (for details see the session report ECE/TRANS/WP.29/GRSP/68).

36bis. (Reserved)

37. The World Forum noted that GRSP agreed to establish an Ad Hoc Group to study the impact of the latest series of amendments to the UN Regulation No. 22 (Protective Helmets) on the helmet and helmet accessories industries. The Chair of GRSP explained the GRSP position on the type-approval issued by Poland for a belt-guide device and reported to WP.29 on the outcome of discussion which took place at the sixty-eight session of GRSP.

38. The World Forum noted that Mr. M. Koubek (United States of America) as Chair and Mr. H.G. Kim (Republic of Korea) as Vice-Chair were re-elected for the year 2021.

2. Working Party on General Safety Provisions (GRSG) (120th session, 11 January 2021) (agenda item 3.5.2)

39. The GRSG Chair reported on the results achieved during the 120th session of GRSG (for more details see the report of the session ECE/TRANS/WP.29/GRSG/99).

40. He mentioned that GRSG discussed amendments to the proposal for Guidance on Event Data Recorder (EDR) Performance Elements Appropriate for Adoption in 1958 and 1998 Agreements Resolutions or Regulations, concluding that further discussions on the proposal were warranted at WP.29 level.

41. He explained that GRSG agreed with a two-step approach concerning the new UN Regulation on Event Data Recorder (EDR) under the 1958 Agreement. The approach entailed submission to WP.29 and AC.1, for consideration and vote at their March 2021 sessions, the proposal for a new UN Regulation on Event Data Recorder (ECE/TRANS/WP.29/2020/123/Rev.1), and the proposal for 01 series of amendments to the new UN Regulation on Event Data Recorder (ECE/TRANS/WP.29/2021/58).

3. Working Party on Pollution and Energy (GRPE) (Eighty-second session, 12-15 January 2021) (agenda item 3.5.3)

42. The Chair of GRPE (Netherlands) reported to WP.29 on the results achieved by GRPE during its eighty-second session (for more details see the report of the session ECE/TRANS/WP.29/GRPE/82).

43. GRPE endorsed a proposal for a new series of amendments to UN Regulation No. 49 (Emissions of compression ignition and positive ignition (LPG and CNG) engines), along with proposals for Supplements 14, 16 and 13 to the 05, 06 and 07 series of amendments to UN Regulation No. 83 (Emissions of M1 and N1 vehicles), Supplement 6 to the 03 series of amendments to UN Regulation No. 24 (Visible pollutants, measurement of power of C.I. engines (Diesel smoke)) and Supplement 10 to the 01 series of amendments to UN Regulation No. 101 (CO₂ emission/fuel consumption). GRPE also endorsed a proposal for a new Amendment 4 to UN GTR No. 4. Finally, GRPE endorsed a request for authorization to develop a new UN GTR on durability of after treatment devices for two- and three- wheeled motor vehicles.

44. GRPE endorsed the amendments as proposed in WP.29 documents ECE/TRANS/WP.29/2021/56 and ECE/TRANS/WP.29/2021/57 to be adopted during the March 2021 sessions of WP.29 and AC.1.

45. GRPE requested the GRPE ambassador to International Whole vehicle Type Approval (IWVTA) to ask for removal of UN Regulation No.154 and forthcoming UN Regulation No. [XXX] on RDE from the list of candidates for IWVTA Phase 2. GRPE also required the ambassador to seek guidance from the IWG on IWVTA on how to include provision related to Repair and Maintenance Information and On-Board Diagnosis into UN Regulation No. 0.

46. GRPE agreed to upload further clarification document to UN regulation No. 154 under the section for "Documents for reference only" on the GRPE website to assist Contracting Parties willing to apply this UN Regulation.

47. GRPE decided to hold a workshop on future powertrain alternative for heavy duty vehicles during the next session of GRPE in June 2021.

4. Working Party on Noise and Tyres (GRBP) (Seventy-third session, 26-29 January 2021) (agenda item 3.5.4)

48. The GRBP Chair reported on the results achieved by GRBP at its seventy-third session (for details, see the report of the session ECE/TRANS/WP.29/GRBP/71).

49. He mentioned that GRBP had adopted modifications to the draft 01 series of amendments to UN Regulation No. 141 (Tyre pressure monitoring system). He recalled that the draft 01 series of amendments would still be addressed by WP.29 this week (ECE/TRANS/WP.29/2021/10) and encouraged the World Forum to consider instead a revised consolidated proposal ECE/TRANS/WP.29/2021/10/Rev.1 under agenda item 4.6.9.

50. He also pointed out that GRBP had agreed to update the Terms of Reference of its two IWGs on Measurement Uncertainties (MU) and on Wet Grip Performance for Tyres in a Worn State (WGWT). WP.29 noted that the revised Terms of Reference were annexed to the report of GRBP at its seventy-third session.

51. WP.29 endorsed the updates of the Terms of Reference of the IWG MU and IWG WGWT.

5. Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (Eighth session 14-16 December 2020, ninth session 2-6 February 2021) (agenda item 3.5.5)

Documentation: Informal document: WP.29-183-05

52. The GRVA Chair reported on the results achieved by GRVA during its eighth and ninth sessions (for details, see the reports of the sessions ECE/TRANS/WP.29/GRVA/8 and ECE/TRANS/WP.29/GRVA/9).

53. The Chair reported on the progress made according to the programme laid down in the Framework Document on Automated Vehicles.

54. The Chair also pointed out that GRVA had endorsed the Terms of Reference of an IWG on Advanced Emergency Braking System for heavy vehicle. WP.29 endorsed this workstream.

55. The GRVA Chair also pointed out that GRVA had agreed to update the Terms of Reference of its Task Force on Advanced Driver Assistance System. WP.29 noted that the Terms of Reference were annexed to the report of GRVA at its ninth session.

56. The chair of GRVA informed WP.29 that the German government has submitted an official request to the UNECE Executive Secretary concerning the initiative to hold two GRVA sessions during 2022 outside of Geneva – one in Asia and one in North America. The Chair of GRVA invited WP.29 to support this initiative. WP.29 supported the initiative of the Chair of GRVA and requested the secretariat to support the process for the organization of the two meetings outside of Geneva.

VI. 1958 Agreement (agenda item 4)

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

Documentation: ECE/TRANS/WP.29/343/Rev.29, Add.1 and 2

57. 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.29, available at <https://unece.org/status-1958-agreement-and-annexed-regulations>. WP.29 noted that contracting parties should notify the secretariat about any amendments needed to Add.1 to the status document via the new established online data base (/343app) only. The secretariat invited those Contracting Parties who had not yet notified their Single Points of Contact, to gain writing permission for the database, to do so as soon as possible.

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

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

Documentation: ECE/TRANS/WP.29/2021/55

58. The secretariat introduced ECE/TRANS/WP.29/2021/55 providing a status report of the activities of the Informal Working Group (IWG) on Particulate Measurement Programme (PMP) on brake emissions measurement procedure, as part of the task force 1 activities that

defined an Inertia Dynamometer Protocol to Measure and Characterise Brake Emissions Using the WLTP-Brake Cycle.

59. He explained that SAE International had expressed interest in including part of the procedure developed by the IWG on PMP into an upcoming revision of a standard by SAE International.

60. WP.29 welcomed the report by the IWG on PMP and invited SAE International to refer to ECE/TRANS/WP.29/2012/55 for the revised private standard they are developing.

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

Documentation: ECE/TRANS/1044/Rev.3

61. The secretariat introduced the General Guidelines for United Nations regulatory procedures and transitional provisions in UN Regulations (ECE/TRANS/1044/Rev.3). WP.29 adopted the document.

62. The representative of OICA indicated that paragraph *V.9bis* in section *A. Transitional provisions for vehicles, vehicle systems and the installation of equipment and parts in new vehicles* of part *II. Aide-mémoire of Annex 1* could be renumbered as paragraph *V.10*. He also indicated that paragraph *C.9* in section *B. Transitional provisions for equipment and parts*, of part *II. Aide-mémoire of Annex 1* may too be adapted in the future.

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

Documentation: ECE/TRANS/WP.29/2021/59
ECE/TRANS/WP.29/2021/60

63. The secretariat introduced ECE/TRANS/WP.29/2021/59 and ECE/TRANS/WP.29/2021/60 based on informal documents WP.29-182-05 and WP.29-182-07, and WP.29-182-06, respectively, endorsed by WP.29 at its November 2020 session. WP.29 thanked the secretariat for providing the official documents with the translations in French and Russian and formally adopted them.

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

64. The representative of Japan, Chair of the IWG on IWVTA informed WP.29 that the thirty-fifth session of the IWG had taken place on 3 March 2021. He stated that an update on the activities of the IWG on IWVTA would be provided at the June 2021 session of WP.29.

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

Documentation: Informal documents: WP.29-183-07 and WP.29-183-15

65. The delegate from ETRTO reported on additional documentary requirements that their members had faced in several Contracting Parties to the 1958 Agreement when importing tyres which had been previously type approved by other Contracting Parties according to UN Regulations (WP.29-183-07). He held the view that such requirements were not in line with the text and spirit of Revision 3 to the 1958 Agreement and requested WP.29 guidance on the issue.

66. The delegates from CLEPA, OICA and IMMA supported the ETRTO concerns over the proper implementation of the 1958 Agreement, but pointed out that their own members had so far not encountered similar problems.

67. WP.29 stressed that, according to Article 3 of the 1958 Agreement, "Contracting Parties applying UN Regulations shall, by mutual recognition, accept for the placement in their markets, and subject to the provisions of Articles 1, 8 and 12 as well as any special provisions within these UN Regulations, type approvals granted pursuant to these UN

Regulations, without requiring any further testing, documentation, certification or marking concerning these type approvals".

68. The World Forum invited Contracting Parties to report on issues which could impede the smooth application of mutual recognition at the national level and decided to revert to this matter at the next session, to assess the need for appropriate actions.

69. The expert from the EuroMed programme introduced a presentation concerning question related to accession to the 1958 Agreement (WP.29-183-15), namely with reference to Article 1, paragraph 5 and Article 12, paragraph 4 of Revision 3 of the 1958 Agreement, concerning application of UN Regulations under the 1958 Agreement and the issuance of Type Approvals, respectively. He requested the assistance of WP.29 in the interpretation of the two provisions.

70. WP.29 delegates and the WP.29 secretariat clarified that the application of a certain UN Regulation entails mandatory recognition of Type Approvals issued for the latest series of amendments under that UN Regulation in the jurisdiction of the Contracting Party that applies it. That Contracting Party may in addition decide to accept Type Approvals issued for older series of a UN Regulation. In addition, a Contracting Party is entitled to issue Type Approvals for the latest series of amendments of a UN Regulation that it applies, even if it has opted to accept Type Approvals according to older series of amendments of that UN Regulation in its jurisdiction.

71. The representative of OICA, in this context, suggested that countries in the same region should try to coordinate as much as possible the minimum acceptable series of amendments to the UN Regulations, as it would represent a simplification for the industry.

72. The representative from Japan, Chair of the IWG on IWVTA invited the expert from the EuroMed programme to contact the IWG with any questions that the EuroMed may have concerning the application of the 1958 Agreement, informing that the next session of the IWG would be held in June.

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

Documentation: Informal documents: WP.29-183-10 and WP.29-183-11

73. The representative from Germany, Chair of the IWG on DETA, presented (WP.29-183-10) a report to the World Forum concerning the situation related to the use of DETA and also updating WP.29 on the work of the IWG at its fortieth session, held on 4 March 2021. He sought guidance from WP.29 whether Market Surveillance Authorities (MSA) could be granted, under certain conditions, access to DETA. He also presented the proposal of the IWG on Simplification of Lighting and light signalling Regulations (SLR) concerning the use of DETA in the context of Unique Identifier (UI) and asked WP.29 if the Forum would support that the IWGs on SLR and DETA would develop the proposal. He also invited WP.29 to request the secretariat to convene a meeting regarding DETA financing.

74. The Secretary of WP.29 recalled that ITC noted, at its February 2021 session, the request of several delegations to finance the database through the ECE regular budget, but reaffirmed that due to lack of consensus, financing will continue to be implemented through alternative ways of contributions, pending further consultations. He also recalled the willingness of AC.2 to organize a meeting to discuss the way to make DETA more inclusive for all contracting parties (see para. 13 above).

75. WP.29 agreed with the proposal to provide access to DETA to the MSA, which resulted in the amendment to the former decision of WP.29 in ECE/TRANS/WP.29/1145, Annex V:

Explanation:

R = read

W = read + write + delete

	<i>CERT</i> (communication on type approval)	<i>TR</i> (test report)	<i>IF</i> (information document)	<i>OTHER</i> (other documents)
Approval granting TAA (for granted approval)	W	W	W	W
CP applying the UN Reg. for which the approval was granted **)	R	R	R	R
CP applying UN Reg. 0 (access to the approvals of R0 and the annexed UN Regulations)	R	R	R	R
CPs not applying that UN Reg.	R	-	-	-
Manufacturer *) (only for own approvals)	R	R	R	R

*) Manufacturers get access upon request to the DETA Administrator.

***) The DETA focal point may provide access to the Market Surveillance Authority of his/her Country, subject to adherence with para. 91 of ECE/TRANS/WP.29/1145.

76. WP.29 invited the IWGs on SLR and DETA to develop the proposal related to the use of DETA in the context of Unique Identifier.

77. WP.29 invited the secretariat to call for an informal meeting at AC.2 level to discuss financing DETA.

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

Documentation: ECE/TRANS/WP.29/2021/2
ECE/TRANS/WP.29/2021/3
ECE/TRANS/WP.29/2021/4
ECE/TRANS/WP.29/2021/5
ECE/TRANS/WP.29/2021/6
ECE/TRANS/WP.29/2021/7
ECE/TRANS/WP.29/2021/8
ECE/TRANS/WP.29/2021/9
ECE/TRANS/WP.29/2021/10 and Rev.1
ECE/TRANS/WP.29/2021/11
Informal document: WP.29-183-06

78. The World Forum considered draft amendments under agenda items 4.6.1 to 4.6.7. and recommended their submission to AC.1 for voting, subject to the following corrections of ECE/TRANS/WP.29/2021/8 under agenda item 4.6.6 (WP.29-183-06):

In paragraph 4.4.1., replace "markings" with "approval mark".

In paragraph 9.1., delete from the proposal (i.e. keep the paragraph in its current form).

79. The Chair of GRBP presented draft amendment proposals contained in documents ECE/TRANS/WP.29/2021/3, ECE/TRANS/WP.29/2021/10 and Rev.1, ECE/TRANS/WP.29/2021/11 under agenda item 4.6.8 to 4.6.10., to amend UN Regulations Nos. 41, 141 and 142. The World Forum recommended their submission to AC.1 for voting.

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

Documentation: ECE/TRANS/WP.29/2021/12
ECE/TRANS/WP.29/2021/13
ECE/TRANS/WP.29/2021/14
ECE/TRANS/WP.29/2021/15
ECE/TRANS/WP.29/2021/16
ECE/TRANS/WP.29/2021/17
ECE/TRANS/WP.29/2021/18

80. The World Forum considered draft amendments under agenda items 4.7.1 to 4.7.6. and recommended their submission to AC.1 for voting.

81. The Chair of GRVA presented draft amendment proposals contained in document ECE/TRANS/WP.29/2021/18 under agenda item 4.7.7., to amend UN Regulation No. 152. The World Forum recommended its submission to AC.1 for voting.

82. The representative of OICA recalled his statement from the November 2020 session of WP.29, emphasizing the challenge that the provisions of the proposed amendment to UN Regulation No. 152, related to increased stringency, contained in ECE/TRANS/WP.29/2021/18, would impose on existing vehicle types already equipped with AEBS systems not yet meeting the proposed new requirements.

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

Documentation: ECE/TRANS/WP.29/2021/19
ECE/TRANS/WP.29/2021/20
ECE/TRANS/WP.29/2021/21
ECE/TRANS/WP.29/2021/22
ECE/TRANS/WP.29/2021/23
ECE/TRANS/WP.29/2021/24
ECE/TRANS/WP.29/2021/25
ECE/TRANS/WP.29/2021/26
ECE/TRANS/WP.29/2021/27

83. The World Forum considered draft amendments under agenda items 4.8.1 to 4.8.4. and recommended their submission to AC.1 for voting.

84. The Chair of GRSG presented draft amendment proposals contained in documents ECE/TRANS/WP.29/2021/23, ECE/TRANS/WP.29/2021/24, ECE/TRANS/WP.29/2021/25, ECE/TRANS/WP.29/2021/26 and ECE/TRANS/WP.29/2021/27, under agenda items 4.8.6 to 4.8.9., to amend UN Regulations Nos. 18, 97, 116, 107 and 118. The World Forum recommended their submission to AC.1 for voting.

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

Documentation: ECE/TRANS/WP.29/2021/28
ECE/TRANS/WP.29/2021/29
ECE/TRANS/WP.29/2021/30
ECE/TRANS/WP.29/2021/31
ECE/TRANS/WP.29/2021/32
ECE/TRANS/WP.29/2021/33
ECE/TRANS/WP.29/2021/34
ECE/TRANS/WP.29/2021/35
ECE/TRANS/WP.29/2021/36
ECE/TRANS/WP.29/2021/37
ECE/TRANS/WP.29/2021/38

ECE/TRANS/WP.29/2021/39
ECE/TRANS/WP.29/2021/40
ECE/TRANS/WP.29/2021/41
ECE/TRANS/WP.29/2021/42
ECE/TRANS/WP.29/2021/43
ECE/TRANS/WP.29/2021/44
ECE/TRANS/WP.29/2021/45
ECE/TRANS/WP.29/2021/46
ECE/TRANS/WP.29/2021/47

85. The World Forum considered draft amendments under agenda items 4.9.1 to 4.9.20, and recommended their submission to AC.1 for voting, subject to the following modification of ECE/TRANS/WP.29/2021/30 (agenda item 4.9.3) and ECE/TRANS/WP.29/2021/31 (agenda item 4.9.4):

In paragraph 5.7.2.1., replace "2.16.1." with "2.4.11.1."

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

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

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

Documentation: ECE/TRANS/WP.29/2021/56
ECE/TRANS/WP.29/2020/57

87. The representative from the European Union introduced ECE/TRANS/WP.29/2021/56 and ECE/TRANS/WP.29/2021/57 that include clarifications and corrections identified by the IWG on Worldwide harmonized Light vehicles Test Procedure (WLTP) during the development of the Amendment 6 to UN GTR No. 15.

88. The Chair of WP.29 recalled that the Chair of GRPE confirmed under agenda item 3.5.3 (para XX. of this report) that GRPE endorsed those proposals from Japan and the European Union during its last session in January 2021. The representative from OICA highlighted further improvements to UN regulation No. 154 have been identified and are expected to be reviewed by GRPE during its June 2021 session.

89. Draft amendments under agenda items 4.11.1 and 4.11.2 were submitted to AC.1 for voting, subject to the following modification in documents ECE/TRANS/WP.29/2021/56 and ECE/TRANS/WP.29/2020/57:

In paragraph 8.2.3.2., Figure 8/1, replace "A8/1" with "8/1".

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.29/2020/123/Rev.1
ECE/TRANS/WP.29/2021/58
ECE/TRANS/WP.29/2021/48
ECE/TRANS/WP.29/2021/49
ECE/TRANS/WP.29/2021/50

90. The Chair of GRSG presented draft proposals for new UN Regulations contained in documents ECE/TRANS/WP.29/2021/123/Rev.1, ECE/TRANS/WP.29/2021/48, ECE/TRANS/WP.29/2021/49 and ECE/TRANS/WP.29/2021/50, under agenda items 4.12.1 to 4.12.4., as well as a proposal for the 01 series of amendments, contained in document

ECE/TRANS/WP.29/2021/58, to the draft proposal for the new UN Regulation on Event Data Recorder (EDR) contained in document ECE/TRANS/WP.29/2021/123/Rev.1. The World Forum recommended their submission to AC.1 for voting.

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)

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

N. Proposal for amendments to the Consolidated Resolution on the common specification of light source categories (R.E.5) (agenda item 4.14)

Documentation: ECE/TRANS/WP.29/2021/51 and Corr.1

92. WP.29 adopted the proposed amendments to the Consolidated Resolution on the common specification of light source categories (R.E.5) under agenda item 4.14.1.

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

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

P. Proposal for new Mutual Resolutions of the 1958 and the 1998 Agreement (agenda item 4.16)

Documentation: ECE/TRANS/WP.29/2021/52

94. The representative from Italy, Chair of GRSG presented the proposal for a new Mutual Resolution (M.R.4.) of the 1958 and 1998 Agreements concerning panoramic sunroof glazing (ECE/TRANS/WP.29/2021/52).

95. WP.29 adopted the resolution noting that AC.3 would need to provide its opinion on the proposal.

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.29
Informal document: WP.29-183-04

96. The World Forum agreed that agenda items 5.2 to 5.5 related to the 1998 Agreement should be considered in detail under agenda items 15 to 20 prepared for the Executive Committee of the 1998 Agreement, WP.29/AC.3.

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

A. Exchange of views on national/regional rulemaking procedures and implementation of established UN Regulations and/or UN GTRs into national/regional law (agenda item 6.1)

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

B. Guidance on Event Data Recorder (EDR) Performance Elements Appropriate for Adoption in 1958 and 1998 Agreement Resolutions or Regulations (agenda item 6.2)

Documentation: ECE/TRANS/WP.29/2020/100/Rev1
Informal document: WP.29-183-12

98. The representative from the United States of America, Co-Chair of the IWG on EDR/DSSAD recalled the deliverables produced by the group in 2020: the DSSAD part of UN Regulation No. 157 and the work on a new UN Regulation on EDR. She informed WP.29 that the discussions on the document on EDR Performance Elements Appropriate for Adoption under the 1958 and 1998 Agreements related to the additional data-elements to be captured by an EDR had not been concluded by the group. She said the IWG welcomed any guidance from WP.29 members on the elements in the document that were still in square brackets, but noted that document was not ready for final consideration by WP.29.

99. She requested extension of the mandate for the group until end of 2022. She noted that in 2020, the IWG focused its efforts almost entirely on drafting the UN regulation for EDRs and with that work completed, the group intended to focus on DSSAD as well as phase II of EDR, focusing on the extension of scope to heavy duty vehicles and buses in 2022.

100. The representative of the European Commission supported the extension of the IWG's mandate and referred to the European Union programme of work that includes EDR related elements such as extension of scope to heavy duty vehicles in addition to DSSAD for automated vehicles.

101. The Chair of GRVA noted the close interlinkage of the activities of the IWG on EDR/DSSAD with IWGs on VMAD and FRAV. He urged the EDR/DSSAD IWG to prioritize the work on data storage systems for the calendar year ahead now that the EDR regulation had been sent to WP.29 and recalled that the mandate extensions for VMAD and FRAV would be addressed during the special session of AC.2 designated to the topic of vehicle automation.

102. WP.29 adopted the extension of the mandate for the IWG on EDR/DSSAD until 2022.

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.16
Informal document: WP.29-183-18

103. WP.29 noted ECE/TRANS/WP.29/1074/Rev.16 on the status of the agreement, including the status of the UN Rules annexed to the agreement, the list of the contracting parties to the agreement and of their administrative departments.

104. The representative of the Russian Federation, Co-Chair of the IWG on Periodical Technical Inspections (PTI) reported to WP.29 on the activities of the IWG at its nineteenth and twentieth sessions, which took place on 4 February and 1 March, 2021, in a virtual format. He informed WP.29 that the work of the IWG had focused on the development of four draft documents: (a) the framework document on in-service compliance assessment of vehicles, including automated/autonomous vehicles and their components; (b) the draft UN Rule on Accident Emergency Call Systems (AECS); (c) guidance for road-side technical inspections and enforcement; (d) measures for detection of tampering. He explained that the framework document would be further developed by a subgroup of the IWG on PTI.

105. The Co-Chair of the IWG on PTI sought guidance from WP.29 on elements of its activities related to the framework document on in-service compliance which aimed to address market surveillance mechanisms for the robust verification of compliance of the automotive products. He also requested approval from WP.29 for the extension of the mandate of the IWG on PTI.

106. The representative of the United Kingdom of Great Britain and Northern Ireland suggested editorial correction to the subparagraph (iii) on page 1 to avoid confusions on the possible performance level of a vehicle during its lifetime.

107. The representative of the Netherlands, Chair of GRPE, supported the views expressed on the importance of vehicle performance not only at the time of type approval or when the vehicle is new but also during its lifetime. He mentioned topics addressed by GRPE in that sense, such as durability, in service conformity, real driving emissions determination etc.

108. The representative of OICA confirmed the importance of Periodic Technical Inspection to ensure that vehicles, as long as they remain on the road, are as safe and clean as possible. He however could not agree with several statements in inf. doc. WP29-183-18 and sought guidance on the deliveries related to potential activities on in-service compliance. He mentioned that the document was confusing the role of Type Approval/Conformity of Production testing and PTI testing and considered that the activities of IWG-PTI should be focused on the development of requirements for PTI under the 1997 Agreement, without duplicating or contradicting the requirements of the 1958 Agreement. The expert from CITA, Secretary to the IWG on PTI, explained that some concepts presented to date were still in development and therefore not clearly defined, but that the group could deliver definition that would be valuable for WP.29 work.

109. The World Forum took note of the information provided by the Co-Chair of the IWG on PTI. WP.29 provided guidance for drafting the revised terms of reference of the group. WP.29 considered that the IWG on PTI would not be the primarily responsible group that would deliberate considerations related to market surveillance in relation with the 1958 Agreement and the general in-service compliance.

110. WP.29 approved the request for extension of the mandate of the IWG on PTI until March 2022 and invited the IWG to deliver revised Terms of Reference.

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

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

C. Establishment of new Rules annexed to the 1997 Agreement (agenda item 7.3)

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

D. Update of existing Rules annexed to the 1997 Agreement (agenda item 7.4)

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

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

114. WP.29 noted that no document had 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)

115. WP.29 agreed to defer consideration of this agenda item to the next session.

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

116. The secretariat explained that WP.1 was meeting in parallel and therefore WP.1 Secretary could not attend WP.29. The secretariat informed WP.29 that according to the WP.1 agenda, the global forum was, beyond the activities on Automated Vehicles, reviewing the consolidated resolution on road traffic R.E.1, which also addressed the element of periodic technical inspections.

117. WP.29 took note of the information provided and requested the secretariat to work in close cooperation with the WP.1 secretariat on the update of R.E.1, and to propose that R.E.1 be kept aligned with the provisions of the 1997 Agreement and the UN Rules annexed to it. WP.29 suggested that R.E.1 refers to the UN Rules under the 1997 Agreement and the related resolution R.E.6. WP.29 also encouraged delegates that take part in WP.1 to promote PTI Rules and the 1997 Agreement in the context of updating the content of R.E.1 to avoid duplications and divergences.

118. The representative of the Russian Federation, Co-Chair of the IWG on PTI volunteered to contribute to the ongoing activities.

119. The representative of OICA welcomes the suggested coordination with WP.1 as it would be desirable.

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

Documentation: A/RES/74/299

120. WP.29 recalled the General Assembly Resolution adopted in August 2020 (A/RES/74/299) for the period 2021-2030 and its main objectives relevant to the mandate of work of WP.29:

- (a) Endorsement of the Stockholm Declaration
- (b) Proclamation of a Second Decade of Action for Road Safety 2021 – 2030, with a goal to reduce deaths and injuries by 50 per cent by 2030
- (c) Request for WHO and the UN regional commissions in cooperation with the United Nation Road Safety Coalition (UNRSC) partners and other stakeholders to prepare a plan of action of the Second Decade.
- (d) Decision to convene a high-level meeting of the UN General Assembly no later than the end of 2022.

(e) Invite Member States that have not already done so to consider adopting comprehensive legislation on key risk factors, including the non-use of seat belts, child restraints and helmets, the drinking of alcohol and driving, and speeding;

(f) Reaffirms the role and importance of the United Nations legal instruments on road safety, such as the 1958 and 1998 agreements on technical vehicle regulations, the 1997 agreement on periodic technical inspection of vehicles and commends Member States that have acceded to these international legal instruments on road safety;

(g) Invites Member States that have not already done so to consider adopting policies and measures to implement United Nations vehicle safety regulations or equivalent national standards to ensure that all new motor vehicles meet applicable minimum regulations for the protection of occupants and other road users, with seat belts, airbags and active safety systems fitted as standard equipment;

(h) Encourages Member States that have not yet done so to consider becoming contracting parties to the United Nations legal instruments on road safety and, beyond accession, applying, implementing and promoting their provisions or safety regulations;

121. WP.29 noted the commitment of WP.29 secretariat for the decade 2021-2030 to follow-up the General Assembly resolution decisions and the request of WP.29 stated during the November 2020 session (see ECE/TRANS/WP.29/1155, para. 124). The representative of OICA also offered his help to the WP.29 secretariat.

D. UNRSF project on safer and cleaner used vehicles for Africa (agenda item 8.4)

Documentation: Informal document: WP.29-183-16

122. The secretariat informed WP.29 about activities within the United Nations Road Safety Fund project on Safer and Cleaner Used Vehicles for Africa, which aims to improve safety and environmental performance of vehicles that are imported to Africa through a proposed set of minimum requirements. The secretariat informed WP.29 on project stakeholders and timeline, as well as the activities envisaged under its scope.

123. WP.29 took note of the initiative and its activities, recognizing the contribution of project activities towards facilitating enhanced safety and environmental performance of vehicles that are imported to Africa, and invited the secretariat to regularly update WP.29 about the progress of this project. WP.29 also acknowledged the contribution from the UN Road Safety Fund in supporting this activity.

E. Documents for publication (agenda item 8.5)

Documentation: Informal document: WP.29-183-17

124. WP.29 noted the overview of proposals, adopted at the 182nd session, and their envisaged entry into force.

F. Green NCAP - Independent consumer test and rating programme

Documentation: Informal document: WP.29-183-19

125. The representative from Green NCAP introduced WP.29-183-19 presenting the activities and future plans of the Green NCAP partnership.

126. The representative from the United States of America shared the experience in his country, where the “Smart Way” program rated vehicles according to their environmental performance and top performers given more prominent visibility on United States Environmental Protection Agency (US EPA) website. The tool proved to be effective for consumers and consumer organizations, such as the Consumer Reports which has endorsed the procedure developed by US EPA for their own independent environmental tests. He

insisted that clear and transparent information are key to the success of such rating programs, as well described by Green NCAP.

127. The representative from the UK congratulated Green NCAP for the presentation and welcomed the introduction of a roadmap to widen the coverage, as some vehicles are already rating the maximum five stars. He insisted it would be important to include non-exhaust particles to be monitored and confirmed the continuous support from the UK in Green NCAP.

128. The representative from the Netherlands, Chair of GRPE, welcomed this Green NCAP presentation at WP.29 and the willingness from Green NCAP to use the legislative tools offered by UNECE in their test protocols. He further asked three questions on (1) non-exhaust particulates emissions on the possibility to use the procedure currently under development at GRPE, (2) the possibility by Green NCAP to look at lifetime compliance issues and environmental performance consistency over the years and (3) if the representative from Green NCAP could elaborate on the Life Cycle Assessment (LCA) approaches mentioned.

129. The representative from the EU thanked the representative from Green NCAP for the interesting presentation and agreed that existing emission legislation in the EU had a margin for improvement, and reminded that the EU had started the process to develop Euro 7/VII legislation with a proposal to be released by the European Commission by the end of 2021.

130. The representative from Green NCAP answered that indeed non-exhaust particulates are expected to be included in the near future, and that Green NCAP is likely to use the procedure developed by GRPE once released. On the second question, he indicated that even though NCAP means New Car Assessment Program, Green NCAP is investigating durability issues with a view of including those into the rating, looking at different options such as testing aged vehicles from the fleet, using remote sensing or artificially-aged vehicles.

131. Finally, he emphasized that LCA issues are a hot topic in the present time, and could potentially add big value to the rating system. He mentioned that in the near future, Green NCAP was planning to look at including well-to-wheel fuel life cycle into the rating, instead of the present tank-to-wheel perspective. He also announced LCA consumer tool would be introduced in the course of 2022, but insisted that, to be meaningful, the number of vehicles tested would need to be higher. He also said Green NCAP expected the LCA tool to benefit from all the research and new science now being elaborated on the topic, but he saw that as a longer-term element to be included in the rating.

132. He concluded by thanking WP.29 for the interesting exchange and the opportunity to speak.

XI. Adoption of the report (agenda item 9)

133. The World Forum adopted the report on its 183rd session and its annexes based on a draft prepared by the secretariat under COVID-19 special procedures. The report included sections related to the seventy-seventh session of the Administrative Committee (AC.1) of the 1958 Agreement and to the sixtieth session of the Executive Committee (AC.3) of the 1998 Agreement.

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

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

134. The AC.1 voting followed the special proceedings during COVID-19 period, which had been adopted by all Contracting Parties to the 1958 Agreement under a silence procedure on 26 February 2021. The written procedure, had been initiated on 2 March 2021 18:00h CET and had lasted for 72 hours, ending on 5 March 2021 18:00h CET. The seventy-seventh, online, session of AC.1 was held on 10 March 2021.

135. Of the 56 contracting parties to the agreement, 39 were represented by taking part in the written procedure and at the online AC.1 session, its seventy-seventh session, on 10 March 2021.

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

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

137. 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	50	36	2021/12	36/0/0	Suppl.18 to 11	*
13-H	Brakes of M ₁ and N ₁ vehicles	52	37	2021/13	37/0/0	Suppl.2 to 01	*
18	Anti-theft of motor vehicles	46	33	2021/23	33/0/0	Suppl.4 to 03	*
30	Tyres for passenger cars and their trailers	51	37	2021/2	37/0/0	Suppl.23 to 02	*
41	Noise emissions of motorcycles	48	35	2021/4	35/0/0	Suppl.9 to 04	*
41	Noise emissions of motorcycles	48	35	2021/3	35/0/0	05 series	
46	Devices for indirect vision	48	35	2021/19	35/0/0	Suppl.9 to 04	*
48	Installation of lighting and light-signalling devices	48	35	2021/28	35/0/0	Suppl.19 to 04	*
48	Installation of lighting and light-signalling devices	48	35	2021/29	35/0/0	Suppl.14 to 05	*
48	Installation of lighting and light-signalling devices	48	35	2021/30 as amended by para. 85 above	35/0/0	Suppl.14 to 06	*
48	Installation of lighting and light-signalling devices	48	35	2021/31 as amended by para. 85 above	35/0/0	Suppl.1 to 07	*
53	Installation of lighting and light-signalling devices for L ₃ vehicles	47	35	2021/32	35/0/0	Suppl.4 to 02	*
53	Installation of lighting and light-signalling devices for L ₃ vehicles	47	35	2021/33	35/0/0	Suppl.1 to 03	*
54	Tyres for commercial vehicles and their trailers	50	36	2021/5	36/0/0	Suppl.24 to 00	*
65	Special warning lamps	35	23	2021/34	10/0/13	Suppl.11 to 00	*
67	LPG vehicles	45	32	2021/20	32/0/0	Suppl.1 to 03	*
67	LPG vehicles	45	32	2021/21	32/0/0	Suppl.3 to 02	*

Amendments to existing Regulations							
Regulation No.	Subject of the Regulation	Contracting Parties		Document: ECE/TRANS/WP.29/...	Voting result: for/against/abstentions	Document status	Remark
		applying the Regulation	represented and voting				
74	Installation of lighting and light-signalling devices for mopeds	46	33	2021/35	32/0/1	Suppl.13 to 01	*
74	Installation of lighting and light-signalling devices for mopeds	46	33	2021/36	32/0/1	Suppl.1 to 02	*
75	Tyres for L-category vehicles	47	33	2021/6	33/0/0	Suppl.19 to 00	*
79	Steering equipment	46	34	2021/14	34/0/0	Suppl.4 to 03	*
86	Installation of lighting and light-signalling devices for agricultural vehicles	43	32	2021/37	31/0/1	Suppl.3 to 01	*
97	Vehicle Alarm Systems	41	31	2021/24	31/0/0	Suppl.9 to 01	*
98	Headlamps with gas-discharge light sources	48	36	2021/38	36/0/0	Suppl.10 to 01	*
98	Headlamps with gas-discharge light sources	48	36	2021/39	36/0/0	Suppl.2 to 02	*
106	Tyres for agricultural vehicles and their trailers	50	35	2021/7	34/0/1	Suppl.19 to 00	
107	M ₂ and M ₃ vehicles	50	35	2021/26	35/0/0	09 series	*
113	Headlamps emitting a symmetrical passing-beam	53	38	2021/40	38/0/0	Suppl.7 to 01	*
113	Headlamps emitting a symmetrical passing-beam	53	38	2021/41	38/0/0	Suppl.1 to 02	*
113	Headlamps emitting a symmetrical passing-beam	53	38	2021/42	38/0/0	Suppl.2 to 03	*
116	Anti-theft and alarm systems	53	37	2021/25	37/0/0	Suppl.8 to 00	*
117	Tyre rolling resistance, rolling noise and wet grip	53	37	2021/8 as amended by para. 78 above	37/0/0	Suppl.13 to 02	*
118	Burning behaviour of materials	52	36	2021/27	36/0/0	04 series	*
123	Adaptive front lighting systems	53	38	2021/43	37/0/1	Suppl.10 to 01	*
123	Adaptive front lighting systems	53	38	2021/44	37/0/0	Suppl.2 to 02	*
124	Replacement wheels for passenger cars	52	37	2021/9	35/0/2	Suppl.2 to 00	*
125	Forward field of vision	52	37	2021/22	36/0/1	Suppl.2 to 01	*
141	Tyre pressure monitoring system	56	39	2021/10 and Rev.1	37/0/2	01 series	*
142	Tyre installation	56	39	2021/11	37/0/2	01 series	*
148	Light-Signalling Devices	56	39	2021/45	37/0/2	Suppl.3 to 00	*
149	Road illumination devices	56	39	2021/46	37/0/2	Suppl.3 to 00	*

<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>				
150	Retro-reflective devices	56	39	2021/47	37/0/2	Suppl.3 to 00	*
152	AEBS for M ₁ and N ₁	56	39	2021/15	37/0/0	Suppl.3 to 00	*
152	AEBS for M ₁ and N ₁	56	39	2021/16	37/0/0	Suppl.2 to 01	*
152	AEBS for M ₁ and N ₁	56	39	2021/18	37/0/0	02 series	*
154	WLTP Regulation	56	39	2021/56	37/0/2	Suppl.1 to 00	*
154	WLTP Regulation	56	39	2021/57	37/0/2	Suppl.1 to 01	*
157	ALKS	56	39	2021/17	37/0/0	Suppl.1 to 00	*

<i>New UN Regulations</i>					
<i>UN Regulation No.</i>	<i>Subject of the UN 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>
[160]	Event Data Recorder (EDR)	39	2020/123/ Rev.1	37/0/2	*
[160]	Event Data Recorder (EDR) – 01 series of amendments	39	2021/58	37/0/2	*
[161]	Uniform provisions concerning the protection of motor vehicles against unauthorized use and the approval of the device against unauthorized use (by mean of a locking system)	39	2021/48	38/0/1	*
[162]	Uniform technical prescriptions concerning approval of immobilizers and approval of a vehicle with regard to its immobilizer	39	2021/49	38/0/1	*
[163]	Uniform provisions concerning the approval of vehicle alarm system and approval of a vehicle with regard to its vehicle alarm system	39	2021/50	38/0/1	*

* The European Union voting on behalf of its member States.

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

XIV. Establishment of the Executive Committee AC.3 and election of officers for the year 2021 (agenda item 12)

138. The sixtieth session of the Executive Committee (AC.3) was held on 10 March 2021 and chaired by the representative of the United Kingdom of Great Britain and Northern Ireland. Decision taking and voting followed the special proceedings during COVID-19 period, which had been adopted by all Contracting Parties to the 1998 Agreement under a silence procedure on 26 February 2021. The representatives of 15 of the 38 contracting parties to the agreement attended: Australia, Canada, China, European Union (representing Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, Netherlands, Romania, Slovakia, Slovenia, Spain, and Sweden), India, Japan, Malaysia, Nigeria, Norway, Republic of Korea, Russian Federation, South Africa, Tunisia, United Kingdom of Great Britain and Northern Ireland and United States of America.

139. AC.3 unanimously elected Mr. I. Yarnold, United Kingdom of Great Britain and Northern Ireland as Chair, Mr. T. Korenori, Japan, and Mr. J. Sanchez, United States of America, as vice-Chairs for the year 2021.

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.29

Informal document: WP.29-183-04

140. AC.3 noted the information, as of March 2021, on the status of the Agreement of the Global Registry and of the Compendium of Candidates (ECE/TRANS/WP.29/1073/Rev.29), the status of the priorities of the 1998 Agreement (based on WP.29-183-04 as reproduced in Annex IV to this report) and items on which the exchange of views should continue. AC.3 noted that notifications and the mandatory reports on the transposition process through their Permanent Missions in Geneva to the secretariat, are publicly accessible at: <https://wiki.unece.org/display/TRAN/Home>. AC.3 recalled its agreement to always send the above-mentioned reports and notifications through their Permanent Missions in Geneva and directly to the secretariat (email: edoardo.gianotti@un.org) to ensure updating of the status document, which is the monitoring tool of the agreement.

141. AC.3 noted that since March 2020, no status reports or final notifications were submitted. Therefore, AC.3 warmly reiterated its request to its Contracting Parties to send the above-mentioned status report and notifications as one of the main obligations of the 1998 Agreement. Moreover, it was noted that this action would imply that representatives would 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, if any (agenda item 14.1)

142. AC.3 noted that no proposals for a new UN GTR had been submitted.

B. Proposal for Amendment 3 to UN GTR No. 9 (Pedestrian protection) (agenda item 14.2)

Documentation: ECE/TRANS/WP.29/2021/53
ECE/TRANS/WP.29/2021/54

143. The representatives of the United States of America requested that AC.3 agree to a deferral of the vote on this item due to its final technical evaluation of the amendment earlier this year. They explained that technical experts in the United States had identified how the proposed amendment to UN GTR No.9 on Pedestrian Safety lowers the stringency of the underlying performance requirement for head impact protection. Due to important safety considerations, the United States of America requested additional time to discuss its scientific findings with GRSP. In addition to the need to further evaluate the underlying safety protections as proposed in the amendment, the representatives of the United States of America noted that there are no fewer than three additional amendments pending or being planned, from various contracting parties. Some of which will have a direct impact on the stringency of the UN GTR. In fact, one of these amendments has the potential to improve the stringency of the testing requirements. Therefore, they questioned why WP.29 would adopt the amendment at this session which reduces the stringency of the UN GTR, only to retighten or potentially improve it shortly thereafter. The representatives of the United States of America detailed some of their expert findings and urged the group to pay closer attention to how proposed amendments to UN GTRs relate to each other, take the time to make sure all parties are confident that they are based on the best available scientific evidence available before being presented for adoption to ensure the highest possible levels of safety are attained. The representatives of the United States of America also pointed out that the requested postponement would have no effect on Contracting Parties that operate under the 1958 Agreement because the pending amendment was already incorporated into UN Regulation No. 127. Furthermore, the representatives reminded AC.3 that according to the rules and procedures of the 1998 Agreement (Paragraph 6.2.5.1.), a proposal that is found to be inadequate may be returned to the originating Working Party for revision. Finally, the United States of America representatives also reminded AC.3 that the process of international harmonization of vehicle regulations is an inclusive process, initiated through regulatory activities within the scope of the 1998 Agreement and continued with corresponding activities under the 1958 Agreement, with the aim to encompass the largest representation at the global level.

144. The representative of the European Union argued that the request for postponement on such short notice was undermining the consensus reached by experts after more than six years of discussion in GRSP, based on which the amendment was submitted to the vote in March 2021 WP29 meeting. She stressed that this created a dangerous precedent, whereby any Contracting Party, in disregard of the outcome of work that had already been finalised and validated by the experts, can delay adoption of the legislation and disrupt the procedure at any time. GR level is the one to propose and discuss technical solutions until submission of the draft text for vote. United States of America despite request to this end formulated already in 2015, did not provide any elements for discussion supporting their position, only until March 2021 AC3 session. She stressed that this is not appropriate way of proceeding. She underlined that technical explanations provided by the expert from the United States of America were already examined by GRSP at length (the United States of America had a study reservation on the proposal since 2012), were not endorsed by GRSP and therefore could not be considered at this stage as a basis for postponement by AC.3. She also added that the allegations of lowered stringency of the proposed amendment, the provisions of which are based on UN Regulation No. 127 would create a precedent affecting the credibility of the 1958 Agreement. She underlined that no Contracting Party voiced concerns with regard to the safety levels of Regulation 127, which is a mirror legislation to GTR 9 with the suggested amendment.

145. The representative from Canada proposed to delay the vote until June 2021 in order to retain the work performed so far by GRSP.

146. The expert from Germany expressed his view on the necessary urgency for reaching a solution and called on GRSP to immediately commence with appropriate activities, having

in mind the short timeframe between the upcoming GRSP session in May 2021 and the next AC.3 and WP.29 sessions scheduled for June 2021.

147. Upon repeated consultations with the Committee concerning positions of AC.3 members with respect to the possible establishment of the amendment, the Chair of AC.3 concluded that the support from the Committee to reach consensus was not adequate.

148. AC.3 agreed to defer vote under this agenda item to its June 2021 session pending further discussions concerning the proposal for Amendment 3 to UN GTR No. 9 at the next session of GRSP, scheduled to take place in May 2021. AC.3 requested GRSP to give highest priority to the task and to report back to AC.3 and WP.29 with the greatest urgency on the progress towards a resolution of outstanding matters in this context. AC.3 agreed to keep this item on its agenda for the next session with the expectation to vote on the amendment.

C. Proposal for amendments to the Mutual Resolutions of the 1958 and the 1998 Agreement, if any (agenda item 14.3)

149. AC.3 noted that no proposals had been submitted under this agenda item.

D. Proposal for new Mutual Resolutions of the 1958 and the 1998 Agreement (agenda item 14.4)

Documentation: ECE/TRANS/WP.29/2021/52

150. Submitted for consideration and vote, a proposal for draft Mutual Resolution No. [4] concerning Panoramic Sunroof Glazing (ECE/TRANS/WP.29/2021/52) was adopted on 10 March 2021 by consensus vote of the following contracting parties present and voting: Australia, Canada, the European Union (representing Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, the Netherlands, Romania, Slovakia, Slovenia, Spain and Sweden), India, Japan, Norway, Republic of Korea, Russian Federation, South Africa, United Kingdom of Great Britain and Northern Ireland and United States of America.

151. China, Malaysia, Nigeria and Tunisia abstained from voting.

XVII. – XXIII. (agenda items 15 to 20)

152. AC.3 deferred consideration of agenda items 15 to 20, including respective subitems, to its next session scheduled for June 2021, due to lack of time.

Annex I

[English only]

**List of informal documents (WP.29-183-...) distributed
without a symbol during the 183rd session**

<i>No. WP.29-183-</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	(d)
2	Secretariat	1.	E	Running order of the 183 rd session of WP.29	(b)
3	Secretariat	1.	E	Consolidated agenda	(b)
4	Secretariat	5.1 & 13	E	Status of the 1998 Agreement of the global registry and of the compendium of candidates	(d)
5	GRVA	2.3 & 3.5.5	E	New Assessment/Test Method for Automated Driving (NATM) - Master Document	(a)
6	ETRTO	4.6.6	E	Proposal for amendments to ECE/TRANS/WP.29/2021/8	(d)
7	ETRTO	4.4	E	Request for guidance regarding Contracting Parties not following the provisions of Revision 3 of the 1958 Agreement	(d)
8	GRVA Vice Chair	2.3.	E	Introduction of the Master Document on New Assessment/Test Method (NATM)	(d)
9	ITU	2.3.	E	Spectrum for Vehicle Communications	(d)
10	DETA	4.5	E	Report to 183rd WP.29 session from the 40th IWG on DETA meeting	(d)
11	DETA	4.5	E	Draft report of the 40th session of the IWG on DETA	(d)
12	IWG on EDR / DSSAD	6.2	E	IWG on EDR/DSSAD - status and proposed workplan	(d)
13	European Commission	2.2.	E	Programme of Work of the World Forum for Harmonization of Vehicle Regulations (WP.29) and its Subsidiary Bodies, EC comments	(e)
14	Secretariat.	2.3.	E	Progress report on activities related to Automated Driving Systems and Advanced Driver Assistant Systems	(d)
15	EUROMED	4.4.	E	Question related to accession to the 1958 Agreement	(d)

<i>No. WP.29-183-</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
16	Secretariat	8.4.	E	UNRSF project on Safer and Cleaner Used Vehicles for Africa	(d)
17	Secretariat	8.5	E	Adopted proposals	(d)
18	IWG on PTI	7.1	E	Report to WP.29 about results of the 19 th and 20 th meetings of the Informal Working Group on Periodical Technical Inspections	(d)
19	GreenNCAP	8.6	E	Green NCAP: Independent consumer test and rating program Link to UNECE and next steps	(d)

Notes:

- (a) Endorsed and issue as official document for the next session.
- (b) Adopted or endorsed.
- (c) Continue or postpone consideration to the next session.
- (d) Consideration completed or to be superseded
- (e) Referred to GR(s)/IWG for consideration

Annex II

[English only]

**World Forum for Harmonization of Vehicle Regulations
(WP.29):
Working Parties, Informal Working Groups and Chairs
on 11 March 2021**

	<i>Working Parties and informal working groups</i>	<i>Chair/Co-Chairs Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
WP.29	World Forum	Mr. A. Erario Mr. S. Anikeev	Italy Russian Federation	2022
	Intelligent Transport Systems (ITS)	Mr. T. Korenori Mr. I. Yarnold Ms. J. Doherty	Japan UK USA	March 2025
	Electronic Database for the Exchange of Type Approval documentation (DETA)	Mr. S. Paeslack	Germany	June 2021
	International Whole Vehicle Type Approval (IWVTA)	Mr. T. Onoda	Japan	November 2022
	Enforcement Working Group	N.N.		2020
	Periodic Technical Inspections (PTI)	Mr. H. P. Weem Mr. V. Komarov	Netherlands Russian Federation	March 2022
GRBP	Noise and Tyres	Mr. S. Ficheux Mr. A. Bocharov	France Russian Federation	2021
	Quiet Road Transport Vehicles (QRTV UN GTR)	Mr. H. Mohammed Mr. I. Sakamoto	USA Japan	December 2021
	Additional Sound Emission Provisions (ASEP)	Mr. B. Schuttler Mr. D. Xie Mr. K. Okamoto	Germany China Japan	January 2022
	Wet grip performance for tyres in worn state (WGWT)	Mrs. E. Collot Mr. A. Vosinis	France EC	September 2022
	Measurement Uncertainties (MU)	Mr. T. Berge	Norway	January 2022
GRE	Lighting and Light-Signalling	Mr. T. Kärkkäinen Mr. D. Rovers	Finland Netherlands	2021
	Simplification of the Lighting and Light Signalling Regulations (SLR)	Mr. D. Rovers M. A. Lazarevic	Netherlands EC	December 2022
GRPE	Pollution and Energy	Mr. A. Rijnders Mr. D. Kay	Netherlands UK	2021
	Environmental and Propulsion Performance Requirements of L-category vehicles (EPPR)	Mr. A. Perujo Mr. S. Yamamura	EC Japan	December 2025
	Electric Vehicle and Environment (EVE)	Mr. M. Olechiw Mrs. C. Chen Mr. H. Ishii	USA China Japan	June 2021
	Particle Measurement Programme (PMP)	Mr. G. Martini	EC	June 2021
	Vehicle Interior Air Quality (VIAQ)	Mr. A. Kozlov Mr. J. Lim	Russian Federation Republic of Korea	November 2025

	<i>Working Parties and informal working groups</i>	<i>Chair/Co-Chairs Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
	Global Real Driving Emissions (RDE)	Ms. P. Dilara Mr. S. Yamamura Mr. J. Park	EC Japan Republic of Korea	November 2021
GRVA	Automated/Autonomous and Connected Vehicles	Mr. R Damm Ms. C. Chen Mr. T. Onoda	Germany China Japan	2021
	Functional Requirements for Automated and Autonomous Vehicles (FRAV)	Mr. E. Wondimneh ³ Ms. C. Chen. ¹ Mr. R. Damm ¹	USA China Germany	March [2020]
	Validation Method for Automated Driving (VMAD)	Mr. T. Onoda ¹ Mr. P. Striekwold ¹ Mr. I. Sow ¹	Japan Netherlands Canada	December [2020]
	Cyber Security and Over-The-Air software updates (CS/OTA)	Mr. T. Niiikuni ¹ Dr. D. Handley ¹ Ms. M. Versailles	Japan UK USA	November 2022
	Event Data Recorder / Data Storage System for Automated Driving (EDR/DSSAD)	Mr. T. Guiting ¹ Mr. T. Tokai Mrs. J. Doherty ¹	Netherlands Japan USA	December 2022
	Advanced Emergency Braking Systems (AEBS) for M ₁ and N ₁	Mr. A. Lagrange ¹ Mr. T. Hirose ¹	EC Japan	March 2022
	AEBS for heavy vehicles	Mr. P. Seiniger ¹ Mr. T. Hirose ¹	Germany Japan	March 2022
GRSP	Passive Safety	Mr M. Koubek Mr H. G. Kim	USA Republic of Korea	2021
	Harmonization of Side Impact Dummies			Tbd
	UN GTR No. 9 on Pedestrian Safety Deployable – Pedestrian Protection Systems (DPPS)	Mr. J. S. Park	Republic of Korea	November 2022
	Electric Vehicle Safety (EVS) – Phase 2	Mr. M. Koubek Mr. A. Lazarevich Ms. C. Chen	USA, EC and China Vice-Chair	December 2021
	Specification of the 3D-H machine	Mr. L. Martinez	Spain	Tbd
	Hydrogen and Fuel Cell Vehicles (HFCV) – Phase 2	Mr. M. Koubek Ms. Y. Sakamoto ¹ Ms. C. Chen	USA Japan and China and Republic of Korea Vice-Chairs	June 2022
	Protective Helmets	Mr. L. Rocco	Italy	suspended
	Safer Transport of Children in Buses and Coaches	Ms. Marta Angles	Spain	March 2023

³ IWG Co-Chairs

	<i>Working Parties and informal working groups</i>	<i>Chair/Co-Chairs Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
GRSG	General Safety	Mr. A. Erario Mr. K. Hendershot	Italy Canada	2021
	Panoramic Sunroof Glazing (PSG)	Mr. S. Eom Mr. T. Fuhrmann	Republic of Korea Germany	April 2020
	Awareness of Vulnerable Road Users proximity (VRU-Proxi)	Mr. Y. Matsui Mr. P. Broertjes	Japan EC	April 2022
	Behaviour of M ₂ and M ₃ category vehicles' general construction in case of fire events (BMFE)	Mr. F. Herveleu	France	October 2021

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

	<i>Committees</i>	<i>Chair Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
AC.1	Administrative Committee of the 1958 Agreement	Mr. A. Erario Mr. S. Anikeev	Italy Russian Federation	N.a.
AC.2	Administrative Committee for the coordination of work	Mr. A. Erario	Italy	2022
AC.3	Executive Committee of the 1998 Agreement	Mr. I. Yarnold Mr. T. Korenori Mr. J. Sanchez	UK Japan USA	2022
AC.4	Administrative Committee of the 1997 Agreement	Mr. B. Kisulenko	Russian Federation	N.a.

Annex III

[English only]

Draft calendar of sessions for 2021

Changes to be expected due to COVID-19 pandemic and/or UN financial crises

Month	Meeting (title and session No.)	Dates proposed	Schedule	Half-days	Interpretation	12 weeks deadline	Delegates
JANUARY	Working Party on General Safety Provisions (GRSG) (120 th session)	11	pm	1	Yes	19.10.2020	120
JANUARY	Working Party on Pollution and Energy (GRPE) (82 nd session)	12-15	p.m./p.m.	4	Yes	20.10.2020	150
JANUARY	Working Party on Noise and Tyres (GRBP) (73 rd session)	26-29	p.m./p.m.	4	Yes	3.11.2020	120
FEBRUARY	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (9 th session)	1-5	p.m./p.m.	5	Yes	16.11.2020	220
MARCH	Administrative Committee for the Coordination of Work (WP.29/AC.2) (135 th session)	8-9	p.m./a.m.	2	No		35
MARCH	World Forum for Harmonization of Vehicle Regulations (WP.29) (183 rd); Admin. Committee of the 1958 Agreement (AC.1: 77 th session); Executive Committee of the 1998 Agreement (AC.3: 60 th session); Admin. Committee of the 1997 Agreement (AC.4: 19 th session)	9-11 (10 10-11)	p.m./p.m. (p.m. p.m./a.m.)	4	Yes	8.12.2020	160
APRIL	Working Party on General Safety Provisions (GRSG) (121 st session)	12-16	p.m./p.m.	5	Yes	18.01.2021	120
APRIL	Working Party on Lighting and Light-Signalling (GRE) (84 th session)	26-30	p.m./p.m.	5	Yes	1.02.2021	120
MAY	Working Party on Passive Safety (GRSP) (69 th session)	17-21	p.m./p.m.	5	Yes	22.02.2021	120
MAY	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (10 th session)	25-28	p.m./p.m.	4	Yes	2.03.2020	180
JUNE	Working Party on Pollution and Energy (GRPE) (83 rd session)	1-4	p.m./p.m.	4	Yes	9.03.2021	150
JUNE	Administrative Committee for the Coordination of Work (WP.29/AC.2) (136 th session)	21-22	p.m./a.m.	2	No		35
JUNE	World Forum for Harmonization of Vehicle Regulations (WP.29) (184 th session); Admin. Committee of the 1958 Agreement (AC.1: 78 th session); Executive Committee of the 1998 Agreement (AC.3: 61 st session); Admin. Committee of the 1997 Agreement (AC.4: 20 th session)	22-24 (23 22)	p.m./p.m. (a.m. p.m.)	4	Yes	30.03.2021	160
SEPTEMBER	Working Party on Noise and Tyres (GRBP) (74 th session)	15-17	p.m./p.m.	5	Yes	28.6.2021	120
SEPTEMBER/ OCTOBER	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (11 th session)	27-01	p.m./a.m.	8	Yes	6.07.2021	180
OCTOBER	Working Party on General Safety Provisions (GRSG) (122 nd session)	12-15	a.m./a.m.	7	Yes	20.07.2021	120
OCTOBER	Working Party on Lighting and Light-Signalling (GRE) (85 th session)	26-29	a.m./a.m.	7	Yes	3.08.2021	120
NOVEMBER	Administrative Committee for the Coordination of Work (WP.29/AC.2) (137 th session)	15	a.m./p.m.	2	No		35
NOVEMBER	World Forum for Harmonization of Vehicle Regulations (WP.29) (185 th session); Admin. Committee of the 1958 Agreement (AC.1: 79 th session); Executive Committee of the 1998 Agreement (AC.3: 62 nd session); Admin. Committee of the 1997 Agreement (AC.4: 21 st session)	16-19 (17 17-19)	a.m./a.m. a.m. p.m./a.m. p.m./a.m.	7	Yes	21.08.2021	160
DECEMBER	Working Party on Passive Safety (GRSP) (70 th session)	6-10	p.m./a.m.	8	Yes	13.09.2021	120
		TOTAL: 89 half days instead of 111 half days 44.5 =(55.5) days					

Except the three sessions of the Administrative Committee (WP.29/AC.2) (without interpretation), all sessions are PUBLIC if held in the Palais des Nations

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

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

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

The sessions of 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.

Annex IV

[English only]

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

Situation on priorities and proposals to develop UN GTRs as of 5 March 2021

GRVA

Item	Informal group (Yes–No)/ Chair & Vice- Chair		Tech. sponsor	Formal proposal (ECE/TRANS/ WP.29/...)	Proposal for a draft UN GTR (ECE/TRANS/WP.29/..)	State of play/Comments
	Yes	No				
Amendment 1 to UN GTR No. 8 (ESC)	No		Korea	AC.3/56	GRVA/2020/34	GRVA is reviewing the proposal tabled by the expert from Korea.

GRSP

Item	Informal group (Yes–No)/ Chair & Vice-Chair		Tech. sponsor	Formal proposal (ECE/TRANS/ WP.29/...)	Proposal for a draft UN GTR (ECE/TRANS/WP.29/..)	State of play/Comments
	Yes	No				
Phase 2 of UN GTR No. 7 (Head Restraints)	Yes/UK		Japan	AC.3/25/ Rev.1	ECE/TRANS/180/A dd.7/Amend.1 ECE/TRANS/180/A dd.7/App.1/ Amend.1	AC.3 established Amend.1 to UN GTR No. 7. GRSP is expected to finalize discussion on of a draft Addendum 1 to the M.R.1 at its May 2021 session.
Amendment 3 to UN GTR No. 9			Netherlands	AC.3/31	GRSP/2012/2 (Final report) GRSP/2014/5 (final text of the Amend.)	At its July 2020 session GRSP recommended Amendment 3 (points of contact of headform impactors) to be voted at the March 2021 session of AC.3. GRSP will continue considering the issue of adjustable suspension systems at its May 2021 session.
Amendment 4 to UN GTR No. 9			Republic of Korea	AC.3/45/Rev.1 2018/162 (ToR)		AC.3 endorsed the ToR of IWG-DPPS (.../2018/162). GRSP will resume consideration on Amendment 4 to the UN GTR to provide the test procedure for deployable systems of the outer surface to ensure an adequate protection of pedestrians at its May 2021 session.
Phase 2 of UN GTR No. 13 (HFCV)			Japan, Republic of Korea and the European Union	AC.3/49 2018/75 (ToR)		The ToR of IWG were endorsed at June 2018 session of AC.3 (ECE/TRANS/WP.29/2018/75). The mandate of the IWG was extended until June 2022.

* Information on the contracting parties (38), the Global Registry and the Compendium of Candidates are in document ECE/TRANS/WP.29/1073/Rev.26.

Item	<i>Informal group</i> (Yes–No)/ Chair & Vice-Chair		<i>Tech. sponsor</i>	<i>Formal</i> <i>proposal</i> (ECE/TRANS/ WP.29).../	<i>Proposal for a draft UN</i> <i>GTR</i> (ECE/TRANS/WP.29/..)	<i>State of play/Comments</i>
UN GTR No. 14 (PSI)	Yes/ Australia	Australia		AC.3/28		No new information was provided.
UN GTR No. 20 (EVS) – Phase 2	Yes/USA/ European Union/ Japan/ China	European Union/ Japan/ USA/ China		AC.3/50 & Corr.1 (authorizat ion to develop Phase 2)		GRSP started Phase 2 concerning the long-term research.

GRPE

Item	<i>Informal group</i> (Yes–No)/ Chair & Vice-Chair		<i>Tech. sponsor</i>	<i>Formal</i> <i>proposal</i> (ECE/TRANS/ WP.29/...)/	<i>Proposal for a draft</i> <i>UN GTR</i> (ECE/TRANS/WP.29/..)	<i>State of play/Comments</i>
Amend. 4 to UN GTR No. 2 (WMTC)	Yes/European Union (EPPR)	European Union		AC.3/36/ Rev.1 (based on 2015/113)		AC.3 adopted the Amend. 4 at its November 2019 session.
[Amend. 4] to UN GTR No. 4 (WHTC)	No	Japan		AC.3/20 (based on 2007/42)		GRPE adopted during the January 2021 session.
Amend. 6 to UN GTR No. 15 (WLTP)	Yes/ Netherlands (WLTP)	European Union/ Japan		AC.3/44 (based on 2016/73)		AC.3 adopted during the November 2020 session.
Amend. 1 to UN GTR No. 18 (OBD for L-cat)	Yes/European Union (EPPR)	European Union		AC.3/36/ Rev.1 (based on 2015/113)		AC.3 adopted during the November 2020 session.
Amend 3 to UN GTR No. 19 (WLTP EVAP)	Yes Netherlands (WLTP)	European Union/ Japan		AC.3/44 (based on 2016/73)		AC.3 adopted the Amend. 3 at its June 2020 session
UN GTR No. 21 on the Determination of Electrified Vehicle Power (DEVF)	Yes/USA/ China/ Japan	Canada/ China/European Union/ Japan/USA		AC.3/53/ Rev.1		AC.3 adopted during the November 2020 session.
UN GTR No. [XX] on Global Real Driving Emissions (RDE)	Yes/European Union/ Japan/ Rep. of Korea	European Union/ Japan/ Rep. of Korea		AC.3/54		AC.3/51 amended by AC.3/54; UN GTR expected at AC.3 in [June 2021]
UN GTR No. [XX] on in- vehicle battery durability	Yes/USA/ China/ Japan	Canada/ China/European Union/ Japan/USA		AC.3/57		AC.3/57 adopted by AC.3 at its June 2020 session

GRBP

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

GRSG

<i>Item</i>	<i>Informal group (Yes-No)/ Chair & Vice-Chair</i>		<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/ WP.29/...)/</i>		<i>Proposal for a draft UN GTR (ECE/TRANS/WP.29/...)</i>	<i>State of play/Comments</i>
Panoramic Sunroof Glazing (PSG)	Yes/Rep. of Korea/ Germany		Rep. of Korea	AC.3/41			WP.29/AC.3 extended the mandate of the IWG on PSG until April 2020. In the meantime, AC.3 established in the Global Registry Corrigendum 2 to UN GTR No. 6 (to clarify the scope).
Amendments to UN GTR No.6 (Safety Glazing)	<i>No</i>		India	AC.3/52			AC.3 endorsed the authorization (2018/167) to develop an amendment to UN GTR No. 6 on thinner laminated-glass panes for front of upper deck of double decked buses.

Subjects for exchange of views

<i>Working Party</i>	<i>Item</i>	<i>Inf. group (Yes-No)/ Chair & Vice-Chair</i>		<i>Tech. sponsor</i>	<i>Formal proposal ECE/TRANS/WP.29/...</i>		<i>State of play.</i>
GRSP	Crash compatibility	<i>No</i>		No	---		No new information was provided.
GRSP	Harmonized side impact dummies	<i>Yes</i>		USA	2010/88 (second progress report)		AC.3 was informed on the progress made in relation to the 5th percentile female dummy and noted that a redesign of the dummy might be necessary. AC.3 extended the mandate of the IWG until December 2017.
WP.29	ITS	<i>No</i>		---	---		No new information was provided to AC.3.
WP.29	New technology not yet regulated	<i>No</i>		No	---		Exchange of views on priorities for work on new technologies including automated driving functionalities, in-vehicle communications, cyber security and data protection took place under AC.2 (para. 10 of the report)

Amendment proposal to Programme of Work of the World Forum for Harmonization of Vehicle Regulations and its Subsidiary Bodies by the European Commission

Based on informal document WP.29-183-13. The original document contains comments balloons that could not be incorporated in this annex.

Main topics of work of the World Forum for Harmonization of Vehicle Regulations and its subsidiary bodies

The World Forum for Harmonization of Vehicle Regulations has aligned its work to the Agenda 2030 incorporating into its regulatory framework the technological innovations of vehicles to make them safer and more environmentally sound and thus contributing to the implementation of SDGs 3, 7, 9, 11 and 13.

The Inland Transport Committee (ITC), at its eighty-first annual session in 2019 adopted the ITC Strategy until 2030, invited its subsidiary bodies to take follow-up actions aligning their work with the strategy. In June 2019, the ITC Chair invited all Chairs of Working Parties or Administrative Committees to support in the implementation of the ITC Strategy by proposing a concrete plan aligning the work of their Working Party or Administrative Committee with the ITC strategy.

For the implementation of the ITC strategy ITC identified that, apart from the regular work, the subsidiary bodies need to undertake the following tasks in the Strategy (only those relevant to WP.29 are displayed):

(a) Amendments to the legal instruments with geographical and procedural barriers by 2025 (all WPs/SCs and ACs)

(b) Review of relationship of the existing legal instruments and recommendations by 2022 (all WPs/SCs and ACs to review the legal instruments in the context of different clusters, namely safety, cross-border efficiency, environment and connectivity)

(c) Identification of additional necessary legal instruments (Based on the review, all WPs/SCs and ACs to identify gaps of the legal instruments fully meet the needs for safety, cross-border efficiency, environment and connectivity)

...

(e) Exploring possible new legal instruments from 2020 (all WPs/SCs and ACs based on the above item c)

(f) Further expand global participation in, and cooperation between, WP.1 and WP.29

(g) Update DETA and host it at ECE from 2022 onwards (WP.29)

...

(j) Identify, foster and facilitate the introduction of new technologies in the rail, road, road-based mobility, inland waterway, logistics, intermodal transport until 2030 (all WPs/SCs and ACs)

(k) Enhance support to automated vehicles from 2019, including continuation of amendments to the existing legal instruments and standards, and possible development of new agreement(s), both if necessary (WP.1 and WP.29)

(l) New training standards and competency criteria from 2022 (all WPs/SCs and ACs with legal instruments)

...

(q) New tools and activities from 2019, e.g. - THE PEP; further development of local pollutant module of ForFITS; reviews on green transport and mobility (WP. 5, WP.29)

...

In conclusion and considering ITC's special priority of global interest, Road Safety, the top priorities for the work of the World Forum for Harmonization of Vehicle Regulations are related to vehicle safety, including the field of automated vehicles paving the way for a regulatory framework supporting the introduction of these emerging technologies towards future autonomous vehicles, and to environmental protection and climate change mitigation. A detailed list of UN Regulations, UN GTRs, UN Rules and Resolutions for discussion at the upcoming sessions of WP.29 is shown in Table 1.

1. Further development and implementation of the three Vehicle Agreements

1.1. **1958 Agreement:** Following the adoption and entry into force of Revision 3 of the 1958 Agreement on 14 September 2017, the requirements for International Whole Vehicle Type Approval (IWVTA) are to be further developed within UN Regulation No. 0. and DETA to be further developed by adding the modules for Unique Identifier (UI) and Declaration of Conformance (DoC).

1.2. **1997 Agreement:** Amendments to the agreement entered into force on 13 November 2019 introducing elements related to the performance and quality of periodic technical inspections. These endeavours were underpinned by resolution R.E.6 covering skills and training for inspectors, requirements for testing equipment and supervision of test centres. Two additional rules were established covering vehicles with gaseous fuels and electric or Hybrid electric propulsion systems. Access to information necessary for performance of periodic technical inspection of modern vehicles and their electronic controlled safety components needs to be addressed.

1.3. **1998 Agreement:** Following the establishment of Special resolution S.R.3, the implementation of the agreement will be followed with a more strategic approach by identifying key elements that define elements the work will focus on.

2. Horizontal activities

2.1. Performance requirements outside test conditions (ECE/TRANS/WP.29/1126, para. 21) and whole life compliance are elements to be considered in all areas of work both in WP.29 and in all GRs.

3. Main topics of the Subsidiary Bodies

3.1. At the 178th, 179th and 180th session of WP.29, all GRs were invited to perform a review of their activities and to identify top priorities of their work. The outcome of this review provided the basis for the establishment of the Programme of Work of the World Forum for Harmonization of Vehicle Regulations (WP.29) and its Subsidiary Bodies for the year 2020 and beyond (ECE/TRANS/WP.29/1145, para. 7 and ECE/TRANS/WP.29/1149, para.). There was common agreement that in addition to the work on top priorities, existing UN Regulations, UN GTRs and UN Rules would need to be updated for keeping pace with technical progress on a continuous basis. GRs identified the following main priorities of work for 2020:

3.1.1. GRBP main topics are the work on real driving Additional Sound Emission provision (ASEP), for Quiet Road Transport Vehicles (QRTV), Reverse Warning System (RWS), Measurement Uncertainties, as well as Wet Grip on Worn Tyres (WGWT). Further activities are relating to new traction tyre definition, TPMS and vehicle type definition for sound measurements

A detailed list of priority activities of GRBP is presented in Table 2.

3.1.2. GRE is continuing the work on simplification of the lighting regulations following the establishment of the UN Regulations Nos. 148,149 and 150 as well as Resolution R.E.5 on the common specification of light source categories. Once the first stage of simplification is finalized, in the second stage, GRE will focus on introducing technology neutral

requirements, also taking into account work to avoid glare and to ensure good visibility for dipped beam headlamps. Installation requirements will be updated by new Series of Amendments for Regulation No. 48 (R53, R74, R86). EMC issues will be specifically addressed for certain vehicles (e.g. for electrical vehicles) as well as a suitable application of Unique Identifier for lighting regulations.

A detailed list of priority activities of GRE is presented in Table 3.

3.1.3. GRPE main area of work is related to improvement of exhaust emissions requirements to ensure real drive performance on the road, new propulsion energy including in-vehicle battery durability or hydrogen systems as well as particulate emissions: Provisions to limit airborne particulates from different sources e.g. sub-23 nm exhaust particles and particulates stemming from brake emissions and/or tyre wear.

A detailed list of priority activities of GRPE is presented in Table 4.

3.1.4. GRVA is establishing further elements for the UN vehicle regulatory framework towards automated driving. This includes Functional Requirements for automated / autonomous vehicles, New assessment / Test methods, Cyber security and (Over-the-Air) Software updates and Data Storage System for Automated Driving vehicles (DSSAD). GRVA will further elaborate requirements for Advanced Driver Assistance Systems (ADAS) based on the UN Regulation No.79, Automated Driving Systems extending UN Regulation No.157 and Automated Emergency Braking Systems (AEBS) based on UN Regulation No.131.

A detailed list of priority activities of GRVA is presented in Table 5.

3.1.5. GRSG work will focus on finalizing step I for Event Data Recorder (EDR) with a new UN Regulation and performance requirements for EDR suitable for both 1958 and 1998 Agreements, on driver's field of vision assistant systems and vehicle connectivity elements related to virtual keys.

A detailed list of activities of GRSG is presented in Table 6.

3.1.6. GRSP focuses its work on crashworthiness, passive safety with regard to new seating configurations in automated/autonomous vehicles and electric vehicle safety. Further work priorities are Child Restraint Systems, update of UN crash regulations following revised EU General Safety Regulation and head restraints.

A detailed list of priority activities of GRSP is presented in Table 7.

Table 1
Subjects under consideration by the World Forum (WP.29)

<i>Subject</i>	<i>Document symbol ECE/TRANS/WP.29/...</i>	<i>Documentation availability</i>
0. Intelligent Transport Systems (ITS)		
0.1. Update of ITS Road Map		
1.0. Automated/Autonomous Driving		
1.0.1. Framework document on automated/autonomous vehicles.		
1.0.2. Functional Requirements for automated / autonomous vehicles		
1.0.3. New assessment / Test method		
1.0.4. Cyber security and (Over-the-Air) Software updates		
1.0.5. Event Data Recorder (EDR)		
1.0.6. Data Storage System for Automated Driving vehicles (DSSAD)		
1.1. 1958 Agreement		For document symbols and its availability, please refer to the agenda (1156)
1.1.1. Proposal for amendments to UN Regulations to be considered at the March 2021 session		
UN regulation No.:		
13 (Heavy vehicle braking)		
13-H (Brakes of M ₁ and N ₁ vehicles)		
18 (Anti-theft of motor vehicles))		
30 (Tyres for passenger cars and their trailers)		
41 (Noise emissions of motorcycles)		
46 (Devices for indirect vision)		
48 (Installation of lighting and light-signalling devices)		
54 (Tyres for commercial vehicles and 53 (Installation of lighting and light-signalling devices for L ₃ vehicles)		
65 (Special warning lamps)		
67 (LPG vehicles)		
75 (Tyres for L-category vehicles)		
79 (Steering equipment)		
74 (Installation of lighting and light-signalling devices for mopeds)		
86 (Installation of lighting and light-signalling devices for agricultural vehicles)		

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
97 (Vehicle Alarm Systems)		
98 (Headlamps with gas-discharge light sources)		
106 (Tyres for agricultural vehicles and their trailers)		
107 (M ₂ and M ₃ vehicles)		
113 (Headlamps emitting a symmetrical passing-beam)		
116 (Anti-theft and alarm systems)		
117 (Tyre rolling resistance, rolling noise and wet grip)		
118 (Burning behaviour of materials)		
123 (Adaptive front lighting systems)		
124 (Replacement wheels for passenger cars)		
125 (Forward field of vision)		
141 (Tyre pressure monitoring system)		
142 (Tyre installation)		
148 (Light-Signalling Devices)		
149 (Road illumination devices)		
150 (Retro-reflective devices)		
152 (AEBS for M ₁ and N ₁)		
154 (WLTP Regulation)		
157 (ALKS)		
1.1.2. Proposal for new UN Regulations to be considered at the November 2020 session		
Proposal for new UN Regulation on Event Data Recorder (EDR)		
Proposal for a new UN Regulation on uniform provisions concerning the protection of motor vehicles against unauthorized use and the approval of the device against unauthorized use (by mean of a locking system)		
Proposal for a new UN Regulation on uniform technical prescriptions concerning approval of immobilizers and approval of a vehicle with regard to its immobilizer		
Proposal for a new UN Regulation on uniform provisions concerning the approval of vehicle alarm system and approval of a vehicle with regard to its vehicle alarm system		

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
1.1.3. Status of the Agreement and of the annexed UN Regulations, including the latest situation report	343/Rev.29	
1.1.4. Development of an International Whole Vehicle Type Approval (IWVTA) system,		
1.1.5. Consideration of amendments to the 1958 Agreement.		
1.1.6. Development of an electronic database for the exchange of type approval documentation (DETA)		
1.2. 1998 Agreement (Global)		For document symbols and its availability, please refer to the agenda (1156)
1.2.1. Consideration of draft UN GTRs and amendments to them to be considered at the November 2020 session		
Nil		
1.2.2. Consideration of Mutual Resolutions		
Proposal for a draft Mutual Resolution No. [4] concerning Panoramic Sunroof Glazing		
1.2.3. Guidance for the development of UN GTRs:		
Nil		
1.2.4. Progress on the development of new UN GTRs and of amendments to established UN GTRs		
1.2.5. Progress on the development of new UN GTRs and of amendments to established UN GTRs		
1 (Doors locks and door retention components)		
2 (Worldwide Motorcycle emission Test Cycle (WMTC))		
3 (Motorcycle braking)		
4 (Worldwide Heavy-Duty vehicle emission test Cycle (WHDC))		
5 (On-Board Diagnostic Systems (OBD))		
6 (Safety glazing)		
7 (Head restraints)		
8 (Electronic stability control systems (ESC))		
9 (Pedestrian safety)		
10 (Off-cycle emissions (OCE))		
11 (Agricultural and forestry tractors and non-road mobile machinery emission test procedures)		

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
12 (Motorcycle Controls, Tell-tales and Indicators)		
13 (Hydrogen and Fuel Cell Vehicles (HFCV) – Phase 2)		
14 (Pole Side Impact (PSI))		
15 (Worldwide harmonized Light vehicle Test Procedures (WLTP) – Phase 2)		
16 (Tyres)		
Amendment 2 adopted at the 181 st WP29 session (June 2020).		
ETRTO proposed at the 72 nd GRBP (September 2020) a roadmap for transposition of the GTR 16 provisions in UNECE Regulations.		
Such discussion has not started yet in GRBP.		
17 (Crankcase and evaporative emissions for two- or three-wheeled motor vehicles)		
18 (On-board diagnostics for two- or three-wheeled motor vehicles)		
19 (EVAPorative emission test procedure for the Worldwide harmonized Light vehicle Test Procedure (WLTP EVAP))		
20 (Electric Vehicles Safety (EVS))		
Draft UN GTR on Quiet Road Transport Vehicles (QRTV)		
No progress since 2018, due to work stop by USA (Chair).		
The 72 nd GRBP (September 2020) decided to extend the mandate of IWG on Quiet Road Transport Vehicles for the Global Technical Regulation (GTR) until December 2021. At the 73 rd GRBP (January 2021) USA informed to discuss internally and inform again the 74 th GRBP (September 2021).		
Draft UN GTR on Global Real Driving Emissions (GRDE)		
Draft UN GTR on determination of electrified vehicle power (Electric vehicles and the environment)		
1.2.6. Exchange of views on items for new UN Global Technical Regulations		
Harmonization of side impact		
Specifications for the 3-D H point machine		
Event Data Recorder (EDR)		

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
1.3. 1997 Agreement (Inspections)		For document symbols and its availability, please refer to the agenda (1156)
1.3.1. Future development of the Agreement		
1.3.2. Consideration of new UN Rules		Nil
1.3.3. Update of existing UN Rules		Nil
1.3.4. Amendments to Resolution R.E.6		

Table 2
Subjects under consideration by the Working Party on Noise and Tyres (GRBP)

GRBP							
Priority/ recurrent	Title	Tasks / Deliverables	References	Allocations / IWGs	Timeline	Chair/Initiator	Comments
Priority	Real Driving Additional sound emission Provisions (ASEP)	Real driving sound emissions and the extended work of IWG ASEP such as manipulation-safe active components and software, anti-tampering, ASEP NORESS	R 51, R 41	IWG ASEP	<ul style="list-style-type: none"> GRBP January 2021: Informal document for amendments to UN-R51-04 GRBP September 2021: Working document UN-R51-04 (M₁, N₁ vehicles) 	Chair: Germany Secretariat: OICA	M ₁ , N ₁ L ₃ and their NORESS
Priority	Wet Grip on Worn Tyres (WGWT)	Additional prescriptions regarding performances on Wet Grip of Worn Tyres to be added in R 117.	R 117	IWG WGWT	<ul style="list-style-type: none"> GRBP September 2021: Working document for amendments to UN-R117 on C1 tyres and possibly C2, C3 tyres GRBP September 2022: Working or informal document for amendments to UN-R117 on C2, C3 tyres 	Co- Chairs: France & European Commission Secretariat: ETRTO	C2, C3 to be considered in the timeline, subject to agreement of the IWG and GRBP (change of Terms of Reference submitted by EC expert to GRBP January 2021).
Priority	Measurement Uncertainties	Assessment of measurement uncertainties and track alignment	R51 R117 R41	IWG -MU	<ul style="list-style-type: none"> GRBP January 2021: Informal document for amendments to UN-R51 & UN-R117 GRBP September 2021: <ul style="list-style-type: none"> Working document for amendments to UN-R51 & UN-R117 Informal document containing general Guidelines GRBP January 2022: Working document 	Chair: Norway Secretariat: OICA	R 51: Noise R117: Noise Other regulations: Deadline to be defined

<i>GRBP</i>							
<i>Priority/ recurrent</i>	<i>Title</i>	<i>Tasks / Deliverables</i>	<i>References</i>	<i>Allocations / IWGs</i>	<i>Timeline</i>	<i>Chair/Initiator</i>	<i>Comments</i>
					containing general Guidelines		
Priority	Reverse Warning Sound (RWS)	Harmonisation of Reverse Warning Sound requirements (Components and vehicles) with the aim of lower sound emissions on a high safety level. MOIS, Reversing Safety, Camera Monitor systems as an alternative to RWS	New Regulation	TF-RWS	GRBP September 2021: Working document	Chair: Japan Secretariat: OICA	M2>3,5tons, N2, M3, N3
Potential	New traction tyre definition	Introduction of new Traction definition for C2 and C3 tyres	R 117	GRBP	GRBP September 2021		C2, C3
Potential	Noise limits	Revision of limit values Phase 3 (considering new technologies and tyre noise related to UN R51-03)	1	Task Force to be initiated	Article 11 of EU Regulation 540/2014, for the EC study on sound level limits, that should be published by 1/7/2021	to be decided in January 2021	M, N
Potential	Type definition	Consideration on tolerances for type defining parameters and selection scheme for a representative vehicle	R51 R41				

Subjects under consideration by the Working Party on Noise and Tyres (GRBP)

<i>Subject</i>	<i>Document symbol</i> ECE/TRANS/WP.29/...	<i>Documentation</i> availability
2.1. 1958 Agreement		For document symbols and its availability, please refer to the agenda of the seventy-third session (GRBP/2021/1)
2.1.1. Proposal for draft amendments to existing UN Regulations (1958 Agreement):		
Part 1 – Noise:		
41 (Noise of motorcycles);		
Part 2 – Tyres:		
30 (Tyres for passenger cars and their trailers);		
54 (Tyres for commercial vehicles and their trailers)		
75 (Tyres for L-category vehicles)		
106 (Tyres for agricultural vehicles and their trailers)		
117 (Tyre rolling resistance, rolling noise and wet grip);		
124 (Replacement wheels for passenger cars);		
141 (Tyre pressure monitoring system);		
142 (Tyre installation)		
2.1.2. Proposal for draft new UN Regulations (1958 Agreement):		
Draft UN Regulation on studded tyres.		
2.2. 1998 Agreement (Global)		For document symbols and its availability, please refer to the agenda of the seventy-third session (GRBP/2021/1)
16 (Tyres), if needed.		

Table 3
Subjects under consideration by the Working Party on Lighting and Light-Signalling (GRE)

<i>GRE</i>							
<i>Priority</i>	<i>Title</i>	<i>Tasks / Deliverables</i>	<i>References</i>	<i>Allocations / IWGs</i>	<i>Timeline</i>	<i>Initiator</i>	<i>Comments</i>
Priority	Simplification Stage 2	Simplify and update the technical requirements of the new UN Regulations Nos. 148, 149, 150, as well as the installation Regulations Nos. 48, 53, 74, 86 to become future proof and technology neutral, with performance-based and objective test requirements	New simplified UN Regulations Nos. 148, 149 and 150 and amendments to UN Regulations Nos. 48, 53, 74, 86	GRE, IWG-SLR	2022	IWG SLR (GRE)	Ongoing
Priority	Installation New Series of Amendments for Regulation No. 48 (R53, R74, R86)	Many proposals merged; various amendments, improvements and clarifications including visibility and glare (headlamps, headlamp levelling, direction indicators, daytime running lamps, rear position lamps, etc.)	UN Regulation No. 48 [ECE/TRANS/WP.29/GRE/2020/8]	GRE, IWG-SLR, SIG-R.48	2021	Various CP's	To be finalized
Priority	EMC issues (e.g. for electrical vehicles)	Further development of EMC requirements (e.g. for EV's)	UN Regulation No. 10	TF-EMC	2022		Ongoing
Priority	Unique Identifier	Suitable application of the 'Unique Identifier' ('UI') for the lighting UN Regulations	SLR-37-01	GRE IWG-SLR	2021	IWG SLR (at request WP.29)	Ongoing

Subjects under consideration by the Working Party on Lighting and Light-Signalling (GRE)

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
3.1. 1958 Agreement		For document symbols and its availability, please refer to the agenda of the eighty-fourth session (GRE/2021/1/Rev.1)
3.1.1. Proposal for draft amendments to existing UN Regulations (1958 Agreement):		
37 (Filament lamps);		
48 (Installation of lighting and light-signalling devices);		
53 (Installation of lighting and light-signalling devices for L ₃ vehicles);		
74 (Installation of lighting and light-signalling devices for mopeds);		
86 (Installation of lighting and light-signalling devices for agricultural vehicles);		
99 (Gas discharge light sources);		
128 (Light emitting diodes light sources);		
148 (Light-signalling devices);		
149 (Road illumination devices);		
150 (Retro-reflective devices);		
R.E.5 (Consolidated Resolution on the common specification of light source categories).		
3.1.2. Proposal for draft new UN Regulations:		
Nil		
3.2. 1998 Agreement (Global)		
Possibility to develop further UN GTRs		
3.3. 1997 Agreement (Inspections)		
Nil		
3.4. Proposal for draft recommendations or amendments to existing recommendations		
3.5. Miscellaneous items		For document symbols and its availability, please refer to the agenda of the eighty-fourth session (GRE/2021/1/Rev.1)
Amendments to the Convention on Road Traffic (Vienna 1968)		
Development of an international whole vehicle type approval (IWVTA)		
Decade of action for road safety 2011–2020;		
Obsolete transitional provisions		
Direction for future GRE work		

Table 4
Subjects under consideration by the Working Party on Pollution and Energy (GRPE)

<i>GRPE</i>							
<i>Priority</i>	<i>Justification/Background information</i>	<i>References</i>	<i>Allocations /IWGs/TFs</i>	<i>Timeline</i>	<i>Chair /sponsor(s)</i>	<i>Comments</i>	
Improvement of exhaust emissions requirements to ensure real drive performance on the road	Revise technical requirements to allow technological progress, ensure technological neutrality by introducing consistent and long-lasting performance-based emissions measures, at type approval, in use and potentially over the lifetime of the vehicle.	UNR on RDE	IWG on RDE	June 2020	EC-JP-KR	Adopted in GRPE June 2020	
		UN GTR on RDE	IWG on RDE	[tbd] (Phase 2)	EC-JP-KR	Directly to Phase 2	
		08 Series to UN Regulation No. 83	GRPE	June 2022	EC	Delayed	
		Amendment to UN Regulation No. 49 to reflect latest regulatory evolution	GRPE	January 2021	EC	Submitted earlier	
New propulsion energy	Develop technical regulation to ensure environmentally friendly and level-playing market introduction of new form of propulsion energy, such as hydrogen and electricity.	UN GTR on DEVP	IWG on EVE	June 2020	US-CAN	Adopted by WP.29 November 2020	
		UN GTR on in Vehicle Battery durability	IWG on EVE	June 2021	US-CAN, China, EC, Japan		
		Heavy Duty Hybrids	GRPE	[2022]	[tbd]		
Particulate emissions: Provisions to limit airborne particulates from different sources	Sub-23 nm exhaust particles for light- and heavy-duty applications, in the laboratory and on the road	Amendments to UN GTR No. 15	IWG on PMP	June 2021	EC	Light duty laboratory adopted in GRPE June 2020 - still on-going for PEMS-PN and heavy-duty application	
		Brake emissions	New UN GTR	IWG on PMP	January 2022	EC	Delays
		Tyre wear emissions	Tbd.	IWG on PMP / GRPE	[June 2023]	[EC]	

Subjects under consideration by the Working Party on Pollution and Energy (GRPE)

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
4.1. 1958 Agreement		For document symbols and its availability, please refer to the agenda of the eighty-second session (GRPE/2021/1)
4.1.1 Proposal for draft amendments to existing UN Regulations (1958 Agreement):		
24 (Visible pollutants, measurement of power of C.I. engines (Diesel smoke));		
40 (Emission of gaseous pollutants by motorcycles);		
47 (Emission of gaseous pollutants of mopeds)		
49 (Emissions of compression ignition and positive ignition (LPG and CNG) engines);		
68 (Measurement of the maximum speed, including electric vehicles);		
83 (Emissions of M ₁ and N ₁ vehicles);		
85 (Measurement of the net power);		
96 (Diesel emission (agricultural tractors));		
101 (CO ₂ emissions/fuel consumption)		
103 (Replacement pollution control devices);		
115 (LPG and CNG retrofit systems);		
120 (Net power of tractors and non-road mobile machinery);		
132 (Retrofit Emissions Control devices (REC));		
133 (Recyclability of motor vehicles);		
143 (Heavy duty dual-fuel engine retrofit systems)		
154 Worldwide harmonized Light vehicles Test Procedure (WLTP Regulation)		
4.1.2. Proposal for draft new UN Regulations		
Nil		
4.2. 1998 Agreement (Global)		For document symbols and its availability, please refer to the agenda of the eighty-second session (GRPE/2021/1)
2 (Worldwide motorcycle emissions test cycle (WMTC));		
4 (Worldwide harmonized Heavy-Duty Certification Procedure (WHDC));		
5 (Worldwide harmonized Heavy duty on-board diagnostic systems (WWH-OBD));		
10 (Off-Cycle Emissions (OCE));		
11 (Non-road mobile machinery engines);		
15 (Worldwide harmonized Light Vehicle Test Procedure (WLTP));		

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
17 (Crankcase and evaporative emissions of L-category vehicles);		
18 (On-Board Diagnostic (OBD) systems for L-category vehicles)		
19 (Evaporative emission test procedure for the Worldwide harmonized Light vehicle Test Procedure (WLTP EVAP));		
21 (Determination of Electrified Vehicle Power (DEVP))		
4.2.1. Proposal for developing new UN Global Technical Regulations Vehicles Interior Air Quality (VIAQ)		
4.3. 1997 Agreement (Inspections)		
Nil		
4.4. Proposal for draft recommendations or amendments to existing recommendations		
Nil		
4.5. Miscellaneous items		
World-wide harmonized Light vehicles Test Procedure (WLTP)		For document symbols and its availability, please refer to the agenda of the eighty-second session (GRPE/2021/1)
Heavy Duty Hybrids (HDH)		
Particle Measurement Programme (PMP)		
Gaseous Fuelled Vehicles (GFV)		
Environmental and Propulsion Performance Requirements (EPPR) for L-category vehicles		
Electric Vehicles and the Environment (EVE)		
Vehicle Propulsion System Definitions (VPSD)		
Fuel Quality (FQ)		
International Whole Vehicle Type Approval (IWVTA)		
Exchange of information on national and international requirements on emissions		
Vehicles Interior Air Quality (VIAQ)		
Global Real Driving Emissions (RDE)		

Table 5
Subjects under consideration by the Working Party on Automated / Autonomous and Connected Vehicles (GRVA)

<i>GRVA priorities stemming from the Framework Document</i>			
<i>Category</i>	<i>IWG activities</i>	<i>Priorities and deliverables in 2021</i>	<i>Source</i>
ADS	FRAV	X	Framework document (ECE/TRANS/WP.29/2019/34/Rev.2)
	VMAD	X	
	DSSAD	X	
Connectivity	Cyber security Software Updates (OTA)	X	

<i>GRVA activities stemming from other sources</i>			
<i>Category</i>	<i>Item</i>	<i>Outcomes expected in 2021</i>	<i>Source</i>
ADAS	Review of the Regulation - Amend UN Regulation No. 79 - Draft a new UN Regulation, if necessary	X	AC.2 responses to GRVA requests (Reproduced in GRVA-08-10)
ADS	Extension of UN Regulation No. 157	X	WP.29 recommendation (ECE/TRANS/WP.29/1155, para. 33)
AEBS	UN Regulation No. 131	X	Terms of Reference of the group
Maintenance of existing UN Regulations and UN GTRs	UN Regulations and UN GTRs will be reviewed, as necessary Example of UN Regulations and UN GTRs for which input is expected: <ul style="list-style-type: none"> • UN GTR No. 8 • UN Regulation No. 156 • UN Regulation No. 155 • UN Regulation No. 130 • UN Regulation No. 90 • UN Regulation No. 13 and 13-H • Etc. 	X	-AC.3 decisions, according to the provisions in the 1998 Agreements. -As per the provisions of the 1958 Agreement. -Agenda adopted as per Chapter III, Rule 7 of the Rules of Procedure of WP.29, applicable to GRVA.

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

<i>Subject</i>	<i>Document symbol ECE/TRANS/WP.29/...</i>	<i>Documentation availability</i>
5.1. 1958 Agreement		For document symbols and its availability, please refer to the agenda of the ninth session (GRVA/2021/1)
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);		
152 (AEBS for M ₁ and N ₁);		
155 (Cyber security);		
156 (Software updates);		
157 Automated Lane Keeping Systems (ALKS);		
5.1.2. Proposal for draft new UN Regulations:		
Nil		
5.1.3. Vehicle automation		
Remote Control Manoeuvring (RCM)		
Automated Controlled Steering Function (ACSF)		
Automated Lane Keeping Systems (ALKS)		
Validation Methods for Automated Driving (VMAD)		
Functional Requirements for Automated and Autonomous Vehicles (FRAV)		
Longitudinal control (Adaptive Cruise Control, preventing braking);		
Transition demand (Human Machine Interface (HMI));		
Driver Availability Recognition;		
Information to the driver (HMI);		
Electronic System Compliance (Complex Electronics Development);		
Periodic Technical Inspection/Roadworthiness Provisions;		
Cyber Security;		
Software (incl. Over-the-Air) updates;		
Data Storage System for Automated Driving (DSSAD);		

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
Night Vision; Rear crossing alert; Door-open blind spot detection; Around view monitoring		
5.2. 1998 Agreement (Global)		For document symbols and its availability, please refer to the agenda of the ninth session (GRVA/2021/1)
3 (Motorcycle braking)		
8 (ESC);		
5.3. 1997 Agreement (Inspections)		
Nil		
5.4. Proposal for draft recommendations or amendments to existing recommendations:		
Nil		
5.5. Miscellaneous items		For document symbols and its availability, please refer to the agenda of the ninth session (GRVA/2021/1)
Intelligent Transport Systems (ITS)		
Intelligent Transport Systems/Automated Driving (AD)		
Connected, automated and autonomous vehicles		
Functional Requirements for automated / autonomous vehicles		
New assessment / Test method		
Cyber security and (Over-the-Air) Software updates		
Data Storage System for Automated Driving vehicles (DSSAD)		
Horizontal regulation on automated and autonomous vehicles and associated recommendations		
System safety		
Artificial Intelligence technologies for wheeled vehicles		
Driver availability recognition		
Vehicle cybersecurity and data protection		
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		

Table 6
Subjects under consideration by the Working Party on General Safety Provisions (GRSG)

GRSG							
<i>Priority/ recurrent</i>	<i>Title</i>	<i>Tasks / Deliverables</i>	<i>References</i>	<i>Allocations / IWGs</i>	<i>Timeline</i>	<i>Initiator</i>	<i>Comments</i>
Priority	Event Data Recorder	Establish new performance requirements for EDR suitable for potential new UN R and/or UN GTR	ECE/TRANS/WP.29/2019/34/Rev.	IWG on EDR/DSSAD	2021	WP.29	IWG reporting both to GRSG and GRVA
Priority	Field of View Assistant (FoVA)	Verify and address as necessary “Augmented Reality” related aspects in relation with existing UN Regulations / UN GTRs / UN Rules	- UN R- 125 - GRSG-117-27 Field of View Assistant (FOVA) increases driver awareness but constitute obstacle to the prescribed driver’s field of vision (e.g. head-up displays) . If GRSG deems there is a safety benefit, Reg. 125 should be amended to modify requirements on FoVA.	TBD	2021	OICA	Timeline for Step 1, Step 2 will be at best 2022
Priority	Security	Virtual keys	UN R 116 GRSG-117-31 Amend the definition of keys taking into account innovative vehicle alarms systems (virtual key).	TBD	2021	OICA	a CP has to step forward to chair this task force
Priority	Direct Vision	Improved direct visibility by drivers through larger windows	UN R 125	VRU Proxy	2022	Japan, EC WP.29	

GRSG							
Priority/ recurrent	Title	Tasks / Deliverables	References	Allocations / IWGs	Timeline	Initiator	Comments
recurrent	Consolidated Resolution on the construction of vehicles	Update to technical progress Inclusion of automated vehicles (classification)	R.E.3 GRSG-117-06	TBD	2021	WP.29 France	
recurrent	Safety glazing	Update to technical progress	UN R 43 / UNGTR 6	Panoramic Sunroof Glazing (PSG)	April 2021	Korea WP.29	
recurrent	Anti theft and alarm systems	Update to technical progress	UN R 116			WP.29	Splitting into three new UN R for compatibility with IWVTA
recurrent	Burning behaviour of materials	Update to technical progress	UN R 118	Behaviour of M ₂ and M ₃ category vehicles' general construction in case of fire events (BMFE)	Oct. 2021	France WP.29	
recurrent	Blind Spot Information Systems	Update to technical progress	UN R 151	Awareness of Vulnerable Road Users proximity (VRU-Proxi)	2021	Japan, EC WP.29	

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

<i>Subject</i>	<i>Document symbol ECE/TRANS/WP.29/...</i>	<i>Documentation availability</i>
6.1. 1958 Agreement		For document symbols and its availability, please refer to the agenda for the 120 th and 121 st session (GRSG/2021/1 and GRSG/2021/2)
6.1.1. Proposal for draft amendments to existing UN Regulations (1958 Agreement):		
43 (Safety glazing);		
46 (Devices for indirect vision);		
58 (Rear underrun protective devices);		
60 (Driver operated controls (mopeds/motorcycles));		
66 (Strength of superstructure (buses))		
67 (LPG vehicles);		
93 (Front underrun protection);		
107 (M ₂ and M ₃ vehicles);		
110 (CNG and LNG vehicles);		
116 (Anti-theft and alarm systems);		
118 (Burning behaviour of materials);		
125 (Forward field of Vision for Drivers);		
144 (Accident Emergency Call Systems (AECS))		
151 (Blind Spot Information Systems)		
158 (Reversing motion);		
159 (Moving Off Information System)		
6.1.2. Proposal for draft new UN Regulations:		
Event Data Recorder (EDR);		
Devices against Unauthorized Use;		
Immobilizers;		
Vehicle Alarm systems.		
6.2. 1998 Agreement (Global)		For document symbols and its availability, please refer to the agenda for the 120 th and 121 st session (GRSG/2021/1 and GRSG/2021/2)
Possibility to develop further UN GTRs		
Nil		
6.3. 1997 Agreement (Inspections)		
Nil		
6.4. Proposal for draft recommendations or amendments to existing recommendations:		
Nil		

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
6.5. Miscellaneous items		For document symbols and its availability, please refer to the agenda for the 120 th and 121 st session (GRSG/2021/1 and GRSG/2021/2)
International Whole Vehicle Type Approval (IWVTA)		
Consolidated Resolution on the Construction of Vehicles (R.E.3)		
Event Data Recorder Requirements		

Table 7
Subjects under consideration by the Working Party on Passive Safety (GRSP) *

<i>GRSP</i>							
<i>Priority/ recurrent</i>	<i>Title</i>	<i>Tasks / Deliverables</i>	<i>References</i>	<i>Allocations / IWGs</i>	<i>Timeline</i>	<i>Initiator</i>	<i>Comments</i>
Short term							
1. Priority	Crashworthiness	List of Regulations to be revised stemming from the Framework documents Eg. Air-bags, CRS, Safety-belts					
2. Priority	Passive safety with regard to new seating configurations in automated/autonomous vehicles	Collect available information and data describing the expected future seating position configurations (including children) related to highly automated and autonomous vehicles. Create a common understanding on the readiness of new systems over time and related regulatory needs and timeline Identify a step-wise “regulatory	Link to GRVA and WP29 (e.g. WP29-179-23 and WP29-179-25)	GRSP Taskforce to collect existing data/info	Depending from the identified “regulatory timeline”	To be defined	Automated/autonomous vehicles are seen to offer significant benefits in road safety It is expected that higher levels of automation will be available in the near future allowing occupants to aim for new seating configurations, e.g. improved comfort, working environment or improved communication.

* List of priorities still under discussion by the GR.

GRSP							
Priority/ recurrent	Title	Tasks / Deliverables	References	Allocations / IWGs	Timeline	Initiator	Comments
		approach” to enable the above identified solutions.					
3- Priority	Electric vehicles safety	Transposition of GTR20 in UN R94, R95, R100, [R136] R137 [and R146], [possibly in R12 (t.b.c.)]	N/A	Ad hoc group on R100	Finalise in GRSP 67 th meeting at the latest, WP.29 November 2020	JPN, EC	Side meetings of EVS IWG Phase 2
Priority	Child restraint systems	Amendment of scope Harmonization and improvement of test tools	ECE/TRANS/WP.29/GRSP/2019/28	EC	Finalise in GRSP 66 th meeting, WP.29 June 2020	EC	To be finalised
Priority	Update of UN crash regulations following revised EU GSR	Depending on GRSP 66 th meeting outcome if further work is needed or is transmitted to WP.29 June 2020	ECE/TRANS/WP.29/GRSP/2019/29 ECE/TRANS/WP.29/GRSP/2019/30 ECE/TRANS/WP.29/GRSP/2019/37 ECE/TRANS/WP.29/GRSP/2019/38 GRSP 66-09	TF—EU GSR Revision	Finalise in GRSP 66 th meeting at the latest, WP.29 June 2020	EC	To be finalised
Priority	Head restraints	Transposition of GTR7 in UN R17	ECE/TRANS/WP.29/GRSP/2019/27 New consolidated working document for 67 th session of GRSP	Ad hoc group on R17	Finalise in GRSP 67 th meeting at the latest, WP.29 November 2020	EC	To be finalised
Medium term							

GRSP							
Priority/ recurrent	Title	Tasks / Deliverables	References	Allocations / IWGs	Timeline	Initiator	Comments
Priority	Deployable pedestrian protection systems	Inclusion in GTR9	ECE/TRANS/WP.29/AC.3/45 ECE/TRANS/WP.29/AC.3/45/Rev.1	IWG-DPPS	06/2020	KOR	Ongoing
Priority	Deployable pedestrian protection systems	Transposition in UN R127	N/A	N/A	t.b.d.	EC, JPN	Ongoing
Priority	Head impact zone enlargement	Inclusion in GTR9	N/A	T.b.d.	t,b,d,	EC, JPN	To be started
Priority	Head impact zone enlargement	Transposition in UN R127	N/A	N/A	WP.29 November 2021	EC, JPN	Ongoing
Priority	Hydrogen safety material compatibility and new tank concepts	Inclusion in GTR13 'phase 2'	ECE/TRANS/WP.29/AC.3/49	IWG-HFCV	WP.29 November 2021	JPN, KOR, EC	Ongoing
Priority	Hydrogen safety material compatibility and new tank concepts	Transposition in UN R134 [and R146]	N/A	T.b.d.		EC, JPN	To be started if agreed by GRSP
Priority	Electric vehicles safety	GTR20 Phase 2		IWG-EVS	Proposal at December 2021 GRSP	US, EC, CN, JP	Ongoing
Priority	Children in buses	New reg	2019/22 and GRSP-66-06	IWG- STCBC	WP29 March 2023	SP	Ongoing
Long term							
Priority	Helmets	07 series of amdt Phase 2 of IWG	2019/25 and GRSP-66-22	IWG PH (mandate to be proposed)	2022 ?	FR IT	To be started if agreed by GRSP

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>
7.1. 1958 Agreement		For document symbols and its availability, please refer to the agenda for the sixty-ninth session (GRSP/2021/1)
7.1.1. Proposal for draft amendments to existing UN Regulations (1958 Agreement):		
21 (Interior fittings);		
22 (Protective helmets);		
80 (Strength of seats and their anchorages (buses));		
94 (Frontal collision);		
95 (Lateral collision)		
100 (Electric power trained vehicles);		
127 (Pedestrian safety);		
129 (Enhanced child restraint systems)		
134 (Hydrogen and fuel cell vehicles (HFCV))		
137 Frontal impact with focus on restraint systems		
7.1.2. Proposal for draft new UN Regulations:		
Nil		
7.2. 1998 Agreement (Global)		For document symbols and its availability, please refer to the agenda for the sixty-ninth session (GRSP/2021/1)
9 (Pedestrian safety);		
13 (Hydrogen and Fuel Cells Vehicles)		
20 (Electric vehicle safety)		
Electric vehicles		
Vehicle Crash compatibility		
7.3. 1997 Agreement (Inspections)		
Nil		
7.4. Proposal for draft recommendations or amendments to existing recommendations		
Mutual Resolution No. 1.		

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
7.5. Miscellaneous items		For document symbols and its availability, please refer to the agenda for the sixty-ninth session (GRSP/2021/1)
Exchange of information on national and international requirements on passive safety;		
International Whole Vehicle Type Approval (IWVTA)		
Securing of children in buses and coaches;		
Exchange of views on vehicle automation;		
Three-dimensional H-point machine;		
Children left in cars.		
