



# Economic and Social Council

Distr.: General  
23 August 2023

English only

---

## Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

190th session

Geneva, 20-22 June 2023

### **Annexes to the reports of the World Forum for Harmonization of Vehicle Regulations on its 190th session\***

---

\* The present document was not edited before being sent to the United Nations translation services.



**Annex I**

[English only]

**List of informal documents (WP.29-190-...) distributed without a symbol during the 190th session**

<i>No. WP.29-190-</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 190 <sup>th</sup> session of WP.29	(b)
4	Secretariat	1.	E	Consolidated agenda	(b)
5	Secretariat	1	E	Concept Note on the 25th Anniversary Celebrations 1998 Agreement	(d)
6	Secretariat	5.1 & 13	E	Status of the 1998 Agreement of the global registry and of the compendium of candidates	(d)
7	GRVA	2.3	E	Proposal for amendments to ECE/TRANS/WP.29/2023/44	(b)
8	GRVA	2.3.	E	Guidelines for Regulatory Requirements and Verifiable Criteria for ADS Safety Validation	(b)
9	Secretariat	12, 14.1., 14.2. & 15.1.	E	Establishment of AC.3 (quorum) and voting table	(d)
10	Russian Federation	4.2.2.	E,R	Request for guidance regarding drafting the amendments to UN Regulation No. 66 (strength of superstructure – buses)	(e)
11	Secretariat	8.5.	E	Development of the ITC Strategy on reducing greenhouse gas emissions in inland transport	(f)
12	IWG on DETA	4.5.	E	Draft report of the 47th session of the IWG on DETA	(d)
13	IWG on DETA	4.5.	E	Report to 190th WP.29 session from the 47th IWG on DETA meeting	(d)
14	Secretariat	2.2.	E	Draft calendar of WP.29 sessions for 2024	(b)
15	IWG on IWVTA	4.3.	E	Report to the 190th WP.29 from the 42nd IWG on IWVTA	(d)

<i>No. WP.29-190-</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
16	IWG on IWVTA	4.3.	E	Draft proposal for 06 series of amendments to UN Regulation No. 0 (IWVTA)	(d)
17	Secretariat	8.4.	E	Adopted Proposals 39 Amendments & Situation Of Their Entry Into Force 189th Session – March 2023	(d)
18	IWG on PTI	7	E	Report to WP.29 about results of the 31st and 32d meetings of the Informal Working Group on Periodical Technical Inspections	(d)
19	IWG on PTI	7	E	Draft Terms of Reference for the Emissions Anti-Tampering Taskforce	(c)
20	IWG on PTI	7.6.	E	Framework Document on Vehicle Whole-Life Compliance submitted by the Co-Chairs of the Informal Working Group on Periodical Technical Inspection (Revision)	(a)
21	Russian Federation	4.2.2.	E	The results of the state surveillance of buses	(e)
22	Japan	8.6	E	Overview of ESV 2023	(d)
23	France	2.3.	E	Fitness of UN Regulations and UN Global Technical Regulations for their application to automated vehicles	(d)
24	Secretariat	4.5	E	Assessment of UN Regulations under the purview of GRVA with regards to the use of the Unique Identifier (UI) – 2 valid views	(d)
25	South Africa	8.7	E	Schedule Compulsory Specification for Motor Vehicles of Category M <sub>1</sub>	(d)
26	South Africa	8.7	E	Schedule Compulsory Specification for Motor Vehicles of Category N <sub>1</sub>	(d)
27	IWG on SCUNV	8.2	E	Report to the 190th Session of WP.29 session on activities of the IWG on SCUNV	(d)
28	South Africa	8.7	E	Activities Related to the Improvement of Road Safety Standards in South Africa	(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 GRSG for further consideration
- (f) Sent to GRPE for further consideration

## Annex II

[English only]

**World Forum for Harmonization of Vehicle Regulations  
(WP.29):  
Working Parties, Informal Working Groups and Chairs  
on 16 June 2023**

	<i>Working Parties and informal working groups</i>	<i>Chair/Co-Chairs Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
<b>WP.29</b>	<b>World Forum</b>	<b>Mr. A. Erario Mr. T. Naono</b>	<b>Italy Japan</b>	<b>2024</b>
	Intelligent Transport Systems (ITS)	Mr. T. Naono Mr. I. Yarnold Ms. J. Doherty	Japan UK USA	March 2025
	Electronic Database for the Exchange of Type Approval documentation (DETA)	Mr. S. Paeslack	Germany	June 2025
	International Whole Vehicle Type Approval (IWVTA)	Mr. H. Matsukawa	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	December 2025
<b>GRBP</b>	<b>Noise and Tyres</b>	<b>Mr. S. Ficheux Mr. B. Schüttler</b>	<b>France Germany</b>	<b>2024</b>
	Quiet Road Transport Vehicles (QRTV UN GTR)	Mr. H. Mohammed Mr. I. Sakamoto	USA Japan	December 2023
	Wet grip performance for tyres in worn state (WGWT)	Mrs. E. Collot	France	January 2024
	Measurement Uncertainties (MU)	Mr. T. Berge	Norway	September 2023
<b>GRE</b>	<b>Lighting and Light-Signalling</b>	<b>Mr. T. Kärkkäinen Mr. D. Rovers</b>	<b>Finland  Netherlands</b>	<b>2024</b>
	Simplification of the Lighting and Light Signalling Regulations (SLR)	Mr. D. Rovers M. A. Lazarevic	Netherlands EC	December 2025
	Electromagnetic Compatibility (EMC)	Mr. Z. Tsakiridis	Germany	December 2024
<b>GRPE</b>	<b>Pollution and Energy</b>	<b>Mr. A. Rijnders Mr. D. Kay</b>	<b>Netherlands UK</b>	<b>2025</b>
	Environmental and Propulsion Performance Requirements of L-category vehicles (EPPR)	Mr. N. den Ouden Mr. J. Mashele	Netherlands South Africa	January 2023

	<i>Working Parties and informal working groups</i>	<i>Chair/Co-Chairs Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
	Electric Vehicle and Environment (EVE)	Mr. M. Olechiw Mrs. P. Dilara Mrs. C. Chen Mr. H. Suzuki	USA EC China Japan	January 2024
	Particle Measurement Programme (PMP)	Mr. B. Giechaskiel	EC	June 2025
	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 2025
	Automotive-Life Cycle Assessment (A-LCA)	Mr. T. Niikuni Mr. C. Kim	Japan Republic of Korea	June 2025
<b>GRVA</b>	<b>Automated/Autonomous and Connected Vehicles</b>	<b>Mr. R. Damm</b> <b>Ms. C. Chen</b> <b>Mr. T. Naono</b>	<b>Germany</b> <b>China</b> <b>Japan</b>	<b>2024</b>
	Functional Requirements for Automated and Autonomous Vehicles (FRAV)	Mr. E. Wondimneh <sup>1</sup> Ms. C. Chen. <sup>1</sup> Mr. R. Damm <sup>1</sup>	USA China Germany	June 2024
	Validation Method for Automated Driving (VMAD)	Mr. H. Nonaka <sup>1</sup> Mr. P. Striekwold <sup>1</sup> Mr. I. Sow <sup>1</sup>	Japan Netherlands Canada	June 2024
	Cyber Security and Over-The-Air software updates (CS/OTA)	Mr. T. Niikuni <sup>1</sup> Dr. D. Handley <sup>1</sup> Mr. E. Wondimneh <sup>1</sup>	Japan UK USA	[November 2024]
	Event Data Recorder / Data Storage System for Automated Driving (EDR/DSSAD)	Mr. T. Guiting <sup>1</sup> Mr. H. Nonaka <sup>1</sup> Mrs. J. Doherty <sup>1</sup>	Netherlands Japan USA	June 2024
<b>GRSP</b>	<b>Passive Safety</b>	<b>Mr M. Koubek</b> <b>Mr H. G. Kim</b>	<b>USA</b> <b>Republic of Korea</b>	<b>2024</b>
	Harmonization of Side Impact Dummies			Tbd
	UN GTR No. 9 on Pedestrian Safety Deployable – Pedestrian Protection Systems (DPPS)	Mr. J. S. Park	Republic of Korea	May 2024
	Electric Vehicle Safety (EVS) – Phase 2	Mr. M. Koubek Mr. A. Lazarevic Ms. C. Chen	USA, EC and China Vice-Chair	December 2023
	Specification of the 3D-H machine	Mr. L. Martinez	Spain	Tbd

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

	<i>Working Parties and informal working groups</i>	<i>Chair/Co-Chairs Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
	Hydrogen and Fuel Cell Vehicles (HFCV) – Phase 2	Mr. M. Koubek Mr. K. Sato <sup>1</sup> Ms. C. Chen Mr. S.W. Kim	USA Japan and China and Republic of Korea Vice-Chairs	December 2023
	Protective Helmets	Mr. L. Rocco	Italy	suspended
	Safer Transport of Children in Buses and Coaches	Ms. Marta Angles	Spain	March 2024
<b>GRSG</b>	<b>General Safety</b>	<b>Mr. A. Erario Mr. K. Hendershot</b>	<b>Italy Canada</b>	<b>2024</b>
	Field of Vision Assistants (IWG-FVA)	Mr. H. Lammers	Netherlands	April 2024
	Awareness of Vulnerable Road Users proximity (VRU-Proxi)	Mr. L. .Rozansky	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	2024
AC.3	Executive Committee of the 1998 Agreement	Mr. T. Naono Mr. J. Sanchez Mr. D. Kay	Japan USA UK	2024
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 <sup>th</sup> session)	10-13	p.m./a.m.	6	Yes	18/10/22	150
JANUARY	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (15 <sup>th</sup> session)	23-27	p.m./a.m.	8	Yes	31/10/22	150
FEBRUARY	Working Party on Noise and Tyres (GRBP) (77 <sup>th</sup> 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 <sup>st</sup> session)	6	p.m.	1*	No		35
MARCH	World Forum for Harmonization of Vehicle Regulations (WP.29) (189 <sup>th</sup> ); Admin. Committee of the 1958 Agreement (AC.1: 83 <sup>rd</sup> session); Executive Committee of the 1998 Agreement (AC.3: 66 <sup>th</sup> session); Admin. Committee of the 1997 Agreement (AC.4: 22 <sup>nd</sup> session)	7-9 (8 8-9)	a.m./p.m. (p.m. p.m./p.m.)	6	Yes	06/12/22	160
MARCH	Working Party on General Safety Provisions (GRSG) (125 <sup>th</sup> session)	27-31	p.m./a.m.	8	Yes	02/01/23	120
APRIL	Working Party on Lighting and Light-Signalling (GRE) (88 <sup>th</sup> session)	25-28	a.m./a.m.	7	Yes	31/01/23	120
MAY	Working Party on Passive Safety (GRSP) (73 <sup>rd</sup> session)	15-19	p.m./a.m.	8	Yes	20/02/23	120
MAY	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (16 <sup>th</sup> session)	22-26	p.m. am.	8	Yes	27/02/23	150
MAY/JUNE	Working Party on Pollution and Energy (GRPE) (88 <sup>th</sup> 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 <sup>nd</sup> session)	19	p.m.	1*	No		35
JUNE	World Forum for Harmonization of Vehicle Regulations (WP.29) (190 <sup>th</sup> session); Admin. Committee of the 1958 Agreement (AC.1: 84 <sup>th</sup> session); Executive Committee of the 1998 Agreement (AC.3: 67 <sup>th</sup> session); Admin. Committee of the 1997 Agreement (AC.4: 23 <sup>rd</sup> session)	20-22 (21 21-22)	a.m./p.m. (p.m. p.m./p.m.)	6	Yes	28/03/23	160
AUGUST /SEPTEMBER	Working Party on Noise and Tyres (GRBP) (78 <sup>th</sup> session)	30-1	p.m./p.m.	5	Yes	07/06/23	120
SEPTEMBER	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (17 <sup>th</sup> session)	25-29	p.m./a.m.	8	Yes	03/07/23	150
OCTOBER	Working Party on General Safety Provisions (GRSG) (126 <sup>th</sup> session)	10-13	a.m./a.m.	7	Yes	18/07/23	120
OCTOBER	Working Party on Lighting and Light-Signalling (GRE) (89 <sup>th</sup> 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 <sup>rd</sup> session)	13	p.m.	1*	No		35
NOVEMBER	World Forum for Harmonization of Vehicle Regulations (WP.29) (191 <sup>st</sup> session); Admin. Committee of the 1958 Agreement (AC.1: 85 <sup>th</sup> session); Executive Committee of the 1998 Agreement (AC.3: 68 <sup>th</sup> session); Admin. Committee of the 1997 Agreement (AC.4: 24 <sup>th</sup> session)	14-16 (15 15-16)	a.m./p.m. (a.m. p.m./p.m.)	6	Yes	22/08/23	160
DECEMBER	Working Party on Passive Safety (GRSP) (74 <sup>th</sup> session)	4-8	p.m./a.m.	8	Yes	11/09/23	120
		<b>TOTAL: 109 +3* half days</b>					
		<b>= 55.0+1.5 days</b>					

\*) 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

[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 14 June 2023

## GRVA

Item	Informal group (Yes–No)/ Chair & Vice- Chair		Tech. sponsor	Formal proposal (ECE/TRANS/ WP.29/...)	Proposal for a draft UN GTR (ECE/TRANS/WP.29/..)	State of play/Comments
	Yes	No				
[Amendment 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
	Yes	No				
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			Republic of Korea		AC.3/45/Rev.1 2018/162 (ToR) GRSP/2023/6 (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. GRSP aims at recommending the proposal of Amendment 3 at its May 2023 session to AC.3 November 2023 session.
Phase 2 of UN GTR No. 13 (HFCV)			Japan, Republic of Korea and the European Union		[ECE/TRANS/180/Add.13/ Amend.1]  [ECE/TRANS/180/Add.13/ Amend.1/ Appendix 1]	AC.3 established Amendment 1 to UN GTR No. 13 in the Global Registry at its June 2023 session.
UN GTR No. 14 (PSI)	Yes/ Australia		Australia	AC.3/28		No new information was provided.

\* 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. 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. 22 on in- vehicle battery durability	Yes/USA/ China/ Japan	Canada/ China/European Union/ Japan/USA		AC.3/57		Adopted by AC.3 at its March 2022 session
UN GTR No. 23 on durability of after treatment devices for two- and three- wheeled motor vehicles	Yes/ Netherlands / South Africa	Netherlands/Sout h Africa		AC.3/58		Adopted by AC.3 at its June 2022 session.

<i>Item</i>	<i>Informal group (Yes-No)/ Chair &amp; Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/ WP.29/...)/</i>	<i>Proposal for a draft UN GTR (ECE/TRANS/WP.29/...)</i>	<i>State of play/Comments</i>
UN GTR No. [24] on particulate brake emissions	Yes/EU	European Union/ Japan/UK	AC.3/59	[ECE/TRANS/180/ Add.24]  [ECE/TRANS/180/ Add.24/Appendix 1]	AC.3 established the UN GTR in the Global Registry at its June 2023 session
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	2023/85		AC.3 to vote on request for authorization in June 2023 session.
UN GTR No. [XX] on Global Real Driving Emissions (RDE)	Yes/European Union/ Japan/ Rep. of Korea	European Union/ Japan/ Rep. of Korea	2023/84		AC.3 to vote on revised authorization in June 2023 session.

## GRBP

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

## GRSG

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

---

**Subjects for exchange of views**


---

<i>Working Party</i>	<i>Item</i>	<i>Inf. group (Yes-No)/ Chair &amp; Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal ECE/TRANS/WP.29/...</i>	<i>State of play.</i>
GRSG	EDR	<i>Yes</i>	No	---	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.
[GRSP	Children left in cars	<i>No</i>	No	---	A new agenda item will be added under section 18 at the November 2023 session of AC.3.]
WP.29	ITS	<i>No</i>	---	---	No new information was provided to AC.3.

---

## Annex V

[English/French only]

### Celebration of the 25th Anniversary of the 1998 Agreement

1. The representative of Japan, Chair of AC.3 and Vice-Chair of WP.29 opened the session.

2. The Special Envoy for Road Safety, Mr. Jean Todt, stated:

“Excellencies, colleagues, friends of road safety, I thank you for inviting me to this celebration of the 25th Anniversary of the 1998 Agreement. Every year since it was established, it has contributed to improving safety and environmental performance of vehicles globally. As Special Envoy, I have promoted access to this agreement around the world, most recently in missions to Ethiopia, Kenya, and Zimbabwe.

This is an appropriate moment for the Contracting Parties to adopt Phase 2 of the UN Global Technical Regulation No. 13 on Hydrogen and Fuel Cell Vehicles. It is an important step toward deployment of green mobility. I also welcome the new UN GTR No. 24 on Brake Emissions for Light-Duty Vehicles.

There is no such thing as an overnight success story. Great achievements come from advancing one step at a time towards a goal. The 1998 Agreement, which now comprises 23 UN GTRs – let’s call them 23 steps – is a strong path towards the improvement of vehicles around the world. As we have advanced along it, we have picked up others to travel with us, increasing our strength through numbers. These include 39 new countries now contracted to the agreement.

This in turn has steadily increased our determination, expanded our vision, and made us proud to have achieved so much together. So let us celebrate the harmonization and regulatory convergences that we have achieved on vehicle safety and environmental performances.

Harmonization is the innovative, collaborative effort among nations to bring into alignment and make common, various vehicle design and performance requirements. The World Forum for Harmonization of Vehicle Regulations, a subsidiary body of the UNECE Inland Transport Committee, and commonly referred to as “WP.29”, has facilitated the overall effort by creating a valuable forum to carry it out. We must applaud the 1998 Agreement for creating a fine balance between globalization and nationalism.

Some standout achievements include harmonizing elements like Electronic Stability Control, a technology that had one of the highest benefit-to-cost ratios since the introduction of safety-belts. Or the work on pedestrian safety, that has protected many of the most vulnerable groups, especially children between the ages of 5 and 9, and adults over 60 years old. Germany alone has saved approximately \$ 86.7 million due to more pedestrian-friendly vehicle designs.

And let us not forget about the electric and the hydrogen fuel cell vehicles that I mentioned earlier. The agreement provided the hub to make these kinds of vehicles safer. As you know, safety remains a hurdle to the worldwide deployment of green mobility. The UN GTRs that were created for backing the introduction of these vehicles are paramount for safe green mobility in the years to come.

However, our path remains long. Many imposing challenges lie ahead. In 2020, the United Nations proclaimed a second Decade of Action for Road Safety, reaffirming the commitment to reduce road deaths and injuries by at least 50 percent by 2030. The 1998 Agreement is one of the seven UN Road Safety Conventions highlighted to achieve this target.

But with all this celebration, I must now put things into perspective: The situation remains as critical as ever, for as I noted at the last session of the ITC:

- Car registrations broke the 1 billion mark in 2017 and are expected to double by 2030.
- Urban areas will grow by more than 50 percent over the next 30 years, mostly in Africa and Asia, which remain among the world's worst affect regions for road traffic fatalities.

Let me conclude by saying that the global community cannot take just any path to achieving its goals. It is more crucial than ever that governments, industry, the major regulatory agencies -- all stakeholders -- clearly outline future needs and requirements and then work collaboratively to fulfil them. Doing so requires the overall leadership of an effective, reliable, and sustainable organization that, among other things, --- emphasizes international collaboration to raise efficiency and preserve resources.

The Inland Transport Committee does this through its WP.29, and the 1998 Agreement. It facilitates constructive and open discussion among multiple stakeholders, regardless of their role in the vehicle production field, and it provides a unique forum for effective meetings, promoting a more holistic approach to sustainable solutions.

I thank you for your work and look forward to continuing our close collaboration in the years to come.”

3. The Executive Secretary of UNECE, Ms. Olga Algayerova, welcomed everyone and stated:

“Today is a historic moment in the life of UNECE and the Inland Transport Committee. It is my distinct pleasure to speak to you as we are marking the 25th anniversary of the 1998 Agreement on Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles.

We come together to celebrate a tremendous multilateral milestone of UNECE, in addition to the anniversaries that we celebrated in the session of WP.29 last March. We are experiencing multilateral cooperation at its best and can take pride in the things we can achieve together when we engage with open communication among all stakeholders.

I would like to take us down memory lane for a moment. As you are aware, the 1998 Agreement was established on 25 June 1998 here in Geneva, with the first session of its Executive Committee (AC.3) held on 8 March 2001. At the time, AC.3 was addressed by Ms. Margo Oge, Director of the Office of Mobile Sources, Office of Air and Radiation, of the U.S. Environmental Protection Agency. She stressed the principles of the Agreement and invited its Contracting Parties and WP.29 to implement it to the benefits of society. She suggested the following criteria for establishing regulatory priorities:

- Protection of public health, safety and the environment that will also maximize resource utilization;
- Harmonization, but not at the expense of public health, environmental protection, or vehicle safety;
- Showing success early in the process; and
- Addressing new issues where countries have not developed regulatory positions or approaches.

25 years later that message remains very relevant. At the outset, the Agreement provided a blueprint, outlining something like the basic constitutional principles for global cooperation in the automotive sector. Today, we can celebrate our joint achievements. 23 UN Global Technical Regulations on vehicle safety and environmental performance of vehicles. The 1998 Agreement, together the 1958 and

1997 Agreements that WP.29 administers, have played an essential role in formulating automotive safety and environmental Regulations that are science-based. - The underlying process for our work is indeed objective, reproducible, data-based, and technologically and economically feasible).

As we look to the future, we cannot rest on our laurels; we need to continue to confront present and future challenges.

Our common approach is to develop new or “harmonize” existing technical regulations that address the environmental and safety performance of wheeled vehicles. The final intent is for all parties to adopt these UN Global Technical Regulations into their corresponding national laws.

Why is this harmonization so important? -- Safety and environmental regulations usually differ from nation to nation and must be met before a vehicle or component can be sold in a given market. Thus, automotive manufacturers need to satisfy as many different rule settings as the number of nations they choose to sell in. This creates an expensive, time consuming, and frequently redundant global system for certifying vehicles and components. Such a process can increase costs significantly, while not improving the safety or environmental performance of the vehicle nor benefit the public interests in equal measure.

UNECE/WP.29 is the organization committed to and capable of facilitating our international collaborative efforts. It possesses the technical competence to overcome emerging challenges.

Having started with 5 signatory Parties 25 years ago, we now have 39 Contracting Parties to the Agreement. We have over one hundred and twenty participants from over 70 countries, plus multiple NGOs. This means that we are working towards an even broader consensus to make vehicle safer, more environmentally friendly and affordable. This will contribute to democratizing the highest standard of mobility to citizens around the world.

The Agreement, as well as the 1997 and the 1958 Agreements, are critical in providing solutions to the challenges of climate change. They make a significant contribution to mitigating the negative impact that vehicles have on the environment.

Distinguished Delegates, Ladies and Gentlemen,

I thank you for having come to Geneva to celebrate our joint achievements.

I encourage you to continue your efforts and work to address changing circumstances and new challenges.

As we are marking this special anniversary, I commend the important work that WP.29 is delivering on its global mandate. I look forward to all the good work that I am sure you will continue to do.”

4. The director of the Sustainable Transport Division, Mr. Yuwei Li, stated:

“It’s a great pleasure to welcome you to this special event of WP.29, to celebrate the 25th anniversary of the 1998 Agreement.

Thank all delegates for coming to celebrate this important moment together. Also thank the Executive Secretary and Special Envoy for opening the celebration.

As you know very well, the 1998 Agreement establishes a process through which Member States from all regions of the world can jointly develop the UN Global Technical Regulations for vehicles and their components. When the 1998 Agreement was adopted, it opened an additional opportunity for Member States to enhance harmonization of vehicles technical regulations across the world. The 1998 Agreement runs in parallel with the 1958 Agreement. So, the two sister global agreements complement to each other to satisfy diverse needs of Member States.

The Sustainable Transport Division of UNECE is pleased to support further development of the two global agreements on vehicle technical regulations and their implementation. We equally promote accession to both of the 1958 and 1998

Agreements. We fairly respond to the requests of the contracting parties to either of the two agreements. We provide necessary resources to support the discussions of the technical regulations under the two agreements. Last March, we serviced a celebration of 70th anniversary of the 1958 Agreement, and today a similar celebration for 25 years of the 1998 Agreement.

The 1998 Agreement is one of the important UN road safety legal instruments recommended by the UN General Assembly resolutions on road safety. It is also one of the six UN legal instruments recommended by the Global Plan of Action for Road Safety 2021-2030 as a requirement for the implementation of the global plan of action. In the ITC Recommendations for Enhancing National Road Safe System adopted in 2020, the Global Technical Regulations under the 1998 Agreement are translated into components of national road safety systems.

You may recall that the 1998 Agreement has been also instrumental to making progress on international regulatory framework to protect the environment. More than half of current UN GTRs are dealing with environmental issues, such as globally harmonized test cycles for emissions measurement for all vehicle categories, and battery life for electric vehicles to ensure long lasting batteries fitted to electric vehicles.

For your information, ITC at its 85th annual session (Geneva, 21-24 February 2023) requested the secretariat, in close cooperation with the Committee's Bureau and relevant subsidiary bodies, to develop an ambitious strategy document for reducing Green House Gas (GHG) emissions in inland transport based on international United Nations legal instruments under the Committee's purview with priority actions for ITC and all its relevant subsidiary bodies, supported by a strong action plan with milestones, for consideration and possible adoption by the Committee at its 86th plenary session on 20-23 February 2024. All working parties and administrative committees are requested to provide inputs for the strategy on climate change.

The 1998 Agreement has contributed to the reduction of emissions from vehicles and may play a very important role for materialization of the Member States' vision of net zero emission by 2050. The secretariat is looking forward to the input from WP.29 and AC.3 about the needs and potential contributions of the 1998 Agreement to the ITC's strategy on climate change.

The 1998 Agreement has achieved 39 contracting parties and 22 UN Global Technical Regulations in the spell of 25 years of life. The ITC Strategy until 2030, the ITC's Recommendations for Enhancing National Road Safety Systems, the ITC's new Strategy for decarbonizing the inland transport sector by 2050, and the revised Terms of Reference for ITC provide strong mandate and guide for WP.29 to contribute significantly to safety, health and living conditions of all the people around the world. With those overall settings, I wish, and I am sure, the 1998 Agreement more success in the next 25 years.”

5. The representative of Japan stated in his video message:

“My name is Toshiro Toyoda, State Minister of Land, Infrastructure, Transport and Tourism, Japan.

Today, we are here to commemorate the “Agreement concerning the establishing of global technical regulations for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles,” so-called the “1998 Agreement”, adopted by the UNECE, WP.29, in 1998. It is with great pleasure that I take this opportunity to offer congratulations on the 25th anniversary of this great achievement.

Japan has set our goal to reduce the number of traffic-related fatalities to 2,000 or less by 2025. Priority was given to protect our children and our elderly. In order to achieve this goal, we promote new safety systems and development of automated and connected vehicles.



Japan is also striving for a carbon-free society by the year 2050. We will pursue range of pathways toward achieving this without limiting ourselves to specific technologies while promoting the electrification of vehicles.

We recognize that ensuring the safety of our roads and protecting the environment are global concerns. And this means that we recognize the need for international cooperation.

Japan has been an active participant in WP.29, to provide safer and more environmentally friendly vehicles.

The 1998 Agreement was drafted through collaboration between Japan, the United States and the European Union and adopted at WP.29 in June of that year. Japan acceded the Agreement in August of the following year and has contributed to establishing UN Global Technical Regulations for various vehicle technologies including the UN GTR on Hydrogen and Fuel Cell Vehicles, Electric Vehicle Safety and Pedestrian safety, as well as WLTP.

Additionally, starting this year, Japan serves as Vice-Chair of the WP.29 and Chair of AC.3. We are committed to cooperating with Contracting Parties and working toward international harmonization of vehicle regulations.

So far, under the 1998 Agreement, many UN GTRs have been developed, and the Contracting Parties of the Agreement cover a significant part of major automobile markets worldwide, making a significant contribution to ensuring traffic safety and protecting our environment globally.

Recent rapid changes in the world have also affected the automobile industry. We need to respond to these changes through the 1998 Agreement and the activities of the WP.29.

As one of major contributors to the 1998 Agreement and the WP.29, Japan continues to contribute for safety, protecting the environment, decarbonization, and development of better, more efficient roadways worldwide.

Finally, on behalf of the Government of Japan, I would like to congratulate this body on the 25th Anniversary of the 1998 Agreement, and offer our hopes for its continuing success.”

6. The representative of the European Union stated:

“It is my pleasure and honour to address you all today at the occasion of the 25th anniversary of the 1998 Agreement.

Just three months ago we have celebrated the anniversaries of the World Forum for Harmonization of Vehicle Regulations and the 1958 Agreement, 70 and 65 years respectively. An impressive record of anniversaries this year. With tangible results for road safety, regulatory convergence and international trade.

The 1998 Agreement represents the youngest addition to the family of vehicle regulations agreements. It has delivered so far 23 GTRs, which is not a huge number compared to 164 UN regulations under the 1958 Agreement, but these GTRs are important steps. We value in particular the potential of the 1998 Agreement, as it is relevant for both countries with type approval and with self-certification systems.

The 39 Contracting Parties represent almost all the continents of the world. The 1998 Agreement has presented from the start a truly global agreement. The Agreement has delivered some tangible benefits for safety and environmental performance of vehicles, but I believe there is still room for making even better use of its potential. More can be done.

After a rapid growth of the membership over the first ten years, the geographic expansion of the 1998 Agreement has somewhat fallen short of its expectations. Over the last five years only three countries joined the 1998 Agreement. One would wish to see many more developing countries joining the Agreement, given the sheer potential and benefits the application of harmonised technical rules could bring to

their industries and society. We wanted to promote the adoption of GTRs in developing countries, but we have not yet succeeded sufficiently in attracting a large number of developing countries to join the Agreement.

An important objective of the 1998 Agreement is that Contracting Parties use the GTRs as basis for their technical regulations. It would be more effective with a systemic and complete process of GTR transposition into national rules. Convergence of technical regulations creates huge benefits for international trade, consumer choice and the economies of scale to ensure affordability of vehicles and their components. Let's do our best to maximise regulatory convergence for a predictable regulatory framework for the automotive industry.

The EU, with its 27 Member States has been a founding member and is a primary user of the results of the work of the 1998 Agreement. We highly appreciate the results in areas such as emissions or electromobility and we use the GTRs as a basis for our legislative work, let me just mention battery durability or brake emissions or safe green mobility. We would like to see an overall acceleration of work in other areas. For example, more tangible results with regard to automated vehicles, or why not developing GTRs in areas such as lighting. These areas harbour a massive technological potential, that would bring us closer to improving vehicle safety and smart mobility in the future.

This is why we believe that the 25th anniversary of the 1998 Agreement should provide the opportunity to reflect and assess our achievements so far collectively as Contracting Parties to the 1998 Agreement, and look ahead and identify areas where additional or more progress can be made for the benefit of road safety, environment and international trade. Let's celebrate the achievements of these 25 years, but let's also reflect on how to deliver even more achievements in the next 25 years in line with the ambitious purpose of the Agreement, working in the collaborative spirit of the Agreement for the benefits of our societies.

In conclusion, I would like to extend my congratulations to all those who have contributed to the progress of the work in 1998 Agreement over the past 25 years. Your dedication and commitment are truly commendable, and your collective efforts have had a profound impact on the lives of millions of people around the world."

7. The former Chair of AC.3 from Japan stated:

"I am Takao Onoda, chair of the Executive committee of the 1998 Agreement in 2011 and 2012. It is my honour to be invited to contribute to this anniversary celebration.

Since its signature in 1998, the 1998 Agreement has contributed to vehicle regulations in the global community, and I am proud of having been involved in this important work from the very beginning. Just after the signature of the Agreement, WP29 recognized the necessity to discuss the common definitions of vehicle categories, masses and dimensions under this agreement and in order to discuss this item, and directed GRSG to establish an informal working group which I chaired. In 2005, the work resulted in a special resolution concerning the common definitions which was the first resolution adopted under the 1998 Agreement.

During the period when I chaired the Executive Committee of the 1998 Agreement in the early 2010s as a successor of Mr. Yarnold, Global Technical Regulation concerning the motorcycle lights was adopted as GTR12. During that period, special technical considerations were also held to address;

- Hydrogen and fuel cell vehicles
- Pole side impact
- emission test procedure for light vehicles
- Tyres, and
- Electric Vehicles.

And later the consideration on each of every item resulted in respective GTRs.

Twenty third GTRs has already been adopted through a quarter century of dedicated work and excellent cooperation among the various stakeholders of governments, industry and NGOs. Now it is said that the global auto industry is undergoing a generational transformation. And under these circumstances, achieving higher level of safety and environmental protection, and carbon neutrality within the global community while reducing technical barrier to international trade is getting more and more challenging. Therefore, I sincerely hope that the 1998 Agreement and the world forum remain to play a key role in this area through the same spirit of dedication and cooperation.

Lastly since I left the Japanese government in April this year, I would like to take this opportunity to express my personal gratitude for the understanding and support of delegates and representatives of governments, industry and NGOs and I for the dedicated work of the Secretariat of the world forum.”

8. The representative of the United Kingdom of Great Britain and Northern Ireland, former chair of AC.3, stated:

“I am in a fortunate position in being able to recollect the origins of the Agreement in the mid-1990s – to create a way to build upon the 1958 Agreement, and to establish via the UNECE a means to simplify, and to harmonise the different regulatory systems for road vehicles around the world, and to give practical effect to the vision of “approved once and accepted everywhere”. This phrase is not my own but is that of our industry colleagues: It is one that many delegations attending today will recognise.

I have had the privilege to chair the AC3 committee for approximately 15 years – taking over as the European chair from my UK predecessor Malcolm Fendick. Some of my most significant memories of chairing AC3 are those of attempting to assist the GTR development groups to overcome the obstacles they sometimes encounter, of urging delegations to submit the annual updates, and in seeking to simplify our agendas – most recently at my last chairing in November 2022. I should like to think that I had some successes in these areas.

I could not take the floor today without mentioning the GTR with which I have most association – that is the tyre GTR (GTR No 16). Delegations present today will probably thank me for not rehearsing the lengthy story of the tyre-GTR but it was a long activity - about 8 years in total - and challenging: As chair of the GTR development group, as chair of the then GRRF and, simultaneously, as chair of AC3 – it was challenging. It was discussed at most AC3 sessions across the 8years of its development. But we achieved a truly global outcome – merging the UN tyre regulations, the Nth American tyre standards and those applied in different countries of Asia.

But not all our ambitions were achieved – some will recall the activity to establish a UN GTR marking. Something similar to E-marking of the UN regulations. Our colleagues from the tyre industry put considerable resources to create ideas for the global agreement but this is still yet to be achieved. Let’s hope it’s something for the future.

I am honoured to have been able to lead the group as we moved from just 8\*GTR when I became involved in the leadership to where we are now with 23\*GTR. And the 39 contracting parties is increasing – providing further optimism to achieve the long-stated outcome of tested once, accepted everywhere.

Mr Chair, I should like to conclude by recognising that the success of a chair, and a meeting, relies upon the secretary, and throughout my tenure I relied heavily on our colleagues from the Secretariat especially Mr Ramos, Mr Gianotti, and Mr Nissler.”

9. The representative of United States of America, former Chair of AC.3, stated:

“First off, I am personally honored to have served as a chair of the Administrative Committee for the 1998 Agreement, AC.3, in 2019 and 2020. This was a unique time where many of the sessions of AC.3 were held fully virtually.

That aside, what does the 1998 Agreement bring to WP.29? Imagine for a moment, a Forum on the safety and environmental protection, of an important product used the world over, without the direct engagement of 2/3 of the auto making parts of the world. That is what we had up until 20 years ago. The 1998 Agreement fills that gap. Much of North America and significant parts of Asia are now fully invested and active contributors. This of course adds to the legitimacy and importance of our Forum and the concept of International harmonization.

Most importantly, the product of our work, the regulations, guidelines and resolutions developed here, under the 1998 Agreement and the World Forum, benefits all of us by setting minimum thresholds for safety and environmental protection on a global scale. I think this is somewhat true, even in regions of the world not yet fully represented, such as most of Africa, parts of South East Asia, and South America.

Finally, witnessing the transformation, the growth, and dare I say the maturation of this body to what it is today, a truly global and impactful body, is not only exciting, but something to be proud of. I'm sure it is not just I, but many of you, that feel the same way. It was and continues to be an honor. If I may, in the custom of the original founders of the 1998 Agreement, I will end by saying: Thank You, Merci, and Arigato Gozaimasu."

10. The representative of Australia stated:

"I was initially surprised by the request for Australia's involvement in commemorating the 25th anniversary of the UN 1998 agreement. I mean Australia didn't accede to the agreement until 2008 and had a relatively modest automotive industry at the time. As vehicle manufacturers have consolidated their manufacturing over the years, Australia still has a number of truck, bus and special purpose vehicle manufacturers, and a large collection of trailer manufacturers.

However, upon reflection, I realised the significance of treaties such as the 1998 agreement as it makes it possible for the two largest Automotive producers and nations with less dynamic automotive industries to work together in the development of global regulations.

Some of you might remember my former boss Robert Hogan who used to come along to these meetings. He came up with the idea for a new pole side impact standard to minimise deaths and injuries from pole, tree and other side impact crashes. In proposing this standard, we had realised that side impacts with trees in particular were a common road safety problem in Australia and in other countries, including Germany. We were able to collaborate with other countries on the research needed for the development of the standard, including in particular through a collaborative pole side impact crash test program with Canada.

It would have been impossible for Australia to put such a standard in place alone, but with the assistance of great minds from the countries and organisations represented here we created a GTR in record time. Who would have thought it possible?

Australia and every other contracting party is able to contribute to these regulations within the limitations of its financial capacity and political will. Due to the nature of governments this can change from time to time, but treaties like the 1998 agreement will continue to do good work because there will always be some participants willing and able to progress the development of the GTRs. It is this commitment that contracting parties and the vehicle industry makes to progress efforts to reduce the negative effects of road vehicles.

As we move forward, our collective objective, should be to identify and implement initiatives that both encourage and support all contracting parties to be able to contribute to the extent of their capabilities. Having more people thinking about and working on the problems we are trying to address can only speed up the delivery of safer and more environmentally friendly vehicles in all of our communities.

The commemoration of the 25th anniversary of the 1998 agreement serves as a reminder to all of us of the efforts of many people to achieve the existing GTRs, and

continued efforts required to foster collaboration, innovation and progress of global vehicle safety standards. I look forward to the next 25 years of the 1998 agreement.”

11. The representative of Canada expressed his honor to participate in the celebration of the 1998 Agreement. He expressed his appreciation to the contracting parties for their cooperation to the development of the UN GTRs so far and looks forward to the further work to be done in the future.

12. The representative of China stated:

“I am honored to participate in the 25th Anniversary Celebrations of the 1998 Agreement.

WP.29 and 1998 Agreement act as an important platform to improve global harmonization of auto technical regulations. Over the past 25 years, 1998 Agreement has allowed the market introduction of innovative technologies, improved global vehicle safety, energy efficiency and environmental performance, and played a key role in reducing technical barriers to international trade and achieving the UN Sustainable Development Goals.

China highly recognizes collaborative spirit of the platform and the role which the 1998 Agreement has played. Since officially signing the Agreement in 2000, China has dedicated to incorporating UN GTRs into our national legislation, especially in fields of pedestrian protection, electrification and auto emission test method etc., which have truly contributed to reduction in traffic accidents, improvement of air quality and sustainable development of the society in our nation.

With the progress and development of automotive technology, there would be challenges for global harmonization of technical regulations in the way ahead. But I firmly believe that, with the support of excellent Secretariat and strong collaboration of all stakeholders, WP.29 and the 1998 Agreement will play more important role in creating well-being for people around the world. China will continue to actively support and deeply participate in the work, and is willing to work with experts from various countries to jointly promote the healthy and sustainable development of the global automotive industry.”

13. The representative of India expressed his appreciation for the work that contracting parties have done in the 1998 Agreement during the last 25 years. He also expressed his interest in continuing the good collaboration to develop UN GTRs.

14. The representative of the European Union stated:

“It is my pleasure to join numerous distinguished colleagues in commemorating the 25th anniversary of the 1998 Agreement.

The EU has actively contributed to many strands of work under the umbrella of WP.29, however, I would like us to take this opportunity today and zoom in the work of one WP.29’s most active and long-standing groups - the informal working group on safety of electric vehicles.

The participation in the discussions of the working group is truly international. China, Japan, the US and the EU are for the first time in the history jointly cosponsoring the technical work under the 1998 Agreement.

Discussions amidst the experts are highly complex. Some remarkable results have been achieved during phase 1, thanks to perfect collaboration amongst different contracting parties bringing together an army of engineers, researchers, policy makers, economists and lawyers.

Progress in phase 2 remains a challenge, this is why I am making an appeal to all those involved to raise the stakes and deliver, by the end of the year, a robust GTR that can serve both the interest of the self-certification and type-approval systems.

The EU is already applying in full the applicable GTR requirements. And the European car manufacturers and the EU citizens can already today benefit from the

highest levels of safety performance, while the vehicles type approved according to these rules can access nearly all the important global markets.

In conclusion, I would like to express my deepest gratitude to some of the former and current colleagues involved in the work of the working group on safety of electric vehicles. Mr Nha Nguyen, Ms Chen Chunmei, Mr Kenichiroh Koshika and Mr Martin Koubek, just to name a few. Your dedication and commitment are truly commendable.”

15. The representative of Korea stated:

“The Republic of Korea is very pleased to be here today, along with many contracting Parties and stakeholders, to celebrate the 25th anniversary of the 1998 Agreement. We are here today to celebrate the 25th anniversary of the 1998 Agreement. This important milestone marks 25 years of international cooperation, innovation and progress in establishing global technical regulations for motor vehicles, equipments and parts.

As we look back on the journey of the 1998 Agreement, we are reminded of its impact in harmonizing vehicle regulations and promoting global interoperability. Twenty-five years ago, the purpose of the 1998 Agreement was to provide a framework for the establishment of the United Nations Global Technical Regulations (UN GTRs), which would serve as globally harmonized performance requirements and test procedures. Since its inception, the 1998 Agreement has played a pivotal role in bridging regulatory gaps and ensuring the participation of all countries in the pursuit of safer, cleaner and more efficient vehicles. Korea acceded to the 1998 Agreement on 1 January 2001, and started its activities.

As you know, Korea operates a self-certification system rather than a type-approval system, so we have been tried to contribute by focusing on the UN GTR development activities that establish common performance requirements for vehicles.

Korea has been an active participant in the UN GTR development activities since participating in the hydrogen vehicle activities in 2006. Recently, we have taken the lead in preparing the second revision of GTR No. 9 Pedestrian Protection in cooperation with all Contracting Parties and experts.

Korea is also confident that we have significantly improved the level of automobile safety and environmental protection in Korea by incorporating 16 out of 23 global technical standards into our domestic regulations.

However, as we celebrate this milestone, let's not forget mindful of the challenges that lie ahead. In particular, the paradigm shift in the automotive industry due to the rapid technology advances in the automotive industry in recent years, new technologies such as environmentally friendly electric and hydrogen vehicles and automated vehicles, evolving mobility demands and the need for sustainability require our unwavering attention.

Together, let's further strengthen our cooperation, deepen our commitment and harness the power of collaboration to meet the new challenges and opportunities that lie ahead.

Congratulations again today on the 25th anniversary of the 1998 Agreement.”

16. The representative of the United Kingdom of Great Britain and Northern Ireland stated:

“I’m really pleased to be here attending my first WP.29 meeting – and what an important meeting to attend.

Looking around the room today it is clear to see what a truly global representative body WP29 is. So let me congratulate the UNECE’s Transport division on creating such an inclusive approach that allows so many nations from across the world to participate - whether from governments, industry, standards organisations or the consumer bodies - all are here - and have a voice. This is what makes WP29 a unique, important, global forum.

The UK is proud to be a member of the WP29 community and we intend to continue our long-standing participation to deliver the outcomes our societies demand. I know personally how much our Ministers value the work that WP.29 does.

The UK has set ambitious targets to phase out the sale of conventional petrol and diesel cars by 2030, for all new heavy-duty vehicles to be zero emission by 2040, and to achieve net zero by 2050. And under the Government's Environment Act 2021, we have also set two new legally binding long-term targets to reduce concentrations of fine particulate matter, PM2.5.

So we were particularly pleased to see the recently adopted Global Technical Regulation on EV battery health – helping to reassure consumers to make the switch to electric vehicle technology, and the new GTR on brake emissions expected to be adopted at this meeting and helping to tackle the important issue of non-exhaust particulates.

The UK government sees self-driving technology as a priority area and one which has the potential to unlock significant road safety benefits. Although we have some of the safest roads globally, there is an average of 4 fatalities a day on Britain's roads and, every death is a tragedy. We know how challenging it is to regulate self-driving technology and we welcome the work that the GRVA, VMAD and FRAV groups are taking forward.

Coming together, sharing our knowledge and pooling our expertise to tackle those challenges enables us to create high quality regulations that deliver the outcomes we desire.

In December last year, our new GB Type Approval scheme was published – establishing our own independent legislative framework. The scheme has at its core the technical regulations established by WP.29. I am also pleased to say that the UK has just submitted its first status report on implementation of UN GTRs!

I look forward to the rest of this meeting and am very pleased to be here to celebrate the 25th anniversary of the 1998 Agreement today. Thank you to all you who make this meeting such a success, including the secretariat and thank you for your attention.”

17. The representative of OICA stated:

“Let me first congratulate you all at the occasion of this 25th anniversary of the 1998 Agreement. This Agreement can be considered as the culmination of many years of work in the field of international vehicle regulatory harmonisation.

The 1958 Agreement already marked a very important milestone and remains a crucial element for international safety and environmental requirements in a broad sense. The 1998 Agreement is bringing an even wider focus, addressing also for instance North America, China, India etc.

It clearly is a major priority for all authorities and all stakeholders in the automotive world. The 98 Agreement pools the scientific and technical knowledge available in the largest number of countries and regions. On that basis, it enables the development of globally harmonised best regulatory practices, published as Global Technical Regulations or GTRs.

Because it does not have a certification and mutual recognition mechanism similar to the 58 Agreement, these GTRs need to be transposed in national and/or regional law. Per se, this should in theory only be an administrative burden, but fact is that there is no clear, harmonised and transparent transposal mechanism. Industry may therefore be faced with different application dates and, even more importantly, there is no guarantee that a product meeting the GTR will actually be recognised in all countries.

A main priority for industry is therefore that GTRs, once they are established, are recognised in as many countries as possible. This will be the best way to offer consumers worldwide safe, clean and affordable transportation.

Fortunately, it has become standard practice that GTRs, once established, are transposed into the 58 Agreement, guaranteeing industry the much desired harmonisation. It is quite usual for both Agreements to be called "Parallel Agreements" and there are good reasons for that!

Today, the global auto industry is undergoing more than a simple evolution: ever increasing efficiency, electrification, advanced safety technologies, vehicle automation, connectivity, and other innovations are reshaping the future of mobility. Global harmonisation is, more than ever, of crucial importance. It not only aims at improving safety and environmental protection, it also fosters innovation and competitiveness, and can safeguard affordable mobility of persons and goods. In other words, it needs to focus on best regulatory practice.

Mr Chairman, your excellencies, ladies and gentlemen, let me conclude by confirming once more the importance that vehicle manufacturers, as represented here through OICA, attach to global harmonisation. We sincerely look forward to continue the excellent cooperation between all stakeholders in the development of global technical regulations and their harmonised implementation in as many countries and regions as possible.

Our ultimate long-term goal is "certified once, accepted everywhere". A first step of "developed once, accepted everywhere" starts to be within reach."

18. The representative of IMMA stated:

"I am honored to share IMMA's experience with this important legal instrument for the global vehicle manufacturing industry.

Three months ago we already celebrated the 70<sup>th</sup> Anniversary of the World Forum and the 65<sup>th</sup> Anniversary of the 1958 Agreement. IMMA, this year, also celebrates its 75<sup>th</sup> Anniversary being founded as the BPICM - *Bureau Permanent International de Constructeurs de Motocycles*.

In 1987, the BPICM was renamed to IMMA, to reflect a global scope and interest in our association. In this same period of globalization we could see an increasing interest in the WP.29-forum. This led to two subsequent revisions of 1958 Agreement and the establishment of the 1998 Agreement to, among other things, encourage the active participation of Non-UNECE countries as Contracting Parties.

IMMA has been a major contributor providing expertise on the so-called 'Category 3' vehicles or vehicles of category 'L1 to L5', in other words, Powered Two Wheelers or PTWs. Though these categories are named differently, the definitions are well harmonized across these two major Agreements.

After 25 years of experience we can now clearly confirm that the GTRs proved a unique tool for the creation of worldwide technical requirements involving stakeholders from the major motorcycle markets and manufacturing regions in the world. Today, six out of the 23 GTRs are dedicated to motorcycles. They address brakes, controls and tell tales and diverse environmental performance requirements and test methods.

In the last five years, huge progress was made with three new GTRs on On-Board Diagnostics, (OBD) Evaporative and Crankcase Emissions and Durability. Also, the WMTTC – the World-wide Motorcycle Test Cycle GTR, was created in 2005 from a white sheet of paper and has been periodically updated with the latest one last year to reflect Euro 5 and equivalent levels. The key stakeholders from the regions contributed and voted positively on the adoption of these important documents. The transposition of these environmental performance GTRs into associated UN Regulations is, however, still on the agenda of the Informal Group EPPR. With regard to the GTRs on Braking and on Motorcycle Tell Tales and Controls, they are perfectly compatible with the corresponding UN Regulations and legislation in the major markets.



Looking ahead, with diverse technologies under development and with a multi-pathway approach towards decarbonization, IMMA anticipates further new GTR proposals for motorcycles, involving all regions.

Before concluding here, I would like to thank the AC.3 Contracting Parties and especially the sponsors of the motorcycle-GTRs, as well as the co-chairs of the informal group on EPPR for their support to continue further harmonizing and advancing motorcycle GTRs under the 1998 Agreement and highlight that the public-private collaboration within the frameworks of the 58 and 98 Agreements has been leveraging many economic, environmental and societal benefits of motorcycles.”

19. The representative of CITA stated:

“For CITA, the International Motor Vehicle Inspection Committee, it is a privilege to participate in the celebration of the 5th anniversary of the 1998 Agreement.

Some months ago, we were commemorating the 1958 Agreement anniversary too. At that time, we highlighted its impact on road transport. Vehicles are by far better thanks to work done in the whole WP.29. The world has improved because of it, and the WP.29 family must be proud of that.

The 1998 Agreement has an instrumental role in achieving one of the main WP.29 targets: worldwide scope. It represents an outstanding effort to adapt to different regulatory realities by keeping a consistent technical background.

We have important challenges ahead. Vehicle regulations are playing a crucial role in decarbonization. We need to provide a reliable solution to ensure that benefits accruing from the efforts on more environmentally friendly vehicles are reasonably maintained along the vehicles’ life.

That brings us to the concept of vehicle whole-life compliance. Vehicles must be safe and clean, not only when registered for the first time but also when used. To reach that goal, it is necessary to coordinate the efforts. The WP.29 is a unique forum to ensure consistency between requirements for new vehicles and vehicles in use, and we are sure that the 1998 Agreement will follow that direction too.

Another important aspect to underline is the fact that the WP.29, with the indispensable support of the GTRs, has become the largest world repository of wisdom when talking about vehicle standards. The amount of hours, effort, knowledge and experience devoted by the WP.29 experts through the years provides the world benchmark for vehicle regulation. Furthermore, all that know-how is available off the shelf.

And to finish, let me express my congratulations on the 1998 Agreement for its 25th anniversary. Looking forward to keeping working on safer and cleaner vehicles.”

20. The representative of CLEPA, MEMA and JAPIA stated:

“On behalf of CLEPA the European Association of Automotive Suppliers, MEMA the Vehicle Suppliers Association in the United States and JAPIA the Japan Auto Parts Industries Association, I wish to congratulate WP.29, A.C.3 and the Contracting Parties for their extensive and far-reach works performed under the auspices of the 1998 Agreement along these 25 years.

In this age of globalisation, it is quite evident, and may even be obvious, that this legal framework is a fundamental and irreplaceable instrument, which allows Countries from all regions of the world to develop together vehicle Global Technical Regulations, fosters the automotive sector, whilst continuously improving and seeking for high levels of safety and environmental protection to the benefit of the whole human society.

We shall therefore pay a tribute to the founding Parties, and to all the supporting players, that with great energy and foresight, understanding the automotive sector but also predicting the development of global markets, worked hard to establish the 1998 Agreement and continued in these 25 years their commitment towards higher and higher ambitions.

CLEPA, MEMA and JAPIA are equally committed, stress once again the extreme importance of the transparent and scientific cooperation promoted at global level by WP.29 and congratulates for all the remarkable achievements along these 25 years of activity.”

21. The representative of ETRTO stated:

“Let me first congratulate you all at the occasion of this historic event for the 25th anniversary of the 1998 Agreement.

Beside the 1958 Agreement, that we celebrated during last WP.29, the 1998 Agreement is considering an even wider scope, addressing more Contracting Parties as USA, Canada, India and China.

The 1998 Agreement is seen by Tyre Industry as an important regulatory instrument for all authorities and all stakeholders with the purpose of harmonisation.

Tyre Industry see in this agreement the benefit that targets to concentrate the scientific and technical knowledge available from the experts in the largest number of countries and regions by developing globally harmonised regulatory prescriptions published as Global Technical Regulations.

As the 1998 Agreement does not have a certification and mutual recognition mechanism similar to the 1958 Agreement, It is of the highest importance that these Global Technical Regulations are transposed in national and/or regional regulation to enforce the technical prescriptions for the purpose of harmonisation.

Tyre Industry highly appreciated having been deeply involved during more than 15 years in the development and the delivery of the ‘Tyre’ GTR (or GTR 16). We are looking today to the transposition of those GTR technical prescriptions in the national regulations for having as much as possible harmonised technical prescriptions, beneficial for the regulators and Industry.

Tyre Industry will be glad to continue to contribute to the development of GTR on tyres.”

22. The representative of AAPC stated:

“Thank you for the opportunity to say a few words about the importance of the 1998 agreement on global technical regulations.

My Name is Charles Uthus, I am here representing the American Automotive Policy Council, which in turn represents the common interests of American automakers – Ford Motor Company, General Motors Company and Stellantis’ American brands, which have been, for more than a century, leaders in the global auto industry.

On behalf of these automakers, the American Automotive Policy Council, congratulates WP.29 on this 25-year milestone in the work on global standards.

For American automakers, the 1998 Global Agreement plays an especially critical role in the harmonization of motor-vehicle safety and environmental regulations. The work conducted under the 98 Agreement produces standards for worldwide application regardless of the legal frameworks established at national and regional levels.

During the 1960s, the United States pioneered innovative approaches to ensure high levels of safety and environmental performance across all motor vehicles sold to the public.

Under the auspices of the National Highway Traffic Safety Administration and the Environmental Protection Agency, the United States has built a comprehensive system that covers performance not only at the time of production but also throughout the life of vehicles in use.

This system, which is different from the type approval regime, works well because American automakers together with NHTSA and EPA are committed to continuous improvement in safety and environmental performance and outcomes.

The establishment of the 1998 Global Agreement was a major achievement that enabled collaboration on truly global standards that are applicable across all markets.

Once regulations have been established at regional or national levels and industry has invested to meet these requirements, it becomes especially difficult to harmonize,

The 1998 Global Agreement has proven its value in enabling international consensus on common standards especially as new challenges and solutions emerge such as addressing the major shift to electric vehicles.

These achievements have enabled truly global harmonization, including across markets using type approval under the 1958 Agreement and for markets in North America, China, India, Korea, and elsewhere.

The importance of continued work under the 1998 Agreement cannot be overstated especially given that:

Four countries-China, Canada, India and the US, which are only members of the 1998 agreement combined represented nearly 60% of global vehicle sales in 2022, and

The rapid pace of technological innovation, including the development of automated driving systems that hold such promise for improvements in road transport efficiency and safety worldwide.

AAPC and the American automakers—Ford, GM, and Stellantis—congratulate WP.29 on this 25<sup>th</sup> anniversary of the 1998 Global Agreement.

AS road transportation has entered a new transformative era propelled by advances in electrification and automation, we look forward to collaborating on new Global Technical Regulations to capture the benefits and meet the challenges of the next 25 years.“

23. The representative of SAE stated:

“Thank you, Mr. Chairman and Vice-Chair, for your leadership for the opportunity for SAE International to make this statement, and thank you to Director Lee, the Secretaries of WP.29 and GR’s, the interpreters, and UNOG staff for their diligent support during this recognition of the 25th anniversary of the 1998 agreement and for all our regular ongoing activities.

I take this moment to highlight some text repeated several times in the 1998 Agreement.

“...any available technical documentation supporting such regulations, including documentation concerning best available technology, relative benefits, and cost effectiveness; and

the identification of any known existing or imminent international voluntary standards.”

The authors and signatories of this agreement were apparently clairvoyant recognizing Standards Development Organizations and NGOs participating here, can contribute to the development of harmonized global technical regulations. Of note in the text I quoted, is the phrase, “imminent voluntary standards” given the extremely difficult safety and environmental challenges facing road transport and the need to continue the innovations that will for sure, be critical elements to achieve further progress here.

On closing, the level of collaboration at WP.29 is second to none. Contracting parties, NGOs, and individual experts come together with respect and gratitude for differing viewpoints, technical and other contributions. is a truly harmonized forum. Henry Ford, our first vice-president in 1905 back when SAE had 30 members (now we have well over 200,000 in over a 100 countries) said “Coming together is the beginning. Keeping together is progress.” And I personally thank many of my colleagues who today, who came together to help get SAE’s celebratory contribution here for all our enjoyment.”

24. The former secretary of WP.29, Mr. Ramos expressed his satisfaction for the 25th anniversary of the 1998 Agreement. He expressed his opinion on the necessity to consider the 3 Agreements administered by WP.29 as complementary for the main goal of the work of the World Forum. This goal is to reduce the number of fatalities and the gravity of injuries from accidents and pollution by cars. He thanked all the stakeholders for their huge contribution to this goal. In addition, he considered that the World Forum should make efforts to incorporate more countries, especially from Africa and Latin America, into its work and invite them to become Contracting Parties to the three Agreements by helping them to overcome difficulties and provide them with technical assistance. Finally, he encouraged all the stakeholders to continue and continue working as they had made since the beginning of the establishment of WP.29 in 1952.

25. In closing the Chair of AC.3 stated:

“We received a lot of speeches from many CPs and organizations.

I would like to say that we cannot go forward without support from members in this room. I heard today that we should go forward further for the next 25 years. I hope we continue to work together for this important Agreement for international harmonization of traffic technical regulation, aiming for future traffic safety and environment.”

---