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Reports of the

**World Forum for Harmonization of Vehicle Regulations on
its 188th session**

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

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

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

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A. World Forum for Harmonization of Vehicle Regulations (WP.29)

I. Attendance

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) held its 188th session from 14 to 16 November 2022¹, 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): Albania, Armenia, Australia, Austria, Canada, China, Croatia, Czech Republic, Finland, France, Germany, Hungary, India, Israel, Italy, Japan, Jordan, Latvia, Luxembourg, Morocco Netherlands, Norway, Poland, Portugal, Republic of Korea, Romania, Russian Federation, Saudi Arabia, South Africa, Spain, Sweden, Tunisia, Türkiye, United Kingdom of Great Britain and Northern Ireland, and United States of America. Representatives of the European Union participated. The following international organization was represented: International Telecommunication Union (ITU). The following non-governmental organizations were also represented: Association for Emissions Control by Catalyst (AECC), Consumers International (CI), Engine Manufacturers Association (EMA), European Association of Automotive Suppliers (CLEPA/MEMA/JAPIA)², Fédération Internationale de l'Automobile (FIA), International Motor Vehicle Inspection Committee (CITA), 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), European Tyre and Rim Technical Association (ETRTO) and SAE International. Other non-governmental organizations were represented following Rule 1(d): American Automotive Policy Council (AAPC), and World Bicycle Industry Association (WBIA). Other non-governmental organizations, private sector entities, independent experts and observers were represented: EuroMed Transport Support Project and European Committee for Standardization (CEN). 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 188th session of WP.29 and opened the meeting.

3. The Chair of WP.29 welcomed Ms. J. Shim Director of the Motor Vehicle Policy Division, Ministry of Land, Infrastructure and Transport of the Republic of Korea and Mr. M. Al Dhewaile, Head of Vehicle Safety Department at the Saudi Standards, Metrology and Quality Organisation (SASO).

III. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/1167, Add.1/Rev.1 and Add.2
Informal documents: WP.29-188-03 and WP.29-188-04

4. WP.29 took note of the special procedures during COVID-19 period, which had been adopted under silence procedure on 4 November 2022 and was informed about the written voting procedures, which took place from 8 to 11 November 2022, for AC.1 and AC.3 items envisaged for voting in accordance with the agenda of the 188th session of the World Forum, as well as of the live voting procedure for WP.29, AC.1 and AC.3 items which had been scheduled to take place during hybrid sessions with interpretation on 15 November 2022.

5. WP.29 considered the agenda, added new agenda item 8.5. "Any other business", 8.5.1. "Information by Japan on the ESV Conference 2023", 8.5.2. "Statement from Korea

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

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

on Life Cycle Assessment" and adopted the amended annotated provisional agenda (ECE/TRANS/WP.29/1167, Add.1/Rev.1 and Add.2 and WP.29-188-04 and the running order of the 188th session (WP.29-188-03)).

6. 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)

7. Prior to its scheduled meeting on 14 November 2022, AC.2 held an ad-hoc virtual informal meeting on 24 October 2022 related to the special procedures during COVID-19 period in order to enable business continuity for WP.29 and its subsidiary bodies.

8. AC.2 recommended that the election of the Chairperson by acclamation and for the Vice-Chairperson by secret ballot.

9. AC.2 recalled discussions on Intellectual Property Rights (IPR) at its 186th session and called on WP.29 delegates to provide feedback before the 189th session of WP.29.

10. AC.2 discussed the dates for meetings in 2023 and noted that interpretation for remote connections would no longer be provided unless financed by extra-budgetary sources. AC.2 urged, for inclusiveness and climate related reasons, WP.29 to take appropriate actions.

11. AC.2 reflected on the draft Programme of Work (PoW) for 2023, requested the secretariat to issue it as informal document for this WP.29 session (WP.29-188-05) and invited Contracting Parties to provide comments, if any, by 20 January 2023.

12. AC.2 received an update on the work of GRVA on automated vehicles related activities and provided recommendations reproduced in WP.29-188-21.

13. 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.2
Informal documents: WP.29-188-01, WP.29-188-02 and WP.29-188-05

14. The Secretary of WP.29 introduced the list of Working Parties, Informal Working Groups and Chairs (WP.29-188-01) and invited delegations to communicate any necessary changes. He introduced the draft calendar of meetings for 2023 (WP.29-188-02), scheduled as in person meetings only as hybrid meetings could only be organized with extra-budgetary funding, which is currently not available. He presented the revised PoW, reflecting the current activities of WP.29 and its subsidiary working groups. (ECE/TRANS/WP.29/2022/1/Rev.2), as well as the draft PoW for 2023 (WP.29-188-05).

15. WP.29 urged the Member States to request that adequate budget be made available for the continuation of full interpretation services for hybrid meetings, to continue giving delegations from low- and middle-income countries the possibility to participate either in person or remotely in WP.29. The full continuation of hybrid meetings is consistent with the global push to reduce carbon emissions as evidenced by the Conference of Parties, COP27 meeting currently being held in Egypt. Delegations are invited to communicate these elements to their capitals as well as missions to the UN in Geneva and New York.

16. WP.29 recalled that the 2022 PoW had been adopted at its March 2022 session and welcomed its update.

17. The delegate of the United States of America stated that the members of WP.29 strongly support the continued use of hybrid meetings for its delegates. Over the last two years allowing the option for virtual connection to executive and working group meetings

has allowed for increased participation in light of travel limitations. Recently adding in the additional option for in-person participation maximizes the opportunity for participants to most effectively engage in a manner most efficient for them. Additionally, in light of the climate crisis there are significant Green House Gas (GHG) benefits from avoiding air travel. Given the United Nation's positions on supporting members to do their work effectively and asking all countries to do more to reduce GHG emissions, WP.29 asks that ECE prioritize resources to support the technology needed to continue full hybrid meetings. WP.29 would also support member countries raising this issue within their respective delegations.

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

Documentation: Informal documents: WP.29-188-06, WP.29-188-10, WP.29-188-12 and WP.29-188-21

18. The Chair of GRVA introduced the inventory of best Automated Driving Systems (ADS) storage practices titled "Review of the national / regional activities and a proposed way forward for DSSAD" (WP.29-188-06), GRVA recommendations on ADS external light-signalling (WP.29-188-10) and the amendment proposal to the Framework Document on Automated Vehicles (FDAV) (WP.29-188-12). WP.29 endorsed these documents and requested the secretariat to distribute WP.29-188-06 (unchanged) and WP.29-188-12 (amending the mandate extension of the IWG on Cyber Security and Over the Air (CS/OTA) issues to November 2024), with official symbols at the next WP.29 session.

19. WP.29 reviewed WP.29-188-21, summarizing the guidance provided by AC.2 on the items raised by GRVA at its September 2022 session. Following AC.2 recommendations, (i) WP.29 recommended that GRE conducts analysis of research and establishes high level principles related to light-signalling for ADS operational status, (ii) WP.29 endorsed the amendment proposal to the table in the FDAV, (iii) WP.29 noted the coordination of work between the different GRs regarding the screening of UN Regulations and UN Global Technical Regulations (UN GTRs) as requested by WP.29 in March 2022 (ECE/TRANS/WP.29/1164, para. 30), (iv) WP.29 requested the Informal Working Group (IWG) on Intelligent Transport Systems (ITS) to perform preparatory activities and to explore the potential role of WP.29 regarding to related to on Vehicle-to-Vehicle (V2V) communication and (v) WP.29 invited GRSG and GRVA to collaborate on developing new vehicle categories (or subcategories) dedicated to ADS.

20. The expert from the United Kingdom and Great Britain, Co-Chair of the IWG on ITS, informed that the next meeting of the IWG on ITS would be organized in January or early February 2023 to perform the first preparatory activities related to V2V communication and to explore the potential role of WP.29 on this matter. He also informed WP.29 of the involvement of the leadership team of the IWG in the Future Networked Car 2023 symposium co-organized by the International Telecommunication Union and UNECE.

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

A. Working Party on General Safety Provisions (GRSG) (123rd session, 28 March-1 April 2022) (agenda item 3.1)

Documentation: ECE/TRANS/WP.29/GRSG/102

21. The World Forum approved the report of GRSG at its 123rd session (ECE/TRANS/WP.29/GRSG/102).

B. Working Party on Lighting and Light-Signalling (GRE) (Eighty-sixth session, 25-29 April 2022) (agenda item 3.2)

Documentation: ECE/TRANS/WP.29/GRE/86

22. The World Forum approved the report of GRE on its eighty-sixth (ECE/TRANS/WP.29/GRE/86).

C. Working Party on Passive Safety (GRSP) (Seventy-first session, 9-13 May 2022) (agenda item 3.3)

Documentation: ECE/TRANS/WP.29/GRSP/71

23. The World Forum approved the report of GRSP on its seventy-first session (ECE/TRANS/WP.29/GRSP/71).

24. The representative of Sweden stated that he would like to express his support for the ad-hoc group working on equitable occupant protection under GRSP. He noted that Sweden supported the continuation of the work so that vehicle regulations decided take into consideration that driver and passengers may have different types of bodies. Sweden would also look forward to the outcome of the work.

D. Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (Thirteenth session, 23–27 May 2022) (agenda item 3.4)

Documentation: ECE/TRANS/WP.29/GRVA/13

25. The World Forum approved the report of GRVA on its thirteenth session (ECE/TRANS/WP.29/GRVA/13).

E. Working Party on Pollution and Energy (GRPE) (Eighty-sixth session, 30 May-2 June 2022) (agenda item 3.5)

Documentation: ECE/TRANS/WP.29/GRPE/86

26. The World Forum approved the report of GRPE on its eighty-sixth session (ECE/TRANS/WP.29/GRPE/86).

F. Highlights of the recent sessions (agenda item 3.6)

1. Working Party on Noise and Tyres (GRBP) (Seventy-sixth session, 5-7 September 2022) (agenda item 3.6.1)

27. The GRBP Chair reported on the results achieved by GRBP at its seventy-sixth session (for details, see the report of the session ECE/TRANS/WP.29/GRBP/74).

28. He mentioned that GRBP had adopted a new 04 series of amendments to UN Regulation No. 117 (Tyre rolling resistance, rolling noise and wet grip) introducing new requirements for wet grip and rolling resistance.

29. He pointed out that GRBP had discussed the possible use of the "Unique Identifier" (UI) in UN Regulations in the GRBP purview and agreed that it would not bring additional benefits at this stage.

30. WP.29 noted that GRBP had elected by acclamation Mr. S. Ficheux (France) as Chair for the year 2023 and had elected by secret ballot Mr. B. Schüttler (Germany) as Vice-Chair for the year 2023.

2. Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (Fourteenth session, 26 - 30 September 2022) (agenda item 3.6.2)

31. The GRVA Chair reported on the results achieved by GRVA during its fourteenth session (see ECE/TRANS/WP.29/GRVA/14 for further details).

32. WP.29 noted GRVA's desire to hold a meeting outside of Geneva in 2023 which should be organised by the host country with the support of the secretariat in compliance with the UN Rules and Procedures for holding a meeting of GRVA outside of Geneva in 2023.

33. WP.29 noted that GRVA had re-elected by acclamation Mr. R Damm (Germany) as Chair for the sessions in 2023 and Mrs. C. Chen (China) as well as Mr. T. Naono (Japan) as Vice-Chairs for the session in 2023.

3. Working Party on General Safety Provisions (GRSG) (124th session, 11-14 October 2022) (agenda item 3.6.3)

34. The Chair of GRSG reported on the results of the 124th session of GRSG (for details, see the report in ECE/TRANS/WP.29/GRSG/103).

35. GRSG adopted amendments to nine UN Regulations Nos 67, 110, 105, 125, 121, 158, 162, [166] and [167].

36. GRSG agreed to seek guidance of WP.29 concerning purview/priority of work to be shared with GRVA on Advanced Driver Assistance Systems (ADAS) emergency braking at low speed (Urban Emergency Braking System (UEBS) less than 20 km/h for M₂, M₃, N₂, N₃). WP.29 agreed to have a clearer understanding of the direction of work related to the proposal before starting this activity under GRSG or GRVA.

37. Concerning Event Data Recorder (EDR) / DSSAD, the GRSG Chair reported that GRSG sought guidance of WP.29 on the deadline for submission of the proposal:

(a) March 2023 session of GRSG and November 2023 session of WP.29 for final adoption; or

(b) October 2023 session of GRSG and March 2024 session of WP.29 for final adoption.

38. In the case WP.29 would endorse option (a), GRSG agreed to explore the possibility of organizing a GRSG special session, in case the group would not be in the position to adopt the proposal at its March 2023 session.

39. The representative of the European Union reminded WP.29 that EDRs were set to be mandatory for new types of heavy-duty vehicles under European Union General Safety Regulation and urged to focus on the deadline referred to in (a) to trigger these provisions. The EDR/DSSAD IWG Co-Chair noted that while the IWG was mindful of the pending GSR deadline, that the complexity of issues yet to be resolved, made the suggested deadline in (a) unrealistic as noted at the last GRSG meeting. WP.29 took note of the needs expressed by the European Union, invited GRSG and its IWG to maintain their high pace and report on progress at coming WP.29 sessions.

40. The Chair of GRSG listed potential actions, discussed by GRSG, which would aim to solve inconsistencies between different UN Regulations and UN GTRs related to different versions of the Three-Dimensional H-point machine:

(a) Continue to use the H point machine for type approval/certification purposes,

(b) Update M.R.1 to include drawings and specifications of the H point machine according to the specifications from SAE J826-1995,

(c) Update R.E.3 to include measurement procedures according to ISO 6549:1999 using the upper leg and lower leg setting of the 50th percentile,

(d) Update references in all UN Regulations to the latest revision of R.E.3 and to include the same test procedure as in R.E.3 to update UN GTRs and

(e) In parallel seek an agreement with SAE International to use the concerned SAE standard, with the support of the representative of the Netherlands.

41. WP.29 endorsed the solution of GRSG and requested the secretariat to coordinate in a consistent way the same approach in GRSP.

42. WP.29 noted that GRSG had re-elected by acclamation Mr. A. Erario (Italy) as Chair for the sessions in 2023 and Mr. K. Hendershot (Canada) as Vice-Chair for the sessions in 2023.

4. Working Party on Lighting and Light-Signalling (GRE) (Eighty-seventh session, 25-28 October 2022) (agenda item 3.6.4)

43. The Chair of GRE reported on the results of the eighty-seventh session of GRE (for details, see the report in ECE/TRANS/WP.29/GRE/87).

44. He pointed out that for UN Regulations Nos. 148, 149 and 150 GRE had considered first draft summary documents that should be placed in the electronic Database for the Exchange of Type Approval documentation (DETA) to support the use of the Unique Identifier (UI). Pending the guidance of WP.29 and/or IWG on DETA, GRE agreed to resume considerations on that matter at its next session. In this context, the representative of OICA pointed out the importance of the IWG on DETA guidance on the use of UI and summary documents for all GRs.

45. He further mentioned that, following in-depth discussions, GRE had finally reached a consensus on a new diagram for *headlamp aiming* and, on that basis, had requested the IWG on Simplification of Lighting and Light-Signalling Regulations (SLR) to prepare a final proposal for a new series of amendments to UN Regulation No. 48 for consideration at the next session.

46. He pointed out that GRE and its Task Force on Autonomous Vehicle Signalling Requirements (TF on AVSR) were closely following the GRVA and IWG on FRAV recommendations on ADS external light-signalling and awaiting final guidance from WP.29 to start preparing its own proposals.

47. The World Forum noted that GRE had re-elected by acclamation Mr. T. Kärkkäinen (Finland) as Chair and Mr. D. Rovers (Netherlands) as Vice-Chair for the sessions of GRE scheduled in the year 2023.

VI. 1958 Agreement (agenda item 4)

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

48. 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)

49. 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)

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

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

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

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

Documentation: ECE/TRANS/WP.29/2022/111

52. The representative of Japan, Chair of the IWG on IWVTA, reported that the group was currently focusing on the development of a procedure for adding new UN Regulations to Annex IV of UN Regulation No. 0. He stressed the importance of identifying national (or regional) mandatory application dates of the candidate regulations.

53. He also reported to WP.29 that the group focused on potential wording improvement of the guidelines on transitional provisions (ECE/TRANS/WP.29/1044/Rev.3) following the request from GRSP. The expert from the United Kingdom of Great Britain and Northern Ireland noted the challenge associated with this task and suggested that all the GRs should be involved when considering transitional provisions as it would affect them as well.

54. WP.29 agreed to resume consideration on this matter at its March 2023 session based on an update from the IWG on IWVTA.

55. The Chair of the IWG thanked the secretariat for updating the website with the recent amendments to the reference documents associated with the Revision 3 to the 1958 Agreement and IWVTA.

56. The World Forum considered the draft for the 05 series of amendments to UN Regulation No. 0 under agenda item 4.3.1. and recommended its submission to AC.1 for voting.

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

57. 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: Informal Documents: WP.29-188-18, WP.29-188-19 and WP.29-188-20

58. The representative of Germany, Chair of the IWG on DETA, presented WP.29-188-18, introducing WP.29-188-19, the draft report of the forty-fifth session of the IWG on DETA and also updating WP.29 on the work done during that session, held in Geneva on 10 November 2022. He laid out the current state of play, noting the number of approvals uploaded. He detailed activities of the IWG related to the Unique Identifier (UI) and suggested to circulate WP.29-188-20 to the GRs, containing proposed actions for the IWG on DETA, GRs and WP.29 as well as a table for the assessment of UN Regulations under the purview of the respective GR regarding the usage of UI. He reported on the progress related to the DETA feature for the mass upload of type approvals and the implementation by three Type Approval Authorities. He reiterated the request for decision by WP.29 regarding the access to DETA by Technical Services in case these Technical Services are performing an authoritative task under governmental control (as opposed to other Technical Services being commercial economic operators).

59. The representative of France commended the work of Germany in setting the upload function on the database and informed WP.29 that France would use the upload to ensure its functionality in France. He volunteered to give a feedback to WP.29 on the use of this functionality in case any issue would arise.

60. The representative of Spain suggested that WP.29 allow all Technical Services to have access to DETA. The representative of the United Kingdom of Great Britain and Northern Ireland raised a question regarding the access to DETA for Technical Services, in particular

concerning the commercial confidentiality of the information contained in the system. He suggested that Technical Services would only be granted access to approval pursuant to UN Regulations for which they are nominated by their Type Approval Authorities. WP.29 concluded that further elaborations were needed and recommended the group to define criteria regarding the access to information in DETA.

61. WP.29 invited all the Contracting Parties to start the work for allowing relevant organisations to upload all the approvals they issue to DETA.

62. WP.29 authorized the group to distribute informal document WP.29-188-20 to its subsidiary bodies.

63. The representative of France suggested that the IWG would elaborate a standard clause to be used in any UN Regulation for prohibiting the use of UI. In this respect, the representative of Germany, Chair of IWG on DETA suggested that an amendment to Schedule 5 of the 1958 Agreement could also be considered. WP.29 agreed that these suggestions should be considered by its subsidiary bodies.

64. The secretariat reminded the World Forum that the situation related to hosting DETA at UNECE remained unchanged. The representative of the United States of America reconfirmed their objection to the hosting of DETA at ECE under regular budget.

65. The World Forum thanked Germany for continuing to host DETA.

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

Documentation: ECE/TRANS/WP.29/2022/112
ECE/TRANS/WP.29/2022/113
ECE/TRANS/WP.29/2022/114
ECE/TRANS/WP.29/2022/115

66. The World Forum considered draft amendments under agenda items 4.6.1 to 4.6.4. and recommended their submission to AC.1 for voting.

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

Documentation: ECE/TRANS/WP.29/2022/116
ECE/TRANS/WP.29/2022/117
ECE/TRANS/WP.29/2022/118
ECE/TRANS/WP.29/2022/119
ECE/TRANS/WP.29/2022/120
ECE/TRANS/WP.29/2022/121
ECE/TRANS/WP.29/2022/122
ECE/TRANS/WP.29/2022/123/Rev.1
ECE/TRANS/WP.29/2022/124
ECE/TRANS/WP.29/2022/125
ECE/TRANS/WP.29/2022/126/Rev.1
ECE/TRANS/WP.29/2022/127
ECE/TRANS/WP.29/2022/146
ECE/TRANS/WP.29/2022/147

67. The Chair of GRSG presented draft amendments under agenda items 4.7.1 to 4.7.14.

68. The World Forum considered draft amendments under agenda items 4.7.1 to 4.7.14 and recommended their submission to AC.1 for voting, subject to the below amendment

Agenda item 4.7.11 ECE/TRANS/WP.29/2022/126/Rev.1

Annex 6, paragraph 1, lit (a), amend to read:

- "(a) Those components that are fitted and tested as part of the vehicle, whether or not an immobilizer is fitted (e.g. lamps, alarm system);"

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

Documentation: ECE/TRANS/WP.29/2022/128
ECE/TRANS/WP.29/2022/129
ECE/TRANS/WP.29/2022/130
ECE/TRANS/WP.29/2022/131
ECE/TRANS/WP.29/2022/132

69. The Chair of GRSP presented draft amendments under agenda items 4.8.1 and 4.8.2.

70. The World Forum considered draft amendments under agenda items 4.8.1 and 4.8.5 and recommended their submission to AC.1 for voting.

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

Documentation: ECE/TRANS/WP.29/2022/133/Rev.1
ECE/TRANS/WP.29/2022/134
ECE/TRANS/WP.29/2022/135
ECE/TRANS/WP.29/2022/136

71. The World Forum considered draft amendments under agenda items 4.9.1 to 4.9.4 and recommended their submission to AC.1 for voting.

J. Consideration of draft amendments to existing UN Regulations submitted by GRVA (agenda item 4.10)

Documentation: ECE/TRANS/WP.29/2022/137
ECE/TRANS/WP.29/2022/138
ECE/TRANS/WP.29/2022/148

72. The World Forum considered draft amendments under agenda items 4.10.1 to 4.10.3 and recommended their submission to AC.1 for voting.

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

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

L. Consideration of draft corrigenda to existing UN Regulations submitted by the secretariat, if any (agenda item 4.12)

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

M. Consideration of proposals for new UN Regulations submitted by the Working Parties subsidiary to the World Forum (agenda item 4.13)

Documentation: ECE/TRANS/WP.29/2022/139
ECE/TRANS/WP.29/2022/140/Rev.1

75. The Chair of GRSG presented two new UN Regulations, UN Regulation No. [166] on Vulnerable Road Users in Front and Side Close Proximity (ECE/TRANS/WP.29/2022/139) and UN Regulation No. [167] on Vulnerable Road Users (VRU) Direct Vision (ECE/TRANS/WP.29/2022/140/Rev.1). He highlighted that the proposal in document, ECE/TRANS/WP.29/2022/139 aimed to enhance driver awareness, e.g. with devices including mirrors and/or camera monitor systems, making that regulation technology neutral. For the document ECE/TRANS/WP.29/2022/140/Rev.1, he noted that the proposed new UN Regulation allows for better views on trucks to address the risks posed to VRUs. The World Forum considered the proposals under agenda items 4.13.1 and 4.13.2 and recommended their submission to AC.1 for voting.

76. The representative of the Republic of Korea made a statement regarding agenda item 4.13.1. He noted that the Republic of Korea was taking various measures to prevent traffic accidents involving vulnerable road users, such as lowering urban speed limits, enforcing drivers to make a full stop at a crosswalk regardless if pedestrians are present, and extending AEBS requirements to all vehicles including passenger cars.

77. He added that the proposal for the new UN Regulation was going to enhance drivers' awareness of vulnerable road users at the front and sides of vehicles and it was anticipated to help reducing accidents involving pedestrians.

78. He further highlighted that, in a similar way, the Acceleration Control for Pedal Error (ACPE) proposed at the fourteenth GRVA meeting would help preventing accidents caused by drivers' mistakes. He concluded that the Republic of Korea fully supported the proposal and was going to actively participate in the discussion group.

79. The representative of the European Union informed WP.29 that the European Union would not mandate UN Regulation No. [166] for the purpose of the EU whole vehicle type approval.

N. 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 4.14)

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

O. Proposal for amendments to the Consolidated Resolution on the common specification of light source categories (R.E.5) (agenda item 4.15)

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

P. Pending proposals for amendments to existing UN Regulations submitted by the Working Parties to the World Forum (agenda item 4.16)

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

Q. Proposals for amendments to Mutual Resolutions (agenda item 4.17)

Documentation: ECE/TRANS/WP.29/2022/141

83. The Chair of GRSP introduced the proposal of Amendment 3, Addendum 1 to Mutual Resolution No. 1 (M.R.1) (ECE/TRANS/WP.29/2022/141), aimed at improving the application of Addendum 1 of M.R.1 when used by laboratories to maintain and certify the Biofidelic Rear Impact Dummy II (BioRID-II) UN dummy. He added that the proposal seeks to clarify interpretation, that could affect the outcome of the dummy calibration.

84. WP.29 considered and endorsed the proposal for amendments to Mutual Resolution No. 1 under agenda item 4.17.1. and submitted it to AC.3 for final approval.

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.34
Informal document WP.29-188-08

85. The World Forum agreed that agenda items 5.2 to 5.5 related to the 1998 Agreement should be considered in detail under agenda items 14 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)

86. 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.29-188-17

87. The representative of the Russian Federation, Co-Chair of the IWG on Periodic Technical Inspection (PTI), presented WP.29-188-17, providing an overview of the recent activities of the IWG on PTI. He highlighted the current state of play regarding the preparation of a Framework Document on Whole Life Compliance, tabled for adoption under agenda item 7.6. He recalled the discussions related to amendment to the consolidated resolution R.E.6. related to tampering detection. He explained that a draft UN Rule on Accident Emergency Call Systems would be reviewed by GRSG at its March 2023 session. He mentioned the activities in collaboration with the IWG on DETA related to Unique Identifier and the access to vehicle data for the purpose of PTI.

88. WP.29 invited the IWG on PTI to report on progress at its March 2023 session.

A. Status of the Agreement (agenda item 7.1)

Documentation: ECE/TRANS/WP.29/1074/Rev.17

89. WP.29 noted ECE/TRANS/WP.29/1074/Rev.17 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. He highlighted that Uganda recently acceded to the 1997 Agreement. He encouraged the contracting parties to the 1997

Agreement to provide relevant updated information to the secretariat (francois.guichard@un.org), as needed.

B. Update of Rules annexed to the 1997 Agreement (agenda item 7.2)

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

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

Documentation: ECE/TRANS/WP.29/2020/38

91. WP.29 recalled the purpose of ECE/TRANS/WP.29/2020/38 providing a consolidated version of the current version of the 1997 Agreement.

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

92. 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)

93. 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.29/2022/145

94. The Co-Chair of the IWG on PTI informed the World Forum on the consultations of WP.29 subsidiary bodies on ECE/TRANS/WP.29/2022/145. He noted that the representative of CLEPA submitted informal document WP.29-188-24, proposing amendments to the official document.

95. The representative of Sweden mentioned main principles included in the document. He inquired about the practical implications in terms of implementation of these principles and way to operationalize them.

96. The representative of the United Kingdom of Great Britain and Northern Ireland noted the potential implications of the document. He sought clarification on the purpose of the document, in particular whether it related to those undertaking PTI or to vehicle owners/users. He recommended to clarify who would be addressed by the document.

97. The representative of France supported the views expressed by the representative of the United Kingdom of Great Britain and Northern Ireland. He mentioned the WP.29 deliverables already addressing different phases of vehicle lifecycles. He emphasised the importance clarifying methodologies with this regard.

98. The representative of the European Union proposed to postpone the vote on this document to facilitate coordination among the Member States of the European Union and allow for verification of the implications.

99. The representative of CLEPA introduced WP.29-188-24, proposing to insert a subparagraph under paragraph 8 of the official document considered under this item and highlighted some other principles.

100. The representative of the Netherlands proposed that IWG on PTI should review the proposal tabled by the representative of CLEPA and bring the outcome of the discussion back to WP.29 in March 2023. He continued that all comments provided during the session were true, that many WP.29 deliverables already addressed different phases of the vehicle

lifecycles. He highlighted the merit of the proposal for a Vehicle Whole Life Compliance framework to streamline contracting parties' efforts with this regard. He supported the proposal of the representative of the European Union.

101. The representative of OICA confirmed that the draft framework document continues to raise questions as to its implications and supported the statements by UK and France.

102. The representative of the Russian Federation, Co-Chair of the IWG on PTI, recalled that the document had been reviewed by all the WP.29 subsidiary bodies and that he did not see any new matter that had not been previously discussed by the IWG on PTI. He recommended the adoption of the document. He gave a positive initial assessment of the proposal tabled by the representative of CLEPA and suggested further review of it.

103. WP.29 recommended the IWG on PTI to consider the input received, to review WP.29-188-24 and agreed to resume consideration of this agenda item at its March 2023 session.

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)

104. The secretariat of WP.1 informed WP.29 on results achieved during the September 2022 session, focusing on those having relevance for WP.29. She referred to the session report of the eighty-fifth session of WP.1 for more details (ECE/TRANS/WP.1/181). She reported on the progress made in 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 will complete its deliberations in March 2023. She briefed WP.29 on the adoption by WP.1 of the resolution on safety considerations for activities other than driving undertaken by the driver when the automated driving system is exercising dynamic control (ECE/TRANS/WP.1/2021/2/Rev.1). She informed WP.29 about WP.1 activities on Human Factors in the context of Automated Vehicles. She mentioned the good relationship with the Working Party on Automated/Autonomous and Connected Vehicles. She recalled that WP.1 was looking forward to engaging more with WP.29 such as through organizing a joint side event of the Inland Transport Committee at its February 2023 session, or alternatively organizing technical workshops e.g. a combined workshop of the WP.1 Informal Group of Experts on Automated Driving (IGEAD) and the GRVA Informal Working Group on Functional Requirements for Automated Vehicles (FRAV).

105. The representative of ITU mentioned a specific challenge faced by the stakeholders dealing with the development of Automated Driving Systems, namely the lack of uniform and harmonized traffic rules. He explained that the combined workshop of IGEAD and FRAV identified, as one of the potential items for cooperation, the need to provide information on traffic rules by jurisdictions. He recalled the offer by ITU at the fourteenth session of GRVA to host a database on traffic rules under the direction of WP.1 and WP.29 to determine the format. He offered for ITU to participate in WP.1 to provide the UN Information and Communications Technology (ICT).

106. WP.29 thanked the representative of ITU for this offer and agreed to inform the Inland Transport Committee of this proposal, as the question of harmonization of traffic rules was an important topic.

107. The representative of Germany, Chair of GRVA, informed WP.29 on the combined workshop of the IGEAD and FRAV in the Hague on 7-8 November 2022, a starting point for the collaboration between WP.29 and WP.1. He confirmed that the two groups worked on an initial list of common interests. He stated that this work should be performed in accordance with mandates from both working parties and supported the continuation of such exchanges. He noted that the positions of delegations concerning the organization of a combined WP.1 /

WP.29 public event did not change. He noted that the delegations were supporting the organization of technical workshops.

108. The representative of the United States of America agreed with the Chair of GRVA and confirmed that their position remained unchanged, as the organization of a public event would be premature. She supported the idea to organize technical workshops and suggested that one of them could concentrate on human factors, based on the contributions to the WP.1 round table on human Factors organized by the representative of Canada.

109. WP.29 agreed with the representatives of Germany and the United States of America. WP.29 noted that the proposed timeline for activities during the ITC week in February 2023 might be too short but that activities should be resumed in the first quarter of 2023.

B. Safer vehicles of the global plan for the decade of action for road safety 2021-2030 (agenda item 8.2)

Documentation: Informal document WP.29-188-07, WP.29-188-09 and WP.29-188-11

110. The secretariat introduced WP.29-188-07 (WP.29 actions in the framework of the global plan for the decade of action for road safety 2021-2030), reproducing the recommended actions of the global plan to ensure vehicle safety and traceability of WP.29 and its subsidiary bodies actions: (a) development of UN Regulations and UN GTRs and UN Rules (b) performance indicators and (c) progress made.

111. WP.29 also noted WP.29-188-11 (Draft UNECE Plan of Action for Road Safety) 2023-2030), prepared by the secretariat, aimed at having a better implementation on the Inland Transport Committee (ITC) recommendation on road safety (ECE/TRANS/2020/9). The secretariat also added that the document, at its early draft stage, would benchmark the implementation of the ITC strategy as a monitoring tool of the different contracting parties. Finally, he announced that subject to ITC endorsement the document would be addressed by ITC to all Working Parties in the different areas of responsibility. The representative of OICA welcomed the document since it well reflects the need for an integrated approach of all key elements of road safety; he however suggested that WP29 would need a better understanding of missing elements mentioned in the screening result of the document, considering that such missing elements should best be reviewed and agreed before submission to the Inland Transport Committee. WP.29 noted that the document would be reviewed by ITC at its next session incorporating possible comments coming from experts and representatives of the different Working Parties of UNECE involved in this endeavour. Finally, WP.29 invited its representative to provide comments to the secretariat on WP.29-188-11 at their earliest convenience.

C. Safer and cleaner used and new vehicles for developing countries (agenda item 8.3)

Documentation: Informal document WP.29-188-13, WP.29-188-14, WP.29-188-15 and WP.29-188-16,

112. The representative of South Africa, Chair of the Informal Working Group introduced informal document WP.29-188-16 highlighting key observations of the third and fourth meetings of the group to WP.29. He recalled questions were raised on the role of the IWG and how it tied to activities of the United Nations Road Safety Fund (UNRSF) project, "safer and cleaner used vehicles for Africa". He also noted the African Organizations for Standardizations (ARSO) activities in the region which is aimed at improving intra-African trade while expressing the need coordination of related activities.

113. The Chair pointed out regions that had successfully implemented programs to ensure only safe and clean vehicles were imported and noted the IWG could learn from such regions. He referred to the on-going activities of the Life Cycle Assessment of vehicles at different levels within WP.29, he also noted these activities could feed into the work of the IWG.

114. The Chair noted even though there was little participation from African countries, WP.29 had a responsibility to ensure that vehicles driven in these regions as well as those transferred to different regions on a global scale, could ensure protection of its users. The chair invited WP.29 to consider informal documents WP.29-18-14, WP.29-18-15 and WP.29-18-16 for adoption.

115. The representative of the United States of America, Vice-Chair of the IWG, mentioned the UNRSF project and highlighted the results of UNEP's intervention within the project that had established policies in West and East Africa where Euro 4/IV emission levels were identified as a minimum requirement without inclusion of other equivalent emission levels. He emphasized the need to reconcile the different related activities and the inclusion of other emission and safety regimes.

116. The representative of OICA reminded WP.29 of its 2019 Manifesto on Global Road Safety with recommendations on the requirements that countries with an emerging automotive market could put in place for new vehicles and possibly extend to used vehicles depending on the country's government. He said the manifesto had been updated and recently published with new requirements and this could be useful to the work of the IWG. In conclusion he noted the manifesto covered only vehicle safety elements.

117. The representative of Sweden echoed the opinion of the United States of America on global inclusion of emission levels. He highlighted that the Basel Convention and the EU's End-of-Life Vehicle (ELV) Directive were legal instruments that still try to differentiate between waste and vehicles, which is not in the scope of PTI. He identified PTI as a specific legal instrument that can certify a vehicle as safe to be driven in the region of registration and can be applied in different regions and legislation. He concluded that there was a need for coordination between relevant authorities in the European Union.

118. The representative of Germany mentioned its involvement in the export of used vehicles to different regions while highlighting their experience in the registration and validation of vehicles however, due to restrictions of the data protection regime in force, the possibility to share vehicle information with receiving countries was limited. He said such restrictions could pose a challenge to importing countries in verifying how a vehicle was manufactured and if they met the necessary import requirement of a given country. He supported the statement of Sweden in addressing this issue at a European level through the ELV Directive once it had been reviewed.

119. The representative of the United States of America, Vice-Chair of the IWG, raised a question to clarify from OICA if the manifesto was focused on both new and used vehicles. The representative of OICA clarified that its focus is on new vehicles, but this may be applicable to used vehicles depending on the country's government and how the manifesto is to be applied in a country.

120. The representative of FIA highlighted PTI as an important key to transfer of used vehicles and a good starting point to the work of the IWG. He noted it was important to define key criteria of PTI and how long each test should last within the framework of the IWG.

121. The Secretary of WP.29 noted there was need for shared responsibility from both importing and exporting countries. He called on exporting countries to ensure only technically safe and clean vehicles should be allowed to leave their countries to other regions. He also highlighted the harsh conditions at the port of export could affect some technical safety and environmental features of vehicles.

122. WP.29 adopted the Terms of Reference of the IWG and proposed the initial mandate of the group should last till the end of 2025.

D. Documents for publication (agenda item 8.4)

Documentation: Informal document WP.29-188-22

123. WP.29 noted that the informal document WP.29-188-22 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 June 2022 session of WP.29, expected to

enter into force on 5 January 2023 for the amendments and the 19 January 2023 for the new UN Regulation.

E. Any other business (agenda item 8.5)

1. The World Forum may wish to be informed by Japan on the ESV Conference, scheduled for April 2023 in Yokohama, Japan (agenda item 8.5.1.)

124. The expert from Japan informed the group about the twenty-seventh International Technical Conference on the Enhanced Safety of Vehicles (ESV) scheduled for the 3-6 April 2023 in Yokohama, Japan. The conference will be organised by the National Highway Traffic Safety Administration (NHTSA), the Japanese Ministry of Land, Infrastructure, Transport and Tourism (MLIT) and the Japanese Ministry of Economy, Trade and Industry (METI) and will offer exhibitions, technical sessions, technical tour, amongst others. He invited all WP.29 participants to attend this conference.

2. Statement from the Republic of Korea on Life Cycle Assessment activity in WP.29/GRPE (agenda item 8.5.2.)

125. The representative of the Republic of Korea reminded WP.29 about the unprecedented climate crisis and the need for global action to reach carbon neutrality. She updated WP.29 about actions done in the Republic of Korea, such as increased deployment of electric vehicle charging stations, or safety standards specifically for green cars, among others. She explained that the Korean New Car Assessment Program is going to launch a mid-to-long term R&D project funded by the government budget in order to develop Life Cycle Assessment (LCA) of greenhouse gas emission from vehicles as well as energy efficiency performance and vehicle interior air quality. She also informed WP.29 that the Republic of Korea has been elected as co-chair to the IWG on Automotive-Life Cycle Assessment (A-LCA) during its first meeting that took place from 26-28 October 2022 in Okinawa, Japan. She thanked WP.29 for the interest and anticipated support to this activity.

126. The representative of Japan wished to express his support to the efforts undertaken by the Republic of Korea to lower the carbon footprint of vehicles and also showed his satisfaction with the new IWG on A-LCA co-chaired with the Republic of Korea to deliver on a globally harmonized approach to determine the carbon impact of vehicles.

127. The representative of the United States of America expressed his appreciation to the leadership role taken by Japan and the Republic of Korea on this timely issue, also recognizing the challenges surrounding the LCA topic, being in his view probably one of the most difficult topic undertaken by GRPE until now.

128. The representative of OICA supported all statements made. He informed WP.29 that OICA recently adopted a Position Paper on Carbon Neutrality by 2050³, including policy recommendations. He highlighted that in his view, not only the vehicle side should be considered, but also several other factors, such as the energy supply, the material extraction and supply chain, He also added that each country specific cases should be considered, as in his view, a "one size fits all" approach would not be the most efficient method to reach carbon neutrality. He also strongly supported the need for a LCA but acknowledged the difficulty of the topic and concurred with the statement from the US.

129. The Chair of GRPE highlighted his satisfaction about the introduction of this topic in GRPE and the effort from Japan and the Republic of Korea to set-up the IWG on A-LCA. He agreed that a holistic view would be important to mitigate the climate impact of the transport sector. He underlined that WP.29 will be regularly updated on the progress of this activity, also agreeing that the topic was complex and that many activities on this field were already undertaken across the globe.

³ <https://www.oica.net/wp-content/uploads/OICA-Position-Paper-on-Carbon-Neutrality-by-2050-NOV2022.pdf>

OICA Releases Global Decarbonization Framework | www.oica.net

130. The Chair thanked the contribution from Korea and the support from the delegations who took the floor, showing the strong support and interest from WP.29 on this topic.

XI. Election of officers (agenda item 9)

131. WP.29 elected by acclamation Mr. A. Erario (Italy) as Chair.

132. In the absence of agreement on the position of Vice-Chair for 2023, WP.29 proceeded with the election among the two nominated candidates, Mr. S. Anikeev (Russian Federation) and Mr. T. Naono (Japan). A vote was taken by secret ballot and in compliance with Rules 1, 21, 24 to 26 and 37 of the WP.29 Rules of Procedure (ECE/TRANS/WP.29/690/Rev.2) as well as with Rules 27 and 42 of the ECE Rules of Procedure (E/ECE/778/Rev.5):

Number of ballot papers: 37

Number of invalid ballots: 0

Number of valid ballots: 37

Number of abstentions: 0

Number of participants (member States) present and voting: 37

Required majority: 19

Number of votes obtained:

Mr. S. Anikeev (Russian Federation): 2

Mr. T. Naono (Japan): 35

133. Having obtained the required majority and the larger number of votes, Mr. T. Naono (Japan) was elected Vice-Chair for the year 2023.

XII. Adoption of the report (agenda item 10)

134. The World Forum adopted the report on its 188th 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-second session of the Administrative Committee (AC.1) of the 1958 Agreement, to the sixty-fifth 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)

XIII. Establishment of the Committee AC.1 (agenda item 11)

135. 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 4 November 2022. The written procedure, had been initiated on 8 November 2022 12:00h CET and had lasted for 72 hours, ending on 11 November 2022 15:00h CET. The eighty-second online/hybrid, session of AC.1 was held on 15 November 2022.

136. Of the 58 contracting parties to the agreement, 36 were represented by taking part in the written procedure and at the online/hybrid AC.1 session, its eighty-second session, on 15 November 2022.

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

XIV. Proposals for amendments and corrigenda to existing Regulations and for new Regulations – Voting by AC.1 (agenda item 12)

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

<i>Amendments to existing Regulations</i>							
<i>Regulation No.</i>	<i>Subject of the Regulation</i>	<i>Contracting Parties</i>		<i>Document: ECE/TRANS/WP.29/...</i>	<i>Voting result: for/against/abstentions</i>	<i>Document status</i>	<i>Remark</i>
		<i>applying the Regulation</i>	<i>represented</i>				
0	International Whole Vehicle Type Approval (IWVTA)	56	36	2022/111	35/0/1	05 series	*
13	Heavy vehicle braking	51	33	2022/137	33/0/0	Suppl. 20 to the 11 series	*
13	Heavy vehicle braking	51	33	2022/138	33/0/0	Suppl. 2 to the 12 series	*
24	Visible pollutants, measurement of power of C.I. engines (Diesel smoke)	49	32	2022/133/Rev. 1	32/0/0	Suppl. 9 to the 03 series	*
34	Prevention of fire risks	45	32	2022/116	32/0/0	04 series	*
34	Prevention of fire risks	45	32	2022/117	32/0/0	Suppl. 3 to the 03 series of	*
43	Safety glazing	51	34	2022/118	34/0/0	Suppl. 10 to the 01 series	*
48	Installation of lighting and light-signalling devices	49	33	2022/112	33/0/0	Suppl. 17 to the 06 series	*
48	Installation of lighting and light-signalling devices	49	33	2022/113	33/0/0	Suppl. 4 to the 07 series	*
48	Installation of lighting and light-signalling devices	49	33	2022/114	33/0/0	Suppl. 2 to the 08 series	*
67	LPG vehicles	46	31	2022/119	31/0/0	Suppl. 2 to the 03 series	*
67	LPG vehicles	46	31	2022/120	31/0/0	Suppl. 1 to the 04 series	*
83	Emissions of M1 and N1 vehicles	48	31	2022/134	31/0/0	Suppl. 16 to the 05 series	*
83	Emissions of M1 and N1 vehicles	48	31	2022/135	31/0/0	Suppl. 18 to the 06 series	*
83	Emissions of M1 and N1 vehicles	48	31	2022/136	31/0/0	Suppl. 15 to the 07 series	*
90	Replacement braking parts	47	32	2022/148	32/0/0	Suppl. 10 to the 02 series	*
118	Burning behaviour of materials	53	33	2022/121	33/0/0	Suppl. 1 to the 04 series	*
125	Forward field of vision of drivers	53	34	2022/122	33/0/1	Suppl. 2 to the 02 series	*
127	Pedestrian safety	57	36	2022/129	35/0/1	04 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				
127	Pedestrian safety	57	36	2022/130	35/0/1	Suppl. 1 to the 03 series	*
129	Enhanced Child Restraint systems	56	35	2022/128	34/0/1	Suppl. 8 to the 03 series	*
129	Enhanced Child Restraint systems	56	35	2022/131	34/0/1	Suppl. 9 to the 01 series	*
129	Enhanced Child Restraint systems	56	35	2022/132	34/0/1	Suppl. 8 to the 02 series	*
149	Road illumination devices	57	36	2022/115	35/0/1	Suppl. 6 to the 00 series	*
151	Blind Spot Information System for the Detection of Bicycles	57	36	2022/147	35/0/1	Suppl. 4 to the original	*
158	Devices for means of rear visibility or detection	57	36	2022/123/ Rev.1	35/0/1	Suppl. 2 to the original	*
159	Moving Off Information System (MOIS)	57	36	2022/124	35/0/1	Suppl. 2 to the original	*
159	Moving Off Information System (MOIS)	57	36	2022/125	35/0/1	Suppl. 2 to the original	*
161	Devices against Unauthorized Use	57	36	2022/146	35/0/1	Suppl. 3 to the original	*
162	Immobilizers	57	36	2022/126/Rev. 1 as amended by para 68	35/0/1	Suppl. 4 to the original	*
163	Vehicle Alarm systems	57	36	2022/127	35/0/1	Suppl. 2 to the original	*
Proposal for new UN Regulations							
[166]	UN Regulation on Vulnerable Road Users in Front and Side Close Proximity		36	2022/139	35/0/1		*
[167]	UN Regulation on the Approval of Motor Vehicles with Regard to Their Direct Vision		36	2022/140/ Rev.1	35/0/1		*

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

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

XV. Establishment of the Executive Committee AC.3 and election of officers for the year 2023 (agenda item 13)

139. The sixty-fifth session of the Executive Committee (AC.3) was held on 15 November 2022 and chaired by the representative of the United Kingdom of Great Britain and Northern Ireland, and vice-chaired by the representatives of Japan and of the United States of America. 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 4 November 2022. The representatives of 14 of the 39 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, Norway, Republic of Korea, Russian Federation, South Africa, Tunisia, Türkiye, United Kingdom of Great Britain and Northern Ireland and United States of America.

140. Election of officers for AC.3 will take place during the first session of the year, in March 2023.

XVI. 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 14)

Documentation: ECE/TRANS/WP.29/1073/Rev.34
Informal document WP.29-188-08

141. AC.3 noted the information, as of 9 November 2022, on the status of the Agreement of the Global Registry and of the Compendium of Candidates (ECE/TRANS/WP.29/1073/Rev.34), the status of the priorities of the 1998 Agreement (based on WP.29-188-08 as reproduced in Annex V to this report) and items on which the exchange of views should continue. AC.3 noted that notifications and the mandatory reports on the transposition process through their Permanent Missions in Geneva to the secretariat, are publicly accessible at: <https://wiki.unece.org/display/TRAN/Home>. AC.3 recalled its agreement to always send the above-mentioned reports and notifications through their Permanent Missions in Geneva and directly to the secretariat (email: edoardo.gianotti@un.org) to ensure updating of the status document, which is the monitoring tool of the agreement.

142. 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 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 to the Agreement.

143. The Chair of AC.3 welcomed Uganda, who recently became a contracting party to the 1958 and 1997 Agreements and looked forward to their active participation. The representative of the United States of America echoed the Chair and expressed the wish to support the secretariat in the outreach in discussions with potential contracting parties.

144. The representative of the United States of America congratulated the accession of Uganda to the Agreement and stated the willingness of Contracting Parties to work with the secretariat to support prospective contracting parties.

145. AC.3 endorsed ECE/TRANS/WP.29/1073/Rev.34.

XVII. Consideration and vote by AC.3 of draft UN GTRs and/or draft amendments to established UN GTRs, if any (agenda item 15)

146. No documents have been submitted for this agenda item.

XVIII. Consideration of technical regulations to be listed in the Compendium of Candidates for UN GTRs, if any (agenda item 16)

A. Listing Number 11: United States of America Environmental Protection Agency and the Department of Transportation programmes for Light-duty vehicle greenhouse gas emission standards and Corporate Average Fuel Economy Standards (agenda item 16.1)

Documentation: ECE/TRANS/WP.29/2022/142

147. Submitted for consideration and vote, the request made by the United States of America to maintain Listing No. 11 (ECE/TRANS/WP.29/2029/142) in the Compendium of Candidates for another period of five years was adopted on 15 November 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, South Africa, Tunisia, Türkiye, United Kingdom of Great Britain and Northern Ireland and United States of America.

B. Listing Number 12: United States of America Environmental Protection Agency and National Highway Traffic Safety Administration, Department of Transportation, Programmes for Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium and Heavy-Duty Engines and Vehicles (agenda item 16.2)

Documentation: ECE/TRANS/WP.29/2022/143

148. Submitted for consideration and vote, the request made by the United States of America to maintain Listing No. 12 (ECE/TRANS/WP.29/2022/143) in the Compendium of Candidates for another period of five years was adopted on 15 November 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, South Africa, Tunisia, Türkiye, United Kingdom of Great Britain and Northern Ireland and United States of America.

C. Listing Number 13: United States of America Environmental Protection Agency and National Highway Traffic Safety Administration, Department of Transportation, Programme for Revisions and Additions to the Motor Vehicle Fuel Economy Label: New Fuel Economy and Environmental Labels for a New Generation of Vehicles (agenda item 16.3)

Documentation: ECE/TRANS/WP.29/2022/144

149. Submitted for consideration and vote, the request made by the United States of America to maintain Listing No. 13 (ECE/TRANS/WP.29/2017/57) in the Compendium of Candidates for another period of five years was adopted on 21 June 2017 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, South Africa, Tunisia, Türkiye, United Kingdom of Great Britain and Northern Ireland and United States of America.

XIX. Consideration of amendments to Mutual Resolutions Nos. 1 (M.R.1) and 2 (M.R.2) (agenda item 17)

Documentation: ECE/TRANS/WP.29/2022/141

150. Submitted for consideration and vote, the proposal for Amendment 3, Addendum 1 to Mutual Resolution No. 1 was adopted on 15 November 2022 by consensus vote of 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, South Africa, Tunisia, Türkiye, United Kingdom of Great Britain and Northern Ireland and United States of America.

XX. 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 18)

151. No documents have been submitted for this agenda item.

XXI. Progress on the development of new UN GTRs and of amendments to established UN GTRs (agenda item 19)

Documentation: ECE/TRANS/WP.29/2022/47/Rev.1
 ECE/TRANS/WP.29/AC.3/56
 (ECE/TRANS/WP.29/2020/99)
 (ECE/TRANS/WP.29/AC.3/45)
 (ECE/TRANS/WP.29/AC.3/45/Rev.1)
 ECE/TRANS/WP.29/2018/162
 (ECE/TRANS/WP.29/AC.3/31)
 ECE/TRANS/WP.29/AC.3/31/Rev.1
 (ECE/TRANS/WP.29/2021/83)
 (ECE/TRANS/WP.29/GRSP/2012/2)
 (ECE/TRANS/WP.29/GRSP/2014/5)
 ECE/TRANS/WP.29/AC.3/49
 (ECE/TRANS/WP.29/AC.3/39)
 ECE/TRANS/WP.29/AC.3/44
 (ECE/TRANS/WP.29/AC.3/48)
 ECE/TRANS/WP.29/AC.3/48/Rev.1
 ECE/TRANS/WP.29/AC.3/50/Corr.1
 (ECE/TRANS/WP.29/AC.3/50)
 ECE/TRANS/WP.29/AC.3/57
 (ECE/TRANS/WP.29/2020/96)
 ECE/TRANS/WP.29/AC.3/58
 (ECE/TRANS/WP.29/2021/81)
 (ECE/TRANS/WP.29/AC.3/33)
 (ECE/TRANS/WP.29/AC.3/51)
 ECE/TRANS/WP.29/AC.3/54/Rev.1
 (ECE/TRANS/WP.29/2021/149)
 ECE/TRANS/WP.29/AC.3/59
 (ECE/TRANS/WP.29/2021/150)

A. UN GTR No. 3 (Motorcycle braking) (agenda item 19.1)

152. The representative of Italy informed AC.3 that discussions on a potential amendment to UN GTR No. 3 had taken place in GRVA during its fourteenth session in September 2022. He recommended that this amendment should be put on hold, as two contracting parties maintained their diverging views on technical details; thus, this item should be removed from the agenda until further amendments to UN Regulation No. 78 would be available.

153. AC.3 agreed to remove this item from the agenda of its March 2023 session.

B. UN GTR No. 8 (Electronic stability control systems (ESC)) (agenda item 19.2)

154. The representative of the Republic of Korea recalled that his country volunteered to sponsor an amendment to UN GTR No. 8 (ESC) for the sake of consistency with the activities under the 1998 Agreement regarding the provisions on the test conditions for new innovative steering systems with a low gear ratio. He reported that a discussion took place at GRVA during its fourteenth session in September 2022 and that GRVA recommended to put this workstream on hold due to the lack of practical experience, information and data on these new systems.

155. The Chair of GRVA clarified, upon request by the AC.3 Chair, that it became clear, after several attempts, that further investigations would be needed to create the basis for consensus. He explained that putting this workstream on hold would release the Contracting Parties from the pressure of having to regularly report on this matter and that further discussions could take place, either bilaterally or at GRVA and that, at some point, AC.3 would certainly wish to resume consideration of this item.

156. AC.3 supported the views of the representative of the Republic of Korea and the Chair of GRVA. AC.3 agreed to remove this item from the agenda of its March 2023 session.

C. UN GTR No. 9 (Pedestrian safety) (agenda item 19.3)

157. The representative of the United States of America informed AC.3 that as there was no new information made available to the experts of GRSP, the discussion on Amendment 3 was on hold. Since the activity on Deployable Pedestrian Protection (DPPS) is going smoothly as it was scheduled, he added that interested stakeholders would seek to reengage the discussion on the headform test as the new Amendment 4.

158. The representative of Korea informed that the draft amendment introducing DPPS was ready for discussion at the December 2022 session of GRSP. The representative of OICA stated that the lack of harmonization between the UN GTR and the UN Regulation No. 127 on headform test was regrettable but apparently unavoidable for the time being, and hoped that ultimately a solution would be found on this aspect.

159. The Chair of AC.3 agreed to proceed with finalizing the DPPS activities and indicated that GRSP should consider renumbering the amendments according to their envisaged order of establishment.

D. UN GTR No. 13 (Hydrogen and Fuel Cell Vehicles (HFCV) – Phase 2) (agenda item 19.4)

160. The representative of the United States of America informed AC.3 that the draft Phase 2 of the UN GTR was ready for a final review at the December 2022 session of GRSP. He explained that the intention was to send a draft proposal to the AC.3 March 2023 session for a first review and finally for voting at the June 2023 session of AC.3. Therefore, since the deadline of the mandate of IWG was on December 2022, he sought consent for additional six months period in case the draft amendment to the UN GTR was sent back for further review by the IWG.

161. AC.3 endorsed the extension of the mandate of the IWG until June 2023.

E. UN GTR No. 15 (Worldwide harmonized Light vehicle Test Procedures (WLTP) – Phase 2)) (agenda item 19.5)

162. The Chair of GRPE informed AC.3 that, in the absence of a 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 had identified potential material for a forthcoming proposal for an Amendment 7 to UN GTR No. 15. He added that an update regarding the next steps was expected during the next sessions of GRPE.

F. UN GTR No. 16 (Tyres) (agenda item 19.6)

163. The representatives of France and ETRTO informed AC.3 that the work on Phase 3 of UN GTR No. 16 would resume in 2023. AC.3 agreed to keep this item on its agenda.

G. UN GTR No. 20 (Electric Vehicles Safety (EVS)) (agenda item 19.7)

164. The representative of the United States of America reported on progress made by the IWG in examining the methods to trigger thermal propagation runaway and studying the toxicity and flammability of gases emanating from damaged battery cells and packs amongst the most challenging issues. Although, the completion of the work was envisaged by mid-2023, he proposed an extension of the mandate of the IWG until the end of 2023 to refine test provisions. The representative of China suggested that the tests on toxicity and thermal propagation needed refinements that could be finalized during the additional six months of extension of the mandate of the IWG. The representative of the EU echoed the request of the representatives of China and of the United States of America and stated that the focus would be to finalize a robust test during the requested additional period.

165. AC.3 endorsed the extension of the mandate of the IWG until December 2023.

H. UN GTR No. 22 on in-vehicle battery durability (Electric vehicles and the environment) (agenda item 19.8)

166. The representative of Canada, on behalf of the IWG on Electric Vehicle and the Environment (EVE) leadership team, informed AC.3 that the IWG on EVE only met once since the last session of AC.3. He reported on the discussions held by the IWG on EVE on the forthcoming evolution and updates to UN GTR No. 22 and also informed AC.3 that a new UN GTR is expected to cover in-vehicle battery durability for heavy duty applications. A formal request for authorization for this new UN GTR was expected to be considered by GRPE at its January 2023 session.

167. The representative of the United States of America clarified that differing technical solutions were being adopted in heavy-duty electrified vehicles versus light-duty electrified vehicles. He supported the IWG's decision to pursue a separate UN GTR for heavy-duty in-vehicle battery durability to address technical concerns.

I. UN GTR No. 23 on durability of after treatment devices for two- and three-wheeled motor vehicles (Environmental and Propulsion Performance Requirements of L category vehicles) (agenda item 19.9)

168. The Chair of GRPE informed AC.3 that the IWG on Environmental and Propulsion Performance Requirements (EPPR) was expected to carry on working on updating UN GTR No. 23, for example by developing deterioration factors. Given the long-term plan for the development of an update to UN GTR No. 23, he proposed AC.3 to remove this item from the agenda.

169. AC.3 agreed to remove this item from the agenda of the March 2023 session.

J. Draft UN GTR on Quiet Road Transport Vehicles (agenda item 19.10)

170. The representative of France informed AC.3 that the work on this topic was still ongoing.

K. Draft UN GTR on Global Real Driving Emissions (GRDE) (agenda item 19.11)

171. The representative of the European Union informed AC.3 that no new activities on the UN GTR on Global Real Driving Emissions (GRDE) had been undertaken since last AC.3 in June 2022. He reminded AC.3 of some contextual elements that explained the current situation; he recalled the latest authorization to develop this UN GTR (ECE/TRAN/WP.29/AC.3/54/Rev.1) requested a draft UN GTR to be submitted by GRPE to AC.3 for the November 2023 session of AC.3. He also informed that the European Union and Japan submitted a draft UN Regulation on RDE to be considered by GRPE in its January 2023 session. He finally highlighted the recent adoption of the Euro 7 proposal by the European Commission, which was likely to have repercussions on the UN GTR development.

L. Proposal for a draft UN GTR on brake particulate emissions (agenda item 19.12)

172. The representative of the European Union informed AC.3 that a final test procedure had been drafted; it would be considered by GRPE in the January 2023 session of GRPE (ECE/TRANS/WP.29/GRPE/2023/4). He added that two elements still needed to be finalized, namely brakes families and regenerative braking, which were expected to be completed before the consideration of the proposal by GRPE. He confirmed this UN GTR was expected to be used as part of the Euro 7 legislation expected to enter into force in the EU in 2025 and he encouraged all CPs to also adopt this proposal when considered by AC.3 in June 2023.

XXII. Items on which the exchange of views and data should continue or begin (agenda item 20)

A. Event data recorder (agenda item 20.1)

173. The Chair of AC.3 recalled discussions on this topic under agenda item 3.6.3 (

174. The representative of Italy, Chair of GRSG, clarified that the activities of the IWG on EDR were involving contracting parties of both 1958 and 1998 Agreements. He confirmed that the latest activities were being dedicated to EDR for heavy duty vehicles. He anticipated that a future step could be a UN GTR on EDR.

175. AC.3 noted the update from Italy and urged contracting parties to participate in the activities to conclude them.

XXIII. Other business (agenda item 21)

176. No discussion was held under this agenda item.

D. Administrative Committee of the 1997 Agreement (AC.4)**XXIV. Establishment of the Committee AC.4 and election of officers for the year 2022 (agenda item 22)**

177. The Administrative Committee (AC.4) did not convene, as recommended by AC.2 during its 140th session.

XXV. Amendments to Rules annexed to the 1997 Agreement (agenda item 23)

178. No subject was raised under this agenda item.³

XXVI. Establishment of new Rules annexed to the 1997 Agreement (agenda item 24)

179. No subject was raised under this agenda item

XXVII. Other business (agenda item 25)

180. No subject was raised under this agenda item

Annex I

[English only]

**List of informal documents (WP.29-188-...) distributed
without a symbol during the 188th session**

<i>No. WP.29-188-</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 188 th session of WP.29	(b)
4	Secretariat	1.	E	Consolidated agenda	(b)
5	Secretariat	2.2.	E	Programme of Work of the World Forum for Harmonization of Vehicle Regulations (WP.29) and its Subsidiary Bodies	(c)
6	GRVA	2.3	E	Inventory of best ADS storage practices (Review of the existing national / regional activities and a proposed way forward for DSSAD)	(a)
7	Secretariat	8.2	E	WP.29 actions in the framework of the global plan for the decade of action for road safety 2021-2030	(d)
8	Secretariat	5.1. & 14		Status of the 1998 Agreement of the global registry and of the compendium of candidates	(d)
9	Secretariat	8.2	E	UNECE Plan for the Decade of Action for Road Safety 2021-2030	
10	GRVA	2.3	E	GRVA Recommendations on ADS External Light-Signalling	(b)
11	Secretariat	8.2	E	Global Plan for the Decade of Action for Road Safety 2021 - 2030	(d)
12	GRVA	2.3	E	Proposal for amendments to ECE/TRANS/WP.29/2021/151	(a)
13	IWG on SCUNV	8.3	E	Report to 188th WP.29 session	(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	IWG on SCUNV	8.3	E	Report of the Fourth Meeting of the IWG on SCUNV, 4 November 2022	(b)

<i>No. WP.29-188-</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
16	IWG SCUNV	8.3	E	Report of the Third Meeting of the IWG on SCUNV, 14th September 2022	(b)
17	Co-Chairs of the Informal Working Group on Periodical Technical Inspections	7	E	Report to WP.29 about activities of the Informal Working Group on Periodical Technical Inspections	(d)
18	IWG on DETA	4.5	E	Report to 188th WP.29 session from the 45th IWG on DETA meeting	(d)
19	IWG on DETA	4.5	E	Draft Report Of The 45th Session Of The IWG on DETA	(d)
20	IWG on DETA	4.5	E	1958 Agreement - Unique Identifier Proposed actions for the IWG on DETA, GRs and WP.29	(e)
21	Secretariat	2.3		Coordination of work on Automated Driving Systems	(e)
22	Japan	8.5		27th International Technical Conference on the Enhanced Safety of Vehicles (27th ESV 2023)	(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 WP.29 subsidiary bodies 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 November 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>
WP.29	World Forum	Mr. A. Erario Mr. S. Anikeev	Italy Russian Federation	2022
	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 2026
	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
GRBP	Noise and Tyres	Mr. S. Ficheux Mr. B. Schüttler	France Germany	2024
	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
GRE	Lighting and Light-Signalling	Mr. T. Kärkkäinen Mr. D. Rovers	Finland Netherlands	2024
	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 2024
GRPE	Pollution and Energy	Mr. A. Rijnders Mr. D. Kay	Netherlands UK	2024

	<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>
	Environmental and Propulsion Performance Requirements of L-category vehicles (EPPR)	Mr. N. den Ouden Mr. J. Mashele	Netherlands South Africa	January 2023
	Electric Vehicle and Environment (EVE)	Mr. M. Olechiw Mrs. P. Dilara Mrs. C. Chen Mr. H. Suzuki	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
	Automotive-Life Cycle Assessment (A-LCA)	Mr. T. Niikuni Mr. C. Kim	Japan Republic of Korea	June 2025
GRVA	Automated/Autonomous and Connected Vehicles	Mr. R. Damm Ms. C. Chen Mr. T. Naono	Germany China Japan	2024
	Functional Requirements for Automated and Autonomous Vehicles (FRAV)	Mr. E. Wondimneh ⁴ Ms. C. Chen. ¹ Mr. R. Damm ¹	USA China Germany	June 2024
	Validation Method for Automated Driving (VMAD)	Mr. H. Nonaka ¹ Mr. P. Striekwold ¹ Mr. I. Sow ¹	Japan Netherlands Canada	June 2024
	Cyber Security and Over-The-Air software updates (CS/OTA)	Mr. T. Niikuni ¹ Dr. D. Handley ¹ Mr. E. Wondimneh ¹	Japan UK USA	[November 2024]
	Event Data Recorder / Data Storage System for Automated Driving (EDR/DSSAD)	Mr. T. Guiting ¹ Mr. H. Nonaka ¹ Mrs. J. Doherty ¹	Netherlands Japan USA	June 2024
GRSP	Passive Safety	Mr M. Koubek Mr H. G. Kim	USA Republic of Korea	2022
	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

⁴ 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>
	Hydrogen and Fuel Cell Vehicles (HFCV) – Phase 2	Mr. M. Koubek Mr. K. Sato ¹ 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
GRSG	General Safety	Mr. A. Erario Mr. K. Hendershot	Italy Canada	2024
	Field of Vision Assistants (IWG-FVA)	Mr. H. Lammers	Netherlands	April 2023
	Awareness of Vulnerable Road Users proximity (VRU-Proxi)	Mr. L. Piciorius	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 2023

(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) (87 th session)	10-13	p.m./a.m.	6	Yes	18/10/22	150
JANUARY	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (15 th session)	23-27	p.m./a.m.	8	Yes	31/10/22	150
FEBRUARY	Working Party on Noise and Tyres (GRBP) (77 th session)	7-10	p.m./a.m.	6	Yes	15/11/22	120
MARCH	Administrative Committee for the Coordination of Work (WP.29/AC.2) (141 st session)	6	p.m.	1*	No		35
MARCH	World Forum for Harmonization of Vehicle Regulations (WP.29) (189 th); Admin. Committee of the 1958 Agreement (AC.1: 83 rd session); Executive Committee of the 1998 Agreement (AC.3: 66 th session); Admin. Committee of the 1997 Agreement (AC.4: 22 nd session)	7-9 (8 8-9)	a.m./p.m. (p.m. p.m./p.m.)	6	Yes	06/12/22	160
MARCH	Working Party on General Safety Provisions (GRSG) (125 th session)	27-31	p.m./a.m.	8	Yes	02/01/23	120
APRIL	Working Party on Lighting and Light-Signalling (GRE) (88 th session)	25-28	a.m./a.m.	7	Yes	31/01/23	120
MAY	Working Party on Passive Safety (GRSP) (73 rd session)	15-19	p.m./a.m.	8	Yes	20/02/23	120
MAY	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (16 th session)	22-26	p.m. am.	8	Yes	27/02/23	150
MAY/JUNE	Working Party on Pollution and Energy (GRPE) (88 th session)	30-2	p.m./a.m.	6	Yes	07/03/23	150
JUNE	Administrative Committee for the Coordination of Work (WP.29/AC.2) (142 nd session)	19	p.m.	1*	No		35
JUNE	World Forum for Harmonization of Vehicle Regulations (WP.29) (190 th session); Admin. Committee of the 1958 Agreement (AC.1: 84 th session); Executive Committee of the 1998 Agreement (AC.3: 67 th session); Admin. Committee of the 1997 Agreement (AC.4: 23 rd session)	20-22 (21 21-22)	a.m./p.m. (p.m. p.m./p.m.)	6	Yes	28/03/23	160
AUGUST /SEPTEMBER	Working Party on Noise and Tyres (GRBP) (78 th session)	30-1	p.m./p.m.	5	Yes	07/06(23	120
SEPTEMBER	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (17 th session)	25-29	p.m./a.m.	8	Yes	03/07/23	150
OCTOBER	Working Party on General Safety Provisions (GRSG) (126 th session)	10-13	a.m./a.m.	7	Yes	18/07/23	120
OCTOBER	Working Party on Lighting and Light-Signalling (GRE) (89 th session)	24-27	a.m./a.m.	7	Yes	01/08/23	120
NOVEMBER	Administrative Committee for the Coordination of Work (WP.29/AC.2) (143 rd session)	13	p.m.	1*	No		35
NOVEMBER	World Forum for Harmonization of Vehicle Regulations (WP.29) (191 st session); Admin. Committee of the 1958 Agreement (AC.1: 85 th session); Executive Committee of the 1998 Agreement (AC.3: 68 th session); Admin. Committee of the 1997 Agreement (AC.4: 24 th session)	14-16 (15 15-16)	a.m./p.m. (a.m. p.m./p.m.)	6	Yes	22/08/23	160
DECEMBER	Working Party on Passive Safety (GRSP) (74 th session)	4-8	p.m./a.m.	8	Yes	11/09/23	120
		TOTAL: 109 +3* half days = 55.0+1.5 days					

*) Meeting without interpretation and lower number of participants to 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 the World Forum (WP.29) begin at 10.00 a.m. (the first day only). During the WP.29 sessions, the Administrative Committee of the 1958 Agreement (AC.1) will hold its sessions usually on Wednesday, sessions of the Executive Committee of the 1998 Agreement (AC.3) are expected to be held on Wednesday afternoon, and sessions of the Administrative Committee of 1997 Agreement (AC.4) would be held on Wednesday immediately following the AC.1, if necessary.

Annex IV

Terms of Reference for Informal Working Group on Safer and Cleaner Used and New Vehicles (IWG on SCUNV) for Developing Countries

A. Introduction

1. At the 185th session of WP.29 held in November 2021, UNECE secretariat presented the latest activities of the UNRSF "Safer and Cleaner Used Vehicles for Africa" project and invited the World Forum to consider the establishment of an IWG to take a lead role in handling technical issues related to this topic.

2. ECE/TRANS/WP.29/1161, paras.112 and 113 contains WP.29 decision to establish an Informal Working Group (IWG) to take a leading role in vehicle regulatory elements in the areas of safety and environmental protection for both new and used vehicles for countries in different economic situations. This decision will require the IWG to use existing data, research, as well as UN Regulations / UN GTRs/UN Rules and or equivalent National/Regional regulations and standards as a guidance to form further discussions, activities, and outcomes of this group.

B. Terms of Reference

3. The IWG shall develop a set or sets of minimum requirements for technical requirements of new and used vehicles as pertaining to the safety and environmental condition of vehicles based on a multi-pillar approach. This approach may include Roadworthiness Inspections at Exporting/Importing countries, Periodical Technical Inspection (PTI) at Exporting/Importing Countries, data and information sharing and random testing.

4. The IWG shall take full account of developments and work in full cooperation with other subsidiary Working Parties (GRs) of WP.29 and their IWGs.

5. The IWG shall to the maximum extent take into account work done, research, Resolutions and Regulations available within the framework of the 1958, 1997 and 1998 UN Agreements and or other equivalent/similar National/Regional regulations and standards, in particular those defining criteria for the import and export of vehicles on a National/Regional basis.

6. The IWG shall address the roles of exporters and importers in ensuring vehicle compliance with the minimum requirements established.

7. The IWG shall propose requirements, frameworks, and mechanisms that promote import/export of vehicles without prejudice to the regulatory regimes under which market introduction of the vehicles may have originally been permitted.

8. Among the deliverables foreseen (and to be foreseen) in a Framework Document and to be developed by the IWG are:

- (a) Identify and establish a minimum set of safety requirements based on existing UN Regulations/UN GTRs/UN Rules and or other equivalent National /Regional standards that should qualify a new or used vehicle safe to be exported or imported. If necessary, also a differentiated requirement for countries with different levels of development.
- (b) Establish a minimum set of environmental requirements based on existing UN Regulations/UN GTRs/UN Rules and or other equivalent National/Regional standards that can be used to qualify a vehicle sufficiently (to be defined) clean for use in developing countries.
- (c) Develop basic test criteria and if necessary, also further levels to decide if new and used vehicles meet both environmental and safety requirement as established by this IWG and if these criteria are applicable to importing or exporting countries.

- (d) Possible recognition of system's, test criteria and levels within this framework such that parties accept approval/certification granted by/in any Country.
 - (e) As an important Goal to monitor the progress about the development of a Harmonized Life Cycle Assessment (LCA) Methodology
9. The final deliverable may have the form of a Resolution, Agreement or Convention.
 10. The IWG may decide to work in phases on the different work items. The major work items are importing used vehicles and importing new vehicles.
 11. The requirements shall, to the fullest extent possible, be performance-based and technology-neutral and be prepared in a neutral form such that they can be adapted for use under the 1958, 1997 and 1998 UN Agreements.
 12. The IWG focuses exclusively on vehicles. Therefore, national requirements for traffic rules are outside the scope of the work of this IWG.
 13. The requirements on safety and environmental performance of vehicles are exclusively determined by the importing country. The minimum safety requirements established by the IWG shall apply to both importing and exporting countries.
 14. The IWG may set processes in place that will allow the monitoring of the success of the measures taken and adapt or endorse successful measures in safety and environmental performance.

C. Rules of Procedure

15. The IWG shall report to WP.29 and is open to all participants of WP.29 (see Rule 1 of WP.29 Rules of Procedure).
16. The Chair(s) and a secretary will manage the IWG.
17. The Chair(s) may invite experts (at their discretion), including non-participants of WP.29, to assist in the development of technical standards.
18. The working language of the IWG will be English.
19. All documents and/or proposals must be submitted to the Secretary of the relevant group in a suitable electronic format in advance of the meeting. The group may refuse to discuss any item or proposal which has not been circulated five working days in advance to the meeting. This does not prevent anyone from submitting informal documents with shorter deadlines.
20. An agenda and related documents will be circulated to all members of the IWG at least five working days in advance of all scheduled meetings.
21. Decisions will be reached by consensus. When consensus cannot be reached, the Chair or Co-Chair of the group shall present the different points of view to WP.29. The Chair may seek guidance from WP.29 as appropriate. (Final endorsement of the results of the work of the Group, will be subject to WP.29)
22. The progress of the IWG will be reported routinely to WP.29 – wherever possible as an informal document and presented by the Chair or Co-Chair.
23. All documents shall be distributed in digital format. Meeting documents should be made available to the Secretary for publication on the dedicated website.
24. Final decision on proposals rests with WP.29 and the contracting parties.

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 November 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]		AC.3 removed this item from its agenda for the March 2023 session.
[Amendment 1] to UN GTR No. 8 (ESC)	No		Korea	AC.3/56		AC.3 removed this item from its agenda for the March 2023 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 concluded that since there was no new information made available to the experts, it was not possible to restart the discussions on Amendment 3. AC3 confirmed its desire to conclude the work on this amendment and invited GRSP to prioritise this issue.
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/2022/16 (Draft proposal) GRSP/2022/17 (Final report)	GRSP will consider the official proposal and the final report at the December 2022 session of GRSP. AC.3 at its November 2022 session endorsed the extension of the mandate of the IWG until December 2023.

* 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
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 (authorizati on to develop Phase 2)		AC.3 at its November 2022 session endorsed the extension of the mandate of the IWG until December 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 (DEVF)	Yes/USA/ China/ Japan	Canada/ China/European Union/ Japan/USA		AC.3/53/ Rev.1		AC.3 adopted during the November 2020 session.
UN GTR No. [XX] on Global Real Driving Emissions (RDE)	Yes/European Union/ Japan/ Rep. of Korea	European Union/ Japan/ Rep. of Korea		AC.3/54/ Rev.1		Revised authorization granted by AC.3 at its November 2021 session
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

<i>Item</i>	<i>Informal group (Yes-No)/ Chair & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/ WP.29/...)/</i>	<i>Proposal for a draft UN GTR (ECE/TRANS/WP.29/...)</i>	<i>State of play/Comments</i>
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
UN GTR No. [XX] on in vehicle battery durability for electrified heavy-duty vehicles	Yes/ USA/EU China/Japan	Canada, China, Japan, UK, USA, EC	GRPE/20 23/8		Request for authorization to be considered by GRPE in January 2023

GRBP

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

GRSG

<i>Item</i>	<i>Informal group (Yes-No)/ Chair & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/ WP.29/...)/</i>	<i>Proposal for a draft UN GTR (ECE/TRANS/WP.29/...)</i>	<i>State of play/Comments</i>
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

Subjects for exchange of views

<i>Working Party</i>	<i>Item</i>	<i>Inf. group (Yes-No)/ Chair & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal ECE/TRANS/WP.29/...</i>	<i>State of play.</i>
GRSP	Crash compatibility	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)
