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## Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

187th session

Geneva, 21-24 June 2022

### Reports of the

**World Forum for Harmonization of Vehicle Regulations on its 187th session**

**Administrative Committee of the 1958 Agreement on its eighty-first session**

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

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



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## I. Attendance

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) held its 187th session from 21 to 24 June 2022<sup>1</sup>, 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.2): Armenia, Australia, Austria, Belgium, Brazil, Canada, China, Czechia, Egypt, Finland, France, Germany, Hungary, India, Italy, Japan, Kazakhstan, Latvia, , Luxembourg, Malaysia, Netherlands, Nigeria, Norway, Poland, Republic of Congo, Republic of Korea, Romania, Russian Federation, San Marino, South Africa, Spain, Sweden, Switzerland, Tunisia, Türkiye, Ukraine, United Kingdom of Great Britain and Northern Ireland, United States of America, Viet Nam and, Zimbabwe, Representatives of the European Union participated. The following international organization was represented: International Telecommunication Union (ITU). The following non-governmental organizations were also represented: American Automotive Policy Council (AAPC), Association for Emissions Control by Catalyst (AECC), European Association of Automotive Suppliers (CLEPA/MEMA/JAPIA)<sup>2</sup>, Engine Manufacturers Association (EMA), Fédération Internationale des Grossistes, Importateurs et Exportateurs en Fournitures Automobiles (FIGIEFA), Federation of European Motorcyclists' Associations (FEMA), International Motor Vehicle Inspection Committee (CITA), Fédération International 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), Recreation Vehicle Industry Association, Inc. (RVIA), 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): Kenya Auto Bazar Association (KABA), and World Bicycle Industry Association (WBIA). Other non-governmental organizations, private sector entities, independent experts and observers were represented: Development, testing & simulation of powertrain systems (AVL), Ford Motor Company (South Africa), and European Committee for Standardization (CEN). Some 100 participants attended the session in person.

## II. Opening statements

2. The Chair of WP.29, Mr. A. Erario (Italy) welcomed delegates to the 187th session of WP.29 and opened the meeting. He invited Mr. Li, Director of the Sustainable Transport Division to present his opening remarks.

3. Mr. Li informed WP.29 of the recent updates within the secretariat. On 16 February 2022, the United Nations Economic and Social Council, ECOSOC, adopted a special resolution for the revised terms of reference for the Inland Transport Committee (ITC). The main changes included the Global Mandate of UNECE/ITC. It also highlights the ITC as the United Nations centre for the UN Conventions and Agreements on Inland Transport including the three Agreements serviced by WP.29.

4. Mr. Li also informed the World Forum of the recent changes in the structure of the secretariat pointing out that Mr. Walter Nissler would now manage the teams that cover the secretariat roles for both WP.1 and WP.29. This aligns with the mandate of ITC to have closer collaboration between WP.1 and WP.29.

5. The Chair of WP.29 then introduced Mr Notsu, Director-General for Engineering Affairs in the Road Transport Bureau of the Ministry of Land, Infrastructure, Transport and Tourism in Japan, who gave a presentation on “Challenges for Transportation.” He indicated three respective priorities of his administration from the perspective of safety and the environment: for safety, (i) protecting pedestrians, cyclists, and other vulnerable road users; (ii) preventing serious accidents involving the elderly; and (iii) automated driving; and for

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<sup>1</sup> Some delegates participated remotely. Simultaneous interpretation was available into the official UNECE languages.

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

the environment, (i) establishing fuel efficiency standards; (ii) promoting and spreading next-generation vehicles; and (iii) visualizing CO<sub>2</sub> emissions over the entire life cycle of vehicles. He looked forward to WP.29 evolving into a more attractive forum for the international harmonization of vehicle regulations, and expected the number of Contracting Parties to the 1958 and 1998 Agreements to continue to increase. He stated that Japan had been playing an important role such as Vice-Chair of AC.3 and Vice-Chair of GRVA, and will continue contributing to the further development of WP.29. Finally, he announced that Japan would hold the 27th International Technical Conference on Enhanced Safety Vehicle (ESV2023) in Yokohama, Japan in collaboration with NHTSA of the US from April 3rd to 6th next year, and called on WP.29 colleagues to attend the conference in Japan.

6. The Chair of WP.29 introduced Dr. Ji-hong Park, the Director General of Motor Vehicles Bureau at Korean Ministry of Land, Infrastructure and Transport. He stated that it had been two years since the world had been swamped by COVID-19 virus, but the pandemic situation was getting better and allowing to meet each other face to face. Although the Korean delegation was not as big as before the pandemic, he had no doubt that more and more people would continue to gather. He added that the outbreak of COVID-19 virus had never stopped humankind from making advancement. He further stated that the automotive industries and technologies were still making progress at speed and that he truly appreciated many experts who had continued discussion on vehicle safety standards at WP.29 amidst the pandemic. He pointed out that their effort had contributed to the improvement of vehicle standards. He stated that Korea was on the same page with the international standards, and it had harmonized domestic standards with international ones for securing international compatibility. He informed that in particular, the Korean government grouped automated vehicles, electric vehicles and hydrogen vehicles together, named them future vehicles, and pushed forward with various government-wide policies such as verification, establishing regulations, funding for R&D projects and creating eco-system for future vehicles. He stated that Korea would make every effort that the achievement of Korea could make a positive impact on all contracting parties of WP.29 and thus made the world safer and more convenient for all global citizens. He concluded his comment by extending his gratitude to the secretariat of WP.29, all contracting parties, international organizations and NGOs for putting efforts in creating international vehicle standards.

7. The Chair of WP.29 welcomed the newly elected Head of Mobility Unit of the European Commission's Directorate General GROW, Mr Mark Nicklas. Mr Nicklas briefly introduced the priorities of work for the European Commission covering the full implementation of the European General Safety Regulation, the shift towards zero emission vehicles by 2035, including CO<sub>2</sub> limits for heavy duty vehicles, further pollutant emission limits (including those for brake particulates), but also digitalization and automation. He highlighted the excellent cooperation with WP.29 as the body for establishing of technical regulations.

8. The Chair of WP.29 also welcomed representatives from Viet-Nam.

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

*Documentation:* ECE/TRANS/WP.29/1165 and Add.1  
Informal documents: WP.29-187-03 and WP.29-187-04

9. WP.29 took note of the special procedures during COVID-19 period, which had been adopted under silence procedure on 27 May 2022 and was informed about the written voting procedures, which took place from 14 to 17 June 2022, for AC.1 and AC.3 items envisaged for voting in accordance with the agenda of the 187th session of the World Forum, as well as the live voting procedure for WP.29, AC.1 and AC.3 items which had been scheduled to take place during hybrid sessions with interpretation on 22 June 2022.

10. WP.29 adopted the annotated provisional agenda (ECE/TRANS/WP.29/1165 and Add.1 and WP.29-187-04 and the running order of the 187th session (WP.29-187-03)). WP.29 noted that ECE/TRANS/WP.29/2022/56 was withdrawn.

11. 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)

12. The 139th session of WP.29/AC.2 (20 June 2022) 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.2) 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.

13. Prior to its scheduled meeting on 21 June 2022, AC.2 held an ad-hoc virtual informal meeting on 27 May 2022 related to the special procedures during COVID-19 period in order to enable business continuity for WP.29 and its subsidiary bodies.

14. AC.2 took note of the special procedures during COVID-19 period, which had been adopted under silence procedure on 27 May 2022 and was informed about the results of the written voting procedures, which took place from 14 to 17 June 2022, for AC.1 and AC.3 items envisaged for voting in accordance with the agenda of the 187th session of the World Forum.

15. AC.2 resumed considerations on a presentation by the European Commission on a potential Intellectual Property Rights (IPR) policy suitable for WP.29 and its subsidiary bodies.

16. AC.2 reviewed the updated calendar for 2022 and the draft calendar for 2023. AC.2 welcomed the first draft of programme of work for 2023 and invited GRs to provide inputs related to their respective activities/priorities.

17. AC.2 recommended that the election of officers' process be followed if no consensus was expected. AC.2 would provide guidance to the secretariat as it relates to the election process for the GRs.

18. AC.2 considered the proposal from GRVA to host meetings outside of Geneva in 2023 or 2024, to enable participation of Contracting Party representation from the Asia Pacific. AC.2 supported asking Contracting parties to potentially host these meetings.

19. AC.2 received an update on the work of GRVA and automated vehicles related activities:

(a) AC.2 recommended to extend the mandates for the Informal Working Groups (IWG) on Functional Requirements for Automated and Autonomous Vehicles (FRAV) and Validation Methods for Automated Driving (VMAD) by two years;

(b) AC.2 noted industry's vision for an Automated Driving Systems (ADS) certification scheme by 2025;

(c) AC.2 invited GRVA to deliver an updated annex to the Framework Document by November 2022;

(d) AC.2 recommended WP.29 to discuss the format, content and deliverables of future cooperation with WP.1 and provide the related mandate to GRVA, if any; and

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\*\* Remote participation



(e) AC.2 recommended the GRs to consider using the template in GRVA-13-18 when screening UN GTRs and UN Regulations with regards to ADS.

20. AC.2 approved participation of AUTOSAR and Kenya Auto-Bazaar Association (KABA) to WP.29 and subsidiary bodies under Rule 1(d) for the next two years and renewed the approval for The Imported Tyre Manufacturers Association (ITMA), International Association of the Body and Trailer Building Industry (CLCCR), European Agricultural Machinery (CEMA), The Retread Industry's Trade Association (BIPAVÉR), European New Car Assessment Programme (EuroNCAP), Federation of International Motorcycling (FIM), Union Internationale des Transports Publics (UITP) and World Bicycle Industry Association (WBIA)

21. AC.2 noted the topic raised by GRSP under the equitable protection of occupants and requested GRSP to continue gathering scientific evidence to verify the merit of the claim of the expert of UNECE Trade's WP.6. Representatives from United States of America and European Commission considered this topic as premature and not of highest priority as long as substantive evidence would be provided.

22. AC.2 recommended WP.29 to confirm that GRSP was the proper UNECE/ITC working group for passive safety vehicle provisions. The representative of the United Kingdom of Great Britain and Northern Ireland highlighted that this assessment should be inclusive addressing inter alia stature and mass of all occupants.

23. Following a presentation from the secretariat on the topic of unattended children left in cars, AC.2 invited representatives of contracting parties to gather information and assess its urgency. GRSG, GRE and GRBP were invited to reflect the outcome in their priorities of work.

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

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

*Documentation:* ECE/TRANS/WP.29/2022/1/Rev.1  
 Informal documents: WP.29-187-01, WP.29-187-02, WP.29-186-02/Rev.2, WP.29-187-18 and WP.29-187-25

25. The Secretary of WP.29 introduced the list of Working Parties, Informal Working Groups and Chairs (WP.29-187-01) and invited delegations to communicate any changes. An updated version is reproduced in annex X. He introduced a revision of the draft calendar of meetings for 2022 (WP.29-186-02/Rev.2) and informed WP.29 about the still existing possibility to host the meetings, scheduled for the second half of 2022, in a hybrid format due to the ongoing COVID-19 travel restrictions in some countries. He introduced the draft calendar of meetings of the World Forum for 2023 (WP.29-187-02), scheduled as in person meetings as currently there was no budget available for hybrid meetings. He presented the revised Programme of Work (PoW), reflecting the current activities of WP.29 and its subsidiary working groups. (ECE/TRANS/WP.29/2022/1/Rev.1).

26. The representatives of the People's Republic of China expressed concern with the dates of the January 2023 session of GRVA due to national holidays and asked that these dates be readjusted to enable their full participation at this event.

27. WP.29 expressed its preference to organize hybrid meetings in the future, as the situation related to COVID-19 is still not stable in all areas globally. WP.29 valued the hybrid format as it allowed for easier participation of delegations from more remote areas.

28. The Secretary introduced rules and guidelines for the nomination and voting of Chairs and Vice-Chairs under the current situation (WP.29-187-18), relevant for WP.29 and its subsidiary bodies.

29. WP.29 noted the rules and guidelines for nomination and election of Chairs and Vice-Chairs and requested GRs to carefully implement them.

30. WP.29 recalled that the 2022 Programme of Work had been adopted at its March 2022 session and welcomed its update.

31. The representative of the European Commission introduced informal document WP.29-187-25, a proposal prepared by the European Commission regarding a IPR policy. He stressed that this document was not agreed on by AC.2 and invited the representatives of the WP.29 member States to share their feedback with him. The representatives from Canada and the United States of America stated that more time would be needed to examine this document and the potentially new process.

32. WP.29 invited all the representatives to examine the informal document and send their feedback to the representatives of the European Commission to enable progress in the next meeting of AC.2 and WP.29 on this proposal.

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

*Documentation:* ECE/TRANS/WP.29/2022/57  
ECE/TRANS/WP.29/2022/58  
ECE/TRANS/WP.29/2022/60  
Informal Documents: WP.29-187-08, WP-187-10 and WP-187-24

33. The Chair of GRVA introduced ECE/TRANS/WP.29/2022/57, with the proposal for the second iteration of the New Assessment / Test Method (NATM) – Master Document. He also introduced ECE/TRANS/WP.29/2022/58 amended by WP.29-187-08, a proposal for the NATM guideline for the validation of ADS. He presented WP.29-187-10, including the Guidelines and Recommendations concerning Safety Requirements for Automated Driving Systems. He presented ECE/TRANS/WP.29/2022/60, with the proposal for recommendations on uniform provisions concerning cyber security and software updates suitable for the purpose of the contracting parties to the 1958 and 1998 Agreements.

34. WP.29 congratulated GRVA for these achievements and endorsed the documents ECE/TRANS/WP.29/2022/57, ECE/TRANS/WP.29/2022/58 as amended by WP.29-187-08 ECE/TRANS/WP.29/2022/60 and WP-187-10. The Chair requested the secretariat to issue document WP-187-10 with an official symbol for the next WP.29 session.

35. The representative of OICA presented document WP.29-187-24, Automated Driving Road Map - Main messages from GRVA-13-18, which highlighted the aim of the industry to have a certification scheme for ADS to support the automated driving deployment.

36. The representative of the United States of America, Co-Chair of the IWG on FRAV noted that the group requested to GRVA an extension of the mandate of the IWG until 2024, however, it was not envisioned that the group would engage in rule-making activities at the end of this mandate as requested by OICA. He highlighted that the documents produced during this mandated period would not be mature enough to be converted into a legal document.

37. The representative from Canada, Co-Chair of the IWG on VMAD supported the statements of the Co-Chair of FRAV and expressed concerns related to the requirement to produce a regulation within the timeframe suggested by the industry. Further, he reiterated the importance of conducting the work with agreement neutrality (deliverables can be used for the purpose of the 1958 and 1998 Agreements).

38. The representative of France queried whether the industry was looking for the legal framework to cover ADS as it relates to a specific type of vehicle (Passenger versus Freight or Heavy versus Light vehicles).

39. The representative of the Netherlands, Co-Chair of the IWG on VMAD agreed with the need for regulation but also expressed that there was more work to be done. He explained that his country would prefer to gather more experience through tests and trials before engaging in such activities.

40. The representative of OICA, noted that from the industry perspective, and as agreed at GRVA in May 2022, the extension of the FRAV and VMAD mandates would involve work being done in the first year to finish the global requirements and then the second year

would be putting this work into practice through a UN Global Technical Regulation or a UN Regulation. He also noted that the views of all types of vehicles manufacturers were represented in the presentation, and therefore, their request was not limited to a certain category of vehicles.

41. The representative of CLEPA, co-author of the document WP.29-187-24, noted that their concern was not only the items mentioned but also that certain regions initiated legislative activities; and this proposal would support global harmonization.

42. The representative of OICA confirmed the targeted date end of the year 2025 which from his perspective would be realistic. He stated that the pace of the IWGs on FRAV and VMAD should not be the limiting factor for the introduction of ADS on the market.

43. WP.29 agreed to extend the mandates of FRAV and VMAD by two years.

44. WP.29 discussed the format of the collaboration with the Global Forum for Road Traffic Safety (WP.1) and the need to appoint an ambassador to WP.1.

45. The representative of Canada stressed that the current work with WP.1 was an exchange of views but not a collaboration and limited to reporting from GRVA to WP.1. He advocated for WP.29 to focus on content, deliverables and timeline. He stressed that GRVA was not the right level for this collaboration as GRVA could not coordinate with the other GRs, as it was the role of WP.29.

46. The representative of Finland agreed with the representative of Canada and proposed that the collaboration would be more practical and at technical level.

47. The representative of United Kingdom of Great Britain and Northern Ireland stressed that collaboration was a two-way process. He supported the appointment of a WP.29 ambassador to WP.1 and suggested that WP.1 could do the same.

48. The representative of the European Commission held the view that the process of cooperation between WP29 and WP1 should be based on the objectives for cooperation, while the technicalities could be implemented via different GRs, depending on the topic.

49. WP. 29 agreed to further discuss this item under agenda item 8.

50. The representative of the United Kingdom of Great Britain and Northern Ireland, Co-Chair of the IWG on Intelligent Transport Systems (ITS) reported on the outcome of the fourth session of the IWG on ITS on 17 June 2022. He explained that the group reviewed the progress made in the implementation of the revised UNECE Roadmap on ITS, adopted in February 2021 and discussed ways to materialize the outcomes of these activities by e.g. updating the UNECE ITS publication with support by the IWG. He reported on the involvement of the Group in the organization (together with the International Telecommunication Union) of the annual symposium on the Future Networked Car (FNC) in March 2022 and its session 1 highlighting UNECE and authorities' activities on ITS. He proposed to WP.29 that the webinars organized by the Group's leadership and the secretariat would be scheduled for winter 2023 and that the Group's leadership would represent WP.29 at the 2023 session of the UNECE/ITU symposium.

51. WP.29 approved both proposals from the IWG on ITS as presented by its Co-Chair.

52. The representative of ITU thanked WP.29 for its involvement in the preparation of the 2022 annual FNC symposium and stressed the success of this collaboration thanks to the involvement of the Co-Chair and the Secretary of the Group.

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

### **A. Working Party on Passive Safety (GRSP) (Seventieth session, 6-10 December 2021) (agenda item 3.1)**

*Documentation:* ECE/TRANS/WP.29/GRSP/70

53. The World Forum approved the report of the Chair of GRSP at its seventieth session (ECE/TRANS/WP.29/GRSP/70).

### **B. Working Party on Pollution and Energy (GRPE) (Eighty-fifth session, 11-14 January 2022) (agenda item 3.2)**

*Documentation:* ECE/TRANS/WP.29/GRPE/85

54. The World Forum approved the report of the Chair of GRPE on its eighty-fifth (ECE/TRANS/WP.29/GRPE/85).

### **C. Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (Twelfth session 24-28 January 2022) (agenda item 3.3)**

*Documentation:* ECE/TRANS/WP.29/GRVA/12

55. The World Forum approved the report of the Chair of GRVA on its 12th session (ECE/TRANS/WP.29/GRVA/12).

### **D. Working Party on Noise and Tyres (GRBP) (Seventy-fifth session, 8-11 February 2022) (agenda item 3.4)**

*Documentation:* ECE/TRANS/WP.29/GRBP/75

56. The World Forum approved the report of the Chair of GRBP on its seventy-fifth session (ECE/TRANS/WP.29/GRBP/75).

### **E. Highlights of the recent sessions (agenda item 3.6)**

#### **1. Working Party on General Safety Provisions (GRSG) (123rd session, 28 March -1 April 2022) (agenda item 3.6.1)**

57. The GRSG Chair reported on the results achieved by GRSG at its 123<sup>rd</sup> session (for details, see the report of the session ECE/TRANS/WP.29/GRSG/102)

58. As main highlights, GRSG adopted amendments to 11 UN Regulations Nos. 34, 43, 67, 118, 125, 151, 158, 159, 161, 162 and 163.

59. GRSG adopted a new UN Regulation on direct vision with the aim to improve driver's direct vision and enhance direct visibility of pedestrians and cyclists by reducing to the greatest extent, the blind spot in front and to the side of the driver.

60. Regarding direct vision, the representative of OICA stressed the importance of the draft revised ToR of IWG VRU-Proxi, especially Phase 2. Phase 2 is meant to address two items which have the same urgency. The first one, dealing with advanced design concepts has already started under the leadership of the new Chair. In parallel the design of the cabs of heavy trucks needs to be considered without delay, especially in view of the extremely difficult design constraints and the long development time of new cabs. He finally expressed the full support of OICA in contributing to the work of the IWG.

61. GRSG adopted a new UN Regulation on field of vision with regard to "the driver's awareness of vulnerable road users in the front and lateral side close-proximity of vehicles".

**2. Working Party on Lighting and Light-Signalling (GRE) (Eighty-sixth session, 25-29 April 2022) (agenda item 3.6.2)**

62. The GRE Chair reported on the results achieved by GRE during its eighty-sixth session (for details, see the report of the session ECE/TRANS/WP.29/GRE/86).

63. He pointed out that, given the importance of work on Electromagnetic Compatibility (EMC) (UN Regulation No. 10), GRE decided to establish an Informal Working Group on EMC and adopted its Terms of Reference and Rules of Procedure. WP.29 gave its consent for the establishment of IWG on EMC.

64. He also mentioned that GRE extended the mandate of IWG on Simplification of Lighting and Light-Signalling Regulations (IWG on SLR) until December 2025. WP.29 endorsed this decision.

65. The Chair of GRE called for coordination of activities on unattended children left in cars between GRSP, GRE and GRBP.

66. He also reported that GRE requested its Task Force on Autonomous Vehicle Signalling Requirements (TF AVSR) to review UN Regulation No. 48 to cater for ADS.

**3. Working Party on Passive Safety (GRSP (Seventy-first session, 9-13 May 2022) (agenda item 3.6.3)**

67. The Chair of GRSP reported on the results of the seventy-first session of GRSP (for details, see the report in ECE/TRANS/WP.29/GRSP/71), which took place virtually on May 9-13, 2022.

68. On UN GTR 9 (Pedestrian safety) GRSP agreed to seek endorsement of WP.29 at its June 2022 session to extend the mandate of the UN GTR 9 IWG on Deployable Pedestrian Protection Systems until November 2023.

69. WP.29 endorsed in principle the request of the Chair of GRSP pending decision of AC.3 (see para. 205).

70. GRSP agreed that GRSP Chair would seek guidance at the WP.29 June 2022 session, concerning the acceptance of type-approvals to the preceding series of amendments (singular or plural) to be mentioned in transitional provisions of UN Regulations in general. WP.29 noted that this issue would regard all UN Regulations annexed to the 1958 Agreement. Therefore, the World Forum requested the IWG on IWVTA to devise a solution at its next meetings.

71. GRSP also adopted a calculator solely for the purpose of helping to calculate the minimum stature height (without any mandatory legal basis) as prescribed by the adopted Supplement, and therefore this calculator would not be submitted to WP.29 and AC.1 for adoption. Moreover, it was agreed to create a new webpage under "reference material" on the website of WP.29 to allocate it. WP.29 endorsed the approach of GRSP.

72. GRSP endorsed the approach of the ad-hoc group to continue to review existing and pending research and share ongoing research findings addressing safety diversity concerning gender, stature and mass of all occupants in recognition of the UN Sustainable Development Goals 5 and 16, in particular. GRSP agreed to seeking guidance of WP.29 at its June 2022 session on the possible cooperation with UNECE/Trade WP.6 – Regulatory Cooperation and Standardization Policies (UNECE Trade Division) on developing gender responsive standards as requested by the expert from WP.6.

73. WP.29 confirmed that GRSP is the proper subsidiary regulatory body for passive safety vehicle provisions. This work included inter-alia verifying the merit of the claim of the expert from WP.6 but also addressing safety diversity concerning stature and mass of all occupants and reach a conclusion on this issue. Therefore, WP.29 concluded that such request of cooperation was premature.

74. On the safety of children in buses and coaches, at the request of the Chair of the IWG, GRSP agreed to seek endorsement of WP.29 at its June 2022 session to extend the mandate of the IWG until March 2024. WP.29 endorsed the extension of the mandate.

75. Referring to the request of WP.29, a majority of GRSP experts agreed to establish a task force coordinated by Germany and with the secretarial task assigned to OICA to start in Autumn 2022 a screening of UN Regulations and UN GTRs (under its responsibility) of relevance which were linked to drivers, to accommodate for autonomous driving.

76. GRSP agreed to closely follow discussions and follow-up from GRBP and GRE on the subject of children left in cars and stand ready to coordinate efforts (e.g. IWG or TF) involving experts of these working parties if requested by WP.29. As a follow-up of the suggestions of the representatives of the United States of America and Canada, WP.29 agreed to request GRSP to gather information and statistic on global extent as a first step to then identify the working group to develop a technical solution.

#### **4. Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (Thirteenth session, 23-27 May 2022) (agenda item 3.6.4)**

77. The Chair of GRVA reported on the results of the thirteenth session of GRVA (for details, see the report in ECE/TRANS/WP.29/GRVA/13) conducted in English only and aimed at reconfirming documents adopted by GRVA in January 2022 on the basis of informal documents.

78. He thanked Japan and the secretariat for continuing to convene workshops on the implementation of UN Regulation No. 155 and their support in organizing a workshop also including the contracting parties to the 1998 Agreements who were interested in harmonizing their domestic legislation (and test workload) taking into account the set of technical requirements for contracting parties to the 1998 Agreement (and derived practices in terms of testing).

79. He mentioned the activities of GRVA concerning Artificial Intelligence in the context of vehicle regulations: review of relevant definitions, use cases and associated risks and potential ways to integrate considerations in the NATM.

80. He reported on the actions taken to screen the UN GTRs and UN Regulations under the purview of GRVA, under the leadership of the expert from France and with the support of the expert from China.

81. He recalled GRVA's ambition to hold a session of GRVA outside of Geneva in 2023 and invited delegations to offer hosting such meeting to be organised with the support of the secretariat.

82. The representative of the Republic of Korea, Director-General at MOLIT, declared that automated vehicle was a topic and a technology that was going to revolutionize people's life and shift the paradigm of space and mobility. He explained that Korea enacted safety regulations for Level 3 automated vehicles in 2019 based on the UN Regulation No. 157 (ALKS) drafted by GRVA. He announced that Level 3 automated vehicles were going to be released in the Korean market this year. He recalled that, when Korea enacted the regulations, the maximum speed of ALKS was set to be the same as the speed limit of motorways, i.e. 110km/h in most cases, because Korea considered that there should be no restrictions on the development of automated driving technology and the regulations should promote the deployment of automated vehicles so that many people can experience it in real life. He considered that raising the speed limit of the ALKS and allowing lane change that were going to be adopted this week by AC.1, as 01 series of amendments to UN Regulation No. 157, would contribute to ushering in the era of automated driving. He stated that he had no doubt that technology, industry and safety standards would have a positive influence on one another at WP.29 and induce the development of all. He concluded by stating that Korea would support the activities at WP.29.

83. The representative of the Netherlands suggested that GRVA would review the title of UN Regulation No. 157 to reflect the nature of the latest amendments. He suggested that all GRs take into consideration possible future developments of regulations when drafting a regulation title.

84. WP.29 endorsed the report provided by the Chair of GRVA, recalled the documents adopted under agenda items 2.3 and 4.2.3.1. as well as WP.29's support for the extension of the mandates of the IWG on FRAV and VMAD.

**5. Working Party on Pollution and Energy (GRPE) (Eighty-sixth session, 31 May - 3 June 2022) (agenda item 3.6.5)**

85. The Chair of GRPE reported on the results of the eighty-sixth session of GRPE (for details, see the report in ECE/TRANS/WP.29/GRPE/86).

86. GRPE endorsed proposals for new supplements to UN Regulations Nos. 24 (Visible pollutants, measurement of power of C.I. engines (Diesel smoke)), and 83 (Emissions of M1 and N1 vehicles).

87. Following the successful workshop held during the GRPE week on 31 May, GRPE agreed to add Life Cycle Assessments (LCA) to its list of priorities and to establish an Informal Working Group on the topic.

88. The Chair of GRPE also announced the release of a circular mobility podcast where GRPE contributed; the podcast can be found in <https://soundcloud.com/unece/mobility-one-world-zero-waste-the-circular-economy-explained>.

89. The representatives of Australia, Japan and the European Union requested to keep the possibility for virtual component of GRPE meetings in 2023, to allow for potential uncertainties linked with the still unstable sanitary situation.

90. The representative of the Republic of Korea, Director-General at MOLIT, stated climate change was one of the most important issues for which the world should work together, so the governments across the globe could come up with environmentally friendly policies. He added that Korea was also making efforts in various aspects to become carbon neutral, such as supporting the deployment of electric and hydrogen vehicles.

91. He also said that as part of the effort, Korea was driving hard the development of LCA, in particular to assess the greenhouse gas emission from cars throughout their lifetime, adding that Korea was going to develop Green NCAP, a system that could assess the comprehensive environmental function of vehicles, including LCA, energy efficiency and indoor air quality assessment. To this end, he confirmed, a mid-to long-term research and development project would be funded and carried out by the government, with expertise from industry, academia, and research institutes to be brought together to build an objective and reliable assessment system for environmental functions of vehicles.

92. He concluded by stating that in line with that, Korea proposed to form an informal working group at the GRPE meeting, and that a workshop was held in May 2022. He expressed his gratitude to Japan to bring this issue forward and for the fruitful collaboration on the topic. He also said that as Korea was bringing together national expertise to develop LCA, Korea would like to play an active role if the IWG was organized. He finally thanked WP.29 for its interest and support.

93. The representative from Japan thanked the Chair of GRPE for the oral report and for the organization of the GRPE workshop on LCA, leading to the inclusion of LCA in the GRPE list of priorities and the initiation of an IWG on LCA. He stated that global action was necessary to achieve decarbonization and that harmonized LCA methodologies would greatly contribute to achieving this. He expressed his gratitude to the delegations from the Republic of Korea for its initiative to LCA-IWG and to the delegation from the European Commission, United States of America, United Kingdom of Great Britain and Northern Ireland, Sweden and Switzerland for the support to initiate LCA in GRPE.91. He announced that the first session of the IWG on LCA would be hosted by Japan, tentatively from 26 to 28 October 2022 through a hybrid meeting, confirming further information would be shared before the summer after consultation with the GRPE Chair and secretariat.

94. The representative from SAE International highlighted the potential role of standard development organizations that had been active in the development of motor vehicle's LCA methodologies and confirmed interest to present thoughts for deliberation by contracting parties.

95. The representative from the United States of America informed WP.29 about their latest proposed rule release on heavy duty pollutant and greenhouse gas tailpipe emissions (GRPE-86-33), highlighting the importance of activities held in GRPE, such as those in the IWG on heavy duty hybrid and electric vehicle and the environment, that fed the development process of the proposed rule, to be finalized by the end of 2022.

96. WP. 29 noted that GRPE had agreed to start a new IWG on LCA and to revise terms of references and rules of procedure for the IWG on EPPR and extended its mandate until January 2023.

97. WP.29 noted that GRPE had re-elected Mr A. Rijnders (The Netherlands) as Chair and Mr D. Kay (United Kingdom of Great Britain and Northern Ireland) as Vice-Chair for the GRPE sessions scheduled for 2023.

98. The Chair thanked all for their positive feedback from WP.29 and highlighted that GRPE was expected to need more expertise to tackle the difficult but very important LCA topic. He also reminded WP.29 of the call from GRPE for information about the inclusion of the topic related to liquified hydrogen in WP.29 instruments. The Chair invited WP.29 to reconsider this topic during AC.3 when updates were shared on the activities of the IWG on Hydrogen Fuel Cell Vehicles (HFCV).

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

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

99. 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.30, 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 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)**

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

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

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

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

*Documentation:* ECE/TRANS/WP.29/2022/61

102. The Chair of GRVA recalled the purpose of the interpretation document for UN Regulation No. 155. He presented ECE/TRANS/WP.29/2022/61, proposing updates to the interpretation document that were reflecting the published final version of the ISO/SAE 21434 standard referred to in that document. He announced that GRVA would potentially submit further amendments for consideration at the March 2023 session of WP.29.

103. WP.29 adopted that document with the following amendments:

Section Y, amend the quote of para. 7.3.1 in UN Regulation No. 155, to read:



...“7.3.1. The manufacturer shall have a valid Certificate of Compliance for the Cyber Security Management System relevant to the vehicle type being approved.

However, for type approvals first issued before 1 July 2024 and for each extension thereof, if the vehicle manufacturer can demonstrate that the vehicle type could not be developed in compliance with the CSMS, then the vehicle manufacturer shall demonstrate that cyber security was adequately considered during the development phase of the vehicle type concerned.”...

Section AB, amend the quote of para. 7.3.4 in UN Regulation No. 155, to read:

...“7.3.4. The vehicle manufacturer shall ... another appropriate mitigation is implemented.

In particular, for type approvals first issued before 1 July 2024 and for each extension thereof, the vehicle manufacturer shall ensure that another appropriate mitigation is implemented if a mitigation measure referred to in Annex 5, Part B or C is technically not feasible. The respective assessment of the technical feasibility shall be provided by the manufacturer to the approval authority.”...

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

*Documentation:* Informal documents Nos.: WP.29-187-19 and WP.29-187-20

104. The expert from Japan, Chair of IWG on IWVTA, Mr. T. Omori, introduced himself as the new Chair of the IWG and informed WP.29 of the recent promotion of the former Chair, to another position within the Government of Japan. He then introduced the document WP.29-187-19 with a report of the last meeting of the group, including the request to extend the mandate of the IWG for four years in order to upgrade the annex 4 (list of UN Regulations applicable to IWVTA) of UN Regulation No. 0 annually, to come up with the procedure to include new UN Regulations to IWVTA, to increase attractiveness of IWVTA and to settle outstanding issues with transitional provisions.

105. The IWG on IWVTA proposed a new 05 series of amendments to UN Regulation No. 0, as set out in document WP.29-187-20, proposing to take out the elements related to lighting regulations.

106. The representative of the European Commission requested clarification about the rationale for removing the lighting devices regulations. The representative of OICA clarified that this would reduce administrative burden as approval according to lighting regulations was a prerequisite to gain approval under UN Regulation No. 48 on Installation of Light and Light-Signalling Devices.

107. WP.29 requested the secretariat to convert the document WP.29-187-20 with necessary amendments, if any, into an official document for the November 2022 session of WP.29.

108. WP. 29 endorsed the proposal to extend the mandate of the IWG on IWVTA until June 2026.

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

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

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

*Documentation:* ECE/TRANS/WP.29/2022/62  
 Informal documents : WP.29-187-15, WP.29-187-26 and WP.29-187-27

110. The representative from Germany, Chair of the IWG on DETA, presented (WP.29-187-27) the report (WP.29-187-26) to the World Forum related to the use of DETA and also updating WP.29 on the work of the IWG at its forty-fourth session, held on 9 June 2022. He laid out the current state of play, noting the number of approvals uploaded. He detailed activities of the IWG related to contracting and implementation of Unique Identifier (UI). He conveyed the question from the IWG to WP.29 whether UI provisions should be introduced in UN Regulations that do not specifically prohibit the use of UI, as per para. 3 of Schedule 5 to the Revision 3 of the 1958 Agreement and offered the position of the group regarding opening the access to DETA to technical service performing sovereign tasks on behalf of contracting parties.

111. The representative of OICA proposed to postpone the signature of the contract for the development of the UI module as recent questions arose that would need to be clarified before developing the feature.

112. The representative of European Commission offered tentative views according to which all UN Regulations should include, in line with the provisions of the revision 3 of 1958 Agreement, UI related provisions for supporting uniform applications of the Regulations.

113. The representative of the United Kingdom of Great Britain and Northern Ireland held the view that there could be confusion in the market place, in the absence of provisions supporting uniform implementation of UI.

114. The representative of France recalled that the 1958 Agreement allows the use of UI as an alternative to the approval mark provisions in UN Regulations, unless provision prohibit the use of UI, at the condition that the Approval is uploaded in DETA. He added that, nevertheless, the use of UI could have implications for the contracting parties that would require further guidance and lead-time.

115. The representative of CITA mentioned the potential benefits of UI if details were well considered. He suggested that further work would be performed before making use of UI. Upon invitation by the Chair, he presented WP.29-187-15, showing potential negative impacts of UI if not carefully developed.

116. The representative of OICA stated that there was no intention to hamper sovereign activities and that UI should not replace marking that needs to remain on the products. He added that possibly a horizontal document could be developed to detail the precise UI provisions (e.g. format, size, etc), to which all relevant UN Regulations could refer.

117. The representative of Finland, Chair of GRE recalled the 1958 Agreement provisions related to UI and explained the GRE considerations when introducing UI provisions in UN Regulations Nos. 148, 149 and 150. He recalled that CITA made a presentation at the IWG on SLR and that further discussions would take place in the near term to address concerns raised.

118. The representative of European Commission shared some of the concerns raised by CITA and recalled that:

- the absence of a specific reference to UI in UN Regulations could lead to confusion if the choice of the use of UI or of a traditional marking was left to economic operators;

- IWG on SLR should reflect the inclusion of additional markings to facilitate the periodic checks or roadside verifications;

- if no solution can be found before the UI software become operational, a temporary freeze of UI in the lighting regulations should be consider

119. The representative of the Republic of South Africa recalled the importance of markings when verifications of vehicles, systems and parts was at stake. He urged WP.29 to make UI and its use user-friendly.

120. The representative of Sweden announced that he would perform an analysis of the situation in his country to evaluate the potential negative impact of DETA as presented by CITA.

121. The representative of the United Kingdom of Great Britain and Northern Ireland mentioned the importance of approval marking, not only for periodic technical inspection and roadside inspections but also in other cases. He mentioned as an example the existing requirements at the point of sale and felt that a large number of national regulations could be impacted by UI and could require amendments.

122. WP.29 agreed that further work was needed within the IWGs on DETA and SLR. WP.29 recalled the use of markings beyond the context of vehicle approval, having importance at all stages of the vehicle lifetimes, from approval to registration and down to decommissioning. WP.29 noted the crucial importance of the access to information and also to consider modern technology such as XML formats as PDF files were no longer state of the art.

123. WP.29 could not provide a final answer to the question raised by the IWG on DETA related to UI but expressed support for further work for the sake of simplification, uniform implementation of UI.

124. WP.29 adopted ECE/TRANS/WP.29/2022/62 (under agenda item 4.5.1).

125. The Secretary proposed to WP.29 to consider marrying the Document of Conformance (DOC) and UI for further benefits to citizens. He mentioned as an example the difficulties experiences by citizens in order to receive e.g. stickers as required in order to enter Low Emission Zones.

126. The Secretary confirmed that there was no new development regarding the budget for hosting DETA at UNECE. WP.29 thanked Germany for hosting DETA for the time being.

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

*Documentation:* ECE/TRANS/WP.29/2022/63  
ECE/TRANS/WP.29/2022/64  
ECE/TRANS/WP.29/2022/65  
ECE/TRANS/WP.29/2022/66  
ECE/TRANS/WP.29/2022/67  
ECE/TRANS/WP.29/2022/68  
ECE/TRANS/WP.29/2022/69  
ECE/TRANS/WP.29/2022/70  
ECE/TRANS/WP.29/2022/71  
ECE/TRANS/WP.29/2022/72

127. The Chair of GRSP presented documents ECE/TRANS/WP.29/2022/69, ECE/TRANS/WP.29/2022/70, ECE/TRANS/WP.29/2022/71 and ECE/TRANS/WP.29/2022/72.

128. The World Forum considered draft amendments under agenda items 4.6.1 to 4.6.10. and recommended their submission to AC.1 for voting.

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

*Documentation:* ECE/TRANS/WP.29/2022/73  
ECE/TRANS/WP.29/2022/74  
ECE/TRANS/WP.29/2022/75

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

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

*Documentation:* ECE/TRANS/WP.29/2022/59/Rev.1  
ECE/TRANS/WP.29/2022/76  
ECE/TRANS/WP.29/2022/77  
ECE/TRANS/WP.29/2022/78  
ECE/TRANS/WP.29/2022/79  
ECE/TRANS/WP.29/2022/80  
ECE/TRANS/WP.29/2022/81  
ECE/TRANS/WP.29/2022/82

130. The secretariat presented, on behalf of the GRVA Chair, the proposal for the 02 series of amendments to UN Regulation No. 131 (AEBS for heavy vehicles) pointing out its importance for road safety (item 4.8.1) according to road safety organisations. He also presented the proposal for the 01 series of amendments to UN Regulation No. 157 (ALKS) with the extension of the maximum design speed up to 130 km/h and provisions for automated lane changes (item 4.8.2).

131. The World Forum considered draft amendments under agenda items 4.8.1 to 4.8.8 and recommended their submission to AC.1 for voting, subject to the below amendment:

Agenda item 4.8.5., ECE/TRANS/WP.29/2022/79, title amend to read:

“Proposal for Supplement 4 to the 01 series of amendments to UN Regulation No. 13-H”

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

*Documentation:* ECE/TRANS/WP.29/2022/83  
ECE/TRANS/WP.29/2022/84  
ECE/TRANS/WP.29/2022/85  
ECE/TRANS/WP.29/2022/86  
ECE/TRANS/WP.29/2022/87  
ECE/TRANS/WP.29/2022/7/Rev.1  
Informal Documents: WP.29-187-07

132. The Chair of GRBP presented the draft amendments to UN Regulation No. 117 on wet grip of worn tyres (agenda item 4.9.1). The representative of Japan supported these amendments, pointed out their importance for road safety and called for continuation of the work of GRBP on this matter, in particular improving the test methods.

133. For agenda item 4.9.2. (ECE/TRANS/WP.29/2022/84), the Chair of GRBP presented a corrigendum (WP.29-187-07) and mentioned few editorial corrections. The World Forum agreed on the proposed changes and recommended the submission of ECE/TRANS/WP.29/2022/84 to AC.1 for voting, subject to the following amendments:

*Paragraph 2.24., table of symbols, lines  $L_{TR, \text{9ref}(vTR, \text{ref})}$ ,  $L_{TR, DB, \text{9ref}}$ ,  $L_{TR, DB, \text{9ref}}$ ,  $L_{TR, DB, \text{crs, 9ref}}$ , and  $L_{TR, DB, \text{wot, 9ref}}$ , last column, for "left/ride side" read "left/right side".*

*Add a new paragraph 11.13. to read:*

“11.13. Supplement 7 (in particular, but not limited to Appendices 2 and 3 to Annex 3 and Annex 9) does not apply to existing type approvals, originally granted prior to the date of entry into force of Supplement 7.”

*Annex 3, Appendix 3, paragraph 3.2., for "left and ride side" read "left and right" side.*

134. The World Forum considered draft amendments under agenda items 4.9.1 to 4.9.6 with the corrections listed above and recommended their submission to AC.1 for voting.

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

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

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

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

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

*Documentation:* ECE/TRANS/WP.29/2022/88  
Informal documents WP.29-187-11 and WP.29-187-12

137. The Chair of GRBP presented a draft new UN Regulation on reverse warning (agenda item 4.12.1). The World Forum considered this proposal and recommended its submission to AC.1 for voting.

138. The representative of United Kingdom of Great Britain and Northern Ireland, while recognizing the importance of the above draft new UN Regulation for safety, pointed out that his delegation would not be in a position to vote in favour of it, because of its incompatibility with the applicable national restrictions on reversing alarms during night hours (WP.29-187-11). He proposed to extend the pause function foreseen by the new Regulation to also cover such national restrictions and presented further amendments to this extent (WP.29-187-12).

139. The World Forum took note of WP.29-187-11 and WP.29-187-12 and invited United Kingdom of Great Britain and Northern Ireland to submit them for consideration to the next GRBP session in September 2022.

140. The WP.29 Secretary reminded the delegation of United Kingdom of Great Britain and Northern Ireland that their decision not to apply the new Regulation in its original form should be notified to the Office of Legal Affairs in New York (Article 1, para. 4 of the 1958 Agreement).

**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)**

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

## N. Pending proposals for amendments to existing UN Regulations submitted by GRE and GRSG (agenda item 4.14)

*Documentation:* ECE/TRANS/WP.29/2022/89  
 ECE/TRANS/WP.29/2022/90  
 ECE/TRANS/WP.29/2022/91  
 ECE/TRANS/WP.29/2022/92  
 ECE/TRANS/WP.29/2022/93  
 ECE/TRANS/WP.29/2022/94  
 ECE/TRANS/WP.29/2022/95  
 ECE/TRANS/WP.29/2022/96  
 ECE/TRANS/WP.29/2022/97  
 ECE/TRANS/WP.29/2022/98  
 ECE/TRANS/WP.29/2022/99  
 ECE/TRANS/WP.29/2022/100  
 ECE/TRANS/WP.29/2022/101  
 ECE/TRANS/WP.29/2022/102  
 ECE/TRANS/WP.29/2022/104  
 ECE/TRANS/WP.29/2022/110  
 Informal Documents: WP.29-187-05

142. The Chair of GRE presented draft amendments under agenda items 4.14.1 to 4.14.6. The World Forum considered draft amendments under agenda items 4.14.1 to 4.14.4 and 4.14.6 to 4.14.17. and recommended their submission to AC.1 for voting, subject to the corrections below:

*Agenda item 4.14.4, ECE/TRANS/WP.29/2022/92,*

*Paragraph 5, tables 3, 4, 6, 7 and 8, header row, fourth column, for 3.3.2.1.5.2. read 3.3.2.5.2.*

*Annex 4, paragraph 1.2., second line, delete "if".*

*Agenda item 4.14.11, ECE/TRANS/WP.29/2022/99, paragraphs 6.2.1.1. (a) and 6.2.1.2. (a), delete "B,".*

*Agenda item 4.14.12, ECE/TRANS/WP.29/2022/100, paragraphs 6.2.1.1. (a) and 6.2.1.2. (a), delete "B,".*

143. For agenda item 4.14.5, the Chair of GRE presented corrections to ECE/TRANS/WP.29/2022/93 (WP.29-187-05). The World Forum agreed on these corrections and recommended the submission of ECE/TRANS/WP.29/2022/93 to AC.1 for voting, subject to the following amendments:

*Paragraph 3.3.2.4.2., for "by means of" read "with or without".*

*Table 6, Part A, row "Segment 10 and below", last column, for "50R" read "25V".*

*Paragraph 5.2.3., amend to read:*

*"5.2.3. There shall be no lateral variations detrimental to good visibility in zone III."*

*Table 7, Part A, row "S100+S100LL+S100RR", third column, for " $3.75 \cdot 10^3$ " read " $3.75 \cdot 10^2$ ".*

*Table 7, Part A, row "Segment 10 and below", seventh column, for "50R" read "25V".*

*Table 16, row "Segment 6", last column, amend to read: "0.8 x the actual measured value at point 1.72°D-V".*

*Annex 1, item 9.1.8., for "4.5.3.4." read "4.5.3.5."*

## O. Proposal for amendments to Mutual Resolutions (agenda item 4.15)

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

## **P. Proposal for new Resolutions submitted by GRs (agenda item 4.16)**

145. The Chair from GRPE introduced the draft Consolidated Resolution describing the new Solid Particulate Number (SPN) measurement procedure for heavy duty (HD) engines including the sub-23 nm as well as the raw exhaust sampling options.

146. He elaborated the Consolidated Resolution was focusing on HD engines, and the changes were replicating provisions introduced in UN GTR No. 15 for light duty vehicles. As evidence showed that some HD engines have high fraction of sub-23 nm particles emissions, he explained that the SPN measurement procedure laid down in UN Regulation No. 49 needed to reduce the cut-off size to 10 nm, as included in this Consolidated Resolution, as an optional possibility.

147. He finalized by adding that the SPN measurement procedure for HD engines is described only in UN Regulation No. 49 and not in UN GTR No. 4, and that GRPE agreed to develop this proposed as a new Consolidated Resolution where the contracting parties have the choice of the cut-off size between 10 and 23 nm. He concluded by saying that any decision on when and how the new procedure will be included in a regulatory act will be taken at a later stage.

## **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.33

148. The World Forum agreed that agenda items 5.2 to 5.5/5.6 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 UN GTRs into national/regional law (agenda item 6)**

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

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

*Documentation:* Informal document: WP.29-186-16 and WP.29-186-16/Rev.1

150. 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 twenty-fifth and twenty-sixth sessions, held in a virtual format. He informed WP.29 that the work of the IWG had focused on for areas:

- (a) In-service compliance assessment;
- (b) Measures to detect tampering;
- (c) Draft Rule on Accident Emergency Call Systems;
- (d) Access to DETA.

He explained that the framework document would be further developed by a subgroup of the IWG on PTI.

151. 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.

152. The representative of France, Chair of GRBP, reported on the related discussions in his group. He highlighted the need to define the right interface between vehicle approval (including Conformity of Inspection, In-service Conformity and Market surveillance in some markets) and periodic technical inspection. He stated the importance of making sure that reference tests performed within the framework of type approval would need to be adequately used in PTI and road side inspection.

153. The representative from the UK recalled the inclusion of penalties for non-compliance was mentioned by the IWG on PTI, which predominantly exist in national legislation. He requested the view from WP.29 about the role of 1997 Agreement to make recommendations on penalties, and shared his view that this was probably the prerogatives of each contracting parties. The Chair agreed with the UK statement, and added that contributing to roadworthiness tests was a useful added value of the 1997 Agreement deliverables.

154. The representative from Sweden supported the statement from the UK and highlighted the importance to carry on activities to reveal tampering in PTI and roadside tests and invited the IWG on PTI to continue and expand their activities on that matter.

155. The representative from CITA agreed that WP.29 was not mandated to defining penalties, and thanked the UK and Sweden for the constructive feedback.

156. The secretariat on behalf of GRPE Chair supported the approach described by the Co-Chair of the IWG on PTI, and informed GRPE will be seeking active implication from GRPE stakeholders during its June 2022 session.

157. The representative of France commented on the envisaged access to DETA for the purpose of PTI. He highlighted the importance of considering appropriate uniform data structure stored in DETA that could be used of PTI.

158. The representative of CITA explained that the current developments of UI could create serious issues in the course of PTI inspections and therefore would need to be properly developed to accommodate sovereign tasks and needs such as PTI.

159. WP.29 acknowledged that some regions already developed provisions related to data for PTI and that such matter could be discussed in this forum. OICA commented that those markets require information exchange on the basis of Vehicle Identification Numbers while DETA was structured based on Approval numbers and vehicle types.

#### **A. Status of the Agreement (agenda item 7.1)**

*Documentation:* ECE/TRANS/WP.29/1074/Rev.16

160. 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 and encouraged the contracting parties to the 1997 Agreement to provide relevant updated information to the secretariat (francois.guichard@un.org), as needed.

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

161. 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)**

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



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

163. 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)**

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

**F. Vehicle whole-life compliance (agenda item 7.6)**

*Documentation:* ECE/TRANS/WP.29/2021/148  
Informal document WP.29-187-22

165. The Chair of the IWG on PTI informed the World Forum on the consultations of WP.29 subsidiary bodies on ECE/TRANS/WP.29/2021/148. The World Forum endorsed the proposal for a framework document on vehicle whole-life compliance including comments received from GRs (see WP.29-187-22).

166. WP.29 requested the secretariat to distribute it with an official symbol at the next session for formal adoption.

**X. Other business (agenda item 8)**

**A. Consistency between the provisions of the 1968 Vienna Convention and the technical provisions for vehicles of UN Regulations and UN GTRs adopted in the framework of the 1958 and 1998 Agreements (agenda item 8.1)**

167. The secretariat of WP.1 informed WP.29 on results achieved during the March 2022 session, focusing on those having relevance for WP.29. She referred to the session report of the eighty-fourth session of WP.1 for more details (ECE/TRANS/WP.1/179). She reported on the task of reviewing the consistency between the 1968 Convention on Road Traffic and technical regulations, in particular the lighting provisions in annex 5, on which WP.1 completed its deliberations. She announced that the proposed amendments were expected to be adopted as amendment to the 1968 Convention on Road Traffic in the September 2022 session of WP.1. She briefly mentioned the new Article 34bis introduced in a previous amendment to the 1968 Convention on Road Traffic, a concerning automated driving and ADS (ECE/TRANS/WP.1/173/Add.1), expected to enter into force on 14 July 2022. She briefed WP.29 on the work on the resolution on safety considerations for activities other than driving undertaken by the driver when the automated driving system is exercising dynamic control (Informal document No.1, WP.1 March 2022 session). She announced that the revised document reflecting the deliberations during the March 2022 session would be distributed with an official symbol at the September 2022 session of WP.1 within the next weeks and tabled for adoption. She concluded by reporting on ongoing activities of WP.1, e.g. the proposal from Canada (endorsed by the WP.1 Chair) to develop a framework for ADS safety and human centred needs, focusing on the design of the vehicle from a human perspective as well as consumer awareness and understanding. She added that WP.1 was looking forward to engaging more with WP.29 and mentioned the possibility to organize a joint event.

168. WP.29 welcomed this information and noted the importance of the amendments to the 1968 Vienna Convention on Road Traffic that would greatly inspire national activities on amendments to highway codes.

169. The representative of Canada thanked the secretariat to highlight the proposal made at WP.1 and encouraged WP.29 to review it. He provided information on the activities of the

WP.1 Group of Expert on the drafting of a new Legal Instrument on the use of Automated Vehicles in traffic. He stressed the importance to seriously look into this activity of the group that should take into consideration the developments and WP.29 regulations. He advised to reconsider the need for a new legal instrument at this point in time, given the fact that automated vehicles were at their infancy.

170. The Chair recalled previous discussions related to the appointment of an ambassador to WP.1. The representative of Canada thanked the WP.1 secretariat for the briefing presented to WP.29 and for highlighting the informal documents on collaboration and Human Factors made at WP.1 by Canada. He further encouraged WP.29 to review it. He also noted the work already under by the WP.1 Group of Expert on the drafting of a new Legal Instrument on the use of Automated Vehicles in traffic. He stressed the importance to seriously look into this activity of the group that should take into consideration the developments and WP.29 regulations. He further noted the importance to examine and assess safety considerations before considering writing a new legal instrument at this point in time, given the fact that automated vehicles technologies are not completely matured. He finally mentioned the need to develop concrete work plan with WP.1 to include objectives, deliverables, timelines to take action on the ITC mandate on WP.1-WP.29 collaboration.

171. The representative of AAPC, Secretary to the IWG on FRAV, suggested that the collaboration should consider common terms and definitions.

172. WP.29 agreed with the proposal of the representative of Canada to add an agenda item on the collaboration with WP.1 on the next agenda of WP.29 and invited the contracting parties to prepare for a more detailed discussion and the nomination of a possible ambassador.

#### **B. Proposal for amendments to the Consolidated Resolution on the Construction of Vehicles (R.E.3) (agenda item 8.2)**

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

#### **C. UNSRF project on safer and cleaner used vehicles for Africa (agenda item 8.3)**

174. The secretariat introduced the draft Report on the UNSRF Project "Safer and Cleaner Used Vehicles for Africa", and invited WP.29 experts to provide comments or suggestions, if any, to the secretariat by 15 August 2022. The report would be published during second semester 2022.

175. The World Forum confirmed the leadership team for the IWG on Safer and Cleaner New and Used Vehicles and congratulated Mr. D. Van Tonder (South Africa) on his election.

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

Documentation: Informal document WP.29-187-23

176. WP.29 noted that the informal document WP.29-187-23 provided information on the proposals for the amendments and two Corrigenda to existing UN Regulations and a new UN Regulation, that have been adopted by AC.1 in the March 2022 session of WP.29. They further noted that the document also included the (envisaged) dates of entry into force, being the 8 October 2022 for the amendments if no objections had been received, on 18 April 2022 for the Corrigenda and the 14 October 2022 for the new UN Regulation.

## **E. General approach to measurement uncertainties in UN Regulations (agenda item 8.5)**

Documentation: WP.29-187-06, ECE/TRANS/WP.29/GRBP/2022/9/Rev.1

177. The representative of Norway, in his capacity of Chair, GRBP Informal Working Group on Measurement Uncertainties (IWG MU), reported on the general approach how to handle measurement uncertainties in UN Regulations. He pointed out that GRBP had already enshrined this approach in UN Regulation No. 51 and would do so for UN Regulation No. 117 in the future. Following a short exchange of views, the World Forum invited other GRs to consider if the proposed approach (document of reference ECE/TRANS/WP.29/GRBP/2022/9/Rev.1) to measurement uncertainties could fit UN Regulations under their respective umbrellas. WP.29 was also of the view that the document of reference could serve as a guide for technical services when performing measurements.

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

178. The World Forum adopted the report on its 187th session and its annexes based on a draft prepared by the secretariat under COVID-19 special procedures. The report included sections related to the eighty-fifth session of the Administrative Committee (AC.1) of the 1958 Agreement, to the sixty-fourth session of the Executive Committee (AC.3) of the 1998 Agreement and the fourteenth session of the Administrative Committee of the 1997 Agreement (AC.4).

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

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

179. 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 10 June 2022. The written procedure had been initiated on 14 June 2022 12:00h CEST and had lasted for 72 hours, ending on 17 June 2022 15:00h CEST. The eighty-first, online/hybrid, session of AC.1 was held on 22 June 2022.

180. Of the 56 contracting parties to the agreement, 40 were represented by taking part in the written procedure and at the online/hybrid AC.1 session on 22 June 2022.

181. AC.1 invited the Chair of WP.29 to chair the online/hybrid session.

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

182. 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:

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				
12	Steering mechanism	46	37	2022/69	37/0/0	05 series	*
13	Heavy vehicle braking	50	37	2022/77	37/0/0	Suppl. 19 to 11 series	
13	Heavy vehicle braking	50	37	2022/78	37/0/0	Suppl. 1 to 12 series	*
13-H	Braking of light vehicles	52	38	2022/79 as amended by para. 132.	38/0/0	Suppl. 4 to 01 series	*
22	Protective helmets	47	34	2022/63	34/0/0	Suppl. 2 to 06 series	*
24	Visible pollutants, measurement of power of C.I. engines (Diesel smoke)	48	36	2022/73	35/0/1	Suppl. 8 to 03 series	*
48	Installation of lighting and light-signalling devices	48	36	2022/89	36/0/0	Suppl. 16 to 06 series	*
48	Installation of lighting and light-signalling devices	48	36	2022/90	36/0/0	Suppl. 3 to 07 series	*
48	Installation of lighting and light-signalling devices	48	36	2022/91	36/0/0	Suppl. 1 to 08 series	*
48	Installation of lighting and light-signalling devices	48	36	2022/95	36/0/0	Suppl. 8 to 03 series	*
48	Installation of lighting and light-signalling devices	48	36	2022/97	36/0/0	Suppl. 16 to 05 series	*
49	Emissions of compression ignition and positive ignition (LPG and CNG) engines	47	35	2022/74	35/0/0	Suppl. 1 to 07 series	*
51	Noise of M and N categories of vehicles	48	36	2022/84 as amended by para. 134.	36/0/0	Suppl. 7 to 03 series	*
53	Installation of lighting and light-signalling devices for L3 vehicles	47	35	2022/98	35/0/0	Suppl. 23 to 01 series	*
53	Installation of lighting and light-signalling devices for L3 vehicles	47	35	2022/99	35/0/0	Suppl. 6 to 02 series	*
53	Installation of lighting and light-signalling devices for L3 vehicles	47	35	2022/100	35/0/0	Suppl. 3 to 03 series	*
54	Tyres for commercial vehicles and their trailers	50	37	2022/85	37/0/0	Suppl. 25 to 00 series	*
74	Installation of lighting and light-signalling devices for mopeds	46	35	2022/101	34/0/1	Suppl. 14 to 01 series	*
74	Installation of lighting and light-signalling devices for mopeds	46	35	2022/102	34/0/1	Suppl. 2 to 02 series	*
79	Steering equipment	46	36	2022/80	36/0/0	Suppl. 8 to 03 series	*
79	Steering equipment	46	36	2022/81	36/0/0	Suppl. 3 to 04 series	*
85	Measurement of the net power and the 30 min. power	48	36	2022/75	35/0/1	Suppl. 11 to 00 series	*

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				
86	Installation of lighting and light-signalling devices for agricultural vehicles	43	34	2022/103	33/0/1	Suppl. 4 to 01 series	*
86	Installation of lighting and light-signalling devices for agricultural vehicles	43	34	2022/104	33/0/1	Suppl. 4 to 01 series	*
90	Replacement braking parts	46	36	2022/82	36/0/0	Suppl. 9 to 02 series	*
100	Electric power trained vehicles	50	36	2022/64	36/0/0	Suppl. 2 to 03 series	*
106	Tyres for agricultural vehicles and their trailers	50	36	2022/86	35/0/1	Suppl. 20 to 00 series	*
109	Retreaded tyres for commercial vehicles and their trailers	51	36	2022/7/Rev.1	36/0/0	Suppl. 11 to 00 series	
117	Tyre rolling resistance, rolling noise and wet grip	53	38	2022/83	38/0/0	03 series	*
127	Pedestrian safety	56	40	2022/70	38/0/2	03 series	*
129	Enhanced Child Restraint systems	55	38	2022/65	37/0/1	Suppl. 7 to 03 series	*
131	Advanced Emergency Braking System	56	40	2022/76	38/0/2	02 series	*
135	Pole side impact	56	40	2022/71	38/0/2	02 series	*
136	Electric vehicle L	56	40	2022/72	38/0/2	02 series	*
137	Frontal impact with focus on restraint systems	55	39	2022/66	37/0/2	Suppl. 4 to 01 series	*
137	Frontal impact with focus on restraint systems	55	39	2022/67	37/0/2	Suppl. 3 to 02 series	*
141	Tyre pressure monitoring system	56	40	2022/87	38/0/2	Supp 2 to 01 series	*
145	ISOFIX anchorage systems, ISOFIX top tether anchorages and i-Size	56	40	2022/68	38/0/2	Supp 2 to 00 series	*
148	Light signalling devices	56	40	2022/92 as amended by para. 143	38/0/2	01 series	*
149	Road illumination devices	56	40	2022/93 as amended by para. 144	38/0/2	01 series	*
150	Retro-reflective devices	56	40	2022/94	38/0/2	01 series	*
157	Automated Lane Keeping Systems	56	40	2022/59/Rev.1	38/0/2	01 series	*
162	Immobilizers	56	40	2022/110	38/0/2	Suppl. 3 to 00 series	*

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				
Proposal for new UN Regulations							
[165]	Reverse Warning		40	2022/88	37/1/2		*

\* 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 2022 (agenda item 12)

183. The sixty-fourth session of the Executive Committee (AC.3) was held on 22 June 2022 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 10 June 2022. 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, Norway, Republic of Korea, Russian Federation, South Africa, San Marino, Tunisia, United Kingdom of Great Britain and Northern Ireland and United States of America.

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

*Documentation:* ECE/TRANS/WP.29/1073/Rev.33  
Informal document WP.29-187-13

184. AC.3 noted the information, as of 15 June 2022, on the status of the Agreement of the Global Registry and of the Compendium of Candidates (ECE/TRANS/WP.29/1073/Rev.33), the status of the priorities of the 1998 Agreement (based on WP.29-187-13 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](mailto:edoardo.gianotti@un.org)) to ensure updating of the status document, which is the monitoring tool of the agreement.

185. 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 (Articles 7.4 to 7.4.1. of the Agreement) and be provided to the secretariat for

each one-year period if action or no action had been taken in the process of transposition of UN GTRs into domestic legislations. AC.3 finally noted that such information would be integrated into the Status of the Agreement document and that such information would not be only administrative but also relevant to all interested parties, including the industry, to understand the type of vehicle certification needed in the different contracting parties.

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

### **A. Proposal for a new UN GTR (agenda item 14.1.)**

*Documentation:* ECE/TRANS/WP.29/2022/106  
ECE/TRANS/WP.29/2022/107

186. Submitted for consideration and vote, the proposal for a new UN GTR on durability of pollution-control devices for two- and three-wheelers (ECE/TRANS/WP.29/2022/106 and ECE/TRANS/WP.29/2022/107) was adopted on 22 June 2022 by consensus vote of the following contracting parties present and voting: Australia, Canada, China, European Union (representing Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, Netherlands, Romania, Slovakia, Slovenia, Spain, and Sweden), India, Japan, Norway, Russian Federation, San Marino, South Africa, United Kingdom of Great Britain and Northern Ireland and United States of America.

187. Malaysia, Republic of Korea, and Tunisia abstained from voting.

### **B. Proposal for amendments to a UN GTR (agenda item 14.2.)**

*Documentation:* ECE/TRANS/WP.29/2022/108  
ECE/TRANS/WP.29/2022/109

188. The Chair invited the Co-Chair of the IWG on Environmental and Propulsion Performance Requirements of L-category vehicles (EPPR) to provide a brief introduction to the proposal. He informed AC.3 that the proposal included two- and three- wheelers powertrains using conventional and alternative fuels. He further explained that the draft new UN GTR contained three distinct durability test procedures for emission control devices; a full mileage accumulation test procedure, a partial mileage accumulation test procedure and a mathematical approach to mileage accumulation, taking stock of the Deterioration Factors (DF) stemming from the Euro 5 procedure used in the European Union.

189. Submitted for consideration and vote, the proposal for Amendment 5 to UN GTR No. 2 (ECE/TRANS/WP.29/2022/108 and ECE/TRANS/WP.29/2022/109) was adopted on 22 June 2022 by consensus vote of the following contracting parties present and voting: Australia, Canada, China, European Union (representing Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, Netherlands, Romania, Slovakia, Slovenia, Spain, and Sweden), India, Japan, Norway, Republic of Korea, Russian Federation, San Marino, South Africa, United Kingdom of Great Britain and Northern Ireland and United States of America.

190. Malaysia and Tunisia abstained from voting.

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

191. The representative from the United States of America stated, they were ready to prepare letters to reaffirm listing Nos. 11, 12 and 13 for the November 2022 session of AC.3.

192. The Chair of AC.3 invited delegates to submit national legislations from their countries that should be taken into consideration and could contribute to the Compendium of Candidates for UN GTRs.

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

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

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

### **A. UN GTR No. 2 (Worldwide Motorcycle emission Test Cycle (WMTC)) (agenda item 17.1)**

194. The Chair of GRPE confirmed that no further activities were expected on UN GTR No. 2 in the foreseeable future, following the adoption of the new Amendment 5. The representative from IMMA highlighted the importance of the new Amendment 5 to UN GTR No. 2 for the IWG on EPPR. He added that, even though outside of the AC.3 remit, the transposition of the new Amendment 5 to UN GTR No. 2 into 1958 Agreement is a task of the IWG on EPPR and GRPE.

195. AC.3 agreed to remove this item from the agenda of the November 2022 session.

### **B. UN GTR No. 3 (Motorcycle braking) (agenda item 17.2)**

*Documentation:* ECE/TRANS/WP.29/2022/47/Rev.1

196. The representative of Italy recalled the purpose of ECE/TRANS/WP.29/2022/47/Rev.1. He explained that he received comments on this request for authorization to develop an amendment to UN GTR No. 3 and therefore proposed to postpone its consideration.

197. The representative of the United States of America detailed that the proposal included two technical considerations. He confirmed that the proposed update to the Standard Reference Test Tyre appears to be straight forward. He explained that the current related Federal Motor Vehicle Safety Standard No. 122 did not include a threshold value for the brake light activation and recalled GRVA's request to share information on the origin and justification of the 1.3 m/s<sup>2</sup> threshold.

198. The representative of Canada supported the above statement and recalled the importance of sharing information on costs/benefits considerations related to requiring this 1.3 m/s<sup>2</sup> threshold.

199. AC.3 agreed that this exchange could be continued at GRVA and agreed to resume consideration of the request for authorization to develop an amendment to UN GTR No. 3 at its November 2022 session.

### **C. UN GTR No. 8 (Electronic stability control systems (ESC)) (agenda item 17.3)**

200. The representative of Korea, sponsor of an amendment to UN GTR No. 8 aimed at modifying provisions for accommodating innovative steering with significant lower steering gear ratio, reported that no progress was made since the last session of AC.3.



201. The representative of Canada agreed that further discussions would be needed. He proposed to postpone the consideration of this item until those discussions take place.

202. AC.3 agreed that GRVA could host further discussions on this item and to resume consideration at its November 2022 session.

#### **D. UN GTR No. 9 (Pedestrian safety) (agenda item 17.4)**

203. On Amendment 3 (head-form impact areas) to the UN GTR, AC.3 was informed that the working group within GRSP tasked to complete the amendment had temporarily suspended work due to the difficulty in reaching an agreed outcome. When new information becomes available, the working group plans to reconvene to develop a final document. After a short exchange of views, AC3 confirmed its desire to conclude the work on this amendment and invited GRSP to prioritise this issue. 151. On Amendment 4 to the UN GTR introducing Deployable Pedestrian Protection Systems (DPPS), the expert from the Republic of Korea confirmed that the Phase 1 of the IWG would be close to finalization and that a draft proposal had been already submitted to the GRSP May 2022 session to receive comments. However, he suggested an extension of the IWG mandate for one year to complete the planned work.

204. AC.3 agreed to extend the mandate of the IWG DPPS until November 2023.

#### **E. UN GTR No. 13 (Hydrogen and Fuel Cells Vehicles (HFCV) – Phase2) (agenda item 17.5)**

205. AC.3 was informed that many improvements to the UN GTR No. 13 initially established under Phase 1 had been made under the current phase of work (Phase 2). The IWG chair reiterated his request to experts to provide timely feedback on that work so that the IWG can review and address those comments and resolve any outstanding issues. The IWG Chair cited a few examples of the topics addressed in the amendments, including for example, the extension of the scope to heavy duty vehicles, the upgrade of the initial burst pressure test for 70 MPa containers, conformable tanks and fire test. He concluded by addressing the issue of requirements for liquid hydrogen that are already in UN GTR No. 13 as a contracting party option, to inform AC.3 that the IWG would carefully consider them for review in future phases (see para 205 above).

#### **F. UN GTR No. 15 (Worldwide harmonized Light vehicle Test Procedures (WLTP) – Phase 2) (agenda item 17.6)**

206. The Chair of GRPE informed AC.3 that, in the absence of sponsor to continue the development of UN GTR No. 15, the maintenance and further development of UN GTR No.15 was nevertheless still being examined by GRPE. GRPE members have identified potential material for a forthcoming proposal for an Amendment 7 to UN GTR No. 15. He added that better visibility regarding the next steps was expected during the next sessions of GRPE.

#### **G. UN GTR No. 16 (Tyres) (agenda item 17.7)**

207. The Chair of GRBP informed AC.3 that the work on Phase 3 of UN GTR No. 16 is expected to start in 2023. The representative of ETRTO recalled the roadmap for transposition of Phase 2 into UN Regulations Nos. 30 and 54 and into national laws and invited contracting parties to undertake the necessary steps in this direction. He also reiterated the request that notifications and the mandatory reports on the transposition process of UN GTR No. 16 (amongst others) would be provided to the secretariat. He underlined the keen interest of the industry on the transposition process of the UN GTR into national legislations of contracting parties and not only in the framework of the 1958 Agreement. AC.3 decided to keep this issue on the agenda

**H. UN GTR No. 20 (Electric Vehicles Safety (EVS)) (agenda item 17.8)**

208. The Chair of the IWG on Phase 2 of UN GTR No. 20, reported on progress made by the IWG in examining the methods to trigger thermal propagation runaway, which continues to be a very challenging issue. He also reported on the important preliminary results of the European Commission's Joint Research Center research project studying the toxicity and flammability of gases emanating from damaged battery cells and packs that suggest that some gases could be are toxic, lethal and/or flammable. He added that once the project is completed, the IWG plans to determine how to best address it in the UN GTR amendments. He concluded that the IWG strives to have the Phase 2 proposal submitted for WP29 consideration by November 2023 or March 2024.

**I. UN GTR No. 21 (Determination of electrified vehicle power (Electric vehicles and the environment)) (agenda item 17.9)**

209. The representative from the United States of America updated the latest activities on UN GTR No. 21, highlighting that the activities focused on getting feedback from laboratories and contracting parties on the application of the UN GTR, to assess the need for further update to the test procedure.

210. AC.3 agreed to remove this item from the agenda of the November 2022 session.

**J. Draft UN GTR on Quiet Road Transport Vehicles (agenda item 17.10)**

211. No new information was reported under this agenda item. AC.3 decided to keep this issue on the agenda.

**K. Draft UN GTR on Global Real Driving Emissions (GRDE) (agenda item 17.11)**

212. The representative from the European Commission informed AC.3 that activities on Global RDE were focusing on the finalization of the UN Regulation on RDE; He explained a draft informal new UN Regulation on RDE was to be considered via written procedure by GRPE over the summer, before submission of a working document to be considered by GRPE in January 2023.

213. Therefore, he stated that the initiation of the work on UN GTR on Global RDE (directly going under phase 2 as authorized by ECE/TRANS/WP29/AC.3/54/Rev.1) had been postponed to the autumn of 2022.

**L. UN GTR No. 22 (In-vehicle battery durability) (agenda item 17.12)**

214. The representative from the United States of America stated that following the adoption of UN GTR No. 22 in March 2022 by AC.3, the IWG on EVE was now developing specific provisions for heavy duty applications, assessing the provisions that could be taken over from the existing UN GTR and what new provisions were expected to be needed. He explained this task was expected to require significant resources from the IWG on EVE in the coming months.

**M. Proposal for a draft UN GTR durability of after treatment devices for two- and three-wheeled motor vehicles (Environmental and Propulsion Performance Requirements of L category vehicles) (agenda item 17.13)**

215. The Co-Chair of the IWG on EPPR informed AC.3 that activities were on-going to improve the determination of DFs used in the mathematical approach for mileage accumulation.

**N. Proposal for a draft UN GTR on brake particulate emissions (agenda item 17.14)**

216. The representative from the European Commission highlighted that the draft UN GTR on brake particulate emissions was being finalized by the IWG on PMP. He added that an informal proposal for a draft UN GTR on brake particulate emissions was to be considered via written procedure by GRPE over the summer, before submission of a working document to be considered by GRPE in January 2023. He detailed that the work, which was divided in four task forces, still needed final inputs from Task Force 4 (TF4) on the inclusion of regenerative braking into the test procedure to be finalized in the fall. He concluded by clarifying that GRPE was expected to consider a proposal for a UN GTR in January 2023.

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

**A. Event data recorder (agenda item 18.1)**

217. The representative of Canada informed AC.3 on the continued work on this subject in his country and the importance of Event Data Recorder (EDR) for Heavy Vehicles.

**XXI. Other business (agenda item 19)**

218. No subject was raised under this agenda item.

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

**XXII. Establishment of the Committee AC.4 and election of officers for the year 2022 (agenda item 20)**

219. The Administrative Committee (AC.4) did not convene, as recommended by AC.2 during its 138th session.

**XXIII. Amendments to Rules annexed to the 1997 Agreement (agenda item 21)**

220. No subject was raised under this agenda item.

**XXIV. Establishment of new Rules annexed to the 1997 Agreement (agenda item 22)**

221. No subject was raised under this agenda item.

**XXV. Other business (agenda item 23)**

222. No subject was raised under this agenda item.

**Annex I**

[English only]

**List of informal documents (WP.29-187-...) distributed without a symbol during the 187th session**

<i>No. WP.29-187-</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
1	Secretariat	2.2.	E	WP.29, Working Parties, Informal Working Groups and Chairmanship	(b)
2	Secretariat	2.2.	E	Draft calendar of meetings for 2023	(b)
3	Secretariat	1.	E	Running order of the 187 <sup>th</sup> session of WP.29	(b)
4	Secretariat	1.	E	Consolidated agenda	(b)
5	GRE	4.14.5.	E	Corrections to ECE/TRANS/WP.29/2022/93	(b)
6	GRBP IWG MU	8.5.	E	Measurement uncertainties	(c)
7	France, Germany, Norway and OICA	4.9.2	E	Corrigendum to ECE/TRANS/WP29/2022/84	(b)
8	GRVA	2.3.	E	Amendments to ECE/TRANS/WP.29/2022/58	(b)
9	GRPE	7.6.	E	Amendments to ECE/TRANS/WP.29/2021/148	(d)
10	Secretariat	2.3.	E	Guidelines and Recommendations concerning Safety Requirements for Automated Driving Systems	(a)
11	UK	4.12.1.	E	Reverse Warning Regulation – UK Proposal (ppt)	(d)
12	UK	4.12.1.	E	Amendments to Reverse Warning Regulation	(e)
13	Secretariat	5.1 & 13	E	Status of the 1998 Agreement of the global registry and of the compendium of candidate	(d)
14	IWG on SCUNV	8.3.	E	Terms of Reference for Informal Working Group on Safer and Cleaner Used and New Vehicles (IWG on SCUNV) for Developing Countries	(b)
15	CITA	4.5.	E	Unique Identifier – the impact in periodic and roadside inspection	(d)

<i>No. WP.29-187-</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
16	IWG on SCUNV	8.3	E	Provisional Agenda for the Second Session of the Informal Working Group On Safer and Cleaner Used and New Vehicles (IWG On SCUNV)	(d)
17	Secretariat	8.3	E	Draft Report on the UNSRF Project “Safer and Cleaner Used Vehicles for Africa”	(b)
18	Secretariat	2.2	E	Nomination/Voting of Chair/Vice-Chairs under current situation	(d)
19	IWG on IWVTA	4.3.	E	IWG on IWVTA report to WP.29	(d)
20	IWG on IWVTA	4.3.	E	UN Regulation No. 0 – 05 series of amendments	(a)
21	IWG on PTI	7	E	Report to WP.29 about results of the 27th meetings of the Informal Working Group on Periodical Technical Inspections	(d)
22	IWG on PTI	7.6.	E	Proposal for a Framework Document on Vehicle Whole-Life Compliance (updated)	(a)
23	Secretariat	8.4.	E	1958 AGREEMENT. ADOPTED PROPOSALS 41 AMENDMENTS – 2 CORRIGENDUMS-1 NEW REGULATION & SITUATION OF THEIR ENTRY INTO FORCE 186TH SESSION – March 2022 (see the report of the session ECE/TRANS/WP.29/1164, para. 132)	(b)
24	CLEPA, OICA	2.3.	E	Automated Driving Road Map - Main messages from GRVA-12-18	(d)
25	EC	2.2	E	Intellectual Property Rights Policy	(c)
26	IWG on DETA	4.5.	E	DRAFT REPORT OF THE 44th SESSION OF THE IWG ON DETA	(b)
27	IWG on DETA	4.5.	E	Report to 187th WP.29 session from the 44th IWG on DETA meeting	(b)
28	Japan	0	E	Challenges for Transportation	(d)

*Notes:*

- (a) Issue as official document for the next session.
- (b) Adopted.
- (c) Continue consideration at the next session.
- (d) Consideration completed or to be superseded
- (e) Sent to GRBP for further consideration

## Annex II

[English only]

**World Forum for Harmonization of Vehicle Regulations  
(WP.29):  
Working Parties, Informal Working Groups and Chairs  
on 10 June 2022**

	<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>
<b>WP.29</b>	<b>World Forum</b>	<b>Mr. A. Erario Mr. S. Anikeev</b>	<b>Italy Russian Federation</b>	<b>2022</b>
	Intelligent Transport Systems (ITS)	Mr. T. Naono 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 2023
	International Whole Vehicle Type Approval (IWVTA)	Mr. T. Omori	Japan	November 2025
	Enforcement Working Group	N.N.		2020
	Periodic Technical Inspections (PTI)	Mr. H. P. Weem Mr. V. Komarov	Netherlands Russian Federation	June 2024
	Safer and Cleaner New and Used Vehicles (SCUNV)	Mr. D. Van Tonder MJR. (Rtd.) J Kipchumba Yator Mr. P. Ianna Mr. X. Hoekman Mr. E. Wondimneh	South Africa Kenya Nigeria The Netherlands USA	TBD
<b>GRBP</b>	<b>Noise and Tyres</b>	<b>Mr. S. Ficheux Mr. A. Bocharov</b>	<b>France Russian Federation</b>	<b>2022</b>
	Quiet Road Transport Vehicles (QRTV UN GTR)	Mr. H. Mohammed Mr. I. Sakamoto	USA Japan	December 2023
	Wet grip performance for tyres in worn state (WGWT)	Mrs. E. Collot	France	January 2024
	Measurement Uncertainties (MU)	Mr. T. Berge	Norway	September 2023
<b>GRE</b>	<b>Lighting and Light-Signalling</b>	<b>Mr. T. Kärkkäinen Mr. D. Rovers</b>	<b>Finland Netherlands</b>	<b>2022</b>
	Simplification of the Lighting and Light Signalling Regulations (SLR)	Mr. D. Rovers M. A. Lazarevic	Netherlands EC	December 2025
	Electromagnetic Compatibility (EMC)	Mr. Z. Tsakiridis	Germany	December 2023
<b>GRPE</b>	<b>Pollution and Energy</b>	<b>Mr. A. Rijnders Mr. D. Kay</b>	<b>Netherlands UK</b>	<b>2023</b>
	Environmental and Propulsion Performance Requirements of L-category vehicles (EPPR)	Mr. N. den Ouden Mr. J. Mashele	Netherlands South Africa	January 2023

	<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>
	Electric Vehicle and Environment (EVE)	Mr. M. Olechiw Mrs. P. Dilara Mrs. C. Chen Mr. H. Ishii	USA EC China Japan	January 2024
	Particle Measurement Programme (PMP)	Mr. B. Giechaskiel	EC	June 2023
	Vehicle Interior Air Quality (VIAQ)	Mr. A. Kozlov Ms. I. J. Park	Russian Federation Republic of Korea	November 2025
	Global Real Driving Emissions (RDE)	Ms. P. Dilara Mr. M. Tanikura Mr. H. J. Kim Mr. M. Olechiw	EC Japan Republic of Korea USA	June 2023
<b>GRVA</b>	<b>Automated/Autonomous and Connected Vehicles</b>	<b>Mr. R. Damm</b> <b>Ms. C. Chen</b> <b>Mr. T. Onoda</b>	<b>Germany</b> <b>China</b> <b>Japan</b>	<b>2022</b>
	Functional Requirements for Automated and Autonomous Vehicles (FRAV)	Mr. E. Wondimneh <sup>3</sup> Ms. C. Chen. <sup>1</sup> Mr. R. Damm <sup>1</sup>	USA China Germany	June 2024
	Validation Method for Automated Driving (VMAD)	Mr. H. Nonaka <sup>1</sup> Mr. P. Striekwold <sup>1</sup> Mr. I. Sow <sup>1</sup>	Japan Netherlands Canada	June 2024
	Cyber Security and Over-The-Air software updates (CS/OTA)	Mr. T. Niikuni <sup>1</sup> Dr. D. Handley <sup>1</sup> Mr. E. Wondimneh <sup>1</sup>	Japan UK USA	November 2022
	Event Data Recorder / Data Storage System for Automated Driving (EDR/DSSAD)	Mr. T. Guiting <sup>1</sup> Mr. H. Nonaka <sup>1</sup> Mrs. J. Doherty <sup>1</sup>	Netherlands Japan USA	June 2024
<b>GRSP</b>	<b>Passive Safety</b>	<b>Mr M. Koubek</b> <b>Mr H. G. Kim</b>	<b>USA</b> <b>Republic of Korea</b>	<b>2021</b>
	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 2023
	Electric Vehicle Safety (EVS) – Phase 2	Mr. M. Koubek Mr. A. Lazarevic Ms. C. Chen	USA, EC and China Vice-Chair	June 2023
	Specification of the 3D-H machine	Mr. L. Martinez	Spain	Tbd
	Hydrogen and Fuel Cell Vehicles (HFCV) – Phase 2	Mr. M. Koubek Mr. K. Sato <sup>1</sup> Ms. C. Chen Mr. S.W. Kim	USA Japan and China and Republic of Korea Vice- Chairs	December 2022
	Protective Helmets	Mr. L. Rocco	Italy	suspended
	Safer Transport of Children in Buses and Coaches	Ms. Marta Angles	Spain	March 2024

<sup>3</sup> 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>
<b>GRSG</b>	<b>General Safety</b>	<b>Mr. A. Erario Mr. K. Hendershot</b>	<b>Italy Canada</b>	<b>2022</b>
	Field of Vision Assistants (IWG-FVA)	Mr. H. Lammers	Netherlands	April 2023
	Awareness of Vulnerable Road Users proximity (VRU-Proxi)	Mr. R. Ladret-Piciorus.	EC	October 2023

### **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. Naono 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 2022

(Changes can be expected.)

Month	Meeting (title and session No.)	Dates proposed	Schedule	Half-days	Interpretation	12-weeks deadline	Delegates
JANUARY	Working Party on Pollution and Energy (GRPE) (85 <sup>th</sup> session)	11-14	p.m./a.m.	6	Yes	19/10/2021	150
JANUARY	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (12 <sup>th</sup> session)	24-28	p.m./a.m.	6	Yes	1/11/2021	150
FEBRUARY	Working Party on Noise and Tyres (GRBP) (75 <sup>th</sup> session)	8-11	p.m./a.m.	8	Yes	16/11/2021	120
MARCH	Administrative Committee for the Coordination of Work (WP.29/AC.2) (138 <sup>th</sup> session)	7	a.m./p.m.	2	No	13/12/2021	35
MARCH	World Forum for Harmonization of Vehicle Regulations (WP.29) (186 <sup>th</sup> ); Admin. Committee of the 1958 Agreement (AC.1: 80 <sup>th</sup> session); Executive Committee of the 1998 Agreement (AC.3: 63 <sup>rd</sup> session); Admin. Committee of the 1997 Agreement (AC.4: 19 <sup>th</sup> session)	8-11 (9 9-10)	a.m./a.m. (p.m. p.m./p.m.)	7	Yes	7/12/2021	160
MARCH/APRIL	Working Party on General Safety Provisions (GRSG) (123 <sup>rd</sup> session)	28-1	p.m./a.m.	8	Yes	3/01/2022	120
APRIL	Working Party on Lighting and Light-Signalling (GRE) (86 <sup>th</sup> session)	25-29	a.m./p.m.	8	Yes	31/01/2022	120
MAY	Working Party on Passive Safety (GRSP) (71 <sup>st</sup> session)	9-13	p.m./a.m.	8	Yes	14/02/2022	120
MAY	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (13 <sup>th</sup> session)	23-27	p.m. am.	8	Yes	28/02/2022	150
MAY/JUNE	Working Party on Pollution and Energy (GRPE) (86 <sup>th</sup> session)	31-3	p.m./a.m.	6	Yes	08/03/2022	150
JUNE	Administrative Committee for the Coordination of Work (WP.29/AC.2) (139 <sup>th</sup> session)	20	a.m./p.m.	2	No	28/03/2022	35
JUNE	World Forum for Harmonization of Vehicle Regulations (WP.29) (187 <sup>th</sup> session); Admin. Committee of the 1958 Agreement (AC.1: 81 <sup>st</sup> session); Executive Committee of the 1998 Agreement (AC.3: 64 <sup>th</sup> session); Admin. Committee of the 1997 Agreement (AC.4: 20 <sup>th</sup> session)	21-24 (22 22-23)	a.m./a.m. (p.m. p.m./p.m.)	7	Yes	29/03/2022	160
SEPTEMBER	Working Party on Noise and Tyres (GRBP) (76 <sup>th</sup> session)	5-7	p.m./p.m.	5	Yes	22/06/2022	120
SEPTEMBER	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (14 <sup>th</sup> session)	26-30	p.m./a.m.	8	Yes	4/07/2022	150
OCTOBER	Working Party on General Safety Provisions (GRSG) (124 <sup>th</sup> session)	11-14	a.m./a.m.	7	Yes	19/07/2022	120
OCTOBER	Working Party on Lighting and Light-Signalling (GRE) (87 <sup>th</sup> session)	25-28	a.m./a.m.	7	Yes	2/08/2022	120
NOVEMBER	Administrative Committee for the Coordination of Work (WP.29/AC.2) (140 <sup>th</sup> session)	14	a.m./p.m.	2	No	22/08/2022	35
NOVEMBER	World Forum for Harmonization of Vehicle Regulations (WP.29) (188 <sup>th</sup> session); Admin. Committee of the 1958 Agreement (AC.1: 82 <sup>nd</sup> session); Executive Committee of the 1998 Agreement (AC.3: 65 <sup>th</sup> session); Admin. Committee of the 1997 Agreement (AC.4: 21 <sup>st</sup> session)	14-16 (15 15-16)	a.m./p.m. (a.m. p.m./p.m.)	6	Yes	23/08/2022	160
DECEMBER	Working Party on Passive Safety (GRSP) (72 <sup>nd</sup> session)	5-9	p.m./a.m.	8	Yes	12/09/2022	120
		<b>TOTAL: 111 half days = 55.5 days</b>					

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

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

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

The sessions 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.

Sessions in the second half of 2022 are scheduled as in person meetings.

During the November WP.29 session, the Administrative Committee of the 1958 Agreement (AC.1) will hold its sessions exceptionally on Tuesday, sessions of the Executive Committee of the 1998 Agreement (AC.3) are expected to be held on

Tuesday afternoon, and sessions of the Administrative Committee of 1997 Agreement (AC.4) would be held on Tuesday immediately following the AC.1, if necessary.

## Annex IV

[English only]

## Draft calendar of sessions for 2023

(Changes can be expected.)

Month	Meeting (title and session No.)	Dates proposed	Schedule	Half-days	Interpretation	Delegates
JANUARY	Working Party on Pollution and Energy (GRPE) (87 <sup>th</sup> session)	10-13	p.m./a.m.	6	Yes	150
JANUARY	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (15 <sup>th</sup> session)	23-27	p.m./a.m.	8	Yes	150
FEBRUARY	Working Party on Noise and Tyres (GRBP) (77 <sup>th</sup> session)	7-10	p.m./a.m.	6	Yes	120
MARCH	Administrative Committee for the Coordination of Work (WP.29/AC.2) (141 <sup>st</sup> session)	6	p.m.	1*	No	35
MARCH	World Forum for Harmonization of Vehicle Regulations (WP.29) (189 <sup>th</sup> ); Admin. Committee of the 1958 Agreement (AC.1: 83 <sup>rd</sup> session); Executive Committee of the 1998 Agreement (AC.3: 66 <sup>th</sup> session); Admin. Committee of the 1997 Agreement (AC.4: 22 <sup>nd</sup> session)	7-9 (8 8-9)	a.m./p.m. (p.m. p.m./p.m.)	6	Yes	160
MARCH	Working Party on General Safety Provisions (GRSG) (125 <sup>th</sup> session)	27-31	p.m./a.m.	8	Yes	120
APRIL	Working Party on Lighting and Light-Signalling (GRE) (88 <sup>th</sup> session)	25-28	a.m./p.m.	8	Yes	120
MAY	Working Party on Passive Safety (GRSP) (73 <sup>rd</sup> session)	15-19	p.m./a.m.	8	Yes	120
MAY	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (16 <sup>th</sup> session)	22-26	p.m. am.	8	Yes	150
MAY/JUNE	Working Party on Pollution and Energy (GRPE) (89 <sup>th</sup> session)	30-2	p.m./a.m.	6	Yes	150
JUNE	Administrative Committee for the Coordination of Work (WP.29/AC.2) (142 <sup>nd</sup> session)	19	p.m.	1*	No	35
JUNE	World Forum for Harmonization of Vehicle Regulations (WP.29) (190 <sup>th</sup> session); Admin. Committee of the 1958 Agreement (AC.1: 84 <sup>th</sup> session); Executive Committee of the 1998 Agreement (AC.3: 67 <sup>th</sup> session); Admin. Committee of the 1997 Agreement (AC.4: 23 <sup>rd</sup> session)	20-22 (21 21-22)	a.m./p.m. (p.m. p.m./p.m.)	6	Yes	160
AUGUST /SEPTEMBER	Working Party on Noise and Tyres (GRBP) (78 <sup>th</sup> session)	30-1	p.m./p.m.	5	Yes	120
SEPTEMBER	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (17 <sup>th</sup> session)	25-29	p.m./a.m.	8	Yes	150
OCTOBER	Working Party on General Safety Provisions (GRSG) (126 <sup>th</sup> session)	10-13	a.m./a.m.	7	Yes	120
OCTOBER	Working Party on Lighting and Light-Signalling (GRE) (89 <sup>th</sup> session)	24-27	a.m./a.m.	7	Yes	120
NOVEMBER	Administrative Committee for the Coordination of Work (WP.29/AC.2) (143 <sup>rd</sup> session)	13	p.m.	1*	No	35
NOVEMBER	World Forum for Harmonization of Vehicle Regulations (WP.29) (191 <sup>st</sup> session); Admin. Committee of the 1958 Agreement (AC.1: 85 <sup>th</sup> session); Executive Committee of the 1998 Agreement (AC.3: 68 <sup>th</sup> session); Admin. Committee of the 1997 Agreement (AC.4: 24 <sup>th</sup> session)	14-16 (15 15-16)	a.m./p.m. (a.m. p.m./p.m.)	6	Yes	160
DECEMBER	Working Party on Passive Safety (GRSP) (74 <sup>th</sup> session)	4-8	p.m./a.m.	8	Yes	120
		<b>TOTAL: 110 +3* half days</b> = 55.5+1.5 days				

\*) Meeting without interpretation and lower number of participants can be hosted in H-building meeting room

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

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

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

The sessions 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 V

[English only]

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

### Situation on priorities and proposals to develop UN GTRs as of 15 June 2022

#### 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
[Amendment 4] to UN GTR No. 3 (Motorcycle)	No		Italy	[2022/47/Rev.1]		GRVA will further discuss, at its September 2022 session, the proposal to identify the origin of a proposed threshold value 1.3m/s <sup>2</sup> and its justifications.
[Amendment 1] to UN GTR No. 8 (ESC)	No		Korea	AC.3/56		GRVA is expected to resume consideration of this matter at its September 2022 session.

#### 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
Phase 2 of UN GTR No. 7 (Head Restraints)	Yes/UK		Japan	AC.3/25/Rev.1	GRSP/2021/2	AC.3 at its November 2021 session adopted Addendum 1 to the M.R.1.
Amendment 3 to UN GTR No. 9			Netherlands	AC.3/31 & AC.3/31/Add.1	2021/54 (Final report) & 2021/53 (final text of the Amend.)	GRSP considered the issue of UN GTR No. 9 Amendment 3 (Headform test) but concluded that since there was no new information made available to the experts, it was not possible to restart the discussions on Amendment 3.
Amendment 4 to UN GTR No. 9			Republic of Korea		AC.3/45/Rev.1 2018/162 (ToR) GRSP/2022/2 (draft proposal)	AC.3 endorsed the ToR of IWG-DPPS (.../2018/162). AC.3 agreed to extend the mandate of the UN GTR 9, IWG DPPS until November 2023.
Phase 2 of UN GTR No. 13 (HFCV)			Japan, Republic of Korea and the European Union		AC.3/49 2018/75 (ToR)	GRSP requested experts to provide comments to the Chair and to the secretary of the informal working group on Phase 2 of UN GTR No. 13 (HFCV) on GRSP-71-09 by the end of May 2022, as part of a

\* 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	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
							complete official proposal for discussion at the December 2022 session of GRSP.
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)			AC.3 at its November 2021 session endorsed the extension of the mandate of the IWG until June 2023.

## GRPE

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
Amend. 5 to UN GTR No. 2 (WMTC)	Yes/European Union (EPPR)	European Union		AC.3/36/ Rev.1 (based on 2015/113)			Adopted by AC.3 at its June 2022 session.
Amend. 4 to UN GTR No. 4 (WHTC)	No	Japan		AC.3/20 (based on 2007/42)			AC.3 adopted Amend. 4 at its June 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 (DEVV)	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/ Rev.1			Revised authorization granted by AC.3 at its November 2021 session

<i>Item</i>	<i>Informal group (Yes-No)/ Chair &amp; Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/ WP.29/...)/</i>	<i>Proposal for a draft UN GTR (ECE/TRANS/WP.29/...)</i>	<i>State of play/Comments</i>
UN GTR No. 22 on in-vehicle battery durability	Yes/USA/China/ Japan	Canada/China/European Union/ Japan/USA	AC.3/57		Adopted by AC.3 at its March 2022 session
UN GTR No. 23 on durability of after treatment devices for two- and three-wheeled motor vehicles	Yes/Netherlands / South Africa	Netherlands/South Africa	AC.3/58		Adopted by AC.3 at its June 2022 session.
UN GTR No. [XX] on particulate brake emissions	Yes/EU	European Union/ Japan/UK	AC.3/59		Authorization granted by AC.3 in November 2021

## GRBP

<i>Item</i>	<i>Informal group (Yes-No)/ Chair &amp; Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/ WP.29/...)/</i>	<i>Proposal for a draft 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 &amp; 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>
EDR (common performance requirements for EDR suitable for both 1958 and 1998 Agreements)	Yes/Netherlands, Japan, USA	n.a.	n.a.	n.a.	Requirements will be in form of recommendation



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**Subjects for exchange of views**


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<i>Working Party</i>	<i>Item</i>	<i>Inf. group (Yes-No)/ Chair &amp; Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal ECE/TRANS/WP.29/...</i>	<i>State of play.</i>
GRSP	Crash compatibility	No	No	---	No new information was provided.
GRSP	Harmonized side impact dummies	Yes	USA	2010/88 (second progress report)	AC.3 was informed on the progress made in relation to the 5th percentile female dummy and noted that a redesign of the dummy might be necessary. AC.3 extended the mandate of the IWG until December 2017.
WP.29	ITS	No	---	---	No new information was provided to AC.3.
WP.29	New technology not yet regulated	No	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)

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