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## **Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations**

**192nd session**

Geneva, 5-8 March 2024

### **Reports of the**

**World Forum for Harmonization of Vehicle Regulations on  
its 192nd session**

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

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

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

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

### **I. Attendance**

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) held its 192nd session from 5 to 8 March 2024, chaired by Mr. A. Erario (Italy). The following countries were represented, following Rule 1 of the Rules of Procedure of WP.29 (ECE/TRANS/WP.29/690/Rev.2): Australia, Austria, Belarus, , Canada, Cameroon, China, Czechia, Finland, France, Georgia, Germany, Hungary, India, Italy, Japan, Latvia, Luxembourg, Malaysia, Netherlands, Nigeria, Norway, Panama, Poland, Republic of Korea, Russian Federation, Saudi Arabia, South Africa, Spain, Sweden, Switzerland, Türkiye, United Kingdom of Great Britain and Northern Ireland, United States of America and Uzbekistan. Representatives of the European Union participated. The following international organization was represented: International Telecommunication Union (ITU). The following non-governmental organizations were also represented: Association for Emissions Control by Catalyst (AECC), Consumers International (CI), European Association of Automotive Suppliers (CLEPA/MEMA/JAPIA)<sup>1</sup>, International Motor Vehicle Inspection Committee (CITA), Fédération internationale des véhicules anciens (FIVA), Fédération International de l'Automobile (FIA), International Automotive Lighting and Light Signalling Expert Group (GTB), International Motorcycle Manufacturers Association (IMMA), International Organization of Motor Vehicle Manufacturers (OICA), International Road Transport Union (IRU), Motor and Equipment Manufacturers Association (MEMA),] European Tyre and Rim Technical Association (ETRTO) and SAE International. Other non-governmental organizations were represented following Rule 1(d): American Automotive Policy Council (AAPC), and World Bicycle Industry Association (WBIA). Some 104 participants attended the session in person.

### **II. Opening statements**

2. The Chair of WP.29, Mr. A. Erario (Italy) welcomed delegates to the 192nd session of WP.29 and opened the meeting.

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

*Documentation:* ECE/TRANS/WP.29/1176/ and Add.1

Informal documents: WP.29-192-03 and WP.29-192-05

3. WP.29 adopted the agenda prepared for its 192nd session (ECE/TRANS/WP.29/1176 and Add.1) as well as its running order (WP.29-192-03), with the addition of the new agenda item 18.3 to read “UN GTR on Automated Driving Systems”.

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

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

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

5. The 144th session of WP.29/AC.2 (4 March 2024) 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

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<sup>1</sup> Representing also the Motor and Equipment Manufacturers Association (MEMA) and Japan Auto Parts Industries Association (JAPIA) (TRANS/WP.29/885, para. 4).

(Netherlands), GRSG (Italy), GRSP (United States of America), GRVA (Germany) and the Vice-Chairs of GRE (Netherlands), 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.

6. The WP.29 Secretary reported that:

(a) AC.2 reviewed the calendar of meetings for 2024. AC.2 noted that GRPE would cancel its May 2024 session and would organize a workshop instead. AC.2 agreed that GRVA organize a formal session on 25 June 2024 during the week of the 193rd session of WP.29 in order to formalise decisions that would be recommended during the informal GRVA session organized in Troy, Michigan, United States of America from 20-25 May 2024. AC.2 recommended WP.29 to support this decision.

(b) AC.2 reviewed the calendar of meetings for 2025. AC.2 welcomed the organization of the May 2025 session of GRVA in the premises of ESCAP in Bangkok (Thailand) as an official session and recommended WP.29 to support this decision.

(c) AC.2 discussed the coordination of work on Automated Driving System (ADS). AC.2 recommended to circulate to all subsidiary working parties (GRs) the two informal documents for information: GRVA-18-33 (related to the Regulatory Fitness for ADS) and GRVA-18-34/Rev.1 (related to review of UN vehicle regulations with regards to their relevance for software updates).

(d) AC.2 discussed the collaboration between the Global Forum for Road Traffic Safety, WP.1, and WP.29 on Automated Vehicles and recommended that the WP.29 subsidiary bodies consider WP.29-190-07 during their next sessions.

(e) AC.2 discussed the GR priorities noted in the draft Programme of Work (PoW) 2024 and requested the secretariat to reflect its suggestions e.g. on limiting the number of priorities in a revised version.

(f) AC.2 noted the outcome of the Special session of the Executive Committee of the 1998 Agreement (AC.3), held on 20 December 2023 and noted that the advice by the United Nations competent office was still pending.

(g) AC.2 discussed the extension of the IWG on EVS. AC.2 recommended the extension of its mandate to allow for continuation of the current work.

(h) At the same time, AC.2 also recommended that the formalization of the special interest group on EVS is agreed to work on the amendment to UN Regulation No. 100 (Electric power trained vehicles), based on the result achieved so far by IWG on EVS.

(i) AC.2 noted the withdrawal of ECE/TRANS/WP.29/2024/2 (agenda item 4.6.1) as requested by GRBP and expected an updated version for consideration at the June 2024 sessions of WP.29 and AC.1.

(j) AC.2 approved the participation of the Association of European Wheel Manufacturers (EUWA) and Eurogas under Rule 1(d) of the WP.29 rules of procedures (TRANS/WP.29/690/Rev.2).

(k) AC.2 recommended AC.4 not to convene.

7. WP.29 supported and approved the organization of an informal GRVA session in the United States of America in May 2024.

8. WP.29 agreed that GRVA convene a formal session on 25 June 2024 during the week of the 193rd session of WP.29 in order to formalise decisions that would be recommended during the informal GRVA session organized in the United States of America.

9. WP.29 strongly supported and approved the organization of an official GRVA session in the premises of Economic and Social Commission for Asia and the Pacific (ESCAP) in Bangkok (Thailand) and requested the secretariat to initiate the necessary steps including consulting the Committee on Conferences to gain approval for an intersessional departure.

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

*Documentation:* ECE/TRANS/WP.29/2024/1/Rev.1  
Informal documents: WP.29-192-01 and WP.29-192-02

10. The Secretary of WP.29 introduced the list of Working Parties, Informal Working Groups and Chairs (WP.29-192-01), the calendar of meetings of the World Forum for 2024 (WP.29-192-03), which includes the cancellation of the ninety-first GRPE session (replaced by online workshops) and the addition of the nineteenth GRVA session on 25 June 2024 subject to final confirmation by conference services.
11. The Secretary of WP.29 presented ECE/TRANS/WP.29/2024/1/Rev.1, the revised programme of work that was based on agreed priorities following discussions at GRs, AC.2 and previous sessions of WP.29.
12. WP.29 adopted the Programme of Work ECE/TRANS/WP.29/2023/1/Rev.1.
13. The representative of the European Union welcomed the programme of work and encouraged all GRs to further streamline their priorities.

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

*Documentation:* ECE/TRANS/WP.29/2024/33  
ECE/TRANS/WP.29/2024/34  
Informal documents: WP.29-192-10, WP.29-192-11, WP.29-192-12, WP.29-192-13, WP.29-192-17 and WP.29-192-18

14. The GRVA Chair presented the proposal for amendments to Table 1 in the Framework Document on Automated/Autonomous Vehicles (ECE/TRANS/WP.29/2024/33) reflecting the recent arrangements made for developing regulation on ADS under GRVA.
15. The representative of Canada offered to host the first leadership meeting of the IWG on ADS in Ottawa, Canada, on 26-27 March 2024. Separately, he called on industry and stakeholders to cooperate and support this workstream.
16. The representative of Japan hoped that the development of regulations on ADS would proceed according to the scheduled timeline.
17. The representative of China recalled their leadership efforts at GRVA level and IWG on Functional Requirements for Automated Vehicles (FRAV) level and committed to promote the activities of the IWG on ADS.
18. The representative of the United States of America expressed appreciation for the global cooperation initiated in that field.
19. The representative of United Kingdom of Great Britain and Northern Ireland looked forward to that process and committed to support the leadership effort.
20. The representative of OICA supported these activities and recalled their offer to provide secretariat support to the IWG, together with other organizations. The representative of CLEPA recalled that the effectiveness of the global requirements would depend on the proper transposition at national or regional level.
21. WP.29 noted that the IWG on ADS would be led by the representatives of Canada, China, European Commission, Japan, United Kingdom of Great Britain and Northern Ireland and the United States of America. WP.29 also noted that the secretariat services would be provided by the representatives of AAPC, OICA, JASIC and SAE International.
22. WP.29 adopted ECE/TRANS/WP.29/2024/33.
23. The Chair of GRVA presented the proposal for a draft resolution with guidance on Artificial Intelligence (AI) in the context of road vehicles, ECE/TRANS/WP.29/2024/34, amended by WP.29-192-11. He detailed the main amendment agreed by GRVA at its January 2024 session, the modification of the title replacing the term “resolution” by “guidance document”, reflecting the current level of maturity of the document.



24. The representatives of Canada and the European Commission noted the value of the document but felt that no endorsement was necessary at this stage, as the document was to be considered as a living document following technical progress.
25. The representative of OICA confirmed that, by definition, this document would be a “living document” but nevertheless advocated for endorsement of the document as this would provide for a first foundation of guidance related to AI in the context of road vehicles.
26. The representative of ITU mentioned how important this topic was for WP.29 and he looked toward WP.29 on how it formally set what AI is going to do for vehicle technology and whether a new group under WP.29, possibly under the IWG on ITS, to lead the work on recommendations for AI in the context of vehicle technology.
27. The representative of the United States of America suggested that WP.29 note the importance of AI to the automobile industry, endorse the ongoing AI discussions underway in GRVA and note the ongoing work underway on a guidance document to provide further insight to regulators and stakeholders.
28. The Chair of GRVA acknowledged that this topic went potentially beyond the scope of GRVA. He asked whether the other GRs should be involved, and if GRVA should continue. To this, WP.29 could hold a workshop to further discuss the current document.
29. WP.29 requested the secretariat to distribute WP.29-192-11 with an official symbol at the next session and agreed to organize a workshop on AI in the context of vehicles prior to the 193rd session.
30. The representative of the Japan, Co-Chair of the IWG on ITS presented the status report of the group, focusing on the activities of the Vehicular Communication Task Force, as the IWG did not convene since November 2023. He also referred to informal document WP.29-192-13 providing draft vehicular communications definition and overview. He invited participants to send feedback to the secretariat of the task force prior to the next session scheduled on 26 March 2024. The representative of France agreed to send input and the representative of Germany suggested to the group to consider regulation.
31. The representative of France presented the status report of the taskforces dealing with the fitness of the WP.29 vehicle regulations for ADS (WP.29-192-17), mentioning the activities performed since June 2023, providing an update of the screening results and the priorities as well as a proposed timeline for the developments of the necessary amendments to the vehicle regulations. He provided an update (WP.29-192-18) to the report ECE/TRANS/WP.29/2023/86. He announced that the next update would be provided at the November 2024 WP.29 session. The representative of the European Union encouraged all the GRs to accelerate the process of screening and revision of UN Regulations under their purview with a view to mirror the ADS GTR/UN Regulation timeline. The representative of Canada thanked the Co-Chairs of the group. He further noted that such evaluation was important, prior to the establishment of regulations or conventions. WP.29 thanked the representatives of China and France for their leadership and welcomed the report.
32. The Chair of GRVA stated that the coordination effort by France and China was a good example of coordination among GRs that could be a basis for the upcoming work on AI in the context of vehicles.
33. The expert of Rijkdienst voor het Wegverkeer (RDW) of the Netherlands presented considerations on sustainability and automation (WP.29-192-10). He recalled, among others, the expected benefits of ADS and he drew the attention of WP.29 on potential drawbacks due to the emissions resulting from data processing required for example for vehicle automation (and electrification, even though in a lower magnitude). He detailed the outcome of a study of the University of Delft. He recommended that further empirical research be conducted, that GRPE and GRVA consider this matter and that the discussion includes the Inland Transport Committee (ITC) and WP.1.
34. The representative of the Russian Federation highlighted that the questions raised related to sustainability and automation would need to be carefully considered in line with the vehicle whole life compliance principles, recently adopted by WP.29.
35. The Chair of GRVA highlighted that automated and autonomous vehicles were indeed expected to improve safety, emissions and provide traffic congestion reduction benefits. He

recalled the challenges related to mixed traffic within the next decades. He indicated that the envisaged joint activities between GRVA and GRPE had not yet materialized due to a lack of resources.

36. The Chair of GRPE highlighted the importance of looking at this emerging topic. He added that considering Life Cycle Assessment (LCA) approaches was paramount to avoid cherry picking and to have a holistic vision of the impact of new technologies. He supported closer collaboration of GRVA and GRPE on this topic.

37. WP.29 agreed to transmit WP.29-191-10 to GRVA and GRPE for consideration.

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

*Documentation:* ECE/TRANS/2024/3  
Informal documents: WP.29-192-06

38. The secretariat briefed WP.29 on the outcomes of the eighty-sixth session of the Inland Transport Committee (ITC).

39. He highlighted the following ITC decisions with relevance to WP.29:

“37. **Took note** of the status of implementation by the Committee and its subsidiary bodies of the revised Intelligent Transport Systems (ITS) Road Map that was adopted at its eighty-third session; **encouraged** the Working Parties to pursue their efforts in implementing the revised Road Map and **encouraged** continuation of the work of:

...

- the World Forum for Harmonization of Vehicle Regulations (WP.29) on the implementation of the framework document on the safety of automated vehicles;
- the Working Party on Automated/Autonomous and Connected Vehicles (WP.29/GRVA) on regulating autonomous/automated and connected vehicles and continue the exchange on definitions and general principles for Artificial Intelligence in the context of road and vehicle safety;

as fostering and highlighting regulatory and other activities such as ad hoc meetings in the areas where ITC ITS Roadmap could provide direction to ensure the equitable benefits that ITS could provide in terms of safety, environmental protection, energy efficiency and traffic management;

...”

58. **Endorsed** the activities listed in ECE/TRANS/2024/24; **welcomed** the work and achievements by the World Forum for Harmonization of Vehicle Regulations, WP.29, such as (a) the new UN Regulation on Restraint systems for Safer Transport of Children in buses, (b) the development of Guidelines for Regulatory Requirements and Verifiable Criteria for Automated Driving System Safety Validation and New Assessment/Test Method for Automated Driving (NATM) and Guidelines for Validating Automated Driving System (ADS), and (c) the establishment of one new UN Global Technical Regulation (GTR) (No. 24 on laboratory Measurements of Brake Emissions for Light-Duty Vehicles) a new UN Regulation on global Real Driving Emissions and (d) the continued work on equitable occupant protection; **noted** the desire of the Working Party on Automated/Autonomous and Connected Vehicles, GRVA, to hold one of its annual sessions outside of Geneva in 2025; and **thanked** Germany for the interim hosting of the Database for the Exchange of Type Approval documentation (DETA); [Agenda item 10(k)]”

40. The secretariat presented (WP.29-192-06) the content of the ITC Strategy on Reducing Greenhouse Gas Emissions from Inland Transport (ECE/TRANS/2024/3)

41. The representative from FIVA asked whether sustainable biofuels and e-fuels were included in ECE/TRANS/2024/3. The secretariat clarified that the strategy attempted to

remain technology neutral while giving attention to low carbon technologies that were rapidly gaining market share.

42. The representatives of Australia, Canada and United States of America reiterated the importance of enabling hybrid meetings to support greater participation in WP.29 meetings, as mentioned in the ITC strategy on Climate Change Mitigation and as repeatedly requested by WP.29.

43. The secretariat explained that decisions were still expected by the General Assembly on the possibility to host hybrid meetings, and that therefore the UN Office in Geneva had stopped offering the possibility to host hybrid official meetings until a decision has been reached.

44. The secretariat also indicated that action 6 of the ITC climate strategy was not focusing on budget aspects but rather looking at conditions and procedural aspects, such as voting or elections, for holding official meetings in hybrid format if and when budget issues would be resolved.

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

### **A. Working Party on Noise and Tyres (GRBP) (Seventy-eighth session, 30 August - 1 September 2023 (agenda item 3.1))**

*Documentation:* ECE/TRANS/WP.29/GRBP/76

45. The World Forum approved the report of the seventy-eighth session of GRBP (ECE/TRANS/WP.29/GRBP/76).

### **B. Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (Seventeenth session, 25-29 September 2023 (agenda item 3.2))**

*Documentation:* ECE/TRANS/WP.29/GRVA/17

46. The World Forum approved the report of the seventeenth session of GRVA (ECE/TRANS/WP.29/GRVA/17).

### **C. Working Party on General Safety Provisions (GRSG) (126th session, 10-13 October 2023) (agenda item 3.3)**

*Documentation:* ECE/TRANS/WP.29/GRSG/105

47. The World Forum approved the report of 126th session of GRSG (ECE/TRANS/WP.29/GRSG/105).

### **D. Working Party on Lighting and Light-Signalling (GRE) (Eighty-ninth session, 24-27 October 2023) (agenda item 3.4)**

*Documentation:* ECE/TRANS/WP.29/GRE/89 and Corr.1

48. The World Forum approved the report of the eighty-ninth session of GRE (ECE/TRANS/WP.29/GRE/89 and Corr.1).

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

### **1. Working Party on Passive Safety (GRSP) (Seventy-fourth session, 4-8 December 2023) (agenda item 3.5.1)**

49. The representative of the United States of America, on behalf of the Chair of GRSP, informed WP.29 about the results achieved by the group during its seventy-fourth session (for details see the session report ECE/TRANS/WP.29/GRSP/74), which took place on 4-8 December, 2023.

50. . On the status of the work on EV safety, he reported that GRSP had yet to agree on several key technical issues and could not agree on recommending an extension of the IWGs mandate. . Similarly, Concerning the creation of a special interested parties' group that would work on an amendment to UN Regulation No. 100 under the framework of the 1958 Agreement, GRSP could not reach agreement. Both matters were deferred to WP.29 and AC.3. .

51. Following the recommendation of AC.2:

- WP.29 decided to extend the mandate of the IWG EVS to complete the technical work under the 1998 Agreement. (see para. 5(g)).
- WP.29 also agreed to formalize a special interested parties' group, under GRSP, to take stock of the work achieved so far by IWG EVS and proposed to amend UN Regulation No. 100 (Electric power trained vehicles) by June 2024.
- WP.29 agreed to request the secretariat to provide a wiki page under GRSP webpage to allocate the documents of the special interested parties' group to provide full transparency.

The representative of OICA recommended alignment of the work outcome of the special interested parties' group and IWG EVS to avoid dis-harmonization.

52. Following the recommendation of AC.2, WP.29 decided to extend the mandate of the IWG EVS (see para. 5(g)). In the meantime, on the request of the representative of the EU, WP.29 agreed to establish an ad-hoc group, under GRSP, to take stock of the work achieved so far by IWG EVS and amend UN Regulation No. 100 (Electric power trained vehicles) by June 2024. Moreover, it was agreed to request the secretariat to provide a wiki page under GRSP webpage to allocate the documents of the ad hoc group to provide for full transparency. The representative of OICA recommended alignment of the work outcome of the ad hoc group and IWG EVS to avoid dis-harmonization.

53. The representative of the United States of America, on behalf of the Chair of GRSP recalled that Supplement 10 to the 03 series to UN Regulation No. 129 (ECE/TRANS/WP.29/2023/120) to clarify the existing requirement on "one-belt route", adopted by WP.29 at its November 2023 session, needed further guidance. He explained that this clarification through the supplement would lead to uncertainty on previous type approvals granted in the same series of amendments but based on different interpretations and the same uncertainty would be reiterated for extensions of these type approvals preceding the supplement. GRSP experts were requested to provide feedback for discussion to Type Approval Authority Meetings (TAAM) and to be increasingly vigilant on this type of matters.

54. The representative of CLEPA stated that at the December 2023 session of GRSP, his organization highlighted through GRSP-74-03 examples of CRS on the market that would not comply with several important requirements of UN Regulation No. 129 on enhanced child restraint systems. This included, but was not limited to, violation of the requirement for only one seat belt route for installation of CRSs in a car. He underlined that CLEPA demonstrated those CRS have been type-approved incorrectly but they have a significant advantage in the market because they could offer attractive features that are not permitted to the detriment of manufacturers that respect the type-approval rules. Finally, he stated that this was a market-surveillance problem and also a type-approval problem, and actions should be taken to resolve it particularly in light of the provisions for non-conforming products under the 1958 Agreement. He concluded inviting all contracting parties to liaise with CLEPA and

discuss this issue at the May 2024 session of GRSP in order to resolve it. WP.29 endorsed the approach suggested by the representative of CLEPA.

55. WP.29 noted that concerning the new UN Regulation on the Approval of Child Restraint Systems for Safer Transport of Children in Buses, GRSP had agreed on the revised TOR (ECE/TRANS/WP.29/GRSP/2023/30) of the IWG on Safer Transport of Children in Buses and Coaches (IWG-STCBC) for the Phase 2 of the UN Regulation and sought WP.29 endorsement. WP.29 endorsed the revised ToR (ECE/TRANS/WP.29/GRSP/2023/30).

56. On children left in cars, WP.29 noted that GRSP had agreed establishing an ad hoc group with clear TOR. The experts from Australia and the Republic of Korea proposed to co-chair the group. The expert from China informed GRSP that NCAP China already had protocols to test the original equipment of manufacturers to detect the presence of children and offered to co-chair the group. WP.29 agreed to establish an IWG instead of ad-hoc group on this subject to give more momentum to the group, pending the adoption of the ToR at the May 2024 session of GRSP.

57. WP.29 noted that GRSP had unanimously elected Mr. M. Koubek (United States of America) as Chair and Mr. H. G. Kim (Republic of Korea) as Vice-Chair for the sessions of GRSP scheduled in the year 2024.

## **2. Working Party on Pollution and Energy (GRPE) (Ninetieth session, 9–12 January 2024) (agenda item 3.5.2)**

58. The Chair of GRPE (Netherlands) reported to WP.29 on the results achieved by GRPE during its ninetieth session (for more details see the report of the session ECE/TRANS/WP.29/GRPE/90).

59. GRPE approved revised terms of references and rules of procedure for the IWG on EVE.

60. GRPE reviewed and updated its list of priority that has been adopted during the March 2024 session of WP.29. GRPE agreed to include a potential revision to Non-Road Mobile Machinery emissions limits and the inclusion of ultrafine particulate emissions for all vehicle categories subject to particulate number limits.

61. GRPE requested the secretariat to cancel the May 2024 session of GRPE and agreed to host a session in October 2024. GRPE agreed to hold a series of virtual or hybrid events in January, May and October 2024 to support the activities to be achieved during official meetings.

62. GRPE also requested the secretariat to set new dates for 2025 GRPE sessions, with sessions to take place on 25-28 March 2025 and 14-17 October 2025. GRPE ensured there would be no overlap with other GR or WP.29 sessions.

63. The expert from IMMA, as secretary to the IWG on EPPR (Environmental and Propulsion Performance Requirements of L-category vehicles) highlighted the invitation for expressions of interest from Contracting Parties and stakeholders to participate in the IWG discussions and resources needed to undertake the planned transposition of UN GTR No. 2 (Measurement procedure for two- and three wheeled motorcycles equipped with a positive or compression ignition engine with regard to the emission of gaseous pollutants, CO<sub>2</sub> emissions and fuel consumption) for the emission levels equivalent to Euro 3, 4, and 5 into UN Regulation No. 40. The next meeting of the IWG on EPPR was planned for 23/24 April 2024.

## **3. Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (Eighteenth session, 22–26 January 2024) (agenda item 3.5.3)**

64. The GRVA Chair reported on the results achieved by GRVA during its eighteenth session (see ECE/TRANS/WP.29/GRVA/18 for further details).

65. WP.29 noted that GRVA prepared terms of reference for new IWG on ADS and endorsed the establishment of that group. WP.29 also welcomed the arrangements made for the organization of GRVA workshops that would support the development of a UN Global Technical Regulation and a UN Regulation on ADS.

66. WP.29 noted that GRVA completed the drafting of Driver Control Assistance System (DCAS) provisions and welcomed the submission of the draft new UN Regulation on DCAS for consideration and potential adoption by AC.1 in the course of this week. WP.29 noted that the phase 2 of the activities on DCAS would start soon.

67. WP.29 noted the ITC decision No. 58 (Eighty-sixth ITC in February 2024, Informal document No.6 /Rev.4) regarding the idea to host the May 2025 session of GRVA in the ESCAP premises in Bangkok (Thailand) and reconfirmed it. WP.29 recalled its request to the secretariat to proceed with the necessary arrangements.

68. The representative of Australia noted that GRVA prepared an amendment to UN Regulation No. 155 (Cyber Security and Cyber Security Management System) to include all Category L vehicles in the scope of the regulation. He inquired whether GRVA would also consider a similar amendment to the sister UN Regulation No. 156 (Software Update and Software Update Management System). The secretariat confirmed that GRVA recently discussed this idea.

69. The representative of IMMA clarified that IMMA had proposed to include L-category vehicles in the UN Regulation No. 155 to harmonise cybersecurity requirements under WP.29/GRVA rather than introduce requirements region by region. He added that L-category vehicles currently have limited risk for cybersecurity abuse and there is no urgency for introducing new requirements for Software Updates with UN Regulation No. 156.

#### **4. Working Party on Noise and Tyres (GRBP) (Seventy-ninth session, 6–9 February 2024) (agenda item 3.5.4)**

70. The GRBP Chair reported on the results achieved by GRBP at its seventy-ninth session (for details, see the report of the session ECE/TRANS/WP.29/GRBP/77).

71. He recalled the ongoing Real Driving – Additional Sound Emission Provisions (RD-ASEP) monitoring according to the 03 series of amendments to UN Regulation No. 51 and pointed out the low response rate from contracting parties applying UN Regulation No. 51. WP.29 joined GRBP in urging type approval authorities and technical services to provide the RD-ASEP data before the end of the monitoring period in June 2024.

72. He reported that GRBP adopted a new series of amendments to UN Regulation No. 138 (Quiet road transport vehicles). He added that some experts from contracting parties supported the proposals as striking a delicate balance between road safety and environmental noise, while some others felt that the proposal was not ambitious enough for noise reduction.

73. He informed WP.29 that GRBP decided to move the prescriptions for snow grip performance of retreaded tyres and their classification as traction tyres from UN Regulations Nos. 108 and 109 to a new UN Regulation created for that purpose.

74. Finally, he reported that for UN Regulation No. 117 (Tyre rolling resistance, rolling noise and wet grip), GRBP, in cooperation with GRPE, adopted first-ever test methodologies to measure tyre abrasion. The details of these amendments could be found in a press-release on this topic published by UNECE in February 2024.

75. The representative of ETRTO pointed out the full support of their organization and the tyre industry as a whole to the important activities on tyre abrasion, including the ongoing market assessment of tyres with a view to determining future tyre abrasion limits.

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

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

76. 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.32, 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)**

77. 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)**

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

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

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

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

*Documentation:* Informal documents WP.29-192-15 and WP.29-192-16.

80. The representative of Japan, Chair of the IWG on IWVTA, reported (WP.29-192-16) on the outcome of the forty-four session of the group held in Brussels on 28 February 2024.

81. He highlighted that the amendments to UN Regulations under the 1958 Agreement would not warrant an update Annex 4 to UN Regulation No. 0 this year.

82. He detailed that the group considered the method for a contracting party to notify the acceptance of Limited IWVTA (L-IWVTA) in case one UN Regulation is optional for L-IWVTA in their jurisdiction. The group discussed using, for this purpose, the relevant application provided by the secretariat to generate the revisions of ECE/TRANS/343 and specifically the relevant columns and footnotes.

83. He introduced an amendment proposal (WP.29-192-15) to the General Guidelines for United Nations regulatory procedures and transitional provisions in UN Regulations. WP.29 requested the secretariat to distribute the document with an official symbol for consideration at the June 2024 session.

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

84. The representative of Australia suggested to keep this item on the agenda at the future sessions of WP.29 until new information would be provided by GRE on the need of the Unique Identifier (UI) for the simplification of type approval markings.

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

*Documentation:* Informal document WP.29-192-07 and WP.29-192-08

85. The representative of Germany, Chair of the IWG on the Database for the Exchange of Type Approval documentation (DETA), presented (WP.29-192-07 and WP.29-192-08) the report to the World Forum on the outcome on the work of the IWG at its forty-ninth session, held on 29 February 2024. He informed WP.29 that 7,000 additional approvals were uploaded in DETA since November 2023. He laid out the current state of play related to the implementation of UI and mentioned that a discussion document had been drafted for

review by GRE. He mentioned the envisaged changes to the software discussed by the group aimed to introduce the obligations related to the respect of intellectual property, when logging in. He reported on the two-factor authentication method for logging into the system, envisaged to be deployed end of 2024. He proposed modifications to the overview of access rights to DETA clarifying the access for technical services with specific requirements for manufacturers acting as technical service.

86. WP.29 adopted the proposed modifications to the access rights to DETA (see ECE/TRANS/WP.29/1173, para. 91) as follows:

*“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	-	-	-
Designated Technical Service ***) (Does not apply to manufacturer designated as technical service)	R	-	-	-
Manufacturer (including manufacturer designated as technical service *) (only for own approvals)	R	R	R	R

\*) Manufacturers get access upon request to the DETA Administrator, via the DETA focal point of the CP.  
\*\*) The DETA focal point of the CP may provide access to the Market Surveillance Authority of his/her Country, subject to adherence with para. 91 of ECE/TRANS/WP.29/1145.  
\*\*\*) Technical services get access upon request to the DETA Administrator, via the DETA focal point of the CP.”

87. The representative of the European Commission regretted the direction taken by the majority of GRs, rejecting the use of the Unique Identifier feature, which was a novelty introduced with the Revision 3 of the 1958 Agreement with a view to simplify the administrative process. He welcomed that the discussion be continued at the next GRE session. He also expressed concerns that the Declaration of Conformance (DoC) would no longer be developed.

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

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

*Documentation:* ECE/TRANS/WP.29/2024/2  
ECE/TRANS/WP.29/2024/3

89. The World Forum considered draft amendments under agenda item 4.6.2 and recommended their submission to AC.1 for voting.



90. For agenda item 4.6.1, WP.29 concurred with the GRBP request to postpone to the June 2024 session consideration of ECE/TRANS/WP.29/2024/2 (Proposal for Supplement 27 to UN Regulation No. 54), with the aim to combine it with another amendment proposal to the same UN Regulation that had been adopted by GRBP in February 2024.

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

*Documentation:* ECE/TRANS/WP.29/2024/4  
ECE/TRANS/WP.29/2024/5  
ECE/TRANS/WP.29/2024/6  
ECE/TRANS/WP.29/2024/7  
ECE/TRANS/WP.29/2024/8  
ECE/TRANS/WP.29/2024/9  
ECE/TRANS/WP.29/2024/10  
ECE/TRANS/WP.29/2024/35  
ECE/TRANS/WP.29/2024/36

91. The Chair of GRVA presented the content of ECE/TRANS/WP.29/2024/35 and ECE/TRANS/WP.29/2024/36, proposing two supplements to UN Regulation No. 79, aimed to be adopted simultaneously together with ECE/TRANS/WP.29/2024/37 under agenda item 12.1.

92. The World Forum considered draft amendments under agenda items 4.7.1 to 4.7.7 and recommended their submission to AC.1 for voting.

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

*Documentation:* ECE/TRANS/WP.29/2024/11  
ECE/TRANS/WP.29/2024/12  
ECE/TRANS/WP.29/2024/13  
ECE/TRANS/WP.29/2024/14  
ECE/TRANS/WP.29/2024/15

93. 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.

94. Under agenda items 4.8.4 to 4.8.5 the Chair of GRSG presented draft series of amendments to UN Regulations Nos. 46 and 55 to incorporate provisions on pendulum dimension for the impact test and to clarifying the need to have a support device for centre axle trailers, independent of the type of coupling device.

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

*Documentation:* ECE/TRANS/WP.29/2024/16  
ECE/TRANS/WP.29/2024/17  
ECE/TRANS/WP.29/2024/18  
ECE/TRANS/WP.29/2024/19  
ECE/TRANS/WP.29/2024/20  
ECE/TRANS/WP.29/2024/21  
ECE/TRANS/WP.29/2024/22  
ECE/TRANS/WP.29/2024/23  
ECE/TRANS/WP.29/2024/24  
ECE/TRANS/WP.29/2024/25  
ECE/TRANS/WP.29/2024/26  
ECE/TRANS/WP.29/2024/27  
ECE/TRANS/WP.29/2024/28

ECE/TRANS/WP.29/2024/29  
ECE/TRANS/WP.29/2024/30

95. The World Forum considered draft amendments under agenda items 4.9.1, 4.9.2, 4.9.4 to 4.9.9, 4.9.11, 4.9.12, 4.9.14 and 4.9.15 and recommended their submission to AC.1 for voting.

96. For agenda items 4.9.3, 4.9.10 and 4.9.13, the GRE Chair proposed the following editorial corrections:

- *Agenda tem 4.9.3., ECE/TRANS/WP.29/2024/18, title*, for ‘Proposal for Supplement 13 to the original series of amendments to UN Regulation No. 45’ read ‘Proposal for Supplement 13 to the 01 series of amendments to UN Regulation No. 45’.
- *Agenda item 4.9.10, ECE/TRANS/WP.29/2024/25, Annex 10, Table A10-1*, delete an empty line.
- *Agenda item 4.9.13, document ECE/TRANS/WP.29/2024/28, paragraph 6.22.9.1.*, for ‘item 9.3.2.3.’ read ‘item 9.2.2.3.’

97. Subject to the above corrections, the World Forum considered draft amendments under agenda items 4.9.3, 4.9.10 and 4.9.13 and recommended their submission to AC.1 for voting.

98. The representative of Japan pointed out their full support to the proposal for new 09 series of amendments to UN Regulation No. 48 under agenda item 4.9.13. (ECE/TRANS/WP.29/2024/28) and stressed its importance to road safety.

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

*Documentation:* ECE/TRANS/WP.29/2024/31

99. The World Forum considered draft corrigendum under agenda item 4.10.1 and recommended its submission to AC.1 for voting.

#### **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)**

100. 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.29/2024/37

101. The World Forum welcomed the information provided by the Chair of GRVA related to Advanced Driver Assistance System and the current provisions in UN Regulation No. 79. WP.29 considered the proposal for a new UN Regulation on Driver Control Assistance System under agenda item 4.12.1. 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)**

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

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

103. No proposal for amendments to the Consolidated Resolution on the Construction of Vehicles (R.E.5) has been submitted.

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

104. No proposal for amendments to the Mutual Resolutions of the 1958 and the 1998 Agreements has been submitted.

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

105. WP.29 noted that no document had been pending under this agenda item.102.No proposal for amendments to the Mutual Resolutions of the 1958 and the 1998 Agreements has been submitted.

**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.38

106. The World Forum agreed that agenda items 5.2 to 5.5 related to the 1998 Agreement should be considered in detail under agenda items 13 to 19 prepared for the Executive Committee of the 1998 Agreement, WP.29/AC.3.

**VIII. Elements of common interest under 1958 and 1998 Agreements (agenda item 6)**

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

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

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

108. The representative of the Russian Federation, Co-Chair of the IWG on PTI presented the outcome of the thirty-third and thirty-fourth meetings of the group, held virtually on 5 December 2023 and 13 February 2024, respectively.

109. He reported that the group continued its deliberations on in-service compliance assessment, he explained the stance of the group regarding Advanced Driver Assistance Systems (ADAS) and Automated Driving Systems (ADS) and the potential role of the Electronic-Periodical Technical Inspections (e-PTI). He noted the need for e-PTI, to obtain data from the vehicle's Electronic Control Units (ECU) using an electronic interface (e.g. scan tools). He thanked the expert from Japan for his presentation on e-PTI in Japan. He

recalled the collaboration with GRSG on the development of a draft rule on Accident Emergency Call Systems (AECS). He highlighted the study presented by industry evaluating the European roadworthiness package and specifically assessed the impact of PTI on accident prevention measures. He informed the World Forum that the IWG was revisiting its Terms of Reference and would present an updated version to WP.29 at its June 2024 session. He recalled WP.29 that the mandate of the Group would expire in June 2024. He explained that the group would request WP.29 to extend the mandate until June 2027.

110. As proposed by Finland, WP.29 agreed to await the revisited TORs at its 193<sup>rd</sup> session for consideration and adoption together with the extension of the group's mandate.

111. The WP.29 Chair recalled the vacant position of the Co-Chair of the IWG on PTI and invited contracting parties to consider nomination of a candidate.

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

*Documentation:* ECE/TRANS/WP.29/1074/Rev.18 and Amend.1

112. WP.29 noted ECE/TRANS/WP.29/1074/Rev.18 and Amend.1 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. This included a related update notified by the Republic of Belarus on 4 March 2024.

113. The representative of Belarus provided an update regarding the implementation of the 1997 Agreement in their Country. In addition he presented another notification by the Republic of Belarus regarding Technical Inspection Certificates which are in use in the Contracting Parties as an alternative to the model of Appendix 2 of the Agreement (para. 4 Appendix 2). He provided details on the conditions of obtention, and on the format of the certificates delivered by the proper authorities of the Country following a periodic technical inspection and displayed a specimen of the national inspection certificate used as alternative to the international technical inspection certificate.

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

114. 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)**

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

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

116. 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, if any (agenda item 7.5)**

117. 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.29/2023/89

118. WP.29 noted that no requests for amendments to the framework document on vehicle whole-life compliance had been received. .

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

### **A. Exchange of information on enforcement of issues on defects and non-compliance, including recall systems (agenda item 8.1)**

119. The WP.29 Secretary recalled that the Enforcement IWG had no activities during the last 5 years and also no chair or/and vice-chair were selected. The WP.29 Chair encouraged the World Forum to reflect on whether to maintain this IWG and was expecting reaching a decision on this matter at the June 2024 session.

### **B. 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 8.2)**

*Documentation:* WP.29-190-07

120. WP.29 noted that WP.1 did not convene after the November 2023 session of WP.29 and that no new information was available.

121. Referring to AC.2 recommendation (see para. 5 (d)), WP.29 fostered collaboration between WP.1, and WP.29 on Automated Vehicles and recommended that its subsidiary bodies would consider WP.29-190-07 during their next sessions.

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

*Documentation:* ECE/TRANS/2023/7/Rev.1

122. WP.29 noted ECE/TRANS/2023/7/Rev.1, concerning the UNECE Road Safety Action Plan 2023 – 2030. WP.29 further noted that ITC had invited, at its February 2024 session all its relevant Working Parties to submit in the course of 2023 their first inputs to the secretariat in the corresponding areas of the action plan that were relevant to their work and contributions. The secretariat stressed that further input was essential from the Contracting Parties to make the document comprehensive and be completed and presented at the ITC 2025 session. The representative of OICA appreciated the holistic approach of the document; however, he underlined that the terminology of crashworthiness was very open and needed clarifications including as concerns several proposals being made under the "safe vehicles" section of the document. The representative of Canada explained that the primary goal of the decade of action for road safety was to reduce road casualties by half for this decade. Following interventions by the representatives of Cameroon, Canada, France, Germany and the Secretariat, WP.29 agreed to request its members to provide comments by 20 March, 2024 to the secretariat in order to prepare an updated document (based on comments provided thus far and those provided by 20 March 2024, including a focus on WP29 activities in the Program of Work related to the Decade of Action) to be discussed during a virtual meeting among interested parties as a start. At the same time the secretariat was requested to share the updated document with GRSP experts to touch basis on topics covering its remit. Finally, it was agreed to resume discussion on this topic at the June 2024 session of WP.29 on the basis of a revised document as a result of the above-mentioned consultations and to finalize it by November 2024 session of the World Forum.

**D. Safer and cleaner used and new vehicles for low- and middle-income countries (agenda item 8.4)**

*Documentation:* informal documents WP.29-192-20 and WP.29-192-21

123. The Chair of the IWG of Safer and Cleaner Used and New Vehicles (SCUNV), gave a presentation on the recent activities of the group, WP.29-192-20, where he highlighted the recent meetings of the group, showing the work that has been done and the various tasks forces. He presented the first output from the group as the informal document WP.29-192-21 and asked for feedback from WP.29 and, if accepted, requested to WP.29 to convert this document into a formal document for the June 2024 session of WP.29.

124. The representative of the United Kingdom of Great Britain and Northern Ireland noted the importance of the work of the group and posed the question as to whether the IWG on SCUNV included in their list the inspection of Classical and Historical Vehicles and whether the group considered an exemption policy.

125. The Chair of the IWG of SCUNV asked the delegate from the United Kingdom of Great Britain and Northern Ireland to share, if possible, the statistics related to vehicles within this category as this might aid the discussions within the group when they move forward with the processes of how to inspect.

126. The Secretary of WP.29 thanked the Chair of the IWG for the presentation and noted that he believed the presentation addressed the question from the United Kingdom of Great Britain and Northern Ireland by noting requirements for inspection only covered elements from when the vehicle was new.

127. The representative of Cameroon commended the IWG on SCUNV on their work and noted that the subject of the group was of particular importance to his country as Used Vehicles constitute a large percentage of vehicles in Cameroon. He further noted that the inspection of used vehicles should be a mutual endeavour both at the departure point and the arrival point. He added that he looked forward to working with the IWG on SCUNV and the subcommittee on New Vehicles to help in the facilitation of the knowledge from the regional perspective. He concluded by noting that safety on the roads was a matter of concern for all parties and if the situation was improved it would therefore improve the quality of the market.

128. The representative of OICA stressed that the goal is not to check under which regulations the vehicle was approved originally, but to ensure that the vehicle was sufficiently safe and clean to be considered as roadworthy.

129. The representative of the United States of America and Vice-Chair of the IWG on SCUNV agreed with the comments by the representative from OICA noting that the aim was to ensure the roadworthiness of vehicles. He noted that he was speaking on behalf of one of four Vice-Chairs, with the other Vice-Chairs being Kenya, Nigeria and The Netherlands. He also noted that with respect to classic and historic vehicles the process for determining roadworthiness should include some exemptions. He further added that the aim was to have a core set of requirements in order to raise the level of roadworthiness of vehicles imported by the importing countries. He also commended the participation by Cameroon and encouraged their further participation in the group also noting that the intention of the group was to have meetings in Africa and hybrid/virtual meetings in order to facilitate global participation and engagement.

130. The representative from the Russian Federation thanked the chair of the IWG of SCUNV for the presentation and questioned whether there were any plans to include considerations for vehicles which may have had components changed during the life cycle of the vehicle.

131. The chair of the IWG of SCUNV responded that these items would be addressed in the next phase of the discussions on the work of the group. He encouraged those delegates with an understanding of PTI to participate in the group as this would help with the development of the next phases of the work of the group.

132. The representative of Cameroon added that vehicle parts were of interest to his country as well as issues related to the safe importation of used tyres or second-hand tyres

including issues around waste management to address the full cycle of the products. He also added that there was a knowledge gap that needs to be addressed adequately by working closely with relevant authorities and stakeholders at the national level, considering the limitations of low and middle-income countries in various areas such as the repairs of vehicles with electronic parts.

133. The chair of the IWG on SCUNV agreed with the comments from the representative from Cameroon relating to the waste management issue faced by most importing countries. He noted further that even though the group's primary focus right now was on African countries that there are similar problems experience by Latin American countries and there should be more done to encourage participation from these countries.

134. The Chair of WP.29 thanked the chair of the IWG on SCUNV for the presentation and WP.29 agreed with the request of the group to distribute WP.29-192-21 as formal document at its June 2024 session.

## **E. Documents for publication (agenda item 8.5)**

*Documentation:* informal document WP.29-192-22

135. WP.29 noted that the informal document WP.29-192-22 provided information on the proposals for the amendments, corrigenda and two new UN Regulations, that have been adopted by AC.1 in the November 2023 session of WP.29. The forum further noted that the document also included the entry into force of the corrigenda being 15 November 2023, the (envisaged) dates of entry into force, being the 15 June 2024 for the amendments if no objections had been received, and the 19 June 2024 for the new UN Regulation.

## **F. Introduction to the Breakthrough Agenda activities on Road Transport (agenda item 8.6)**

*Documentation:* informal document WP.29-192-14

136. The representative of the United Kingdom of Great Britain and Northern Ireland provided an introduction to the Breakthrough Agenda activities on Road Transport (see WP.29-192-14), a global framework launched by world leaders at the twenty-sixth Conference of Parties in Glasgow in 2021, to strengthen international collaboration with the aim to make clean technologies and sustainable solutions the most affordable, accessible and attractive option in key sectors and in all regions by 2030. He gave an overview of the sectors addressed, which included road transport, detailed the five priority actions related to it. He highlighted that two of them mentioned WP.29 (harmonization of existing sustainable battery regulations and the working group on Safer and Cleaner Used and New Vehicles). WP.29 noted with interest this information.

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

137. The World Forum adopted the report on its **192nd session** and its annexes based on a draft prepared by the secretariat. The report included sections related to the **eighty-sixth session** of the Administrative Committee (AC.1) of the 1958 Agreement, to the **sixty-ninth session** of the Executive Committee (AC.3) of the 1998 Agreement and the fifteenth 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)**

138. Of the 61 contracting parties to the agreement, 38 were represented and taking part in the voting procedure at the eighty-sixth AC.1 session, on 6 March 2024.

139. 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)

140. 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>				
10	Electromagnetic compatibility	52	36	2024/16	36/0/0	Suppl.3 to the 06 series	*
13	Heavy Vehicle Braking	53	36	2024/4	36/0/0	Suppl. 21 to the 11 series	*
13	Heavy Vehicle Braking	53	36	2024/5	36/0/0	Suppl. 3 to the 12 series	*
13	Heavy Vehicle Braking	53	36	2024/6	36/0/0	Suppl. 1 to the 13 series	*
37	Filament light sources	54	37	2024/17	37/0/0	Suppl. 49 to the 03 series	*
45	Headlamp cleaners	48	36	2024/18 as amended by para. 96	36/0/0	Suppl. 13 to the 01 series	*
46	Devices for indirect vision	51	36	2024/11	36/0/0	Supplement 1 to the 05 series	*
46	Devices for indirect vision	51	36	2024/14	36/0/0	06 series	*
48	Installation of lighting and light-signalling devices	52	36	2024/19	36/0/0	Suppl. 20 to the 06 series	*
48	Installation of lighting and light-signalling devices	52	36	2024/20	36/0/0	Suppl. 7 to the 07 series	*
48	Installation of lighting and light-signalling devices	52	36	2024/21	36/0/0	Suppl. 5 to the 08 series	*
48	Installation of lighting and light-signalling devices	52	36	2024/28 as amended by para. 96	36/0/0	09 series	*
53	Installation of lighting and light-signalling devices for L3 vehicle	50	35	2024/29	35/0/0	Suppl. 5 to the 03 series	*
53	Installation of lighting and light-signalling devices for L3 vehicle	50	35	2024/30	35/0/0	Suppl.1 to the 04 series	*
55	Mechanical couplings	49	34	2024/15	34/0/0	03 series	*
79	Steering equipment	49	36	2024/7 and 2024/37	36/0/0	Suppl. 10 to the 03 series	*
79	Steering equipment	49	36	2024/8 and 2024/36	36/0/0	Suppl. 5 to the 04 series	*
106	Tyres for agricultural vehicles and their trailers	53	35	2024/3	35/0/0	Suppl. 21 to the original version	*



<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>				
128	LED light sources	59	38	2024/22	38/0/0	Suppl. 12 to the 00 series	*
130	Lane Departure Warning System (LDWS)	59	38	2024/10	38/0/0	01 series	*
140	Electronic Stability Control (ESC) Systems	59	38	2024/9	38/0/0	Suppl. 6 to the original version	*
148	Light-signalling devices	59	38	2024/23	38/0/0	Suppl. 2 to the 01 series	*
149	Road illumination devices	59	38	2024/24	38/0/0	Suppl. 8 to the 00 series	*
149	Road illumination devices	59	38	2024/25 as amended by para. 96	38/0/0	Suppl. 3 to the 01 series	*
150	Retro-reflective devices	59	38	2024/26	38/0/0	Suppl. 6 to the 00 series	*
150	Retro-reflective devices	59	38	2024/27	38/0/0	Suppl. 2 to the 01 series	*
158	Reversing motion	53	38	2024/12	38/0/0	Suppl. 3 to the original version	*
167	Vulnerable Road Users Direct Vision	60	38	2024/13	38/0/0	Suppl. 1 to the original version	*
<i>Corrigenda to UN Regulations</i>							
107	M2 and M3 vehicles	53	35	2024/31	35/0/0	Corr. 2 to the 06 Series	*
<i>Proposal for new UN Regulations</i>							
[171]	Driver Control Assistance System (DCAS)		38	2024/37	38/0/0		*

\* 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)**

141. The sixty-ninth session of the Executive Committee (AC.3) was held on 6 March 2024 and chaired by the representative of Japan. The representatives of 16 of the 39 contracting parties to the agreement attended: Australia, Belarus, Canada, China, European Union (representing Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, Netherlands, Romania, Slovakia, Slovenia, Spain, and Sweden), India, Japan, Nigeria, Norway, Republic of Korea, Russian Federation, South Africa, Türkiye, United Kingdom of Great Britain and Northern Ireland, United States of America and Uzbekistan.

## **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.38

142. AC.3 noted the information, as of 28 February 2024, on the status of the Agreement of the Global Registry and of the Compendium of Candidates (ECE/TRANS/WP.29/1073/Rev.38), the status of the priorities of the 1998 Agreement (based on WP.29-191-04 as reproduced in Annex IV to this report) and items on which the exchange of views should continue. AC.3 noted that notifications and the mandatory reports on the transposition process through their Permanent Missions in Geneva to the secretariat, are publicly accessible at: <https://wiki.unece.org/display/TRAN/Home>. AC.3 recalled its agreement to always send the above-mentioned reports and notifications through their Permanent Missions in Geneva and directly to the secretariat (email: [edoardo.gianotti@un.org](mailto:edoardo.gianotti@un.org)) to ensure updating of the status document, which is the monitoring tool of the agreement.

143. AC.3 reiterated its request to its Contracting Parties to send the above-mentioned status report and notifications as one of the main obligations of the 1998 Agreement (Articles 7.4 to 7.4.1. of the Agreement) and be provided to the secretariat for each one-year period if action or no action had been taken in the process of transposition of UN GTRs into domestic legislations. AC.3 finally noted that such information would be integrated into the Status of the Agreement document and that such information would not be only administrative but also relevant to all interested parties, including the industry, to understand the type of vehicle certification needed in the different Contracting Parties.

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

144. AC.3 noted that no proposals had been submitted under agenda items 14.1 – 14.4.

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

145. AC.3 noted that no proposals had been submitted.

## **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)**

146. AC.3 noted that no proposals had been submitted.

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

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

*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)

147. The representative of the Republic of Korea, sponsor country of the amendment to the UN GTR, informed AC.3 that at the December 2023 session GRSP recommended Amendment 3 to the UN GTR No. 9 on deployable pedestrian protection systems (DPPS) for consideration and vote at the June 2024 session of AC.3.

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

*Documentation:* ECE/TRANS/WP.29/AC.3/49

148. The representative of the United States of America informed AC.3 that GRSP at its December 2023 session recommended a Corrigendum 1 to Amendment 1 to the UN GTR for consideration and vote at the June 2024 session of AC.3. He clarified that the corrigendum was only entailing corrections aimed at resolving typographical errors and not affecting the proposed use of the regulatory text.

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

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

149. Following discussion under agenda item 3.5.1. (see para. 52) AC.3 agreed on the extension of the mandate of the IWG on EVS until March 2025.

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

*Documentation:* ECE/TRANS/WP.29/AC.3/57  
 (ECE/TRANS/WP.29/2020/96)

150. The representative of Canada, on behalf of the secretariat of the IWG on Electric Vehicles and the Environment (EVE), first informed WP.29 and AC.3 that the IWG on EVE had also finalized an amendment to UN GTR No. 21 expected to be submitted for consideration and vote at the June 2024 session of AC.3.

151. He reminded that AC.3 adopted UN GTR No. 22 in March 2022. He added that the IWG on EVE had been gaining experience with the implementation of UN GTR No. 22 through regulation development of the Euro 7 proposal in the EU and the US EPA's proposed rulemaking of the Multi-Pollutant Emissions Standards for Model Years 2027 and later Light-Duty and Medium-Duty Vehicles.

152. He continued by informing AC.3 that a new amendment to UN GTR No. 22 had been adopted by GRPE at its January 2024 session, with AC.3 to consider and vote on this proposal at its June 2024 session.

153. He concluded by saying that the IWG on EVE continued development of UN GTR No. 22 on areas such as incorporating necessary amendments based on lessons learned from implementation experience of different jurisdictions and continuing to refine performance criteria and requirements through assessment and further modelling as more data would become available.

#### **E. UN GTR No. 24 on brake particulate emissions (agenda item 17.5)**

*Documentation:* ECE/TRANS/WP.29/AC.3/59  
(ECE/TRANS/WP.29/2021/150)

154. The representative of the European Union informed AC.3 that a new Amendment 1 to UN GTR No. 24 had been adopted by GRPE at its January 2024 session as highlighted by the GRPE Chair during his session report.

155. He detailed that this new amendment would include, among others: (i). definitions and provisions for aftermarket brake parts; (ii). Refinement and adjustment of fixed friction share coefficients representing the worst-case scenario in each vehicle category; (iii). Addition of a new Annex with a procedure for the determination of the vehicle-specific friction braking share coefficient on a chassis dynamometer, etc.

156. He confirmed AC.3 would consider this new amendment for adoption and vote at its June 2024 session.

157. He concluded that activities on UN GTR No. 24 are continuing with round robin testing in compliant laboratories and the investigation of the feasibility of the defined method for measuring brake emissions for Heavy Duty Vehicle (HDVs) brakes.

#### **F. Proposal for a draft UN GTR on in-vehicle battery durability for electrified heavy-duty vehicles (agenda item 17.6)**

*Documentation:* ECE/TRANS/WP.29/2023/85  
ECE/TRANS/WP.29/AC.3/60

158. The representative of Canada, on behalf of the secretariat of the IWG on EVE, said that, following the authorization to develop a UN GTR granted by AC.3, Heavy-duty in-vehicle battery durability was the most significant work being performed by the IWG on EVE.

159. He reminded that there were no existing UN GTR's where the in-vehicle battery durability was considered for classes of HDVs and the IWG on EVE was trying to develop a new UN GTR to resolve this, using a similar framework as UN GTR No. 22 applied for Light-Duty Vehicles (LDVs). He further informed that there was limited technical similarity between light- and heavy-duty test procedures.

160. He elaborated that due to the variety and unique use cases of HDVs, the development was proving to be challenging and some necessary modifications needed to be made to the framework, in consideration of these unique sector attributes and vehicle characteristics. He mentioned more time would be requested to submit a final proposal at the October 2024 session of GRPE, with a potential consideration by AC.3 at its March 2025 session.

#### **G. Request for authorization to develop amendments to UN GTRs Nos. 6, 7 and 14 to remove reference of three-Dimensional H point machine (agenda item 17.7)**

*Documentation:* ECE/TRANS/WP.29/2024/32

161. AC.3 noted the request for authorization to develop amendments to UN GTRs Nos. 6, 7 and 14 to remove reference of three-Dimensional H point machine (ECE/TRANS/WP.29/2024/32) submitted by the representative of the Netherlands, as a sponsor country of the amendments. AC.3 endorsed the request and asked the secretariat to

distribute ECE/TRANS/WP.29/2024/32 with an AC.3 symbol at its June 2024 session. The expert from SAE informed AC.3 the willingness of his organization to set up arrangements for use, viewing, and referencing SAE standards, information reports and recommended practices for the Informal Working Groups, GR's and WP.29 without charge. In addition, SAE will provide requested content if portions of a document are to be referenced in a UN Regulation and UN GTR.

## **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)**

*Documentation:* ECE/TRANS/WP.29/2023/88

162. The representative of Japan, on behalf of the IWG on Event Data Recorder (EDR), requested AC.3 to withdraw ECE/TRANS/WP.29/2023/88 concerning Guidance on Event Data Recorder (EDR) Performance Elements Appropriate for Adoption in 1958 and 1998 Agreement Resolutions or Regulations. He explained that the document achieved the initial objective of WP.29 and AC.3 and that the group reserved the possibility in the future to resubmit it in the agenda as a follow-up of further elaboration of the IWG. AC.3 agreed on this request.

### **B. Children left in vehicles (agenda item 18.2)**

*Documentation:* informal document WP.29-191-10

163. The representative of Australia informed AC.3 that the ad-hoc group, now upgraded as IWG on safety of Children Left in Vehicles (IWG CLIV), convened virtually two weeks ago to elaborate the ToR. He added that the IWG, chaired by Australia, co-chaired by the Republic of South Korea and China would develop draft regulatory text proposals for a model regulation regarding the safety of children left in vehicles. As the issue is of global concern, the representative of the United States of America suggested that the work developed by the IWG should be Agreement neutral, gathering information and statistics as a first stage and then eventually establish a UN GTR. He expressed support from his country on this activity. The representative of Canada echoed the statement of the United States of America and added that guidelines and principles currently used worldwide should be considered as a first step.

164. The representative of the Republic of Korea further added that ToR would be elaborated as a starting point aiming at gathering information to create guidelines that would be eventually transposed into a UN GTR as a second step. The representative of China stated that children left in vehicles is a concern in his country and supported the activity. AC.3 agreed to resume discussion on this subject on the basis of the outcome of discussion of GRSP May 2024 session.

### **C. UN GTR on Automated Driving Systems (agenda item 18.3)**

*Documentation:* ECE/TRANS/WP.29/2024/38

165. The representatives of Canada, China, the European Union, Japan, the United Kingdom of Great Britain and Northern Ireland and the United States of America submitted ECE/TRANS/WP.29/2024/38 to AC.3 to request authorization to develop a new UN GTR on ADS. AC.3 endorsed the request and asked the secretariat to distribute ECE/TRANS/WP.29/2024/38 with an AC.3 symbol at its June 2024 session.

166. The representative of Australia inquired whether the activities derived from the authorization provided above would imply the establishment of an informal working group in addition to the one mentioned under agenda item 3.5.3. The secretariat recalled the arrangements agreed by WP.29 at its November 2023 session, documented in informal

document WP.29-191-30/Rev.1 and mentioned that all regulatory activities related to ADS would be covered by one unique IWG on ADS and GRVA workshops.

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

167. On the suggestion by the AC.3 Chair, the Committee agreed to consider at its June 2024 session exchange of views on the topic Acceleration Control for Pedal Error (ACPE) and related system to prevent or mitigate collision with other road users or objects.

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

**XXII. Establishment of the Committee AC.4 and election of officers for the year 2024 (agenda item 20)**

168. AC.4 did not convene, as recommended by AC.2 at its 144th session.

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

169. No subject was raised under this agenda item.

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

170. No subject was raised under this agenda item.

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

171. No subject was raised under this agenda item.

## Annex I

[English only]

**List of informal documents (WP.29-192-...) distributed without a symbol during the 192nd session**

<i>No. WP.29-192-</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 2024	(b)
3	Secretariat	1.	E	Running order of the 192 <sup>nd</sup> session of WP.29	(b)
4	Secretariat	5.1. & 13	E	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 28 February 2024	(b)
5	Secretariat	1	E	Consolidated agenda	(d)
6	Secretariat	2.4	E	ITC Strategy on Reducing Greenhouse Gas Emissions from Inland Transport (ECE/TRANS/2024/3)	(d)
7	IWG on DETA	4.5	E	Draft report of the 49th session of the IWG on DETA	(d)
8	IWG on DETA	4.5	E	Report to the 192nd WP.29 from the 49th IWG on DETA	(d)
9	IWG on PTI	7	E	Report to WP.29 about results of the 33rd and 34th meetings of the Informal Working Group on Periodical Technical Inspections	(d)
10	The Netherlands	2.3	E	Sustainability and automation	(d)
11	GRVA	2.3	E	Proposal for amendments to ECE/TRANS/WP.29/2024/34	(b)
12	IWG on ITS and VCTF	2.3	E	Status report from the IWG on ITS	(d)
13	IWG on ITS and VCTF	2.3	E	Vehicular Communications Definition and Overview for the Task Force on Vehicular Communications (TF on VC) - for information	(d)
14	UK	8.6	E	Introduction to the Breakthrough Agenda activities on Road Transport	(d)

<i>No. WP.29-192-</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
15	IWG on IWVTA	4.3	E	Proposed amendments to Transitional Provisions Guidelines Document ECE/TRANS/WP29/1044/Rev.3	(a)
16	IWG on IWVTA	4.3	E	Report to the 192nd WP.29 session from the 44th IWG on IWVTA	(d)
17	France	2.3	E	Status report Regulatory fitness for Automated Driving Systems	(d)
18	France	2.3	E	Report on the fitness of WP.29 Regulations and Global Technical Regulations for their application to automated vehicles (status as of March 2024)	(d)
19	Belarus	7.1	E	Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal of such inspections	(d)
20	IWG on SCUNV	8.4	E	Report to the 192nd Session of WP.29 Session on activities of the IWG on SCUNV for the period November 2023 to March 2024	(d)
21	IWG on SCUNV	8.4	E	SCUNV Used Vehicle Inspection Chapters and Groups	(a)
22	Secretariat	8.5.	E	1958 Agreement adopted proposals 42 amendments – 2 new regulation -1 corrigenda & situation of their entry into force 191st session – November 2023	(d)

*Notes:*

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



## Annex II

[English only]

**World Forum for Harmonization of Vehicle Regulations  
(WP.29):  
Working Parties, Informal Working Groups and Chairs  
on 1 March 2024**

	<i>Working Parties and informal working groups</i>	<i>Chair/Co-Chairs Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
<b>WP.29</b>	<b>World Forum</b>	<b>Mr. A. Erario Mr. T. Naono</b>	<b>Italy Japan</b>	<b>2025</b>
	Intelligent Transport Systems (ITS)	Mr. T. Naono Mr. D. Kay Ms. J. Doherty	Japan UK USA	March 2025
	Task Force on Vehicular Communication	Mr. T. Naono Mr. D. Kay Ms. J. Doherty Mr. H. Sun	Japan UK USA China	
	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)	N.N. Mr. V. Komarov	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. Fichoux Mr. B. Schüttler</b>	<b>France Germany</b>	<b>2025</b>
	Wet grip performance for tyres in worn state (WGWT)	Mrs. E. Collot Mrs. A. Serra	France EC	January 2024
	Real Driving - Additional Sound Emission Provisions (RD-ASEP)	Mr. B. Schüttler Mr. H. Houzu	Germany Japan	February 2026
<b>GRE</b>	<b>Lighting and Light-Signalling</b>	<b>Mr. T. Kärkkäinen Mr. D. Rovers</b>	<b>Finland Netherlands</b>	<b>2025</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 2026
<b>GRPE</b>	<b>Pollution and Energy</b>	<b>Mr. A. Rijnders Mr. D. Kay</b>	<b>Netherlands UK</b>	<b>2025</b>

	<i>Working Parties and informal working groups</i>	<i>Chair/Co-Chairs Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
	Environmental and Propulsion Performance Requirements of L-category vehicles (EPPR)	Mr. N. den Ouden Mr. J. Mashele	Netherlands South Africa	December 2025
	Electric Vehicle and Environment (EVE)	Mr. M. Olechiw Mrs. E. Paffumi  Mrs. C. Chen Mr. N. Okui	USA EC  China Japan	June 2027
	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
	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>2025</b>
	Automated Driving System	Mr. I. Sow Ms. C. Chen Ms C. Galassi Mr. H. Matsukawa Mr. M. Braisher Mr. E. Wondimneh	Canada China EU Japan UK USA	2026  (Link to the Terms of Reference forthcoming)
	Functional Requirements for Automated and Autonomous Vehicles (FRAV)	Mr. E. Wondimneh <sup>2</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. Matsukawa <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. Hanna <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. Matsukawa <sup>1</sup> Mrs. J. Doherty <sup>1</sup>	Netherlands Japan USA	June 2024
	Acceleration Control for Pedal Error (ACPE)	Mr. T. Hirose Mr. P. Seiniger	Japan Germany	May 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>2025</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

<sup>2</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>
	Electric Vehicle Safety (EVS) – Phase 2	Mr. M. Koubek Mr. A. Lazarevic Ms. C. Chen	USA, EC and China Vice-Chair	March 2025
	Specification of the 3D-H machine	Mr. L. Martinez	Spain	Tbd
	Hydrogen and Fuel Cell Vehicles (HFCV) – Phase 2	Mr. M. Koubek Mr. K. Sato <sup>1</sup> Ms. C. Chen Mr. S.W. Kim	USA Japan and China and Republic of Korea Vice-Chairs	June 2024
	Protective Helmets	Mr. L. Rocco	Italy	suspended
	Safer Transport of Children in Buses and Coaches	Ms. Marta Angles	Spain	March 2024
	Equitable Occupant Protection (EOP)	Ms. Pernilla Bremer	Sweden	December 2027
<b>GRSG</b>	<b>General Safety</b>	<b>Mr. A. Erario Mr. K. Hendershot</b>	<b>Italy Canada</b>	<b>2025</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 2024

### **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. T. Naono	Italy Japan	2025
AC.2	Administrative Committee for the coordination of work	Mr. A. Erario	Italy	2025
AC.3	Executive Committee of the 1998 Agreement	Mr. T. Naono Mr. J. Sanchez Mr. D. Kay	Japan USA UK	2025
AC.4	Administrative Committee of the 1997 Agreement	Mr. G. Pater Mr. T. Kärkkäinen	Netherlands Finland	2025

## Annex III

[English only]

## Draft calendar of WP.29 sessions for 2024

(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) (90 <sup>th</sup> session)	10-12	p.m./a.m.	5	Yes	17/10/23	150
JANUARY	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (18 <sup>th</sup> session)	22-26	p.m./a.m.	8	Yes	30/10/23	150
FEBRUARY	Working Party on Noise and Tyres (GRBP) (79 <sup>th</sup> session)	6-9	p.m./a.m.	6	Yes	14/11/23	120
MARCH	Administrative Committee for the Coordination of Work (WP.29/AC.2) (144 <sup>th</sup> session)	4	a.m./p.m.	2*	No		35
MARCH	World Forum for Harmonization of Vehicle Regulations (WP.29) (192 <sup>nd</sup> ); Admin. Committee of the 1958 Agreement (AC.1: 86 <sup>th</sup> session); Executive Committee of the 1998 Agreement (AC.3: 69 <sup>th</sup> session); Admin. Committee of the 1997 Agreement (AC.4: 15 <sup>th</sup> session)	5-8 (6 6-7)	a.m./a.m. (p.m. p.m./p.m.)	7	Yes	12/12/23	160
APRIL	Working Party on General Safety Provisions (GRSG) (127 <sup>th</sup> session)	15-19	p.m./a.m.	8	Yes	22/01/24	120
APRIL/ MAY	Working Party on Lighting and Light-Signalling (GRE) (90 <sup>th</sup> session)	29-3	p.m./a.m.	8	Yes	05/02/24	120
MAY	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (informal meeting, Michigan USA)	20-24	p.m./am.	8*	Yes	(26/02/24)	150
MAY	Working Party on Pollution and Energy (GRPE) (90 <sup>th</sup> session)	22-24	p.m./a.m.	4	Yes	28/02/24	150
MAY	Working Party on Passive Safety (GRSP) (75 <sup>th</sup> session)	27-31	p.m./a.m.	8	Yes	04/03/24	120
JUNE	Administrative Committee for the Coordination of Work (WP.29/AC.2) (145 <sup>th</sup> session)	24	a.m./p.m.	2*	No		35
JUNE	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (19 <sup>th</sup> session)**	25	a.m.	1	Yes	29/03/24	160
JUNE	World Forum for Harmonization of Vehicle Regulations (WP.29) (193 <sup>rd</sup> session); Admin. Committee of the 1958 Agreement (AC.1: 87 <sup>th</sup> session); Executive Committee of the 1998 Agreement (AC.3: 70 <sup>th</sup> session); Admin. Committee of the 1997 Agreement (AC.4: 18 <sup>th</sup> session)	25-28 (26 26-27)	p.m./a.m. (p.m. p.m./p.m.)	6	Yes	29/03/24	160
SEPTEMBER	Working Party on Noise and Tyres (GRBP) (80 <sup>th</sup> session)	17-20	p.m./a.m.	6	Yes	18/06/24	120
SEPTEMBER	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (20 <sup>th</sup> session)	23-27	p.m./a.m.	8	Yes	01/07/24	150
OCTOBER	Working Party on General Safety Provisions (GRSG) (128 <sup>th</sup> session)	7-11	a.m./a.m.	9	Yes	15/07/24	120
OCTOBER	Working Party on Pollution and Energy (GRPE) (91 <sup>st</sup> session)	14-16	a.m./a.m.	5	Yes	22/07/24	150
OCTOBER	Working Party on Lighting and Light-Signalling (GRE) (91 <sup>st</sup> session)	22-25	a.m./a.m.	7	Yes	30/07/24	120
NOVEMBER	Administrative Committee for the Coordination of Work (WP.29/AC.2) (146 <sup>th</sup> session)	11	a.m./p.m.	2*	No		35
NOVEMBER	World Forum for Harmonization of Vehicle Regulations (WP.29) (194 <sup>th</sup> session); Admin. Committee of the 1958 Agreement (AC.1: 85 <sup>th</sup> session); Executive Committee of the 1998 Agreement (AC.3: 71 <sup>st</sup> session); Admin. Committee of the 1997 Agreement (AC.4: 19 <sup>th</sup> session)	12-15 (13 13-14)	a.m./a.m. (a.m. p.m./p.m.)	7	Yes	20/08/24	160
DECEMBER	Working Party on Passive Safety (GRSP) (76 <sup>th</sup> session)	2-6	p.m./a.m.	8	Yes	09/09/24	120
	Half-day quota requested in 2024 budget: 121	<b>TOTAL:115 half days with interpretation = 57.5 days***</b>					

\*) Meeting without interpretation

\*\*) Meeting will take place from 9.30 a.m. to 10.30 a.m.

\*\*\*) This figure does not include the GRVA workshops that will be organized as necessary in the second half of 2024

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 scheduled "a.m./p.m." 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 10.30 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 6 March 2024

#### 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
Automated Driving System	Yes		[Canada, China, European Union, Japan, UK, USA]	2024/38	[...]	WP.29 agreed that both a UN GTR and a UN Regulation on ADS should be developed. AC.3 approved the request for authorization of a new UN GTR on ADS in March 2024.

#### GRSP

Item	Informal group (Yes–No)/ Chair & Vice-Chair		Tech. sponsor	Formal proposal (ECE/TRANS/ WP.29)/.../	Proposal for a draft UN GTR (ECE/TRANS/WP.29/..)	State of play/Comments
Phase 2 of UN GTR No. 7 (Head Restraints)	No/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	Yes/Korea		Republic of Korea		AC.3/45/Rev.1 2018/162 (ToR) GRSP/2023/31 (draft proposal) GRSP-74-11-Rev.1 (Final status report)	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 recommended the proposal of Amendment 3 at its December 2023 session to AC.3 June 2024 session.
Phase 2 of UN GTR No. 13 (HFCV)	Yes/USA/ Japan & China/ Korea		USA Japan China Korea		ECE/TRANS/ 180/Add.13/ Amend.1  ECE/TRANS/ 180/Add.13/ Amend.1/ Appendix 1  <b>GRSP/2023/26</b>	AC.3 agreed to extend the mandate of the IWG until June 2024. GRSP recommended Corrigendum 1 to Amendment 1 to UN GTR No. 13 for vote at the June 2024 session of AC.3.

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

Item	Informal group (Yes–No)/ Chair & Vice-Chair		Tech. sponsor	Formal proposal (ECE/TRANS/ WP.29/...)/		Proposal for a draft UN GTR (ECE/TRANS/WP.29/..)	State of play/Comments
UN GTR No. 14 (PSI)	No/		Australia	AC.3/28			No new information was provided.
UN GTR No. 20 (EVS)	Yes/USA & EU, China		Yes/USA & EU, China	AC.3/32	n.a.		WP.29/AC.3 at its March 2024 session agreed to extend the mandate of the IWG until March 2025
[...]	Yes Equitable protection of occupants		Sweden	n.a.	n.a.		WP.29/AC.3 agreed to establish an IWG with mandate expiration December 2027.
[...]	Yes Children left in vehicles		Australia Rep. of Korea	n.a.	n.a.		WP.29/AC.3 agreed to establish an IWG awaiting the adoption of the ToR of the group.

## 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
[Amend. 1] to UN GTR No. 21 on the Determination of Electrified Vehicle Power (DEVP)	Yes/USA/ China/ Japan		Canada/ China/European Union/ Japan/USA	AC.3/53/ Rev.1	GRPE/2024/5		Adopted by GRPE in Jan 2024.

<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>
[Amend. 1] to UN GTR No. 22 on in-vehicle battery durability	Yes/USA/China/ Japan	Canada/China/European Union/ Japan/USA	AC.3/57	GRPE/2024/6	Adopted by GRPE in Jan 2024.
UN GTR No. 23 on durability of after treatment devices for two- and three-wheeled motor vehicles	Yes/ Netherlands / South Africa	Netherlands/South Africa	AC.3/58		Adopted by AC.3 at its June 2022 session.
[Amend. 1] to UN GTR No. 24 on particulate brake emissions	Yes/EU	European Union/ Japan/UK	AC.3/59	GRPE/2024/4	Adopted by GRPE in Jan 2024.
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	AC.3/60		AC.3 authorized new UN GTR at 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	AC.3/54/ Rev.2		AC.3 adopted revised authorization during 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	Yes/ Netherlands, Japan, USA	n.a.	2023/88.	n.a.	AC.3 agreed at its March 2024 session to withdraw 2023/88

<i>Item</i>	<i>Informal group (Yes-No)/ Chair &amp; Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/ Proposal for a draft UN GTR WP.29/...)/ (ECE/TRANS/WP.29/...)</i>	<i>State of play/Comments</i>
both 1958 and 1998 Agreements)				

**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	Yes	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.
WP.29	ITS	No	---	---	No new information was provided to AC.3.