



# Economic and Social Council

Distr.: General  
5 July 2023

Original: English

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## Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

190th session

Geneva, 20-22 June 2023

### Reports of the

**World Forum for Harmonization of Vehicle Regulations on its 190th session**

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

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

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

## Contents

	<i>Page</i>
<b>A. World Forum for Harmonization of Vehicle Regulations</b>	
I. Attendance.....	6
II. Opening statements .....	6
III. Adoption of the agenda (agenda item 1) .....	6
IV. Coordination and organization of work (agenda item 2).....	7
A. Report of the session of the Administrative Committee for the Coordination of Work (WP.29/AC.2) (agenda item 2.1) .....	7
B. Programme of work and documentation (agenda item 2.2).....	8
C. Intelligent Transport Systems and coordination of automated vehicles related activities (agenda item 2.3) .....	8
V. Consideration of the reports of the Working Parties (GRs) subsidiary to WP.29 (agenda item 3) ..	10
A. Working Party on Passive Safety (GRSP) (Seventy-second session, 5-9 December 2022) (agenda item 3.1) .....	10
B. Working Party on Pollution and Energy (GRPE) (Eighty-seventh session, 10-13 January 2023) (agenda item 3.2) .....	10
C. Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (Fifteenth session 23-27 January 2023) (agenda item 3.3) .....	10
D. Working Party on Noise and Tyres (GRBP) (Seventy-seventh session, 7-10 February 2023) (agenda item 3.4) .....	10
E. Highlights of the recent sessions (agenda item 3.5).....	10
1. Working Party on General Safety Provisions (GRSG) (125th session, 27-31 March 2023) (agenda item 3.5.1).....	10
2. Working Party on Lighting and Light-Signalling (GRE) (Eighty-eighth session, 25-28 April 2023) (agenda item 3.5.2).....	11
3. Working Party on Passive Safety (GRSP) (Seventy-third session, 15-19 May 2023) (agenda item 3.5.3).....	12
4. Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (Sixteenth session, 22-26 May 2023) (agenda item 3.5.4) .....	13
5. Working Party on Pollution and Energy (GRPE) (Special session 12-13 April 2023 and eighty-eighth session, 30 May -2 June 2023) (agenda item 3.5.5).....	13
VI. 1958 Agreement (agenda item 4) .....	14
A. Status of the Agreement and of the annexed Regulations (agenda item 4.1).....	14
B. Guidance requested by the Working Parties on matters related to UN Regulations annexed to the 1958 Agreement (agenda item 4.2).....	14
1. Reproduction and reference to private standards in UN Regulations, Global Technical Regulations and Rules (agenda item 4.2.1).....	14
2. Guidance on amendments to UN Regulations annexed to the 1958 Agreement (agenda item 4.2.2).....	14
3. Interpretation of specific UN Regulations (agenda item 4.2.3).....	14
C. Development of the International Whole Vehicle Type Approval (IWVTA) system (agenda item 4.3) .....	14

D.	Revision 3 to the 1958 Agreement (agenda item 4.4).....	15
E.	Development of an electronic database for the exchange of type approval documentation (DETA) (agenda item 4.5).....	15
F.	Consideration of draft amendments to existing UN Regulations submitted by GRSP (agenda item 4.6).....	16
G.	Consideration of draft amendments to existing UN Regulations submitted by GRPE (agenda item 4.7).....	17
H.	Consideration of draft amendments to existing UN Regulations submitted by GRVA (agenda item 4.8).....	17
I.	Consideration of draft amendments to existing UN Regulations submitted by GRBP (agenda item 4.9).....	17
J.	Consideration of draft corrigenda to existing UN Regulations submitted by the GRs, if any (agenda item 4.10).....	18
K.	Consideration of additional proposals for amendments to existing, UN Regulations submitted by the Working Parties subsidiary to the World Forum, if any (agenda item 4.11).....	18
L.	Consideration of proposals for new UN Regulations submitted by the Working Parties subsidiary to the World Forum, if any (agenda item 4.12).....	18
M.	Proposal for amendments to the Consolidated Resolution on the Construction of Vehicles (R.E.3) submitted by the Working Parties to the World Forum for consideration, if any (agenda item 4.13).....	18
N.	Pending proposals for amendments to existing UN Regulations submitted by GRSG ) (agenda item 4.14).....	18
O.	Proposal for amendments to the Mutual Resolutions of the 1958 and the 1998 Agreements (agenda item 4.15).....	18
P.	Proposal for new Mutual Resolutions of the 1958 and the 1998 Agreement (agenda item 4.16).....	18
VII.	1998 Agreement (agenda item 5).....	19
	Status of the Agreement, including the implementation of paragraph 7.1 of the Agreement (agenda item 5.1).....	19
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).....	19
IX.	1997 Agreement (Periodical Technical Inspections) (agenda item 7).....	19
	A. Status of the Agreement (agenda item 7.1).....	19
	B. Amendments to the 1997 Agreement (agenda item 7.2).....	19
	C. Establishment of new Rules annexed to the 1997 Agreement (agenda item 7.3).....	20
	D. Update of existing Rules annexed to the 1997 Agreement (agenda item 7.4).....	20
	E. Update of Resolution R.E.6 related to requirements for testing equipment, for skills and training of inspectors and for supervision of test centres (agenda item 7.5).....	20
	F. Vehicle whole-life compliance (agenda item 7.6).....	20
X.	Other business (agenda item 8).....	20
	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).....	20
	B. Safer and cleaner used and new vehicles for low- and middle-income countries (agenda item 8.2).....	21

C.	ECE Road Safety Action Plan 2023 – 2030 (agenda item 8.3).....	22
D.	Documents for publication (agenda item 8.4).....	22
E.	Climate Change (agenda item 8.5).....	22
F.	ESV conference (agenda item 8.6) .....	23
G.	Information on regulatory activities in South Africa (agenda item 8.7) .....	23
H.	Tributes .....	23
XI.	Adoption of the report (agenda item 9) .....	24
	<b>B. Administrative Committee of the 1958 Agreement (AC.1)</b>	
XII.	Establishment of the Committee AC.1 (agenda item 10).....	24
XIII.	Proposals for amendments and corrigenda to existing Regulations and for new Regulations – Voting by AC.1 (agenda item 11) .....	24
	<b>C. Executive Committee of the 1998 Agreement (AC.3)</b>	
XIV.	Establishment of the Executive Committee AC.3 and election of officers for the year 2023 (agenda item 12).....	26
XV.	Monitoring of the 1998 Agreement: Reports of the Contracting Parties on the transposition. of UN GTRs and their amendments into their national/regional law (agenda item 13) .....	26
XVI.	Consideration and vote by AC.3 of draft UN GTRs and/or draft amendments to established UN GTRs, if any (agenda item 14).....	27
	A. Proposal for a new UN GTR (agenda item 14.1.).....	27
	B. Proposal for amendments to a UN GTR (agenda item 14.2.) .....	27
XVII.	Consideration of technical regulations to be listed in the Compendium of Candidates for UN GTRs, if any (agenda item 15).....	27
XVIII.	Guidance, by consensus decision, on those elements of draft UN GTRs that have not been resolved by the Working Parties subsidiary to the World Forum, if any. (agenda item 16).....	28
XIX.	Progress on the development of new UN GTRs and of amendments to established UN GTRs (agenda item 17).....	28
	A. UN GTR No. 9 (Pedestrian safety) (agenda item 17.1) .....	28
	B. UN GTR No. 13 (Hydrogen and Fuel Cell Vehicles (HFCV) – Phase 2) (agenda item 17.2). .....	28
	C. UN GTR No. 20 (Electric Vehicles Safety (EVS) (agenda item 17.3).....	29
	D. UN GTR No. 22 on in-vehicle battery durability (Electric vehicles and the environment) (agenda item 17.4) .....	29
	E. Draft UN GTR on Quiet Road Transport Vehicles (QRTV) (agenda item 17.5) .....	29
	F. Draft UN GTR on Global Real Driving Emissions (GRDE) (agenda item 17.6).....	29
	G. Proposal for a draft UN GTR on brake particulate emissions (agenda item 17.7).....	30
	H. Proposal for a draft UN GTR on in-vehicle battery durability for electrified heavy-duty vehicles (agenda item 17.8) .....	30
XX.	Items on which the exchange of views and data should continue or begin (agenda item 18).....	30
	A. Event Data Recorder (EDR) (agenda item 18.1) .....	30
XXI.	Other business (agenda item 19) .....	30

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

XXII.	Establishment of the Committee AC.4 and election of officers for the year 2023 (agenda item 20).....	31
XXIII.	Amendments to UN Rules annexed to the 1997 Agreement (agenda item 21).....	31
XXIV.	Establishment of new Rules annexed to the 1997 Agreement (agenda item 22).....	31
XXV.	Other business (agenda item 23) .....	31

## 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 190th session from 20 to 22 June 2023<sup>1</sup>, chaired by Mr. A. Erario (Italy). The following countries were represented, following Rule 1 of the Rules of Procedure of WP.29 (ECE/TRANS/WP.29/690/Rev.1): Australia, Austria, Brazil, Canada, China, Czech Republic, Finland, France, Germany, Hungary, India, Italy, Japan, Kazakhstan, Latvia, Luxembourg, Malaysia, Netherlands, Norway, Poland, Republic of Korea, Russian Federation, South Africa, Spain, Sweden, Switzerland, United Kingdom of Great Britain and Northern Ireland, United States of America and Zimbabwe. Representatives of the European Union participated. The following international organization was represented: International Telecommunication Union (ITU). The following non-governmental organizations were also represented: Association for Emissions Control by Catalyst (AECC), European Association of Automotive Suppliers (CLEPA/MEMA/JAPIA)<sup>2</sup>, International Motor Vehicle Inspection Committee (CITA), European Tyre and Rim Technical Association (ETRTO), Fédération Internationale de l'Automobile (FIA), Fédération internationale des véhicules anciens (FIVA), Forum 21 Institute, Global Auto Regs, International Automotive Lighting and Light Signalling Expert Group (GTB), International Motorcycle Manufacturers Association (IMMA), International Road Transport Union (IRU), International Standards Organization (ISO), Motor and Equipment Manufacturers Association (MEMA), International Organization of Motor Vehicle Manufacturers (OICA), and International Society of Automotive Engineers (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: Kenya Auto Bazaar Association, Mr. Juan Ramos García.

### II. Opening statements

2. The Chair of WP.29, Mr. A. Erario (Italy) welcomed delegates to the 190th session of WP.29 and opened the meeting. He invited Mr. T Naono (Japan), Vice-Chair WP.29 and Chair of AC.3 to chair the celebration of the twenty-fifth anniversary of the 1998 Agreement.

3. The Vice-Chair of WP.29 invited the Special Envoy for Road Safety, Mr. Jean Todt, the Executive Secretary of UNECE, Ms. Olga Algayerova, the Director of the Sustainable Transport Division, Mr. Yuwei Li, as well as the participating countries of the first session of WP.29, other delegations, and industry for their remarks (see ECE/TRANS/WP.29/1173/Add.1, Annex VI for more details).

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

*Documentation:* ECE/TRANS/WP.29/1172, / and 1172/Amend.1  
Informal documents: WP.29-190-03

4. WP.29 adopted the annotated provisional agenda (ECE/TRANS/WP.29/1172, and 1172/Amend.1 and the running order of the 190th session (WP.29-190-03) with the following amendments to the agenda:

*after item 8.5, insert:*

"8.6. ESV conference;

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<sup>1</sup> Simultaneous interpretation was available into the official UNECE languages.

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

- 8.7. Information on regulatory activities in South Africa."
5. The list of informal documents is reproduced in ECE/TRANS/WP.29/1173/Add.1, Annex I.

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

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

6. The 142nd session of WP.29/AC.2 (19 June 2023) was chaired by Mr. A. Erario (Italy), Chair of the World Forum for Harmonization of Vehicle Regulations, WP.29, and was attended, in accordance to Rule 29 of the terms of reference and rules of procedure of WP.29 (TRANS/WP.29/690/Rev.2) by the Chairs of GRBP (France), GRE (Finland), GRPE (Netherlands), GRSG (Italy), GRSP (United States of America), GRVA (Germany) and the Vice-Chairs, GRPE (United Kingdom of Great Britain and Northern Ireland), GRSG (Canada), GRSP (Republic of Korea), GRVA (China and Japan), the Chair and Vice-Chairs of the Executive Committee (AC.3) of the 1998 Agreement (Japan, United Kingdom of Great Britain and Northern Ireland and United States of America), the Vice-Chair of WP.29 (Japan) and by the representatives of the European Union.

7. AC.2 reflected on discussions by an ad hoc Task Force (TF) on the future composition of Chairs and Vice-Chairs positions within WP.29 and its subsidiary bodies. The aim would be to better reflect the global mandate of the forum within its leadership and to align this with ITC's Rules of procedure. AC.2 requested this task force to resume consideration as it was not deemed mature enough.

8. AC.2 recalled activities and discussions on copy-right and intellectual property right issues. AC.2 noted the implemented practices of copy right waiver and intellectual property right solutions, which were applied on a case-by-case basis and decided to discontinue further discussions.

9. AC.2 recalled that the WP.29 Programme of Work for 2023 had been adopted at the March session. AC.2 agreed — in the spirit of lean administration — that in future, updates to the PoW throughout the year would not be necessary as the agenda for WP.29 sessions would cover all important information.

10. On the screening of UN Regulations' and UN GTRs' fitness for automated driving systems, AC.2 took note of the interim result of coordination of the different GRs and recommended continuing the coordination in the task force. AC.2 also recommended to GRs to start updating the regulations according to the common recommendations of the coordinated task force activities with the GRs.

11. AC.2 took note of the proposal on categories for automated vehicles and recommended coordination between GRSG and GRVA on this topic and to report on the status of work to AC.2 in November 2023.

12. AC.2 noted the current drafting of a new UN Regulation on Driver Controlled Assistance System (DCAS) and invited Contracting Parties (CPs) to foster engagement in the activity of the Task Force on ADAS to support the developments which were on the final stretch for the first phase.

13. AC.2 took note of the plan to hold a GRVA session in 2024 outside of Geneva and recommended WP.29 to endorse the proposal to organize an (informal) session of GRVA in the United States of America in May 2024 in lieu of the session planned for May 2024 in Geneva.

14. AC.2 noted the activities of GRPE related to climate change mitigation and asked GRPE to take coordination and leadership on WP.29's input to the ITC Climate Change strategy with the newly established Task Force. AC.2 invited all Working Parties (GRs) and stakeholders to engage in this work.

15. AC.2 noted the letter from ITC Chair to WP Chairs inviting them to participate in the regular review process (the fourth cycle of reviews) by the sectoral committee and asked the secretariat to prepare a draft for consideration by WP.29 at its November 2023 session, in close cooperation with the related GRs.

16. AC.2 renewed the approval for the European Tyre & Rubber Manufacturers Association at its 141st session (March 2023) and recommended the invitation of the European Noise Barrier Federation to related task force meetings, as GRBP was scheduled for September 2023.

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

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

*Documentation:* ECE/TRANS/WP.29/2023/1/Rev.2  
Informal documents: WP.29-190-01, WP.29-190-02, WP.29-190-14

18. The Secretary of WP.29 introduced the list of GRs, Informal Working Groups and Chairs (WP.29-190-01) and the draft calendar of meetings of the World Forum for 2023 (WP.29-190-02) and for 2024 (WP.29-190-14).

19. The representative of ITU asked the secretariat to explore possibilities for moving the September 2024 session of either GRVA or the Global Forum for Road Traffic Safety (WP.1) by one week, to avoid overlap of these sessions, currently scheduled for the same week.

20. The WP.29 Secretary presented ECE/TRANS/WP.29/2023/1/Rev.2, the revised Programme of Work (PoW) based on agreed priorities following discussions at GRs, AC.2 and previous sessions of WP.29.

21. WP.29 agreed to the organisation of an (informal) GRVA session on 20-24 May 2024 in the United States of America in lieu of the session planned for May 2024 in Geneva. The Secretary informed the group that the secretariat would explore possibilities to hold the meeting at the UN premises in New York.

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

*Documentation:* ECE/TRANS/WP.29/2023/44/Rev.1  
ECE/TRANS/WP.29/2023/86  
Informal documents : WP.29-190-09, WP.29-190-23

22. The Chair of GRVA introduced ECE/TRANS/WP.29/2023/44/Rev.1, an updated version of the "New Assessment/Test Method for Automated Driving (NATM) Guidelines for Validating Automated Driving System (ADS)".

23. The representative of Australia asked about the follow up of these activities. The GRVA Chair replied that the current activities were part of a pre-regulatory phase, and that the current activity was focused on combining the deliverables of the Informal Working Group (IWG) on Functional Requirements for Automated Vehicles (FRAV) and the IWG on Validation Methods for Automated Driving (VMAD). He stated that a schedule including next steps would be developed until the first half of 2024.

24. WP.29 adopted the document ECE/TRANS/WP.29/2023/44/Rev.1.

25. The representative of France presented WP.29-190-23, introducing the report on screening UN Regulations and UN Global Technical Regulations (GTRs) regarding their fitness for Automated Driving Systems (ADS) (ECE/TRANS/WP.29/2023/86), prepared by the Chair of GRVA TF on Fitness for ADS. He mentioned the recent technological advancements on automated driving and their potential impact on vehicle regulations. He recalled the mandate provided by WP.29 to review vehicles regulations on their fitness for ADS, the structure of the task forces in charge of performing this task, the timeframe allocated and the coordination mechanism involving the Chairs of the task forces. He presented the three objectives of the review:



- (a) the determination of the relevance of the vehicle regulations for ADS;
- (b) the readiness evaluation of the relevant vehicle regulations; and
- (c) the determination of the magnitude of changes needed for non-ready regulations.

He presented the overview of the review results. He highlighted the main recommendations in the report:

- (a) the need to develop vehicle subcategories for ADS;
- (b) the Operational Design Domain (ODD) impact on performance and testing provisions;
- (c) the need for a test mode for executing performance tests with automated vehicles; and
- (d) unknown policies related to the use of ADS including, among others, the transport of dangerous good and the expected ADS reaction to passengers unfastening their seatbelt.

He proposed that the established coordination of TFs would continue to provide coordination and invited GRs to start the work on amending the regulations.

26. The Chair of GRPE commented on the current review performed by the GRPE Task Force on Automated Vehicles Regulations Screening (AVRS) in delivering feedback because of the schedule of GRPE sessions and announced that this workstream would be completed soon.

27. The representative of the United Kingdom of Great Britain and Northern Ireland welcomed the report and volunteered to support the production of amendment proposals to the vehicle regulations.

28. The Chair of GRVA noted the important effort made to deliver this report and stated that it was a good example of international cooperation among contracting parties and also among working parties. The representative of the Netherlands agreed.

29. The representative of the European Union noted the importance for this work both for type approval and self-certification regimes. He recalled the industry request for a certification system for ADS safety in 2025 and inquired about the envisaged deadlines for this important workstream, in particular in relation to the drafting of amendments.

30. The representative of the United States of America noted the completion of the initial phase envisaged for the review of vehicle regulations on their fitness for ADS. He noted paras. 44 and 45 of report and inquired on the envisaged structure of the second phase as proposed, considering the workplan of the IWG on FRAV.

31. The representative of OICA expressed the importance of progressing on three workstreams: the FRAV/VMAD combined deliverable, the vehicle regulation amendment work and the new vehicle subcategory definitions for ADS.

32. WP.29 adopted ECE/TRANS/WP.29/2023/86. WP.29 agreed that the established coordination of TFs would continue to provide coordination and invited GRs to start the work on amending the regulations, taking into account the activities of the IWGs on VMAD and FRAV (especially WP.29-190-08, as potentially amended during next sessions). WP.29 also requested the GRs to present a timeline for amending the remaining relevant regulations at the WP.29 session in March 2024.

33. WP.29 agreed that GRSG and GRVA should coordinate the work on categories for automated vehicles and report on the status of work to AC.2 and WP.29 in November 2023.

34. The Chair of GRVA, informed WP.29 about the progress on the new UN Regulation on DCAS and stated that this was the bridging activity between ADAS and ADS. He invited Contracting Parties to foster engagement in the activity of the Task Force on ADAS to support the developments which were on the final stretch for the first phase. He announced that GRVA would organize a two days' workshop to discuss the draft as well as on hands-off ADAS.

35. The Chair of GRVA presented WP.29-190-08, including the recent updates to the Guidelines for Regulatory Requirements and Verifiable Criteria for Automated Driving System Safety Validation. WP.29 endorsed this document.

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

### **A. Working Party on Passive Safety (GRSP) (Seventy-second session, 5-9 December 2022) (agenda item 3.1)**

*Documentation:* ECE/TRANS/WP.29/GRSP/72

36. The World Forum approved the report of the Chair of GRBP at its seventy-second session (ECE/TRANS/WP.29/GRSP/72).

### **B. Working Party on Pollution and Energy (GRPE) (Eighty-seventh session, 10-13 January 2023) (agenda item 3.2)**

*Documentation:* ECE/TRANS/WP.29/GRPE/87

37. The World Forum approved the report of the Chair of GRPE at its eighty-seventh session (ECE/TRANS/WP.29/GRPE/87).

### **C. Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (Fifteenth session 23-27 January 2023) (agenda item 3.3)**

*Documentation:* ECE/TRANS/WP.29/GRVA/15

38. The World Forum approved the report of the Chair of GRVA on its fifteenth session (ECE/TRANS/WP.29/GRVA/15).

### **D. Working Party on Noise and Tyres (GRBP) (Seventy-seventh session, 7-10 February 2023) (agenda item 3.4)**

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

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

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

#### **1. Working Party on General Safety Provisions (GRSG) (125th session, 27-31 March 2023) (agenda item 3.5.1)**

40. The Chair of GRSG reported on the results of the 125th session of GRSG (for details, see the report in ECE/TRANS/WP.29/GRSG/104).

41. GRSG adopted amendments to 5 UN Regulations Nos 43, 122, 160, 161, 162, 158, 162 and established a new UN Regulation on EDR for Heavy Duty Vehicles.

42. GRSG adopted the revised ToR of the IWG on Awareness of Vulnerable Road Users Proximity in low-speed manoeuvres (VRU-Proxi).

43. GRSG agreed on an extension of the mandate of the IWG on Field of Vision Assistant (FVA) of Drivers until April 2024, pending endorsement of WP.29 at its June 2023 session. WP.29 endorsed this request.

44. GRSG agreed to establish a TF on UN Regulation No. 39 (Speedometer and Odometer) to discuss potential measures for accuracy and anti-tampering of

odometer/mileage values, relevant for many applications, such as roadworthiness, environmental performances of the vehicles and current and future domestic applications. The representative of FIA welcomed this initiative as an important topic to be discussed.

45. Concerning Event Data Recorder (EDR) / Data Storage system for Automated Driving Vehicles (DSSAD), GRSG adopted the proposal for a new UN Regulation concerning the Approval of Event Data Recorders for Heavy-Duty Vehicles and requested the secretariat to submit it to the November 2023 sessions of WP.29 and AC.1. However, it was expected to review this proposal based on revised documents submitted by IWG at the October 2023 session of GRSG.

46. GRSG finalized its screening of the UN Regulations and UN GTRs of relevance of Vehicle Automation which were linked to drivers and agreed that the coordinated conclusions of TF-AVRS in each Working Party be provided to the June 2023 session of WP.29.

47. GRSG progressed the screening of the full list of UN Regulations under its responsibility, for the potential use of the Unique Identifier (UI) and agreed to resume discussion at its October 2023 session on a document, that now represents the opinion of CITA.

## **2. Working Party on Lighting and Light-Signalling (GRE) (Eighty-eighth session, 25-28 April 2023) (agenda item 3.5.2)**

48. The Chairman of GRE reported on the results of the eighty-eighth session of GRE (for details, see the report in ECE/TRANS/WP.29/GRE/88).

49. As the major highlight, he pointed out that GRE had adopted a new draft 09 series of amendments to UN Regulation No. 48 (Installation of lighting and light-signalling devices), aimed to be submitted to the March 2024 sessions of WP.29 and AC.1, subject to final editorial verifications in October 2023. The representative from Japan appreciated the GRE's adoption of the new draft 09 series of amendments to UN Regulation No. 48 and urged that GRE would maintain this decision at its next session in October 2023. The GRE Chair explained that GRE had already agreed on the substantial items at the April 2023 session and that the remaining work scheduled for the October 2023 session of GRE on this issue is only editorial matter.

50. The GRE Chair further mentioned that for phasing out of the installation of older lamps/devices, GRE had also adopted new series of amendments to UN Regulations Nos. 53, 74 and 86.

51. He pointed out that GRE was considering a possible ADS status light indicator, which should remain optional, thus giving each Contracting Party the opportunity to prohibit its use on their roads, for example, by mandatory deactivation. However, if fitted, the ADS status indicator should follow uniform provisions. To this end, GRE agreed that the best option seemed to be establishing a new hybrid UN Regulation to cover both functional specifications and installation requirements. However, the option of creating a new UN GTR should also be explored.

52. The representative of UK pointed out the complexity of the ADS indicator perception in traffic, because of the human machine interface (HMI). He also wondered whether the mutual recognition provisions of the 1958 Agreement would give countries the necessary legal flexibility when deciding on the application of a new hybrid UN Regulation on the ADS indicator.

53. The GRE Chair referred to the example of UN Regulation No. 65 where the technical provisions for the special warning lamps were harmonized, but the installation requirements were left to the discretion of individual countries. He also mentioned the possibility of permanent switching-off provisions, thus giving contracting parties the necessary flexibility.

54. The representative of ITU pointed out that the ADS status indicator essentially covers two separate issues:

(a) give the police a tool to learn the ADS status of a vehicle - the issue being addressed by the IWG on ITS Task Force on Vehicular Communication; and

(b) a universal ADS status light indicator, as suggested by some countries.

55. The representative of France pointed out that communication devices under (a) above were not available yet and, under these circumstances, a light status indicator could provide a temporary solution.

56. The representatives of the Netherlands and France indicated that WP.29 had already given GRE the mandate to start working on technical provisions for the ADS light indicator, upon understanding that a final decision on whether to then create a regulatory solution would be taken at a future session of WP.29. The representative of China also supported GRE working on technical provisions for the ADS indicator and pointed out that the legal form of a final document (UN Regulation or UN GTR) should be chosen at a later stage.

57. The GRVA Chair acknowledged the legal issue mentioned by the representative of UK, but held the view that GRE should start developing harmonized provisions, to avoid proliferation of non-harmonized requirements.

58. Finally, WP.29 decided to consider the topic in detail at its next session in November 2023.

### **3. Working Party on Passive Safety (GRSP) (Seventy-third session, 15-19 May 2023) (agenda item 3.5.3)**

59. The Representative of the United States of America on behalf of the Chair of GRSP informed WP.29 about the results achieved by his group during its seventy-third session (for details see the session report ECE/TRANS/WP.29/GRSP/32), which took place on May 15-19, 2023.

60. GRSP agreed to seek endorsement from the Executive Committee of the 1998 Agreement (AC.3) to extend the IWG on Deployable Pedestrian Protection Systems mandate until May 2024 to finalize the proposal of Amendment 3 to UN GTR No. 9. WP.29 agreed to defer discussion to AC.3 (see para.175)

61. GRSP agreed to seek endorsement of AC.3 to extend the mandate of the IWG UN GTR No. 13 Phase 2 December 2023 to complete a proposal of corrigendum to the Amendment 1 to UN GTR No. 13 expected to be adopted at this AC.3 session. WP.29 agreed to defer discussion to AC.3 (see para.176 )

62. GRSP agreed to recommend to WP.29 a proposal for a new UN Regulation Concerning the Approval of Child Restraint Systems for Safer Transport of Children in Buses.

63. Concerning the issue of children left in cars, GRSP agreed to continue gathering global information and statistics for its next sessions as a first step as requested by WP.29. However, GRSP is resolved to consider the issue of children forgotten in cars with a sense of urgency and obligation to devise practical and effective solutions to prevent these tragedies. The representative from the Republic of Korea expressed their intentions to participate actively in this activity since it became a priority in their countries. The representative from Australia echoed the representative from the Republic of Korea and suggested to develop solutions in framework of the 1998 Agreement. WP.29 endorsed the initiative of GRSP and agreed to resume discussion in AC.3. (see para. 195)

64. The representative from China stated that in the framework of activities of the IWG on Phase 2 of UN GTR No. 20 (Electric Vehicle Safety) under the umbrella of GRSP, which was mainly conducted from 2019 till now, the discussion and research for several important topics like battery thermal propagation, battery vibration test, toxic gas from battery fire and water immersion test were negatively influenced by the pandemic period. The timeline for GTR No. 20, phase 2 is going to finish the research work by end of 2023. Therefore, he suggested continuing the discussion in the future since UN GTR No. 20 is very important for development of electric vehicles. WP.29 endorsed the statement of the representative from China.

**4. Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (Sixteenth session, 22-26 May 2023) (agenda item 3.5.4)**

65. The Chair of GRVA reported on the results achieved by GRVA during its sixteenth session in May 2023 (see ECE/TRANS/WP.29/GRVA/16 for further details).

66. The representative of FIA noted the report provided on GRVA activities regarding Artificial Intelligence (AI) and vehicle regulations and welcomed the Contracting Parties' position, in the context of AI for automotive products, regarding the use of Online Learning, which should not be allowed for the moment. He welcomed this decision and supported that these activities regarding AI be continued.

67. WP.29 endorsed the establishment of the SIG on Electro-Mechanical Braking (EMB) and adopted the revised terms of reference for the IWG on Cyber Security and Over-the-Air (CS/OTA) issues.

68. WP.29 welcomed the work done and the coordination provided by the GRVA task force on the fitness of UN Regulations and UN GTRs with regards to ADS and recalled the decisions made under item 2.3.

69. The representative of SAE International offered, in case it would not be possible to organise the May 2024 GRVA session in the United Nations Head Quarters in New York, to hold the meeting at their premises in Detroit (Michigan), in the United States of America.

**5. Working Party on Pollution and Energy (GRPE) (Special session 12-13 April 2023 and eighty-eighth session, 30 May -2 June 2023) (agenda item 3.5.5)**

70. The Chair of GRPE (Netherlands) reported to WP.29 on the results achieved by GRPE during its eighty-eight and eighty-ninth sessions (for more details see the report of the session ECE/TRANS/WP.29/GRPE/88 and ECE/TRANS/WP.29/GRPE/89).

71. WP.29 noted that GRPE approved the creation of an informal task force on the Inland Transport Committee (ITC) Climate Change mitigation strategy to develop the GRPE inputs to the ITC strategy on climate change mitigation, in consultation with WP.29.

72. WP.29 endorsed the revised terms of references and rules of procedure for the IWG on PMP.

73. WP.29 acknowledged the progress on Automated Vehicles Regulations Screening (AVRS), and encouraged all stakeholders to get actively engaged in this activity.

74. WP.29 noted GRPE rejection to include the Unique Identifier in all UN Regulations under GRPE 's purview.

75. WP.29 noted the re-election of Mr A. Rijnders (The Netherlands) as Chair and of Mr. D. Kay (UK) as Vice Chair for the GRPE sessions scheduled for 2024

76. The representative of Australia inquired the potential new activity on cooling unit and whether the objective was to measure their efficiency. The Chair of GRPE clarified that the primary concerns were pollutant emissions, for which evidence showed high emissions levels.

77. The representative of the United States of America supported the activities of the IWG on Automotive Life Cycle Assessment (A-LCA) and announced future contributions. He also requested the IWG to include all aspects of LCA in its final deliverable and called for a high transparency in the development of the methodology to increase the credibility of the activities of the IWG on A-LCA.

78. The representative of Japan highlighted the role of the IWG on A-LCA as a key input to achieve carbon neutrality and reiterated the continuous engagement of Japan in the activities of the IWG on A-LCA, for example by taking leadership roles in two IWG sub-groups.

79. The secretariat briefed WP.29 on the expected next steps to develop a coordinated input for the ITC climate change mitigation strategy and invited all interested stakeholders to approach him to join future forthcoming meetings to help develop a consolidated WP.29 proposal to ITC.

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

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

*Documentation:* ECE/TRANS/WP.29/343/Rev.31

80. 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.31, 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)**

81. 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)**

82. The representative of the Russian Federation presented WP.29-190-21, providing evidence of the need for additional checks of complete vehicles during rollover tests within the framework of UN Regulation No. 66 (Strength of superstructure (buses)). He added that guidance was needed (WP.29-190-10) from the World Forum, since the proposal to GRSG asking for these additional checks had not been supported by the group (ECE/TRANS/WP.29/GRSG/104 para. 16) in March 2023. The representatives from France and South Africa shared the concerns of the representative of the Russian Federation and encouraged the production of a revised proposal to the October session of GRSG. The Chair of WP.29, as well as Chair of GRSG, clarified that initial proposal tabled for the 125<sup>th</sup> session of GRSG had not been supported because of lack of consistency with the principle of mutual recognition of type approval of the 1958 Agreement. The World Forum invited the representative of the Russian Federation to submit an updated proposal, providing more consistency with the above-mentioned principles for the October 2023 session of GRSG.

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

*Documentation:* ECE/TRANS/WP.29/2023/45

83. The Chair of GRVA introduced ECE/TRANS/WP.29/2023/45, a proposal for amendments to the Interpretation Document of UN Regulation No. 155, including the outcome of several workshops held among various Type Approval Authorities on how to implement the provision of UN Regulation No. 155.

84. WP.29 adopted the document ECE/TRANS/WP.29/2023/45.

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

*Documentation:* Informal documents WP.29-189-13/Rev.1, WP.29-190-15, WP.29-190-16

85. The representative of Japan, Chair of IWG on IWVTA, introduced WP.29-190-15, reporting on the last session of the IWG on IWVTA. He informed WP.29 about the proposal

for the 06 series of UN Regulation No. 0 submitted to WP.29 for consideration at this session and presented the corresponding document WP.29-190-16.

86. The representative of France asked if the informal document WP.29-189-13/Rev.1 would be distributed with an official symbol at the next session. The Chair of IWG on IWVTA clarified that the IWG meanwhile continued working on WP.29-189-13/Rev.1 and stated that he would submit an amended version as an official document to the November 2023 session of WP.29.

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

87. 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.29-190-12, WP.29-190-13, WP.29-190-14

88. The representative of Germany, Chair of the IWG on DETA, presented WP.29-190-13, introducing the report (WP.29-190-12) to the World Forum on the work of the IWG at its forty-seventh session, held on 15 June 2023. He informed WP.29 that the IWG on DETA was reviewing UI implications and would advise WP.29 in due time. He invited WP.29 to consider endorsing the roll out of the 'two-factor authentication by e-mail' feature and allowing "read only" access to all Approval Certificates in DETA for notified Technical Services.

89. The representative of Spain supported the proposed compromise solution to allow read access to DETA for notified Technical Services to all Approval Certificates.

90. WP.29 adopted the proposal by the IWG on DETA to endorse the "two-factor authentication by e-mail".

91. WP.29 agreed with the proposal to provide access to DETA to the Technical Services that are duly notified to UNECE, which resulted in the amendment to the former decisions of WP.29 (ECE/TRANS/WP.29/1157, para. 75 and ECE/TRANS/WP.29/1145, Annex V):

*Explanation:*

*R = read*

*W = read + write +*

*delete*

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

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

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

92. The representatives of CITA and OICA stressed the importance to make a decision at WP.29 level on the way forward regarding the use of UI. They recalled that the idea to use UI came about because of the lack of space on small lighting units, which would still need to be solved and suggested a bottom up rather than top down approach.

93. The representative of South Africa recalled his statement made during the last session of WP.29 regarding potential challenges for implementing UI and recommended WP.29 to provide clear guidance to the GRs.

94. The representative of the United Kingdom of Great Britain and Northern Ireland stated that it would be difficult to allow the use of UI prior to providing solutions on the funding of DETA and on how data would be made accessible to relevant authorities.

95. The representative of the European Union informed WP.29 that GRE already did a detailed analysis of some regulations and came to the preliminary conclusion, that UI might not be the best solution for light sources. He stated that the discussions would continue at the next session of GRE.

96. The representative of Finland, Chair of GRE, stated that GRE had not finalised its discussions on the use of UI for all regulations. He added that GRE had not received any request for the use of UI.

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

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

*Documentation:* ECE/TRANS/WP.29/2023/46, ECE/TRANS/WP.29/2023/47  
ECE/TRANS/WP.29/2023/48, ECE/TRANS/WP.29/2023/49  
ECE/TRANS/WP.29/2023/50, ECE/TRANS/WP.29/2023/51  
ECE/TRANS/WP.29/2023/52, ECE/TRANS/WP.29/2023/53  
ECE/TRANS/WP.29/2023/54, ECE/TRANS/WP.29/2023/55  
ECE/TRANS/WP.29/2023/56

98. The World Forum considered draft amendments under agenda items 4.6.1 to 4.6.11. and recommended their submission to AC.1 for voting, subject to below amendments.



*Agenda item 4.6.6 ECE/TRANS/WP.29/2023/51*

*Paragraph 6.3.5.1., subitem (c), amend to read:*

- "(c) In height by a plane parallel to the X'-Y' plane, positioned at a distance of 70 mm above the origin for forward-facing ECRS or 185 mm above the origin for rear-facing ECRS and in each case measured perpendicular to the X'-Y' plane. Rigid, non-adjustable parts of the support leg shall not extend beyond a plane parallel to the X'-Y' plane, positioned at a distance of 285 mm below the origin and perpendicular to the X'-Y' plane.

The support-leg ..."

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

*Documentation:* ECE/TRANS/WP.29/2023/57, ECE/TRANS/WP.29/2023/58  
ECE/TRANS/WP.29/2023/59, ECE/TRANS/WP.29/2023/60  
ECE/TRANS/WP.29/2023/61, ECE/TRANS/WP.29/2023/62  
ECE/TRANS/WP.29/2023/63, ECE/TRANS/WP.29/2023/64  
ECE/TRANS/WP.29/2023/65

99. The World Forum considered draft amendments under agenda items 4.7.1 to 4.7.9 and recommended their submission to AC.1 for voting with the following corrections:

*In ECE/TRANS/WP.29/2023/60, Annex 4, Appendix 7:*

*Paragraph A.7.2.1.2., amend to read:*

"...of stainless steel or PTFE and shall be heated to set points between 383 and 464 K..."

*Paragraph A.7.2.2.2., amend to read:*

"...of stainless steel or PTFE and shall be heated to set points between 383 and 464 K..."

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

*Documentation:* ECE/TRANS/WP.29/2023/66, ECE/TRANS/WP.29/2023/67  
ECE/TRANS/WP.29/2023/68, ECE/TRANS/WP.29/2023/69  
ECE/TRANS/WP.29/2023/70

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

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

*Documentation:* ECE/TRANS/WP.29/2023/71, ECE/TRANS/WP.29/2023/72  
ECE/TRANS/WP.29/2023/73, ECE/TRANS/WP.29/2023/74  
ECE/TRANS/WP.29/2023/75, ECE/TRANS/WP.29/2023/76

101. The World Forum considered draft amendments under agenda items 4.9.1 to 4.9.6 and recommended their submission to AC.1 for voting.

102. For agenda item 4.9.1. (ECE/TRANS/WP.29/2023/71), WP.29 called upon the type approval authorities and technical services to start collecting and transmitting data on the Real Driving Additional Sound Emission Provisions (RD-ASEP) as from the previously agreed date 1 July 2023.

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

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

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

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

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

*Documentation:* ECE/TRANS/WP.29/2023/77

105. The World Forum considered the proposal for a new UN Regulation on Global Real Driving Emissions (Global RDE) under agenda items 4.12.1 (ECE/TRANS/WP.29/2023/77). The Chair of GRPE stated that the proposal was based on the existing regulations in the European Union and Japan, and aimed at providing a worldwide harmonized method with a robust approach to mitigate exhaust pollutant emissions under real-life conditions.

106. The World Forum considered draft proposal under agenda item 4.12. and recommended its submission to AC.1 for voting.

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

107. No proposal for amendments to the Consolidated Resolution on the Construction of Vehicles (R.E.3) has been submitted.

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

*Documentation:* ECE/TRANS/WP.29/2023/78

108. The World Forum considered the proposal for a Supplement 4 to the 04 series of amendments to UN Regulation No. 110 (CNG and LNG vehicles) under agenda items 4.14.1 (ECE/TRANS/WP.29/2023/78), presented by the Chair of GRSG. He stated that the aim of this proposal was to insert transitional provisions in the 04 series of this Regulation in order to accept the type approvals according to the preceding series of systems not affected by the provisions of the new series of amendments.

109. The World Forum considered the document ECE/TRANS/WP.29/2023/78 and recommended its submission to AC.1 for voting.

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

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

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

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

## **VII. 1998 Agreement (agenda item 5)**

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

*Documentation:* ECE/TRANS/WP.29/1073/Rev.36

112. The World Forum agreed that agenda items 5.2 to 5.5/5.6 related to the 1998 Agreement should be considered in detail under agenda **items 15 to 19 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)**

113. 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 documents WP.29-190-18 and WP.29-190-19

114. The representative of the Russian Federation, Co-Chair of the IWG on Periodic Technical Inspection, presented WP.29-190-18 with the status report of the group on their activities on in-service compliance assessment, measures to detect tampering (activities performed with GRPE regarding tampering of emission reduction systems and with GRSG on odometer), draft new rule on Accident Emergency Call Systems under the 1997 Agreement, access to vehicle data and a new agenda item, namely, a conceptual model of a safe use of automated vehicles in traffic. He mentioned in this context the activities of the WP.1 Group of Experts (GoE) on the drafting of a new Legal Instrument on the use of Automated Vehicles in traffic (LIAV).

115. The Co-Chair of the IWG on PTI presented WP.29-190-19, proposing the terms of reference and rules of procedure for a new Task Force on Emissions Anti-Tampering.

116. The representative of FIA mentioned the FIA existing provisions in UN Regulation No. 155, Annex 5, covering unauthorized access. He felt that this regulation could address tampering issues. The representative of CITA explained that WP.29-190-19 covered electronic means for tampering as well as more traditional mechanical means.

117. WP.29 noted the study reservations from some delegations and agreed to reconsider this document in November 2023.

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

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

118. 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 and encouraged the contracting parties to the 1997 Agreement to provide relevant updated information to the secretariat, as needed.

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

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

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

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

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

121. 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)**

122. 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  
Informal document WP.29-190-20/Rev.1

123. The 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 and introduced informal document WP.29-190-20/Rev.1.

124. The representative of the Netherlands inquired whether this document would be adopted under the framework of the 1997 Agreement or would cover the three Agreements under the purview of WP.29.

125. The Secretary clarified that this activity was a horizontal and overarching activity across the Agreements, therefore the document would be adopted and approved by WP.29 as a whole.

126. WP.29 noted the statements of several delegations for study reservations given the overarching character of the document.

127. The World Forum requested the secretariat to distribute it with an official symbol at the next session for formal adoption

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

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

*Documentation:* Informal Document WP.29-190-07

128. The GRVA Chair recalled the request of WP.29 at its 189<sup>th</sup> session (ECE/TRANS/WP.29/2023/1171, para. 67) to draft a basis document to organize collaboration with WP.1. He introduced the document WP.29-190-07, proposing mechanisms to structure and support the collaboration of WP.1 and WP.29 regarding Automated Driving Systems.

130. The representative of Canada welcomed the document, as it illustrated the scope and purpose of the collaboration as well as some of the objectives and mechanisms. He stressed that working parties should only organize a workshop if there was a specific need.

131. The representative of the Netherlands inquired whether the document was assumed to be completed or open to include new subjects of common interest. The Chair of GRVA

clarified that the document was focused on providing a framework for the collaboration between WP.1 and WP.29.

132. The representative of the United States of America welcomed the document and suggested not to include a list of concrete topics, as the document should set the ground rules on how WP.1 and WP.29 communicate with each other.

133. WP.29 welcomed the document and agreed to resume considerations at its November 2023 session.

134. The WP.1 Secretary informed WP.29 about the recent achievements of WP.1, in particular the adoption of a Resolution on safety considerations for activities other than driving (ECE/TRANS/WP.1/2021/2/Rev.1) and the amendment proposal on the Vienna Convention on Road Traffic regarding light and light signalling aspects. He reported on the WP.1 session in March 2023 (for more details please see ECE/TRANS/WP.1/183) being relevant for WP.29, informing about discussions on remote driving and remote management, the Group of Experts on Drafting a New Legal Instrument on the Use of Automated Vehicles in traffic (currently focusing on ITC's on the needs assessment and the ToR review), human factors and automated driving, and the progress made by the Group of Experts on Road Signs and Signals.

## **B. Safer and cleaner used and new vehicles for low- and middle-income countries (agenda item 8.2)**

*Documentation:* Informal document WP.29-190-27

135. The Chair of the IWG on SCUNV reported to WP.29 on the work of IWG at its sixth session, held on 14 April 2023 (WP.29-190-16). He updated the group on the current activities of the IWG, including the acceptance of the draft programme of work, the formulation of a task force dedicated to the drafting documentation for the export/import inspection. He also highlighted the future plans for the IWG, identifying the activities planned for 2023.

136. The Chair of the IWG on SCUNV also presented the updated proposed timeline of the group for the next few years.

137. The representative of the United States of America clarified that WP.29-190-27 included some of the ideas and principles that the IWG on SCUNV would discuss further at the next meeting taking place on the next day, 23 June 2023, and that they were not yet agreed on.

138. The secretariat clarified upon request of the representative of the United States of America that the UNECE publication on Safer and Cleaner Used Vehicles for Africa, was an output document of the project funded by the Road Safety Fund. He also highlighted that the publication was shared with the delegations for comment prior to the publication.(see informal document WP.29-187-17)

139. The representative of the United States of America noted that for providing a complete picture, the IWG should review this publication and take on board input that will be provided from their side.

140. The representative of Canada supported the statements made by the delegation of the United States of America and noted that there are some lessons to be learned from North America. He also noted that he missed the opportunity to comment on the published document and advised that he also supported the idea to utilise the IWG on SCUNV to review the documents and address the possible gaps in a comprehensive manner.

141. The representative of OICA noted the need to clarify the aims and goals of the group since, depending on these, the ways and means to reach them are different. The 1997 Agreement and its Rules provide a framework for used vehicles; on the other hand, the 1958 and 1998 Agreements cover requirements for new vehicles. He also recalled the OICA Manifesto on Global Road Safety which contains, among others, recommended minimum

requirements for new vehicles especially in low-income countries on the basis of these Agreements as well as of other equivalent regulatory regimes.

142. The Chair of the IWG noted that the Terms of Reference of the group were already approved and that the group was working according to it. He encouraged wide participation and asked for input from all regions in order to accelerate the pace.

143. The representative from KABA echoed the comments from South Africa and recalled the reasons for the involvement of WP.29 in this process. He also encourages all countries to share information on their regulations.

145. The Chair of WP.29 encouraged the group to continue their activities

### **C. ECE Road Safety Action Plan 2023 – 2030 (agenda item 8.3)**

*Documentation:* ECE/TRANS/2023/7

146. The Secretary recalled informal document WP.29-189-09, presented at the 189<sup>th</sup> session of WP.29 and called upon WP.29 members to revisit the part related to safer vehicles and come up with further suggestions for items to be included. He further proposed an ad-hoc task force for coordinating these activities. A pre-final input from WP.29 would be requested by mid-October 2023.

147. The Chair of WP.29 invited delegations to provide input on the ECE Road Safety Action Plan 2023 – 2030, he also requested that the delegations reflect on the possible establishment of the task force

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

*Documentation:* WP.29-190-17

148. WP.29 noted that the informal document WP.29-190-17 provided information on the proposals for the amendments to existing UN Regulations and a new UN Regulation, that have been adopted by AC.1 in the March 2022 session of WP.29. They further noted that the document also included the (envisaged) dates of entry into force, being the 8 October 2022 for the amendments if no objections had been received, on 18 April 2022 for the Corrigenda and the 14 October 2022 for the new UN Regulation.

149. The Secretary of WP.29 highlighted that the Secretariat recently published the Safer and Cleaner Used Vehicles for Africa an output of the Road Safety Fund Project of Safer and Cleaner Used Vehicles for Africa and recalled discussions on this publication under agenda item 8.2 (See para 138-141- above). Some delegations requested revisions of this publication.

### **E. Climate Change (agenda item 8.5)**

*Documentation:* WP.29-190-11

150. The Secretary of ITC presented WP.29-190-11, informing WP.29 on the development of the ITC Strategy on reducing greenhouse gas emissions in inland transport. The Working Party noted with satisfaction the decisions of the Inland Transport Committee on climate change and confirmed its support for the development of an ambitious ITC strategy on the reduction of greenhouse gas emissions in inland transport until 2050, with priority actions for the ITC and its subsidiary bodies, and supported by a strong action plan with milestones.

151. The representative of OICA informed WP.29 about their position paper<sup>3</sup> on carbon neutrality by 2050. He stated that it constituted a comprehensive framework of specific policy recommendations, including the adoption of a technology neutral approach to achieve decarbonization and to provide technology solutions that match the specific economic, cultural and geopolitical policies. He stressed that efforts were needed from the entire road

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<sup>3</sup> OICA Releases Global Decarbonization Framework | [www.oica.net](http://www.oica.net) and <https://bit.ly/3fSnE2x>

transport ecosystem. The representatives of France and IMMA supported the statements made by OICA.

152. IMMA stated that the motorcycle industry was committed towards carbon neutrality through a multi-path approach. He emphasized the importance of affordability and he pointed out that PTWs had specificities and benefits that should be carefully considered in the strategies.

153. The representative of France asked for clarification on WP.29-190-11 on the request for translating the ambitions. The Secretary of ITC clarified that ITC expected an ambitious action plan, including milestones.

154. The representatives of the European Union, the Netherlands, the United Kingdom of Great Britain and Northern Ireland, the United States of America, and IRU expressed their support.

155. The representatives of Canada agreed that it was a very ambitious priority with respect to environment. She stated that Canada would check compliance with national rules and was looking forward to the future work. It would be important for innovation technology to remain safe for their usage on roads.

156. WP.29 agreed that GRPE would coordinate and gather input received from all GRs.

## **F. ESV conference (agenda item 8.6)**

*Documentation:* WP.29-190-29

157. The representative of Japan reported on the ESV Conference that took place 3-6 April 2023 in Yokohama, Japan. He stated that approximately 1400 people from over 20 countries joined ESV 2023 and highlighted the plenary sessions on Aging Society, the special sessions on vehicle cybersecurity and safe systems approach, the United States Government awards and the student safety technology design competition, among others. Japan expressed its appreciation to the United States of America for the successful conference and thanks Canada for agreeing to host the ESV conference next year.

158. The representative of Canada advised that the next ESV Conference will be jointly hosted by Canada and NHTSA in Canada (location to be defined) and invited industry to participate as exhibitor. He pointed out that discussions and information sharing was important, where ESV played an essential role, also for making sure that regulations were rooted in evidence. The United States expressed its appreciation to Japan and Canada for their leadership on ESV.

## **G. Information on regulatory activities in South Africa (agenda item 8.7)**

159. The representative of South Africa presented (WP.29-190-28) the activities of the Country and its National Regulator for Compulsory Specifications (NRCS) related to the improvement of road safety standards in South Africa. He introduced the current drafts with proposed mandatory standards for M<sub>1</sub> vehicles (WP.29-190-25) and N<sub>1</sub> vehicles (WP.29-190-26). WP.29 welcomed the presentation.

## **H. Tributes**

160. WP.29 learnt that Mr. I. Yarnold, representative of the United Kingdom of Great Britain and Northern Ireland would no longer attend WP.29 session. WP.29 wished him a happy retirement and thanked him for his essential contributions to WP.29, as former Chair of the Working Party on Brakes and Running Gear, of the IWG on ITS, of the IWG on ITS/AD, of the Executive Committee of the 1998 Agreement (AC.3).

161. WP.29 learnt that Messrs. H. Nonaka and K. Kumita, representatives of Japan would no longer attend WP.29 session. WP.29 wished them a happy retirement and thanked them for their outstanding contributions to WP.29 activities.

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

162. The World Forum adopted the report on its **190th session** and its annexes based on a draft prepared by the secretariat. The report included sections related to the **eighty-fourth session** of the Administrative Committee (AC.1) of the 1958 Agreement, to the **sixty-seventh session** of the Executive Committee (AC.3) of the 1998 Agreement and the fourteenth session of the Administrative Committee of the 1997 Agreement (AC.4).

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

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

163. Of the 60 contracting parties to the agreement, 35 were represented and taking part in the voting procedure at the eighty-fourth AC.1 session, on 21 June 2023.

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

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

165. 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>				
13	Heavy Vehicle Braking	52	33	2023/66	33/0/0	13 series	*
16	Safety-belts	51	32	2023/46	32/0/0	Suppl. 4 to the 08 series	*
24	Visible pollutants, measurement of power of C.I. engines (Diesel smoke)	50	32	2023/58	32/0/0	Suppl. 10 to the 03 series	*
41	Noise emissions of motorcycles	50	32	2023/72	32/0/0	Suppl. 2 to the 05 series	*
49	Emissions of compression ignition and positive ignition (LPG and CNG) engines	49	31	2023/59	31/0/0	Suppl. 8 to the 06 series	*
49	Emissions of compression ignition and positive ignition (LPG and CNG) engines	49	31	2023/60 as amended by para 99.	31/0/0	Suppl. 2 to the 07 series	*
51	Noise of M and N categories of vehicles	50	32	2023/71	32/0/0	Suppl. 9 to the 03 series	*
54	Tyres for commercial vehicles and their trailers	52	33	2023/73	33/0/0	Suppl. 26 to the original version	*
75	Tyres for L-category vehicles	50	31	2023/74	31/0/0	Suppl. 20 to the original version	*



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				
78	Braking Of Category L Vehicles	50	32	2023/67	32/0/0	06 series	*
79	Steering Equipment	48	32	2023/68	32/0/0	Suppl. 9 to the 03 series	*
79	Steering Equipment	48	32	2023/69	32/0/0	Suppl. 4 to the 04 series	*
83	Emissions of light-duty vehicles	49	31	2023/57	31/0/0	08 series	*
83	Emissions of light-duty vehicles	49	31	2023/61	31/0/0	Suppl. 17 to the 05 series	*
83	Emissions of light-duty vehicles	49	31	2023/62	31/0/0	Suppl. 19 to the 06 series	*
83	Emissions of light-duty vehicles	49	31	2023/63	31/0/0	Suppl. 16 to the 07 series	*
85	Measurement of the net power and the 30 min. power	50	32	2023/64	32/0/0	Suppl. 12	*
94	Frontal impact	46	31	2023/47	31/0/0	Suppl. 2 to the 04 series	*
95	Lateral impact	45	31	2023/48	31/0/0	Suppl. 3 to the 05 series	*
101	CO2 emission/fuel consumption	52	31	2023/65	31/0/0	Suppl. 12 to the 01 series	*
109	Retreaded tyres for commercial vehicles and their trailers	53	31	2023/75	31/0/0	Suppl. 12 to the original version	*
110	CNG and LNG vehicles	53	32	2023/78	32/0/0	Suppl. 4 to the 04 series	*
117	Tyre rolling resistance, rolling noise and wet grip	56	33	2023/76	33/0/0	Suppl. 1 to the 04 series	*
127	Pedestrian safety	58	35	2023/49	35/0/0	Suppl. 2 to the 03 series	*
127	Pedestrian safety	58	35	2023/50	35/0/0	Suppl. 1 to the 04 series	*
129	Enhanced Child Restraint systems	57	34	2023/51 as amended by para 98.	34/0/0	Suppl. 9 to the 03 series	*
134	Hydrogen and Fuel Cells Vehicles	58	35	2023/52	35/0/0	Suppl. 5 to the original version	*
134	Hydrogen and Fuel Cells Vehicles	58	35	2023/53	35/0/0	Suppl. 2 to the 01 series	*
135	Pole side impact	58	35	2023/54	35/0/0	Suppl. 1 to the 02 series	*
137	Frontal impact with focus on restraint systems	57	34	2023/55	34/0/0	Suppl. 4 to the 02 series	*
153	Fuel system integrity and electric power train safety at rear-end collision	58	35	2023/56	35/0/0	Suppl. 3 to the original version	*
155	Cyber Security and Cyber Security Management System	58	35	2023/70	35/0/0	Suppl. 2 to the original	*

Amendments to existing Regulations							
Regulation No.	Subject of the Regulation	Contracting Parties		Document: ECE/TRANS/WP.29/...	Voting result: for/against/abstentions	Document status	Remark
		applying the Regulation	represented				
Proposal for new UN Regulations							
[168]	Global Real Driving Emissions (Global RDE)	-	35	2023/77	35/0/0	-	*

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

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

#### XIV. Establishment of the Executive Committee AC.3 and election of officers for the year 2023 (agenda item 12)

*Documentation:* Informal document WP.29-190-09

166. The sixty-sixth session of the Executive Committee (AC.3) was held on 21 June 2023 and chaired by the representative of Japan and vice-chaired by the representatives of the United Kingdom of Great Britain and Northern Ireland, and United States of America. The representatives of 13 of the 39 Contracting Parties (14 of them represented by the European Union) 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, Kazakhstan, Norway, Republic of Korea, Russian Federation, South Africa, United Kingdom of Great Britain and Northern Ireland and United States of America.<sup>4</sup>

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

*Documentation:* ECE/TRANS/WP.29/1073/Rev.36  
Informal document WP.29-190-06

167. AC.3 noted the information, as of 15 June 2022, on the status of the Agreement of the Global Registry and of the Compendium of Candidates (ECE/TRANS/WP.29/1073/Rev.36), the status of the priorities of the 1998 Agreement (based on WP.29-190-06 as reproduced in ECE/TRANS/WP.29/1173/Add.1, Annex IV) and items on which the exchange of views should continue. AC.3 noted that notifications and the mandatory reports on the transposition process through their Permanent Missions in Geneva to the secretariat, are publicly accessible at: <https://wiki.unece.org/display/TRAN/Home>. AC.3 recalled its agreement to always send the above-mentioned reports and notifications through their Permanent Missions in Geneva and directly to the secretariat (email: [edoardo.gianotti@un.org](mailto:edoardo.gianotti@un.org)) to ensure updating of the status document, which is the monitoring tool of the agreement.

168. 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

<sup>4</sup> See Annex B, Articles 5-5.2., of the 1998 Agreement concerning the provisions for the quorum.

UN GTRs into domestic legislations. AC.3 finally noted that such information would be integrated into the Status of the Agreement document and that such information would not be only administrative but also relevant to all interested parties, including the industry, to understand the type of vehicle certification needed in the different Contracting Parties.

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

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

*Documentation:* ECE/TRANS/WP.29/2023/79  
ECE/TRANS/WP.29/2023/80  
Informal document WP.29-190-09

169. Submitted for consideration and vote, the proposal for a new UN GTR on Laboratory Measurement of Brake Emissions for Light-Duty Vehicles (ECE/TRANS/WP.29/2023/79 and ECE/TRANS/WP.29/2023/80) was adopted on 21 June 2023 by consensus vote of the following contracting parties present and voting: Australia, China, European Union (representing Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, Netherlands, Romania, Slovakia, Slovenia, Spain, and Sweden), India, Japan, Norway, Russian Federation, South Africa and United Kingdom of Great Britain and Northern Ireland.

170. Canada, Kazakhstan, Republic of Korea and United States of America abstained from voting.

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

*Documentation:* ECE/TRANS/WP.29/2023/81  
ECE/TRANS/WP.29/2023/82  
Informal document WP.29-190-09

171. Submitted for consideration and vote, the proposal for Amendment 1 to UN GTR No. 13 (Hydrogen and Fuel Cell Vehicles) (ECE/TRANS/WP.29/2023/81 and ECE/TRANS/WP.29/2023/82) was adopted on 21 June 2023 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, Kazakhstan, Norway, Republic of Korea, Russian Federation, South Africa, United Kingdom of Great Britain and Northern Ireland and United States of America.

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

### **Listing Number 15: Japan's Real Driving Emissions (RDE) Methodology (agenda item 15.1)**

*Documentation:* ECE/TRANS/WP.29/2023/83  
Informal document WP.29-190-09

172. Submitted for consideration and vote the request made by Japan to maintain Listing No. 15 (ECE/TRANS/WP.29/2023/83) in the Compendium of Candidates for another period of five years was adopted on 21 June 2023 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, Kazakhstan, Norway, Russian Federation, South Africa, United Kingdom of Great Britain and Northern Ireland and United States of America.

173. Republic of Korea abstained from voting.

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

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

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

*Documentation:* (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.3/50/Corr.1  
(ECE/TRANS/WP.29/AC.3/50)  
ECE/TRANS/WP.29/AC.3/57  
(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.29/2023/84  
ECE/TRANS/WP.29/2023/85

### **A. UN GTR No. 9 (Pedestrian safety) (agenda item 17.1)**

175. The representative of the Republic of Korea informed AC.3 the activities of the IWG on Deployable Pedestrian Protection (DPPS) were in its final stages. He added that since the WP.29 2023 March session, the IWG hold several meetings and discussed simulation methods for determining head impact time, the use of generic vehicle models for verification of Human Body Model which will be used for simulations method and uploading generic vehicle model in WP.29 website. He clarified that to finalize the amendment 3 of UN GTR No. 9, and the amendment of Mutual Resolution No.1 (M.R.1) for introducing simulation method, the IWG requested a six-month extension of its mandate until May 2024, seventy-third session of GRSP. He informed AC.3 that the IWG planned to submit all amendments of UN GTR No. 9 and M.R.1 to the next GRSP, 2023 December session, expecting that GRSP would recommend the amendments to the June 2024 session of AC.3. AC.3 endorsed the request of extension of the mandate of the IWG until May 2024.

### **B. UN GTR No. 13 (Hydrogen and Fuel Cell Vehicles (HFCV) – Phase 2) (agenda item 17.2)**

176. The representative of the United States of America informed AC.3 that the IWG on UN GTR No. 13 Phase 2 requested an extension of the current mandate until December 2023

to complete a proposal for a corrigendum to the Amendment 1 to the UN GTR No. 13. AC.3 endorsed the request of extension of the mandate of the IWG.

**C. UN GTR No. 20 (Electric Vehicles Safety (EVS)) (agenda item 17.3)**

177. The representative of the United States of America informed AC.3 on progress made by the IWG. He clarified that the IWG carefully considered the results of tests of remaining issues (e.g.: thermal propagation (TP) and emission of toxic gases from electric batteries). However, he clarified that a decision has not been made and that likely a slight extension of the mandate of the IWG would be asked at the November 2023 session of AC.3, depending on the progress that would be made by the IWG until that session. AC.3, agreed to resume a decision of the above-mentioned extension at its next session.

**D. UN GTR No. 22 on in-vehicle battery durability (Electric vehicles and the environment) (agenda item 17.4)**

178. The representative of the United States of America explained that since the adoption of UN GTR No. 22, further experience had been gained through proposal to include UN GTR No. 22 in European Union and the United States of America legislative proposals. He added that further development to UN GTR No. 22 would focus on accounting for energy consumption not related to mobility, and to develop minimum performance requirements for category 2 vehicles. He concluded by informing AC.3 that an amendment to UN GTR No. 22 was expected to be finalized in the course of 2024.

179. The representative of China requested to consider more extensively the issue of vehicles fitted with swappable batteries in further consideration of UN GTR No. 22 or forthcoming UN GTR on heavy duty in-vehicle battery durability.

180. The Chair of GRPE confirmed swappable batteries had been considered when developing UN GTR No. 22, but were discarded for the time being and added that the topic could be reconsidered when such technology is becoming more widely available globally

**E. Draft UN GTR on Quiet Road Transport Vehicles (QRTV) (agenda item 17.5)**

181. The representative of the United States of America reported that no progress had been made on the draft UN GTR on QRTV. He suggested that this item be taken out from the AC.3 agenda. AC.3 supported this proposal.

**F. Draft UN GTR on Global Real Driving Emissions (GRDE) (agenda item 17.6)**

182. The representative of EU informed the IWG on Real Driving Emissions and its main sponsors have submitted a revised authorization (ECE/TRANS/WP.29/2023/84). He added the revised authorization proposed to put the activity to develop a UN GTR on RDE on hold for the time being. He recalled a UN Regulation on Global RDE had been adopted during this AC.1 session, also explaining that contracting parties from the 1998 Agreement no longer saw RDE as a top priority in their jurisdictions. He concluded by saying that the work to develop a UN GTR on RDE would resume when contracting parties and sponsors share a common need to tackle this issue again.

183. The Chair congratulated EU and all involved parties for the adoption of the new UN regulation on Global RDE, and added that the activities were not stopped, but paused until contracting parties decide to resume the activity.

184. The representative of Australia sought further clarifications between the revised authorization and the item adopted under agenda item 15.1. The secretariat explained the importance of listing national or regional legislation in the compendium and clarified that

Japan did and the EU did not request the confirmation of EU RDE legislation in the compendium.

185. AC.3 adopted ECE/TRANS/WP.29/2023/84 and requested the secretariat to issue it as a revision to ECE/TRANS/WP.29/AC.3/54 for the next session of AC.3.

186. AC.3 agreed to remove this item from the agenda for the next session of AC.3

### **G. Proposal for a draft UN GTR on brake particulate emissions (agenda item 17.7)**

187. The representative of the EU thanked all parties that contributed to the adoption by AC.3 of the new UN GTR No. 24 on Laboratory Measurement of Brake Emissions for Light-Duty Vehicles. He highlighted that thanks to this UN GTR, a globally harmonized procedure now exists to look at other sources of emissions beyond the exhaust.

188. He further added that, as said during the last session of AC.3, further improvement to the UN GTR were still on-going, for example with the development of vehicle-specific methodology for non-friction braking system. He concluded saying that a first amendment to this UN GTR No. 24 was expected during 2024.

189. The Chair of GRPE thanked the IWG on Particle Measurement Programme (PMP) for the development of the draft UN GTR and the timely delivery of the proposal that has been adopted by 22 contracting parties and was expected to be implemented in the EU as part of the Euro 7 proposal.

190. AC.3 agreed to keep this item on the agenda for the next session of AC.3.

### **H. Proposal for a draft UN GTR on in-vehicle battery durability for electrified heavy-duty vehicles (agenda item 17.8)**

191. The representative of the United States of America introduced ECE/TRANS/WP.29/2023/85 currently no UN GTR addresses the in-vehicle battery durability for classes of heavy-duty vehicles.

192. He added that the forthcoming UN GTR would follow the overall framework of UN GTR No. 22, with necessary modifications made in consideration of the unique circumstances of electrified heavy-duty vehicles. He concluded by detailing the ambitious timeline with a potential proposal consideration by GRPE in June 2024.

193. AC.3 adopted ECE/TRANS/WP.29/2023/85 and requested the secretariat to issue it as AC.3 document for the next session of AC.3.

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

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

194. The representative of the United States of America recalled AC.3 that two years ago the IWG on Event Data Recorder (EDR) ago prepared a common set for light duty vehicles as guidance document for the Contracting Parties of the 1998 Agreement. She added that once the IWG would complete current assignment under the 1958 Agreement, the IWG intend to initiate EDR step 2 activities and discuss whether or not to add additional data elements to technical requirements that were prepared in the framework of the 1998 Agreement (probably later this year or next year) for light duty vehicles.

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

195. Referring to the endorsement of WP.29 of the new priority given to the protection of children left in cars (see para. 63 above), the representative of Australia underlined the

relevance of this topic and suggested the development of a UN GTR on this topic. The representative of the United States of America stated the urgency of this topic and that this matter was a priority for the administration of his country. However, he stated that the development of UN GTR at this stage was premature and recommended to plan this activity in adherence to the provisions established by the Agreement: (a) collect statistical data at the national level, (b) recommend Contracting Parties to submit their national standards/legislations for being established in the Compendium of candidates as basis for the development of UN GTR and (c) finally develop a thorough authorization to develop the work to be endorsed by AC.3 and addressed by AC.3 to the competent GR. Therefore, he recommended that this matter would begin under agenda item 18 of AC.3. The representative of Canada echoed the recommendation of the representative of the United States of America and stressed at the same time the urgency of this matter. The representative from Italy, underlined that this subject recently escalated the public concerns of his country and became a priority to be solved. AC.3 stressed the opportunity given by the Agreement to Contracting Parties to establish their national standards/regulations in the Compendium of Candidates of Future UN GTRs and being considered at the global level as basis of future UN GTRs. Finally, AC3 recommended interested Contracting Parties to submit for listing in the Compendium of Candidates their national standards on this subject at its future sessions.

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

##### **XXII. Establishment of the Committee AC.4 and election of officers for the year 2023 (agenda item 20)**

196. The Administrative Committee (AC.4) did not convene, as recommended by AC.2 during its 141st session.

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

197. No subject was raised under this agenda item.

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

198. No subject was raised under this agenda item.

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

199. No subject was raised under this agenda item.

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