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## Economic Commission for Europe

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World Forum for Harmonization of Vehicle Regulations

191st session

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### Reports of the

**World Forum for Harmonization of Vehicle Regulations on its 191st session**

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

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

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



## Contents

	<i>Page</i>
<b>A. World Forum for Harmonization of Vehicle Regulations</b>	
I. Attendance.....	6
II. Opening statements .....	6
III. Adoption of the agenda (agenda item 1) .....	6
IV. Coordination and organization of work (agenda item 2).....	7
A. Report of the session of the Administrative Committee for the Coordination of Work (WP.29/AC.2) (agenda item 2.1) .....	7
B. Programme of work and documentation (agenda item 2.2).....	7
C. Intelligent Transport Systems and coordination of automated vehicles related activities (agenda item 2.3) .....	8
V. Consideration of the reports of the Working Parties (GRs) subsidiary to WP.29 (agenda item 3) ..	12
A. Working Party on General Safety Provisions (GRSG) (125th session, 27-31 March 2023) (agenda item 3.1) .....	12
B. Working Party on Lighting and Light-Signalling (GRE) (Eighty-eighth session, 25-28 April 2023) (agenda item 3.2) .....	12
C. Working Party on Passive Safety (GRSP) (Seventy-third session, 15-19 May 2023) (agenda item 3.3) .....	12
D. Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (Sixteenth session, 22–26 May 2023) (agenda item 3.4) .....	12
E. Working Party on Pollution and Energy (GRPE) (Eighty-eighth session 12-13 April 2023 and eighty-ninth session, 30 May-2 June 2023) (agenda item 3.5).....	12
F. Highlights of the recent sessions (agenda item 3.6).....	13
1. Working Party on Noise and Tyres (GRBP) (Seventy-eighth session, 30 August – 1 September (agenda item 3.6.1) .....	13
2. Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (Seventeenth session, 25-29 September 2023) (agenda item 3.6.2) .....	13
3. Working Party on General Safety Provisions (GRSG) (126th session, 10-13 October 2023) (agenda item 3.6.3).....	13
4. Working Party on Lighting and Light-Signalling (GRE) (Eighty-ninth session, 24-27 October 2022) (agenda item 3.6.4).....	15
VI. 1958 Agreement (agenda item 4) .....	15
A. Status of the Agreement and of the annexed Regulations (agenda item 4.1).....	15
B. Guidance requested by the Working Parties on matters related to UN Regulations annexed to the 1958 Agreement (agenda item 4.2).....	16
1. Reproduction and reference to private standards in UN Regulations, Global Technical Regulations and Rules (agenda item 4.2.1).....	16
2. Guidance on amendments to UN Regulations annexed to the 1958 Agreement (agenda item 4.2.2).....	16
3. Interpretation of specific UN Regulations (agenda item 4.2.3).....	16
C. Development of the International Whole Vehicle Type Approval (IWVTA) system (agenda item 4.3) .....	16
D. Revision 3 to the 1958 Agreement (agenda item 4.4).....	16

E.	Development of an electronic database for the exchange of type approval documentation (DETA) (agenda item 4.5).....	16
F.	Consideration of draft amendments to existing UN Regulations submitted by GRE (agenda item 4.6).....	17
G.	Consideration of draft amendments to existing UN Regulations submitted by GRSG (agenda item 4.7).....	17
H.	Consideration of draft amendments to existing UN Regulations submitted by GRSP (agenda item 4.8).....	17
I.	Consideration of draft amendments to existing UN Regulations submitted by GRPE (agenda item 4.9).....	18
J.	Consideration of draft amendments to existing UN Regulations submitted by GRVA: (agenda item 4.10).....	18
K.	Consideration of draft corrigenda to existing UN Regulations submitted by GRs if any (agenda item 4.11).....	18
L.	Consideration of draft corrigenda to existing UN Regulations submitted by the secretariat, if any (agenda item 4.12).....	18
M.	Consideration of proposals for new UN Regulations submitted by the Working Parties subsidiary to the World Forum (agenda item 4.13).....	19
N.	Proposal for amendments to the Consolidated Resolution on the Construction of Vehicles (R.E.3) submitted by the Working Parties to the World Forum for consideration (agenda item 4.14).....	19
O.	Proposal for amendments to the Consolidated Resolution on the common specification of light source categories (R.E.5), (agenda item 4.15).....	19
P.	Pending proposals for amendments to existing UN Regulations submitted by the Working Parties to the World Forum, (agenda item 4.16).....	19
Q.	Proposals for amendments to Mutual Resolutions (agenda item 4.17).....	19
VII.	1998 Agreement (agenda item 5).....	20
	Status of the Agreement, including the implementation of paragraph 7.1 of the Agreement (agenda item 5.1).....	20
VIII.	Exchange of views on national/regional rulemaking procedures and implementation of established UN Regulations and/or UN GTRs into national/regional law (agenda item 6).....	20
IX.	1997 Agreement (Periodical Technical Inspections) (agenda item 7).....	20
A.	Status of the Agreement (agenda item 7.1).....	20
B.	Update of Rules annexed to the 1997 Agreement (agenda item 7.2).....	20
C.	Amendments to the 1997 Agreement (agenda item 7.3).....	21
D.	Establishment of new Rules annexed to the 1997 Agreement (agenda item 7.4).....	21
E.	Update of Resolution R.E.6 related to requirements for testing equipment, for skills and training of inspectors and for supervision of test centres (agenda item 7.5).....	21
F.	Vehicle whole-life compliance (agenda item 7.6).....	21
X.	Other business (agenda item 8).....	22
A.	Consistency between the provisions of the 1968 Vienna Convention and the technical provisions for vehicles of UN Regulations and UN GTRs adopted in the framework of the 1958 and 1998 Agreements (agenda item 8.1).....	22
B.	UNECE Plan for the Decade of Action for Road Safety 2021- 2030 (agenda item 8.2).....	22
C.	Safer and cleaner used and new vehicles for developing countries (agenda item 8.3).....	23

D.	Documents for publication (agenda item 8.4).....	24
E.	Any other business (agenda item 8.5).....	24
XI.	Adoption of the report (agenda item 9) .....	26
	<b>B. Administrative Committee of the 1958 Agreement (AC.1)</b>	
XII.	Establishment of the Committee AC.1 (agenda item 10).....	26
XIII.	Proposals for amendments and corrigenda to existing Regulations and for new Regulations – Voting by AC.1 (agenda item 11) .....	27
	<b>C. Executive Committee of the 1998 Agreement (AC.3)</b>	
XIV.	Establishment of the Executive Committee AC.3 and election of officers for the year 2023 (agenda item 12).....	29
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) .....	29
XVI.	Consideration and vote by AC.3 of draft UN GTRs and/or draft amendments to established UN GTRs, if any (agenda item 14).....	30
A.	Proposal for a new UN GTR, if any (agenda item 14.1.).....	30
B.	Proposal for amendments to a UN GTR, if any (agenda item 14.2.).....	30
C.	Proposal for amendments to <i>the Mutual Resolutions</i> of the 1958 and the 1998 Agreement, if any (agenda item 14.3.).....	30
XVII.	Consideration of technical regulations to be listed in the Compendium of Candidates for UN GTRs, if any (agenda item 15).....	30
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).....	30
XIX.	Progress on the development of new UN GTRs and of amendments to established UN GTRs (agenda item 17).....	31
A.	UN GTR No. 9 (Pedestrian safety) (agenda item 17.1) .....	31
B.	UN GTR No. 13 (Hydrogen and Fuel Cell Vehicles (HFCV) – Phase 2) (agenda item 17.2). .....	31
C.	UN GTR No. 20 (Electric Vehicles Safety (EVS)) (agenda item 17.3).....	31
D.	UN GTR No. 22 on in-vehicle battery durability (Electric vehicles and the environment) (agenda item 17.4) .....	32
E.	Draft UN GTR on Quiet Road Transport Vehicles (QRTV) (agenda item 17.5) .....	32
F.	Draft UN GTR on Global Real Driving Emissions (GRDE) (agenda item 17.6).....	33
G.	Proposal for a draft UN GTR on brake particulate emissions (agenda item 17.7).....	33
H.	Proposal for a draft UN GTR on in-vehicle battery durability for electrified heavy-duty vehicles (agenda item 17.8) .....	33
XX.	Items on which the exchange of views and data should continue or begin (agenda item 18).....	34
A.	Event Data Recorder (EDR) (agenda item 18.1) .....	34
B.	Children left in vehicles (agenda item 18.2).....	34
XXI.	Other business (agenda item 19) .....	34

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

XXII.	Establishment of the Committee AC.4 and election of officers for the year 2023 (agenda item 20).....	34
XXIII.	Amendments to UN Rules annexed to the 1997 Agreement (agenda item 21).....	35
	A. Proposal for Amendment 3 to UN Rule No. 1 (agenda item 21.1).....	35
XXIV.	Establishment of new Rules annexed to the 1997 Agreement (agenda item 22).....	35
XXV.	Other business (agenda item 23).....	35
Annexes		
I.	List of informal documents (WP.29-191-...) distributed without a symbol during the 191st session .....	36
II.	World Forum for Harmonization of Vehicle Regulations (WP.29):Working Parties, Informal Working Groups and Chairs on 8 November 2023 .....	39
III.	Draft calendar of sessions for 2024.....	42
IV.	Status of the 1998 Agreement of the global registry and of the compendium of candidates .....	43

## 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 191st session from 14 to 16 November 2023<sup>1</sup>, chaired by Mr. A. Erario (Italy). The following countries were represented, following Rule 1 of the Rules of Procedure of WP.29 (ECE/TRANS/WP.29/690/Rev.2): Algeria, Australia, Austria, Belgium, Bulgaria, Canada, China, Colombia, Czech Republic, Egypt, Finland, France, Georgia, Germany, Greece, Hungary, India, Italy, Japan, Kazakhstan, Latvia, Lebanon, Luxembourg, Malaysia, Netherlands, Nigeria, Norway, Poland, Republic of Korea, Romania, Russian Federation, Slovakia, South Africa, Spain, Sweden, Switzerland, Togo, Tunisia, Ukraine, United Kingdom of Great Britain and Northern Ireland, United States of America, Viet Nam, and Zimbabwe. Representatives of the European Union participated. The following international organization was represented: International Telecommunication Union (ITU). The following non-governmental organizations were also represented: Association for Emissions Control by Catalyst (AECC), Consumers International (CI), European Association of Automotive Suppliers (CLEPA/MEMA/JAPIA)<sup>2</sup>, Organisation Technique européenne du Pneumatique et de la Jante ADF (ETRTO), European Tyre and Rubber Manufacturers' Association (ETRMA) [International Motor Vehicle Inspection Committee (CITA), Fédération Internationale de l'Automobile (FIA), Fédération internationale des véhicules anciens (FIVA), International Automotive Lighting and Light Signalling Expert Group (GTB), International Motorcycle Manufacturers Association (IMMA), International Organization of Motor Vehicle Manufacturers (OICA), International Standards Organization (ISO), European Tyre and Rim Technical Association (ETRTO) and SAE International. Other non-governmental organizations were represented following Rule 1(d): American Automotive Policy Council (AAPC), and World Bicycle Industry Association (WBIA). Other non-governmental organizations, private sector entities, independent experts and observers were represented: EuroMed Transport Support Project, 3DATX Europe and The Pew Charitable Trust. Some 150 participants attended the session in person.

### II. Opening statements

2. The Chair of WP.29, Mr. A. Erario (Italy) welcomed delegates to the 191<sup>st</sup> session of WP.29 and opened the meeting.

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

*Documentation:* ECE/TRANS/WP.29/1174, / and 1174/Add.1  
Informal documents: WP.29-191-03, WP.29-191-04

3. WP.29 adopted the annotated provisional agenda (ECE/TRANS/WP.29/1174, and 1174/Add.1) based on a consolidated version (WP.29-191.04) and the running order of the 191st session (WP.29-191-03) including the following additional subitems:

- "8.5.1. GRPE input to ITC Climate Change Mitigation strategy;
- 8.5.2. ITC Working Parties review;
- 8.5.3. Practical issues raised by the Russian Federation ;
- 8.5.4. Latest activities from WP.5 and

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

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

18.2. Children left in vehicles."

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 143rd session of WP.29/AC.2 (13 November 2023) was chaired by Mr. A. Erario (Italy), Chair of the World Forum for Harmonization of Vehicle Regulations, WP.29, and was attended, in accordance to Rule 29 of the terms of reference and rules of procedure of WP.29 (TRANS/WP.29/690/Rev.2) by the Chairs (or their representatives) of GRBP (France), GRE (Finland), GRPE (Netherlands), GRSG (Italy), GRSP (United States of America), GRVA (Germany) and the Vice-Chairs (or their representatives) 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 secretariat reported on the main outcomes of AC.2 as follows:

(a) AC.2 reviewed the calendar of meetings for 2024. AC.2 agreed that GRSP would shift its May 2024 session originally scheduled on 13-17 May 2024 to the slot foreseen for GRVA, on 27-31 May 2024. It was agreed that GRPE would shift its June session to the 22-24 May 2024 and would have an additional session in October 2024;

(b) AC.2 discussed the GR priorities for the draft Programme of Work (PoW) 2024, including those for GRVA, which would result in amendments to the Framework Document on Automated Vehicles. AC.2 discussed the new structure necessary to manage the regulatory activities regarding Automated Driving System (ADS), starting in 2024. AC.2 agreed that the activities related to the vehicle subcategories for vehicles with ADS, as well as the activities of the Task Force on the Fitness of UN Regulations and UN GTRS for ADS be reflected in the Framework document. Contracting Parties were invited to provide further input to the PoW prior to the 192<sup>nd</sup> session;

(c) AC.2 discussed the collaboration between WP.1 and WP.29 on Automated Vehicles and the possibility to undertake concrete activities for knowledge sharing;

(d) AC.2 noted that the draft proposal for Supplement 1 to the 10 series of amendments to UN Regulation No. 17 would need further review by GRSP at its December 2023 session and thus recommended WP.29 not to submit the proposal to AC.1 for voting;

(e) AC.2 reviewed the draft WP.29 recommendations to ITC on the climate change mitigation strategy and recommended WP.29 to endorse them;

(f) AC.2 examined the quintennial working party review report and recommended WP.29 to endorse it.

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

*Documentation:* ECE/TRANS/WP.29/2023/1/Rev.3  
Informal documents: WP.29-191-01, WP.29-191-02, WP.29-191-05-Rev.1

7. The Secretary of WP.29 introduced the list of Working Parties (GRs), Informal Working Groups and their Chairs (WP.29-191-01), highlighting that it now included the link to the Terms of Reference (ToR) for all Informal Working Groups. He presented the draft calendar of meetings of the World Forum for 2024 (WP.29-191-02), reflecting that the GRVA May 2024 session will be held in the United States of America.

8. The Chair of GRPE announced a change is expected in the leadership of the IWGs on Electric Vehicles and the Environment (EVE) and Global Real Driving Emissions (RDE), with Mrs Panagiota Dilara changing assignments within the EU Commission. He praised her implication and dedication to the activities of GRPE. He added that the EU Commission was expected to communicate a new candidate in the near future.

9. WP.29 agreed with the revised calendar and requested the secretariat to organize an additional session for GRPE in the fall of 2024.

10. The Chair of GRPE acknowledged the proposed solution for the 2024 sessions of GRPE and thanked all parties for the compromise solution with an additional session for GRPE in the fall of 2024.

11. The Secretary of WP.29 introduced the draft Programme of Work for the year 2024 (WP.29-191-05-Rev.1), to be adopted by WP.29 at its next session in March 2024.

12. The representative of Australia recommended that GRSG would undertake an activity on driver distraction under its remit and that GRVA consider amending UN Regulation No. 79 to include provisions for the type approval of Emergency Lane Keeping Systems. WP.29 agreed to consider it on the basis of concrete proposals provided by GRSG and GRVA experts.

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

*Documentation:* ECE/TRANS/WP.29/2023/87  
ECE/TRANS/WP.29/2023/88  
Informal documents : WP.29-191-06, WP.29-191-07, WP.29-191-16,  
WP.29-191-22, WP.29-191-24, WP.29-191-29,

#### **(i) Amendments to recommendations and guidance documents**

13. The Secretary to GRVA introduced the proposal for an update to the Recommendations for Automotive Cyber Security and Software Updates (ECE/TRANS/WP.29/2023/87). The Chair of GRVA reminded WP.29 that the aim of the document was to provide a guidance document that could be used for the purpose of drafting a UN GTR on Cyber Security, if envisaged.

14. WP.29 adopted the document ECE/TRANS/WP.29/2023/87.

15. The Secretary to GRVA presented ECE/TRANS/WP.29/2023/88, a proposal for amendments to Guidance on Event Data Recorder (EDR) Performance Elements Appropriate for Adoption in 1958 and 1998 Agreement Resolutions or Regulations. WP.29 agreed to keep it as a reference document on the agenda. It was explained that the document is a work in progress and presented for informational purposes only.

#### **(ii) Amendments to the document titled: Guidelines for Regulatory Requirements and Verifiable Criteria for ADS Safety Validation**

16. The representative of the United States of America, Co-Chair of the IWG on Functional Requirements for Automated and Autonomous Vehicles (FRAV), introduced WP.29-191-07. He informed WP.29 that this document included an update on the User-Interaction/Human-Machine-Interface (HMI) section, as promised, in WP.29-190-08 and thereby completed the deliverable of the Guidelines for Regulatory Requirements and Verifiable Criteria for ADS Safety Validation. The Chair of GRVA emphasised the importance of this amendment, which is also the basis for the User Interaction and HMI section in the draft DCAS regulation, currently in development.

17. WP.29 endorsed WP.29-191-07 and requested the secretariat to distribute with an official symbol at the March 2024 session of WP.29 for consideration.



**(iii) Guidance document on Artificial Intelligence under review by GRVA**

18. The Chair of GRVA introduced WP.29-191-06, a draft resolution with guidance on Artificial Intelligence (AI) in the context of road vehicles under review by GRVA. He recalled the mandate received by GRVA, the work done since December 2020 and the iterations that led to this version of the document, which included a draft resolution with principles as well as definitions. He asked for guidance from WP.29, whether it was in favour to accept such a document and which status it should have. He also asked for guidance on the tasks that GRVA should perform in that field, if any.

19. The representative of the United Kingdom of Great Britain and Northern Ireland welcomed the work on this item to date. He advocated for the further development of the draft to include best practices and guidance for deployment. He proposed to further develop Annex 3 and describe the assessment of AI with the New Assessment Test Method. He supported that further work and exchange take place at GRVA as his delegation intended to share information on the development in that field in his country, including on AI life cycle for Machine Learning.

20. The Secretary to GRSG proposed that the resolution, bridging the 1958 and 1998 agreements, be named Mutual Resolution No. 5 and that it would be subject to vote at WP.29 and AC.3.

21. The representative of the European Union echoed the comments from the United Kingdom of Great Britain and Northern Ireland. He also inquired how this work would link to the upcoming work on ADS.

22. The representative of Canada felt that more discussions would be needed. He welcomed the offer by the representative of the United Kingdom of Great Britain and Northern Ireland to share information on the developments in his Country. He said that WP.29 already agreed that the IWG on ITS would host the AI discussion and suggested that further work need to be done with all the relevant stakeholders, not just GRVA.

23. The representative of OICA welcomed the agreement in principle on the document. He confirmed that it was a first start corresponding to the current status of industry in that field and that further updates would be needed as technical progress was achieved.

24. The representative of Germany reminded WP.29 of the importance of the topic and of the mandate received by GRVA. He agreed that further developments would be needed. He highlighted the significant efforts done by GRVA on definitions and suggested that WP.29 give an official status to this outcome. He suggested that the definitions could be shared with other groups, to avoid potential divergence in the near future. The representative of the European Union supported the endorsement of the definitions. The representatives of OICA and SAE International supported the ideas expressed and proposed to adopt the document as a mutual resolution to increase the visibility of it.

25. WP.29 agreed with the proposal from the representative of France to request the secretariat to distribute the document with an official symbol for review and potential adoption at the next session. WP.29 agreed that an informal document produced by GRVA in January 2024 could amend that document. WP.29 supported that work be continued at GRVA to further develop the document and to exchange information and best practices.

**(iv) Informal working group on ITS and its task force on vehicular communications**

26. The representative of Japan, Co-Chair of WP.29 and of the IWG on Intelligent Transport Systems (ITS), introduced the status report from the IWG on ITS (WP.29-191-24). He informed WP.29 about the results of the sixth meeting of the IWG on ITS, being the agreement to hold a special workshop for Electric Vehicle (EV) charging systems and that delegations provide comments on the UNECE publication on ITS. He reported that during this session, the IWG had welcomed the new Co-Chair, Mr. D. Kay, following the retirement of Mr. I. Yarnold. He informed WP.29 about the seventh meeting of the IWG on ITS, where the IWG had received a report from the Task Force on Vehicular Communication (TF on VC) including the results of the workshop on EV charging and reported that the IWG had discussed further activities. He mentioned that Japan/MLIT had presented initiatives related to ITS and that ITU had presented views on traffic rules for ADS. He further informed WP.29

that the IWG that the term of Ms. L. Dotzauer engagement with WP.29 was ending and wished her all the success deserved for her career. He reported on the outcome of the workshop on V2X on EV charging and summarized the views expressed on the need for harmonized regulation on V2X on Electric Vehicle charging and discussions were still ongoing. He concluded that the Group had agreed to host further workshops on this item, as necessary.

27. The representative of the Netherlands inquired if the IWG on ITS would reach out to other groups to address EV charging. He stated that this topic needed to be addressed at a broader level including stakeholders dealing with the energy sector and vehicle charging infrastructure, as it included areas which were not covered by WP.29.

28. The WP.29 Chair pointed out that this item would be further addressed under agenda item 8.5.4., when WP.29 will receive information about the latest decisions from the Working Party on Trends and Economics (WP.5) with respect to electric vehicles and its charging infrastructure.

29. The secretariat reminded WP.29 that the current ToRs of the IWG on ITS included outreach to other UNECE groups and external organizations so as to ensure WP.29 awareness of developments relevant to its role in the regulation of motor-vehicle performance, and to ensure those other organizations and institutions were aware of WP.29, its role and responsibilities in this area, but without mandate to liaise with external stakeholders on regulatory activities.

30. The representative of ITU suggested to forward VCTF-04-04 (referenced in WP.29-191-24), to the IWG on Cyber Security and Over the Air (CS/OTA) issues, to have a look at this topic in relation to UN Regulation No. 156.

31. The representative of SAE International informed WP.29 that SAE International was currently working on this topic and offered to provide further input to the IWG on CS/OTA and other relevant groups.

**(v) Catalogue for ADS relevant traffic rules and traffic scenarios for ADS**

32. The representative of ITU presented WP.29-191-22, a proposal for establishing Terms of Reference (ToR) for an effort to analyse if new data catalogues were needed, e.g. a data catalogue for Automated Driving Systems (ADS). He stated that creating a data catalogue required strong communication between the user and IT world, and therefore, the ToR should be developed from the technical-organisational side.

33. The representative of France welcomed the proposal by ITU and supported having further discussions on this item, to reach agreement on the appropriate timing and the potential content of such catalogues, among others. He informed WP.29 that France had a database for different automated driving scenario that they would present at the next IWG on Validation Method for Automated Driving (VMAD) meeting.

34. The representative of Japan asked for clarification if this item had been already discussed in subgroup 1 (SG1) of the IWG on VMAD and stressed that duplication of work should be avoided.

35. The representative of ITU confirmed that this topic had been discussed at SG 1 of the IWG on VMAD and stressed that this work was necessary to support the IWG on VMAD. He stated that the IWG on VMAD discussed that there could be the need for a scenario catalogue, but it would not be created by the IWG on VMAD due to time constraints, and that there would be difficulties to maintain such catalogue.

36. The representative of the United Kingdom of Great Britain and Northern Ireland reminded WP.29 of WP.29-178-29 and stated that other catalogues, created by other groups, already existed. He highlighted that United Kingdom was still considering whether it is necessary for the UNECE to have a dedicated scenario database and highlighted recent discussions in VMAD. He pointed out that if WP.29 would agree to create a catalogue, it needed to be considered how it would be used, and who would take responsibility and take care of the maintenance.

**(vi) Other items**

37. The secretariat presented WP.29-191-16 recalling the purpose of Annex 7 in the consolidated resolution on the construction of vehicles R.E.3. WP.29 invited the GRs to evaluate which regulations should be amended to permit software updates, as suggested by the representative of France.

38. The representative of France introduced WP.29-191-29, a joint statement of the expert groups on regulatory fitness for automated driving systems regarding the establishment of a task force on categories for automated vehicles. He informed WP.29 about the background as well as about the proposed principles for the work on categories and the potential TF.

39. The representatives of China, the European Union, Germany, Japan, the United Kingdom of Great Britain and Northern Ireland, and the United States of America highlighted the importance of this topic and supported the proposal. The representatives of Germany and the United Kingdom of Great Britain and Northern Ireland offered to chair the group with potential other co-chairs.

40. The representative of IMMA requested to exclude or postpone consideration of L-category-vehicles in the new TF on establishment of categories for automated vehicles. He clarified the additional complexity due to diversity of L-category or category 3 vehicles which range from light mopeds to motorcycles, three wheelers, to light and heavy quadricycles. Also, there is a lack of urgency to consider powered two-wheelers which are very complex to automate and IMMA's recent efforts in GRSP and GRSG to update the category of L7 quadricycle vehicles proved extremely complex due to major diversities in the jurisdictions.

41. The representatives of Germany and the United Kingdom of Great Britain and Northern Ireland stated that category L vehicles should not be excluded from the scope and should first be discussed in the TF.

42. The GRVA Chair highlighted that the work on vehicle categorization should both address the needs for automation and be kept as simple as possible. He asked WP.29 for guidance on how the TF should address R.E.3 and S.R.1, as both documents include vehicle categories.

43. The secretariat informed WP.29 about the process of amending S.R.1. and pointed at para. 2.4 of the resolution, which could have an impact on the choice of a deadline.

44. WP.29 agreed to establish the TF and that it could start the work keeping in mind the two categorization systems set in RE.3 and SR.1.

**(vii) Regulatory Approach for Automated Driving Systems**

45. The GRVA Chair introduced WP.29-191-30, a proposal for the regulatory approach for Automated Driving Systems, including among others, the collaborative development of a UN GTR as well as UN Regulation for ADS until 2026 on the basis of the deliverables of FRAV and VMAD and guided by the framework document, the establishment of an IWG on ADS and the organisation of at least two ADS related two-days-workshops per year by GRVA. He introduced WP.29-191-31, an amendment to the framework document and WP.29-19-32, an amendment to the WP.29 Programme of Work concerning GRVA activities, to reflect this proposal in these documents.

46. The representative of the United Kingdom of Great Britain and Northern Ireland suggested to add a timeline and process to track progress, against which the IWG on ADS should report, supported by the representative of the European Union.

47. The representatives of Australia, Canada, China, the European Union, France, Germany, Japan, the United Kingdom of Great Britain and Northern Ireland, the United States of America, OICA and CLEPA supported the modified document (WP.29-191-30/Rev.1).

48. The representative of ITU cautioned that the regulatory work should separately address vehicles equipped with an ADS which can still interact with a driver, and vehicles that are dedicated to ADS (e.g., autonomous shuttles).

49. WP.29 adopted WP.29-191-30/Rev.1, WP.29-191-31 and WP.29-191-32 and requested the secretariat to distribute WP.29-191-31 with an official symbol at the next session. WP.29 agreed that the workshops could be hybrid or virtual and in English only.

50. The representative of the United States of America announced that the USA would be one of the sponsors for the UN GTR on ADS and would welcome other co-sponsors.

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

### **A. Working Party on General Safety Provisions (GRSG) (125th session, 27-31 March 2023) (agenda item 3.1)**

*Documentation:* ECE/TRANS/WP.29/GRSG/104

51. The World Forum approved the report of the Chair of GRSG at its 125<sup>th</sup> session (ECE/TRANS/WP.29/GRSG/104).

### **B. Working Party on Lighting and Light-Signalling (GRE) (Eighty-eighth session, 25-28 April 2023) (agenda item 3.2)**

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

52. The World Forum approved the report of the Chair of GRE at its eighty-eighth session (ECE/TRANS/WP.29/GRE/88).

### **C. Working Party on Passive Safety (GRSP) (Seventy-third session 15-19 May 2023) (agenda item 3.3)**

*Documentation:* ECE/TRANS/WP.29/GRSP/73

53. The World Forum approved the report of the Chair of GRSP on its seventy-third session (ECE/TRANS/WP.29/GRSP/73).

### **D. Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (Sixteenth session, 22-26 May 2023) (agenda item 3.4)**

*Documentation:* ECE/TRANS/WP.29/GRVA/16

54. The World Forum approved the report of the Chair of GRVA on its sixteenth session (ECE/TRANS/WP.29/GRVA/16).

### **E. Working Party on Pollution and Energy (GRPE) (Eighty-eighth session, 12-13 April and eighty-ninth session, 30 May-2 June 2023) (agenda item 3.5)**

*Documentation:* ECE/TRANS/WP.29/GRPE/88  
ECE/TRANS/WP.29/GRPE/89

55. The World Forum approved the report of the Chair of GRPE on its eighty-eighth session and eighty-ninth session (ECE/TRANS/WP.29/GRPE/88 and ECE/TRANS/WP.29/GRPE/89).

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

### **1. Working Party on Noise and Tyres (GRBP)**

#### **(Seventy-eight session, 30 August-1 September 2023) (agenda item 3.6.1)**

56. The GRBP Chair reported on the results achieved by GRBP at its seventy-eighth session (for details, see the report of the session ECE/TRANS/WP.29/GRBP/76).

57. He pointed out that GRBP had renamed its Informal Working Group on Additional Sound Emission Provisions (IWG ASEP) into the Informal Working Group on Real Driving — Additional Sound Emission Provisions (IWG RD-ASEP) had revised its Terms of Reference with the mandate extended.

58. WP.29 approved the extension of the mandate of the IWG RD-ASEP until February 2026.

59. He also mentioned that GRBP expressed concerns about aftermarket products that create artificial noise of electric vehicles in addition to AVAS for safety purposes and supported the idea to regulate a 'grey area' between UN Regulations Nos. 51 and 138.

60. WP.29 noted that the GRBP Task Force on Tyre Abrasion had developed two draft methods for measuring tyre abrasion: a real on-road driving method and an indoor drum method.

61. Finally, WP.29 took note that GRBP had re-elected by acclamation Mr. S. Ficheux (France) as Chair and Mr. B. Schüttler (Germany) as Vice-Chair for the year 2024.

### **2. Working Party on Automated/Autonomous and Connected Vehicles (GRVA)**

#### **(Seventeenth session, 25-29 September 2023) (agenda item 3.6.2)**

62. The GRVA Chair reported on the results achieved by GRVA during its seventeenth session (see ECE/TRANS/WP.29/GRVA/17 for further details).

63. WP.29 noted the interim submissions of GRVA on Guidelines for Regulatory Requirements and Verifiable Criteria for ADS Safety Validation.

64. WP.29 noted that GRVA reviewed the first draft of the new UN Regulation on Driver Control Assistance Systems (DCAS) prepared by the task force on ADAS which was covering categories of assistance systems and combinations of it and that GRVA agreed to resume consideration based on a revised proposal at its next session in January 2024.

65. The representative of Sweden informed WP.29 that the DCAS proposal was a basis for principle discussions and stated that she was looking forward to having more discussions on the DCAS implementation in the current type approval regime and on the possible effects it might have.

66. WP.29 welcomed the proposal by GRVA to organise a joint activity with GRSG on the proposal for additional subcategories tabled by industry.

67. WP.29 noted and welcomed that the May 2024 GRVA informal session would be held in the United States of America.

68. WP.29 took note that GRVA had re-elected by acclamation Mr. R. Damm (Germany) as Chair and Mr. T. Naono (Japan) and Ms. C. Chen (China) as Vice-Chairs for the year 2024.

### **3. Working Party on General Safety Provisions (GRSG) (126th session, 10-13 October 2023) (agenda item 3.6.3)**

69. The Chair of GRSG reported on the results of the 126th session of GRSG (for details, see the report in ECE/TRANS/WP.29/GRSG/105).

70. GRSG adopted amendments to four UN Regulations Nos 46, 55, 158 and 167 and established a new UN Regulation on EDR for Heavy Duty Vehicles (HDV).

71. GRSG agreed to establish a Task Force (TF) on UN Regulation No. 107 (M<sub>2</sub> and M<sub>3</sub> vehicles) to improve design of buses and coaches to improve accessibility of passengers with restricted mobility.

72. GRSG expressed support for the proposal from the International Association of the Body and Trailer Building Industry (CLCCR) of assisting driven axles on trailers. GRSG expected coordination between the different working groups to introduce type approvals for this new type of trailer. WP.29 agreed that a coordinating activity among its subsidiary bodies should be planned as soon as revised proposals addressing all UN Regulations concerned would be submitted from the expert of CLCCR. The representative of OICA noted that, while the concept seems fully acceptable, the relationship between towing and towed vehicle needs to be addressed to ensure compatibility between both.

73. GRSG agreed to resume considerations on the categorization of automated vehicles and amendments on priority UN Regulations (UN Regulations Nos. 43, 107, 160, and R.E.3 and S.R.1) based on the follow-up of the meeting of TF on Automated Vehicles Regulatory Screening (AVRS) representatives.

74. On three-dimensional H point machine GRSG agreed that TF would prepare amendments proposals for the March 2024 session of GRSG to UN Regulations Nos. 35, 43, 46, 125, 166 and 167 and UN GTR No. 6 in the remit of GRSG which would move the references from R.E.3 and from the text of the UN GTR No. 6 to M.R.1. It was also agreed that the authorization to develop the amendments to UN GTRs Nos. 6, 7 and 14 would be coordinated with GRSP to be submitted at the March 2024 session of the Executive Committee of the 1998 Agreement (AC.3). The World Forum endorsed this approach. The representative of the Netherlands confirmed that his country would sponsor this activity, involving GRSP and GRSG, and would provide the above-mentioned request for authorization at the March 2024 session of AC.3.

75. GRSG agreed that its work would have indirect rather than direct contributions to the strategy of Inland Transport Committee (ITC) climate change strategy on reducing greenhouse gas emissions in inland transport. Therefore, GRSG agreed that the protection of children in buses, and cyclists through UN Regulations under its remit, would encourage the shift to green mobility and public transport and that the strategy rather than limit, should enable people to travel. Moreover, it was specified that its contribution will also entail e-axles, radiant warmers, use alternative fuels with low-carbon emissions and use of a camera instead of large mirrors to reduce aerodynamic drag and fuel consumption.

76. Concerning Event Data Recorder (EDR) / Data Storage system for Automated Driving Vehicles (DSSAD), GRSG adopted the proposal of new UN Regulation concerning the Approval of Event Data Recorders for Heavy-Duty Vehicles and requested the secretariat to submit it to the November 2023 sessions of WP.29 and AC.1, superseding the proposal previously submitted. However, Canada and United States of America expressed their concerns.

77. The representative from the Republic of Korea supported the planned adoption of the UN Regulation. He stated that his country had been continuously working on this subject and its challenging issues (i.e. triggering and distance) and that currently was working on assessing and triggering unintended acceleration that could cause accidents. He added that the Republic of Korea supported the activity related to Acceleration Control for Pedal Error (ACPE) from the view point of avoiding accidents caused by unintended acceleration.

78. The representative from Canada agreed with the challenges mentioned by the expert from Korea, noting that the triggering points for HDV EDR are particularly difficult. He stated that for these reasons, more maturity on this subject was needed prior to the establishment of a UN GTR and thus a guidance document instead was more fitting at this stage. He also encouraged contracting parties to share the real-world data on HDV EDRs to help in the development of the UN GTR.

79. The representative from the United States of America agreed with the representative from Canada and added that experts from her country had spent significant resources and time providing expert advice to the IWG. She added that the elimination from the scope of vehicles of 8,000 kg and above was a concern as this could potentially exclude HDVs from

the North American market in the European market. This action might potentially create a trade barrier which was not acceptable for other countries outside the scope of this UN Regulation.

80. The WP.29 Chair, clarified that the UN Regulation was not excluding the above-mentioned vehicles but requesting additional provisions to demonstrate equivalence to lighter vehicles.

81. The representative of the European Union congratulated IWG for their hard work and expressed his support for the new UN Regulation.

82. GRSG finalized the screening of the full list of UN Regulations under its responsibility concerning the use of UI and agreed to submit a document to the IWG DETA as its position on this subject.

83. GRSG unanimously elected Mr. A. Erario (Italy) as Chair and Mr. K. Hendershot (Canada) as Vice-Chair by acclamation for the GRSG sessions scheduled for 2024.

#### **4. Working Party on Lighting and Light-Signalling (GRE) (Eighty-ninth session, 24-27 October 2023) (agenda item 3.6.4)**

84. The Chairman of GRE reported on the results of the eighty-ninth session of GRE (for details, see the report in ECE/TRANS/WP.29/GRE/89).

85. He pointed out that GRE had adopted several clarifications and corrections to the new draft 09 series of amendments to UN Regulation No. 48 (Installation of lighting and light-signalling devices), with the whole package to be submitted to the March 2024 sessions of WP.29 and AC.1 for consideration and possible adoption.

86. He further mentioned that GRE had adopted a proposal to introduce adaptive front-lighting systems (AFS) for motorcycles in UN Regulation No. 53 which came in a package with an amendment proposal to UN Regulation No. 149.

87. He also briefed WP.29 on the ongoing process of reviewing UN Regulation No. 10 (Electromagnetic compatibility) and requested to prolong the mandate of IWG EMC until December 2026. WP.29 gave its consent.

88. WP.29 noted that GRE had re-elected by acclamation Mr. T. Kärkkäinen (Finland) as Chair and Mr. D. Rovers (Netherlands) as Vice-Chair for the sessions of GRE scheduled in the year 2024.

89. The representative of Japan stressed the importance of the new draft 09 series of amendments to UN Regulation No. 48 for road safety and thanked GRE for the long and hard work that had resulted in the adoption of this proposal.

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

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

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

90. The secretariat informed the World Forum about the latest update of the status of the 1958 Agreement, based on ECE/TRANS/WP.29/343/Rev.31, available at <https://unece.org/status-1958-agreement-and-annexed-regulations>. WP.29 noted that contracting parties should notify the secretariat about any amendments needed to Add.1 to the status document via the online data base (/343app) only. The secretariat invited those Contracting Parties who had not yet notified their Single Points of Contact, to gain writing permission for the database, to do so as soon as possible.

**B. Guidance requested by the Working Parties on matters related to UN Regulations annexed to the 1958 Agreement (agenda item 4.2)****1. Reproduction and reference to private standards in UN Regulations, Global Technical Regulations and Rules (agenda item 4.2.1)**

91. 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)**

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

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

*Documentation:* Informal document WP.29-191-23

93. The representative of Australia sought clarifications (WP.29-191-23) regarding the equivalence of requirements according to UN Regulation No. 152 (AEBS for light vehicles) and UN Regulation No. 131 (AEBS for heavy vehicles) for vehicles of category M<sub>3</sub>/N<sub>2</sub> with a maximum weight below or equal to 8 tons, equipped with hydraulic braking, which can be approved under both UN Regulations.

94. WP.29 agreed to pass the request to the Working Party on Automated/Autonomous and Connected Vehicles, as the body in charge of these regulations.

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

*Documentation:* ECE/TRANS/WP.29/2023/90  
Informal document WP.29-191-28

95. The World Forum considered the draft 06 series of amendments to UN Regulation No. 0 under agenda item 4.3 and recommended its submission to AC.1 for voting.

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

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

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

*Documentation:* Informal documents: WP.29-191-15, WP.29-191-17, WP.29-191-18

97. The representative from Germany, Chair of the IWG on DETA, presented (WP.29-191-18) the report to the World Forum related to the use of DETA and also updating WP.29 on the work of the IWG at its forty-eighth session, held on 9 November 2023. He laid out the current state of play, noting the number of approvals uploaded. He reported that one Authority was using the new DETA functionality “Mass Upload”. He explained that the group started implementing the decision of WP.29 regarding the provision of an access to technical service, noting practical difficulties in special cases such as the case where a manufacturer is also a technical service. He detailed activities of the IWG related to the implementation of Unique Identifier (UI), acknowledging the feedback received from most of the WP.29 subsidiary bodies on the limited benefits of UI (with the exception of small components). He inquired if GRE would need UI implemented or if an alternative could be found. Similar views and questions on the use of UI were also raised by the representative of CITA (WP.29-191-15).



98. The expert from Finland, Chair of GRE, stated that an alternative might be possible and agreed to consult GRE at its next session on this issue.

99. WP.29 invited GRE to reflect on it and consider the UI marking for the relevant UN Regulations taking into account all potential consequences including implementation costs and to consider alternative marking solutions (e.g. simplified 'E-marking').

100. WP.29 agreed to resume discussion on a way forward with the UI marking concept, at its next session.

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

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

*Documentation:* ECE/TRANS/WP.29/2023/91  
ECE/TRANS/WP.29/2023/92  
ECE/TRANS/WP.29/2023/93  
ECE/TRANS/WP.29/2023/94  
ECE/TRANS/WP.29/2023/95  
ECE/TRANS/WP.29/2023/96  
ECE/TRANS/WP.29/2023/97

102. The World Forum considered draft amendments under agenda items 4.6.1 to 4.6.7. and recommended their submission to AC.1 for voting.

103. Under agenda items 4.6.1, 4.6.2 and 4.6.3, the Chair of GRE briefly presented the new series of amendments to UN Regulations Nos. 53, 74 and 86 on phasing out of the installation of older lamps/devices. He clarified that similar provisions for UN Regulation No. 48 would be submitted to the March 2024 sessions of WP.29 and AC.1 as part of the draft new 09 series of amendments.

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

*Documentation:* ECE/TRANS/WP.29/2023/98/Rev.1  
ECE/TRANS/WP.29/2023/99  
ECE/TRANS/WP.29/2023/100  
ECE/TRANS/WP.29/2023/101  
ECE/TRANS/WP.29/2023/102  
ECE/TRANS/WP.29/2023/103  
ECE/TRANS/WP.29/2023/104

104. 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.

105. Under agenda items 4.7.1 the Chair of GRSG introduced the new series of amendments to UN Regulation No. 160 on Event Data Recorder concerning provisions on acceleration data accuracy verification procedures.

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

*Documentation:* ECE/TRANS/WP.29/2023/105  
ECE/TRANS/WP.29/2023/106  
ECE/TRANS/WP.29/2023/107  
ECE/TRANS/WP.29/2023/108  
ECE/TRANS/WP.29/2023/109  
ECE/TRANS/WP.29/2023/110

ECE/TRANS/WP.29/2023/111  
ECE/TRANS/WP.29/2023/112 and Corr.1  
ECE/TRANS/WP.29/2023/113 and Corr.1  
ECE/TRANS/WP.29/2023/114 and Corr.1  
ECE/TRANS/WP.29/2023/115 and Corr.1  
ECE/TRANS/WP.29/2023/116 and Corr.1  
ECE/TRANS/WP.29/2023/117 and Corr.1  
ECE/TRANS/WP.29/2023/118  
ECE/TRANS/WP.29/2023/119 and Corr.1  
ECE/TRANS/WP.29/2023/120 and Corr.1  
ECE/TRANS/WP.29/2023/121 and Corr.1  
ECE/TRANS/WP.29/2023/122  
ECE/TRANS/WP.29/2023/123 and Corr.1  
ECE/TRANS/WP.29/2023/124 and Corr.1  
ECE/TRANS/WP.29/2023/125

106. The World Forum considered draft amendments under agenda items 4.8.1 to 4.8.21 and recommended their submission to AC.1 for voting, with the exception of 4.8.11 which is returned to GRSP for further consideration (see para 6 (d) above).

107. Under agenda items 4.8.1 to 4.8.8 the secretariat on behalf of the Chair of GRSP presented draft series of amendments to UN Regulations Nos. 16, 17, 94, 95, 129, 134, 137 and 145 to incorporate provisions on hydrogen-fuelled vehicles harmonized with UN GTR No. 13, Amendment 1 and provisions for use of Lower Tether Anchorages (LTA) amongst others..

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

*Documentation:* ECE/TRANS/WP.29/2023/126  
ECE/TRANS/WP.29/2023/127  
ECE/TRANS/WP.29/2023/128

108. The World Forum considered draft amendments under agenda items 4.9.1 and 4.9.3 and recommended their submission to AC.1 for voting.

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

*Documentation:* ECE/TRANS/WP.29/2023/129  
ECE/TRANS/WP.29/2023/130  
ECE/TRANS/WP.29/2023/131  
ECE/TRANS/WP.29/2023/132

109. The World Forum considered draft amendments under agenda items 4.10.1 to 4.10.4 and recommended their submission to AC.1 for voting.

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

*Documentation:* ECE/TRANS/WP.29/2023/133

110. The World Forum considered draft corrigenda under agenda items 4.11.1 and recommended their submission to AC.1 for voting.

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

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

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

*Documentation:* ECE/TRANS/WP.29/2023/134  
ECE/TRANS/WP.29/2023/135

112. The World Forum considered the proposal for a new UN Regulation on Event Data Recorders for Heavy-Duty Vehicles under agenda items 4.13.1 and recommended its submission to AC.1 for voting.

113. The representative of OICA noted that there were some inconsistencies for vehicles between 8,000kg and 12,000kg and highlighted that work would be needed to be done to resolve these inconsistencies as quickly as possible .

114. The representative of Canada encouraged countries who will be implementing this regulation to share the information with those countries who were developing the UN GTR of the same nature on the applicability of this regulation. He noted that crash data were important to obtain and encouraged countries to try to share their collective experience.

115. The World Forum considered the proposal for a new UN Regulation on Child Restraint Systems for Safer Transport of Children in Buses under agenda item 4.13.2 and recommended its submission to AC.1 for voting..

**N. Proposal for amendments to the Consolidated Resolution on the Construction of Vehicles (R.E.3) submitted by the Working Parties to the World Forum for consideration, if any: (agenda item 4.14)**

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

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

117. No proposal for amendments to the Consolidated Resolution on the common specification of light source categories (R.E.5) has been submitted.

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

118. WP.29 noted that no document had been pending under this agenda item.

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

*Documentation:* ECE/TRANS/WP.29/2023/136

119. The representative from the United States of America, presented the proposal for Amendment 1, Addendum 2 to Mutual Resolution No. 1 (M.R.1).

120. WP.29 adopted the resolution noting that AC.3 would wish to vote on the proposal.

## **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.37  
WP.29-191-08

121. The World Forum agreed that agenda items 5.2 to 5.5/5.6 related to the 1998 Agreement should be considered in detail under agenda items 15 to 19 prepared for the Executive Committee of the 1998 Agreement, WP.29/AC.3.

## **VIII. Exchange of views on national/regional rulemaking procedures and implementation of established UN Regulations and/or UN GTRs into national/regional law (agenda item 6)**

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

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

*Documentation:* Informal document WP.29-191-25

123. The representative of the Russian Federation, Co-Chair of the IWG on PTI introduced WP.29-191-25, providing a status report on the activities of the IWG since the last session of WP.29. He detailed the last amendments to the Framework Document on Vehicle Whole-Life Compliance developed by the Group and submitted for adoption as ECE/TRANS/WP.29/2023/89. He mentioned the discussions on tampering within the group and hoped to receive comments on WP.29-191-19 with the proposal of modification to the draft terms of reference for the Emissions Anti-Tampering Taskforce. He recalled WP.29 of the activities with GRSG on the development of a UN Rule for eCall systems. He mentioned the exchange of views on vehicle data access and the use of Unique Identifying for that purpose, as well as on the safe use of automated vehicles in traffic.

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

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

124. WP.29 noted ECE/TRANS/WP.29/1074/Rev.17 on the status of the 1997 Agreement, including the status of the UN Rules annexed to the agreement, the list of the contracting parties to the agreement and of their administrative departments and encouraged the contracting parties to the 1997 Agreement to provide relevant updated information to the secretariat, as needed.

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

*Documentation:* ECE/TRANS/WP.29/2023/137

125. The representative of the Netherlands introduced ECE/TRANS/WP.29/2023/137, containing a proposal for amendments to UN Rule No.1 introducing an alternative method for measuring the particulate emissions of vehicles at the time of PTI.

126. WP.29 recommended to submit the proposal to AC.4 for adoption.

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

*Documentation:* (ECE/TRANS/WP.29/2020/38)

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

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

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

**E. Update of Resolution R.E.6 related to requirements for testing equipment, for skills and training of inspectors and for supervision of test centres (agenda item 7.5)**

*Documentation :* ECE/TRANS/WP.29/2023/138  
Informal document WP.29-191-34

129. The representative of the Netherlands, Co-Chair of the IWG on PTI, introduced WP.29-191-34 providing details related to the PTI test for checking particulate filters of diesel cars with a particle counter, reporting on the reasons and activities that led to the elaboration of ECE/TRANS/WP.29/2023/137 and introducing ECE/TRANS/WP.29/2023/138 containing a proposed amendment to the Consolidated Resolution R.E.6 introducing the specifications and test methods.

130. The Chair of GRPE showed his appreciation to assist the IWG on PTI to help improve UN Rule No. 1 and R.E.6, and reminded the key role GRs play in amending text annexed to any of the 3 agreements.

131. WP.29 adopted ECE/TRANS/WP.29/2023/138 and requested the secretariat to produce the final document and post it on the UNECE website.

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

*Documentation:* ECE/TRANS/WP.29/2023/89

132. The Chair of the IWG on PTI introduced ECE/TRANS/WP.29/2023/89, a proposal for a Framework Document on Vehicle Whole-Life Compliance, aimed at providing guidance to WP.29 and its GRs to coordinate the evaluation of harmonised conditions for the assessment of performances of vehicles, equipment and parts along different stages of their legal life.

133. The representative of Sweden raised her concerns with regards to:

- (i) Compliance, related to PTI provisions added to UN Regulations and the follow up process,
- (ii) The impact of this framework document on the relation between manufacturers and the inspections bodies as well as on the possibility for inspection bodies to act independently.

134. The Chair of the IWG on PTI clarified that this document was intended to be a reference document for the methodologies of drafting rules that would be applied by all GRs and IWGs when preparing relevant proposals, and that it would not propose a change in the work of the technical authorities. The representative of the Netherlands supported this clarification and highlighted the possibility to modify the document in the future.

135. The representative of Sweden agreed that this document could be adopted since it was not binding and understood as a living document. She stressed that more work and discussions need to take place before it could be implemented.

136. WP.29 endorsed the document as a reference document and agreed to keep it as a living document.

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

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

137. The WP.1 Secretary reported on the Global Forum for Road Traffic Safety (WP.1) session in September 2023 (for more details please see ECE/TRANS/WP.1/185) focusing on the elements being relevant for WP.29. He informed WP.29 about discussions on remote driving, about the Group of Experts on Drafting a New Legal Instrument on the Use of Automated Vehicles in traffic (GE.3), which was currently focusing on the needs assessment as requested by ITC and the ToR review, as requested by WP.1, and about human factors and automated driving. He reported that Canada had submitted a document on human factors principles and procedures for automated vehicle safety (WP.1 informal document No. 9) and that a final version was expected for the next session. The representative of Canada informed WP.29 that WP.1 had discussed the document for collaboration between the two working parties (WP.29-190-07) but understood from the report by the GRVA Chair that the document would be further discussed at WP.29. He stated that WP.1 was looking forward for more guidance on that document from WP.29 at its March 2024 session.

138. The representative of Canada invited the WP.29 delegates to provide comments on the WP.1 informal document No. 9 and stated that the work of the IWG on FRAV under this user stream connected well to this document.

139. The representative of the United Kingdom highlighted the importance of consideration of human factors but asked for clarification on the intended use of this document. He also noted that the document makes reference to requirements for the design and development of vehicles and noted that this relates to responsibilities of WP.29.

140. The representative of Canada, after the request from the representative of the United Kingdom of Great Britain and Northern Ireland, that this document was not intended exclusively for one of the working parties and stated that it was intended for consideration by those parties that were involved in road safety eco-system. He added that there was still the possibility to change the scope and make it more specific to road safety.

141. The representative of Canada suggested, regarding the collaboration between WP.1 and WP.29, that WP.29 delegates from all GRs should identify issues, gaps and common areas of work and provide comments to the collaboration document. He proposed to underpin this collaboration through general WP.29 working tools, e.g., programme of work, framework document.

142. The GRVA Secretary suggested the delegations to translate the positions expressed into amendments to the collaboration document WP.29-190-07, to support the effort initiated by the GRVA Chair. He asked, for clarification, if WP.29 was proposing to expand the scope of the collaboration between WP.1 and WP.29 beyond ADS and pointed out that waiting for comments from all WP.29 subsidiary bodies could extend the process by six or nine months. The representative of Canada clarified that the scope should stay the same and stated that this topic affected several GRs, e.g. regarding light signalling.

143. WP.29 agreed to the proposal by the representative of the United States of America to request both, the GRs and the WP.29 experts to provide comments to the collaboration document.

### **B. UNECE Plan for the Decade of Action for Road Safety 2021-2030 (agenda item 8.2)**

*Documentation :* informal documents : WP.29-191-09 and WP.29-191-33

144. The secretariat introduced WP.29-191-09 (WP.29 actions in the framework of the global plan for the decade of action for road safety 2021-2030), reproducing the

recommended actions of the global plan to ensure vehicle safety and traceability of WP.29 and its subsidiary bodies actions: (a) development of UN Regulations and UN GTRs and UN Rules (b) performance indicators and (c) progress made.

145. The Secretary of WP.29 presented the document, WP.29-191-33, highlighting the more recent changes to the document and inviting Contracting Parties to provide their comments before 20 December 2023 so that the document could be finalised and submitted to ITC

146. The representative from OICA asked for clarity on the document as it appeared to be a proposed programme of work and he noted that some of the items were not discussed and finalised.

147. The Secretary of WP.29 further reiterated that this document represents the ideas of the Secretariat and was not a programme of work and that further input was essential from the Contracting Parties to make the document comprehensive.

148. The representative of Australia noted that the document was very similar to the National Road Safety Action plan of Australia and other countries, he highlighted that perhaps there needs to be further additions to the document on how to globally reduce crashes taking into account the statistics related to motorcycle crashes.

149. The representative of Canada supported the statements made by Australia, and further highlighted that there were some gaps in the document. He questioned whether there would be further updates to the document to fill those gaps and when the group would be able to review the finalised document before it goes to ITC. He also noted that within the context of road safety and motorcycle safety, perhaps some comments could be shared with WP.1 in terms of the development of that strategy.

150. The Secretary of WP.29 took note of these comments and asked that the Contracting Parties and other stakeholders provide concrete feedback to the document as soon as possible.

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

*Documentation:* informal documents WP.29-191-11 and WP.29-191-26

151. 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.29-191-11 and informed the group of the reference document WP.29-191-26.

152. The representative of OICA noted that he fully supported the work of the group on used vehicles and took note that the group is in the very early stages of the work on new vehicles. He cautioned the group not to re-invent the wheel and reminded the group of the work done in the OICA Manifesto on Global Road Safety for new vehicles and its reference to established standards and regulations in the framework of the 1958 and 1998 Agreements or in other regulatory regimes..

153. The representative of United States of America and Vice-Chair of the IWG on SCUNV confirmed that the group is very much focused on used vehicles at this stage and noted that the group has acknowledged that new car standards are very different to used car standards. He further highlighted that it is not the intention of the group to re-invent the wheel but to utilise standards that have already been established.

154. The Secretary of GRPE highlighted that there will be a Side Event on Used Vehicles at the Conference of Parties 2028 (COP28), hosted by the Netherlands and UNEP, and this would be a good opportunity for the group to highlight their work as the Executive Secretary of UNECE will participate and deliver speeches. This was supported by the Chair of the IWG on SCUNV and the representative of the Netherlands.

155. WP.29 thanked the Chair of the IWG on SCUNV for his reporting.

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

*Documentation:* informal document WP.29-191-12

156. WP.29 noted that the informal document WP.29-191-12 provided information on the proposals for the amendments and a new UN Regulation, that have been adopted by AC.1 in the June 2023 session of WP.29. They further noted that the document also included the (envisaged) dates of entry into force, being the 5 January 2024 for the amendments if no objections had been received, and the 25 March 2024 for the new UN Regulation.

## **E. Any other business (agenda item 8.5)**

### **1. WP.29 input to ITC Climate Change Mitigation strategy (agenda item 8.5.1)**

*Documentation:* informal documents WP.29-191-27-Rev.1 and WP.29-191-35

157. The Vice Chair of GRPE introduced WP.29-191-27-Rev.1 and WP.29-191-35 as the draft WP.29 input for the development of the ITC Strategy on reducing greenhouse gas emissions in inland transport. The representative from Canada sought further clarification on the communication of this document to the ITC secretariat. The secretariat indicated that this input was expected to serve as a basis to draft the initial strategy to be considered by countries and Working Party Chairs in the November/December 2023 timeframe. The secretariat also informed the feedback from WP.29 (as well as all feedback received from WPs), if endorsed, would be annexed to background material going along with the ITC strategy.

158. The representative of IMMA highlighted their contribution in an Annex of the document clarifying among others the benefits of powered two wheelers (PTWs) in urban mobility. He emphasised the importance of the multipath approach and needs for enabling conditions such as carbon neutral fuels and thanked the GRPE leadership and secretariat for their swift action and coordination in delivering the document.

159. The representative of The Netherlands supported the endorsement of this document, and added that the country has started investigations in the greenhouse gas emissions and energy related impacts to vehicle automation and its related data needs that will be share with WP.29 when it gets released. The representative of the United States of America acknowledged the confirmation that this activity was still work in progress, and confirmed that the United States of America and relevant governmental bodies such as Environment Protection Agency of the United States of America (US EPA), were eager to get further engaged in this activity.

160. WP.29 thanked the work of the informal task force that was set-up for this activity and endorsed WP.29.191-27-Rev.1.

### **2. ITC Working Parties review (agenda item 8.5.2)**

*Documentation :* informal documents WP.29-191-21

161. The Secretary of WP.29 presented the document WP.29-191-21 which was a review of WP.29 as mandated by Inland Transport Committee. The document would be integrated in the overall review of the Working Parties which would be presented at the eighty-sixth session of ITC in February 2024. WP.29 followed recommendation of AC.2 and endorsed the document.

### **3. Practical issues raised by the Russian Federation (agenda item 8.5.3)**

*Documentation:* informal documents WP.29-191-19 and WP.29-191-20

162. The representative of the Russian Federation presented informal document WP.29-191-19 concerning the non-compliance by some Contracting Parties with the provisions of the 1958 Agreement, namely in terms of unjustified avoidance of inspection control of the conformity of production from Russian manufacturers in the absence of any obstacles to such control, which creates a threat of cancellation of Type approvals issued to Russian manufacturers.

163. In addition, the representative of the Russian Federation noted the facts of the lack of responses to requests from the Russian Type Approval Authority to confirm the fact of granting



and authenticity of Type approvals and informed that if there are no responses to these requests within 30 days, Type approvals will not be considered granted, will not be accepted in the Russian Federation and products will not be allowed on the Russian market. In addition, the Russian Federation will have the right to consider it possible to grant type approval for such products by the Russian Type Approval Authority.

164. At the same time, the representative of the Russian Federation supported the active use of the DETA database and confirmed that Type approvals uploaded to this database will be accepted in the Russian Federation without additional confirmation.

165. The representative of the Russian Federation also presented informal document WP.29-191-20 regarding the actions of European manufacturers with Type approvals that could lead to non-compliance with the established requirements of the UN Regulation, namely the fact that the service centers of their Russian dealers are disconnected from the after-sales service systems of vehicles and the cessation of supplies of original replacement parts and consumables to Russia. These actions result in non-compliance with the requirements of the UN Regulations by vehicles in operation on the territory of the Russian Federation, and therefore the Russian Federation has invited such manufacturers and the Type Approval Authorities that have granted such manufacturers Type approvals to take the necessary measures to ensure that the non-compliance is eliminated.

166. The representative of the Russian Federation highlighted that when such automakers decide to restore their presence in the Russian market, the Russian Federation will take comprehensive measures in order to fully restore the compliance of their products with established requirements. Compliance with these requirements will be one of the main (key) conditions for returning to the Russian market.

166. The representative of the Netherlands pointed on solutions established during COVID-19 period that could be applied to overcome current limitations.

#### **4. Latest activities from WP.5 (agenda item 8.5.4)**

167. The secretary of WP.5 provided an update about the recent activities with respect to electric vehicles and its infrastructure, reminding WP.29 that ITC requested WP.5 and WP.29 to consider Electric Vehicles (EVs) and their charging infrastructure.

168. Following this mandate from ITC, he informed that WP.5 produced a publication to be released in the near future on “General trends and developments surrounding electric vehicles and their charging infrastructure” (ECE/TRANS/WP.5/2023/4, /5, /6, /7 and /8) and invited WP.29 to provide comments and suggestions before the end of 2023.

169. He explained that WP.5, at its last session in September 2023, agreed to create an informal task force focusing on coordinating efforts related to EV developments and their charging infrastructure both within ECE (across its different sub-programmes) and in collaboration with other institutions should be established. He added that the WP.5 secretariat together with the WP.5 Chair was tasked to develop draft terms of reference for such a task force in close consultation with other relevant Working Parties such as WP.29 and relevant intergovernmental groups in the ECE Sustainable Energy Division and submit this to ITC for discussion and possible adoption at its next annual session.

170. The Chair of GRPE emphasized the key role of the Working Party on Pollution and Energy, given its mandate to work on energy topics, and reminded the on-going activities of the IWG on EVE on the matter. He agreed this topic would be a good opportunity to work together with WP.5 on this matter. The Vice-Chair of GRPE, Co-Chair of the Vehicular Communication Task Force, recalled the workshop on the topic of EV recharging communication that had taken place late August 2023. He added that the participants to the workshop agreed about the importance of this topic, adding that there was disagreement among contracting parties on the appropriate timing for regulation in that field.

171. The representative of OICA emphasized the need for adequate and rapid deployment of charging infrastructure to keep up with the quick EV deployment pace, providing some evidence for the California Energy Commission that there are 26 EVs per public charger, when the target should be 7 EVs per public charger. He added that recharging infrastructure was lagging behind, that the gap between the number of EVs on the road and the necessary

recharging points is even increasing and that was certainly one of the main stumbling blocks towards electrification, also highlighting the high investments needs to deploy it.

172. The Chair invited the VCTF to take care of the topic. The Co-Chair of the VCTF reminded that VCTF focused on communication aspects, and thought GRPE might be best placed to look at this topic in a coordinating role, with support from VCTF when and where needed. OICA supported the proposal from the VCTF co-chair, and offered their support to this activity. The representative from France agreed the activity was essential and the essential role of GRPE on electric vehicles and recognised also the role of other GRs, such as GRE on electromagnetic compatibility or GRSP on electric safety.

173. The secretary of the IWG on ITS reminded that WP.29, at its March 2023 session, “agreed that the IWG on ITS would address the ITC request related to the communication protocols between electric vehicles and their recharging infrastructure” (ECE/TRANS/WP.29/1171, para. 38) and inquired if this decision should be maintained or changed. The representative of Canada stated that this activity might stay at Working Party level, and that WP.29 would find a suitable place to tackle this topic. The representative of USA, co-Chair of the IWG on ITS, confirmed that the IWG on ITS had many items on its agenda, and that the expertise on this topic was also lying at GRPE and other GRs. She agreed with the comment from Canada and requested that this activity to no longer be assigned to the IWG on ITS. WP.29 agreed with this request.

174. The representative from the Netherlands agreed that this topic was broader and different from what the IWG on ITS was working on. He invited WP.29 to re-think the organizational framework between working parties on this topic, requiring the support of the IWG on ITS, when needed.

175. Given the tight timeline described by the Secretary of WP.5, the Secretary of GRVA offered to create a distribution list (emails) to allow WP.29 experts to exchange on that topic. The representative of Canada asked that he circulated relevant documents via email and that he added the Chairs of relevant groups to the distribution list. The representative of the United States of America proposed to create a special interest group and invited all interested parties to contact the secretariat to provide comments and inputs to the draft terms of references of the WP.5 informal task force on electric vehicles and its infrastructure. WP.29 agreed with the proposals from the Secretary of GRVA, and from the representatives of Canada and the United States of America and invited all participants to contact the GRVA Secretary (francois.guichard@un.org) to indicate their interest to be involved in this activity.

176. The representative of China explained that battery swapping was an important way to supply the power to electric vehicles: from 2021, China launched pilot projects in eleven cities and gained experience on that charging mode. He suggested to consider that this mode in the future work of this group and indicated that he was willing to make active contribution.

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

177. The World Forum adopted the report on its **191st session** and its annexes based on a draft prepared by the secretariat. The report included sections related to the eighty-fifth session of the Administrative Committee (AC.1) of the 1958 Agreement, to the sixty-eighth session of the Executive Committee (AC.3) of the 1998 Agreement and the fourteenth session of the Administrative Committee of the 1997 Agreement (AC.4).

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

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

178. Of the 60 contracting parties to the agreement, 39 were represented and taking part in the voting procedure at the eighty-fifth AC.1 session, on 15 November 2023.

179. 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)

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

<i>Amendments to existing Regulations</i>							
<i>Regulation No.</i>	<i>Subject of the Regulation</i>	<i>Contracting Parties</i>		<i>Document: ECE/TRANS/WP. 29/...</i>	<i>Voting result: for/against/abstentions</i>	<i>Document status</i>	<i>Remark</i>
		<i>applying the Regulation</i>	<i>represented</i>				
0	IWVTA	57	39	2023/90	39/0/0	06 Series	*
14	Anchorage of safety-belts	52	37	2023/113 and Corr.1	37/0/0	Suppl. 3 to the 09 Series	*
16	Safety-belts	51	36	2023/105	36/0/0	09 series	*
16	Safety-belts	51	36	2023/114 and Corr.1	36/0/0	Suppl. 5 to the 08 series	*
17	Strength of seats	52	37	2023/106	37/0/0	11 series	*
24	Visible pollutants, measurement of power of C.I. engines (Diesel smoke)	50	36	2023/126	36/0/0	Suppl. 11 to the 03 series	*
43	Safety glazing	52	37	2023/99	37/0/0	Suppl. 11 to the 01 series	*
48	Installation of lighting and light-signalling devices	50	36	2023/94	36/0/0	Suppl. 19 to the 06 series	*
48	Installation of lighting and light-signalling devices	50	36	2023/95	36/0/0	Suppl. 6 to the 07 series	*
48	Installation of lighting and light-signalling devices	50	36	2023/96	36/0/0	Suppl. 4 to the 08 series	*
53	Installation of lighting and light-signalling devices for L3 vehicle	49	35	2023/91	35/0/0	04 series	*
74	Installation of lighting and light-signalling devices for mopeds	48	35	2023/92	35/0/0	03 series	*
86	Installation of lighting and light-signalling devices for agricultural vehicles	45	34	2023/93	34/0/0	03 series	*
90	Replacement braking parts	48	35	2023/129	35/0/0	Suppl. 12 to the 01 series	*
90	Replacement braking parts	48	35	2023/130	35/0/0	Suppl. 11 to the 02 series	*
94	Frontal impact	46	36	2023/107	36/0/0	05 series	*
95	Lateral impact	45	36	2023/108	36/0/0	06 series	*
95	Lateral impact	45	36	2023/116 and Corr.1	36/0/0	Suppl. 2 to the 04 series	*
95	Lateral impact	45	36	2023/117 and Corr.1	36/0/0	Suppl. 4 to the 05 series	*

Amendments to existing Regulations							
Regulation No.	Subject of the Regulation	Contracting Parties		Document: ECE/TRANS/WP.29/....	Voting result: for/against/abstentions	Document status	Remark
		applying the Regulation	represented				
100	Electric power trained vehicles	52	35	2023/118	35/0/0	Suppl. 5 to the 02 series	*
100	Electric power trained vehicles	52	35	2023/119 and Corr.1	35/0/0	Suppl. 3 to the 03 series	*
122	Heating systems	55	37	2023/100	37/0/0	Suppl. 7 to the original version	*
129	Enhanced Child Restraint systems	57	38	2023/109	38/0/0	04 series	*
129	Enhanced Child Restraint systems	57	38	2023/120 and Corr.1	38/0/0	Suppl. 10 to the 03 series	
134	Hydrogen and Fuel Cells Vehicles	58	39	2023/110	39/0/0	02 series	*
135	Pole side impact	58	39	2023/121 and Corr.1	39/0/0	Suppl. 3 to the original version	*
135	Pole side impact	58	39	2023/122	39/0/0	Suppl. 4 to the 01 series	*
135	Pole side impact	58	39	2023/123 and Corr.1	39/0/0	Suppl. 2 to the 02 series	*
137	Frontal impact with focus on restraint systems	57	38	2023/111	38/0/0	03 series	*
145	ISOFIX anchorage systems, ISOFIX top tether anchorages and i-Size	57	38	2023/112 and Corr.1	38/0/0	01 series	*
145	ISOFIX anchorage systems, ISOFIX top tether anchorages and i-Size	57	38	2023/124 and Corr.1	38/0/0	Suppl. 3 to the original version	*
149	Road illumination devices	58	39	2023/97	39/0/0	Suppl. 2 to the 01 series	*
153	Fuel system integrity and electric power train safety at rear-end collision	58	39	2023/125	39/0/0	Suppl. 4 to the original version	*
154	WLTP	58	39	2023/127	39/0/0	Suppl. 1 to the 02 series	*
154	WLTP	58	39	2023/128	39/0/0	Suppl. 1 to the 03 series	*
157	Automated Lane Keeping System	58	39	2023/131	39/0/0	Suppl. 4 to the original version	*
157	Automated Lane Keeping System	58	39	2023/132	39/0/0	Suppl. 2 to the 01 series	*
160	Event Data Recorder	58	39	2023/98/Rev.1	39/0/0	02 series	*
160	Event Data Recorder	58	39	2023/101	39/0/0	Suppl. 2 to the original version	*
160	Event Data Recorder	58	39	2023/102	39/0/0	Suppl. 2 to the 01 series	*
161	Devices against Unauthorized Use	58	39	2023/103	39/0/0	Suppl. 4 to the 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>				
162	Immobilizers	58	39	2023/104	39/0/0	Suppl. 5 to the original version	*
<i>Corrigenda to UN Regulations</i>							
100	Electric power trained vehicles	52	35	2023/133	35/0/0	Corr. 1 to the 03 series	*
<i>Proposal for new UN Regulations</i>							
[169]	Event Data Recorders for Heavy-Duty Vehicles	-	39	2023/134/Rev.1	38/0/1	-	*
[170]	Child Restraint Systems for Safer Transport of Children in Buses	-	39	2023/135	39/0/0	-	*

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

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

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

*Documentation:* Informal document WP.29-191-14

181. The sixty-seventh session of the Executive Committee (AC.3) was held on 15 November 2023 and chaired by the representative of Japan and vice-chaired by the representatives of the United Kingdom of Great Britain and Northern Ireland and United States of America. The representatives of 14 of the 39 Contracting Parties (14 of them represented by the European Union) to the agreement attended: Australia, Canada, China, European Union (representing Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, Netherlands, Romania, Slovakia, Slovenia, Spain, and Sweden), India, Japan, Kazakhstan, Nigeria, Norway, Republic of Korea, Russian Federation, South Africa, United Kingdom of Great Britain and Northern Ireland and United States of America.

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

*Documentation:* ECE/TRANS/WP.29/1073/Rev.37  
Informal document WP.29-191-08

182. AC.3 noted the information, as of 9 November 2023, on the status of the Agreement of the Global Registry and of the Compendium of Candidates (ECE/TRANS/WP.29/1073/Rev.37), the status of the priorities of the 1998 Agreement (based on WP.29-191-08 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) to ensure updating of the status document, which is the monitoring tool of the agreement.

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

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

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

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

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

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

### **C. Proposal for amendments to *the Mutual Resolutions* of the 1958 and the 1998 Agreement, if any (agenda item 14.3.)**

*Documentation:* ECE/TRANS/WP.29/2023/136  
Informal document WP.29-191-08

186. Submitted for consideration and vote, the proposal for Amendment 1, Addendum 2 to Mutual Resolution No. 1 (ECE/TRANS/WP.29/2023/136) was adopted on 9 November 2023 by consensus vote of the following contracting parties present and voting: Australia, Canada, China, European Union (representing Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, Netherlands, Romania, Slovakia, Slovenia, Spain, and Sweden), India, Japan, Nigeria, Norway, Republic of Korea, Russian Federation, South Africa, United Kingdom of Great Britain and Northern Ireland and United States of America.

187. Kazakhstan abstained from voting.

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

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

## **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)**

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

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

### **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)

190. The representative of the Republic of Korea informed AC.3 that the activities of the IWG on Deployable Pedestrian Protection (DPPS) were in its final stages. He clarified that GRSP at its December 2023 session was expected to recommend the amendment 3 of UN GTR No. 9, and the amendment of Mutual Resolution No.1 (M.R.1) for introducing simulation method, 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

191. The representative of the United States of America informed AC.3 that the IWG on UN GTR No. 13 Phase 2 received an extension of its mandate until December 2023 to complete a proposal for a corrigendum to the Amendment 1 to the UN GTR No. 13. On the proposal of AC.3 the Committee agreed AC.3 extend the mandate of the IWG until June 2024 to complete the work.

### **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)

192. The representative of the United States of America informed AC.3 that a status report of the IWG on EVS would be provided at the December 2023 session of GRSP as scheduled and requested an extension of the mandate of the IWG until June 2024 to allow for AC.3 review and next steps.

193. The representative of the European Union opposed the extension and asked not to extend the Phase 2 IWG mandate beyond December 2023. He explained the IWG, further to a series of extensions of the mandate in the past, made recently a significant progress in delivering a robust regulatory proposal addressing the issue of thermal propagation, which was the only main outstanding issue not addressed during Phase 1. Moreover, he explained that since no agreement could be reached with the experts of the United States of America, although a compromise solution was being proposed to take on board the positions of all involved parties, the EU representatives and others agreed to promptly finalize the drafting of the regulatory proposal and transpose it in UN Regulation No. 100 (Electric power trained vehicles) of the 1958 Agreement. He clarified that since this approach was in principle developed under the purview of the 1958 Agreement, no prior authorisation was required to launch the work of this special interest group, which remains completely open to any interested party. He hoped that the regulatory proposal could be used by other Contracting Parties of the 1998 Agreement. He concluded that in line with the applicable provisions of the 1998 Agreement, consensus was needed to extend the mandate of that group. Therefore,

the opposition by one party (who is also a sponsor of the UN GTR) to extend the mandate of the IWG was sufficient for not proceeding with the work on Phase 2 of the GTR.

194. The representative of the United States of America argued that the work of the IWG evolved in several years and delays were granted because the IWG did not reach consensus on technical matters. Therefore, a solution that would not be representative of all parties involved should not be acceptable. He finally stated that AC.3 still need a technical report from GRSP (stemming from its December 2023 session) to take a thorough decision on the way forward and therefore an extension of the mandate was needed to allow the IWG to still work on viable comprehensive solutions.

195. The representative of Canada agreed with the representative of the United States of America to find a solution addressing pervasive issues caused by EVs not only in the moving mode and thus extension of the mandate would be warranted.

196. In response, the representative of the EU clarified that the chosen scenario in the regulatory proposal was in fact the temporary parked mode.

197. The representative of Australia as well as the representative of Japan agreed on the extension of the mandate. This later proposed a three-month extension as a compromise.

198. AC.3 noted that if no consensus solution would be found on the issue of the extension of the mandate most likely the issue would fall under the issue resolution of article 8 of the Agreement. This would imply the procedure of vote according to article 7.2. of Annex B of the Agreement as stipulated in 7.3. The representative of the EU advised to look into other provisions of the agreement that could be more suitable in this context

199. Finally, AC.3 agreed to convene a special AC.3 session (virtual) during the week 18-22 December 2023. The secretariat was requested to provide information on the arrangement of this special session at the earliest convenience.

#### **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)

200. The representative of Canada, as secretary to the IWG on Electric Vehicle and the Environment (EVE) reminded AC.3 UN GTR No. 22 was finalized on 9 March 2022 through consensus vote at 186th session of WP.29 and AC.3.

201. She indicated that a new amendment to UN GTR No. 22 was being prepared to cover additional topics more extensively, such as accounting for energy consumption not related to vehicle mobility, developing category-two vehicle minimum performance requirements, refining performance criteria requirements through the assessment of further modelling and data collection of real vehicles and ensuring that the title reflects the applicability of the regulation to light duty vehicles.

202. She finally informed AC.3 that the new amendment to UN GTR No. 22 would be expected to be considered by AC.3 at its June 2024 session.

203. The representative of China suggested that battery swapping technology could be considered during the research for battery durability and proposed to share experience with all countries, inviting them to participate and provide suggestion to consider this technology.

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

*Documentation:* ECE/TRANS/WP.29/AC.3/33)

204. The Chair reminded AC.3 that it had agreed during its last session to remove this topic from the agenda (ECE/TRANS/WP.29/1173).



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

*Documentation:* (ECE/TRANS/WP.29/AC.3/51)  
ECE/TRANS/WP.29/AC.3/54/Rev.1  
(ECE/TRANS/WP.29/2021/149)  
ECE/TRANS/WP.29/2023/84  
ECE/TRANS/WP.29/AC.3/54/Rev.2

205. The Chair reminded AC.3 that it had agreed during its last session to remove this topic from the agenda (ECE/TRANS/WP.29/1173).

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

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

206. The representative from the EU informed that, following the adoption of UN GTR No. 24 last June by AC.3, work has been resumed to further improve UN GTR No. 24. He indicated the first amendment to UN GTR No. 24 would be considered by GRPE at its January 2024 session.

207. He explained that the amendment would include a detailed procedure to determine a vehicle-specific share of non-friction brake for vehicles equipped with regenerative braking. He concluded by adding that AC.3 would be expected to consider the new amendment proposal at its June 2024 session, and therefore suggested to keep this item on the agenda.

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

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

208. The representative of Canada, as technical sponsor to the IWG on EVE reminded that AC.3 gave its authorization to begin development of a new UN GTR on battery performance and durability of electrified heavy-duty vehicles at its last session. She also recalled the innovative and challenging nature of this activity, indicating that GTR 22 would be used as a framework, implying modifications to the framework developed for light duty vehicles, and in consideration of the unique attributes and characteristics of heavy duty vehicles.

209. Despite the amount of issues still to be resolved, she informed that the IWG on EVE was still hopeful to be able deliver according to the timeline set in the authorization.

210. The representative of China requested the IWG on EVE to consider the possibility to add chassis dynamometer as a possible solution to implement charge/discharge cycles for the batteries. He added that China stood ready to provide data and share the accumulated experience using chassis dynamometer to perform battery test cycles as well as on battery-swapping.

211. The representative of Canada thanked China for the feedback and offered to liaise with the members of the IWG on EVE for further exchanges on the topic.

## **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

212. The representative of the United States of America informed AC.3 that the IWG on Event Data Recorder (EDR) prepared a common set of specifications for light duty vehicles as guidance document for the Contracting Parties of the 1958 and 1998 Agreements. She added that the IWG had not yet completed its current assignment under the 1958 Agreement and therefore she confirmed that ECE/TRANS/WP.29/2023/88 should be considered for information only.

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

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

213. The representative of Australia introduced a summary of key points concerning information and statistics on the issue of children left in vehicles submitted by a number of concerned parties. Moreover, he reiterated that this topic was a priority in his country and his readiness to develop a UN GTR on this subject.

214. The representative of Canada also echoed the relevance of this subject and suggested to develop guidelines as a start.

215. The representative of Republic of Korea expressed his country's support to this activity. He mentioned the national effort made on the children's transportation safety and offered to share their findings and experiences in the informal working group.

216. The representative of Consumer International (CI) stated that this topic was lingering around for some time already, and urged to speed up the process. He added that was not relevant the number of fatalities to catalyse the discussion but rather the enormous tragedies behind every single fatality. He shared his opinion that fatalities were avoidable because the technology to address it was already available. He recalled AC.3 that Euro NCAP presented its protocol to rate child presence detection systems at the December 2021 session of GRSP. He further urged WP.29 to start activities on this subject.

217. The representative of China echoed the statement of CI and confirmed that a number of NCAP worldwide including his country are considering this issue in their protocols. He urged action and offered the support of his country as co-chair of a future IWG on this subject. AC.3 reiterated its recommendation stated at its June 2023 session (see ECE/TRANS/WP.29/1173, para. 195) and recommended GRSP and concerned subsidiary bodies to provide technical feedback on this subject at their future sessions.

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

218. No document was submitted under this agenda item.

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

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

219. The fourteenth session of the Executive Committee (AC.4) was held on 15 November 2023. Of the 17 contracting parties to the Agreement 11 were represented and established AC.4.

220. AC.4 elected by acclamation Mr. G. Pater, Netherlands, as Chair, Mr. T. Kärkkäinen, Finland, as vice-Chair for the year 2023. The new Chair and new Vice-Chair expressed appreciation for every Contracting Parties for their support. The fourteenth session was chaired by Mr. G. Pater (Netherlands).

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

#### **A. Proposal for Amendment 3 to UN Rule No. 1 (agenda item 21.1)**

*Documentation:* ECE/TRANS/WP.29/2023/137

221. The results of the voting on the document submitted are reflected in the following table:

<i>Amendments to existing Rules</i>						
<i>Rule No.</i>	<i>Subject of the Rule</i>	<i>Contracting Parties</i>		<i>Document: ECE/TRANS/WP.29/...</i>	<i>Voting result: for/against/abstentions</i>	<i>Document status</i>
		<i>applying the Rule</i>	<i>represented and voting</i>			
1	Protection of the environment	17	11	2023/137	11/0/0	Amendment 3

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

222. No subject was raised under this agenda item.

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

223. No subject was raised under this agenda item.

## Annex I

[English only]

**List of informal documents (WP.29-191-...) distributed without a symbol during the 191<sup>st</sup> session**

<i>No. WP.29-191-</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 191 <sup>st</sup> session of WP.29	(b)
4	Secretariat	1.	E	Consolidated agenda	(b)
5	Secretariat	2.2	E	Draft programme of work 2024	(a)
6	GRVA	2.3.	E	Proposal for a draft resolution with guidance on Artificial Intelligence in the context of road vehicles under review by GRVA	(a)
7	GRVA	2.3.	E	Guidelines for Regulatory Requirements and Verifiable Criteria for ADS Safety Validation	(a)
8	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 9 November 2023	(d)
9	Secretariat	8.2	E	WP.29 actions in the framework of the global plan for the decade of action for road safety 2021-2030	(b)
10	Australia, the Republic of Korea and China	18.2	E	Global information and statistics – Children left in vehicles	(d)
11	IWG on SCUNV	8.3	E	Report of the 7 <sup>th</sup> and 8 <sup>th</sup> Meeting of the IWG on SCUNV	(d)
12	Secretariat	8.4.	E	Adopted proposals at June 2023 session and date of entry into force	(d)
13	Secretariat	20 & 21		Establishment of AC.4 (quorum) and voting table	(d)
14	Secretariat	12 & 14.17.1		Establishment of AC.3 (quorum) and voting table	(d)
15	CITA	4.5	E	Some thoughts about the Unique Identifier	(d)

<i>No. WP.29-191-</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
16	GRVA	2.3	E	Reference to UN Regulation No. 156 in UN Regulations	(e)
17	IWG on DETA	4.5	E	Report from the 9 November 48 <sup>th</sup> session of the IWG on DETA,	(d)
18	IWG on DETA	4.5	E	Status report from the IWG on DETA to WP.29-191.	(d)
19	Russian Federation	8.5.3	E,R	Concerning nonfulfillment of the 1958 Geneva Agreement provisions by some Contracting Parties	(d)
20	Russian Federation	8.5.3	E,R	Regarding the creation of obstacles in the implementation of provisions of UN Regulations on the territory of the Russian Federation	(d)
21	Secretariat	8.5.2.	E	ITC Working Parties review – WP.29	(b)
22	ITU	2.3 and 4.5	E	Data Catalogues for Automated Driving Systems	(d)
23	Australia	4.2.3	E	Seeking clarification on UN Regulation No. 131 – Advanced Emergency Braking Systems (AEBS) for M2, M3, N2 and N3 vehicles	(f)
24	IWG on ITS	2.3	E	Status report from the IWG on ITS	(d)
25	IWG on PTI	7	E	Report to WP.29 about results of the activity of the Informal Working Group on Periodical Technical Inspections	(d)
26	IWG on SCUNV	8.3	E	Reference Document: Working Document on Import/Export Inspection Elements	(d)
27	WP.29/GRPE Informal Task Force on ITC strategy to reduce GHG emissions	8.5.1	E	Inputs and feedback from WP.29 to the outline of the ITC climate change strategy and to the biennial report	(b)
28	IWG IWVTA	4.3	E	Report to the 191st WP.29 session from the 43rd IWG on IWVTA	(d)
29	FADS and AVRS groups	2.3		Joint statement of the expert groups on regulatory fitness for Automated Driving Systems	(d)

<i>No. WP.29-191-</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
30	GRVA Secretary	2.3	E	Regulatory approach for Automated Driving Systems	(b)
31	GRVA Secretary	2.3	E	Proposal for amendments to the Framework Document on Automated Vehicles	(a)
32	GRVA Secretary	2.3	E	Proposal for amendments to the Programme of Work WP.29-191-05/Rev.1	(b)
33	Secretariat	8.2	E	Draft UNECE Plan of Action for Road Safety 2023 – 2030	(b)
34	IWG on PTI	7	E	New PTI-test for checking particulate filters of diesel cars with a particle counter	(d)
35	WP.29/GRPE Informal Task Force on ITC strategy to reduce GHG emissions	8.5.1		(WP.29/GRPE Informal Task Force on ITC strategy to reduce GHG emissions) Support for WP.29-191-27	(b)

*Notes:*

- (a) Issue as official document for the next session.
- (b) Adopted/Endorsed.
- (c) Continue consideration at the next session.
- (d) Consideration completed or to be superseded
- (e) Distribute to all GRs
- (f) Distributed to relevant GR

## Annex II

[English only]

**World Forum for Harmonization of Vehicle Regulations  
(WP.29):  
Working Parties, Informal Working Groups and Chairs  
on 8 November 2023**

	<i>Working Parties and informal working groups</i>	<i>Chair/Co-Chairs Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
<b>WP.29</b>	<b>World Forum</b>	<b>Mr. A. Erario Mr. T. Naono</b>	<b>Italy Japan</b>	<b>2024</b>
	Intelligent Transport Systems (ITS)	Mr. T. Naono Mr. D. Kay Ms. J. Doherty	Japan UK USA	March 2025
	Electronic Database for the Exchange of Type Approval documentation (DETA)	Mr. S. Paeslack	Germany	June 2025
	International Whole Vehicle Type Approval (IWVTA)	Mr. H. Matsukawa	Japan	November 2026
	Enforcement Working Group	N.N.		2020
	Periodic Technical Inspections (PTI)	Mr. H. P. Weem Mr. V. Komarov	Netherlands Russian Federation	June 2024
	Safer and Cleaner New and Used Vehicles (SCUNV)	Mr. D. Van Tonder MJR. (Rtd.) J Kipchumba Yator Mr. P. Ianna Mr. X. Hoekman Mr. E. Wondimneh	South Africa Kenya  Nigeria The Netherlands USA	December 2025
<b>GRBP</b>	<b>Noise and Tyres</b>	<b>Mr. S. Ficheux Mr. B. Schüttler</b>	<b>France Germany</b>	<b>2024</b>
	Wet grip performance for tyres in worn state (WGWT)	Mrs. E. Collot	France	February 2026
	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>2024</b>
	Simplification of the Lighting and Light Signalling Regulations (SLR)	Mr. D. Rovers M. A. Lazarevic	Netherlands EC	December 2025
	Electromagnetic Compatibility (EMC)	Mr. Z. Tsakiridis	Germany	December 2026
<b>GRPE</b>	<b>Pollution and Energy</b>	<b>Mr. A. Rijnders Mr. D. Kay</b>	<b>Netherlands UK</b>	<b>2025</b>
	Environmental and Propulsion Performance Requirements of L-category vehicles (EPPR)	Mr. N. den Ouden Mr. J. Mashele	Netherlands South Africa	December 2025

	<i>Working Parties and informal working groups</i>	<i>Chair/Co-Chairs Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
	Electric Vehicle and Environment (EVE)	Mr. M. Olechwiw Mrs. P. Dilara  Mrs. C. Chen Mr. H. Suzuki	USA EC  China Japan	January 2024
	Particle Measurement Programme (PMP)	Mr. B. Giechaskiel	EC	June 2025
	Vehicle Interior Air Quality (VIAQ)	Mr. A. Kozlov Ms. I. J. Park	Russian Federation Republic of Korea	November 2025
	Automotive-Life Cycle Assessment (A-LCA)	Mr. T. Niikuni Mr. C. Kim	Japan Republic of Korea	June 2025
<b>GRVA</b>	<b>Automated/Autonomous and Connected Vehicles</b>	<b>Mr. R. Damm</b>  <b>Ms. C. Chen</b> <b>Mr. T. Naono</b>	<b>Germany</b>  <b>China</b> <b>Japan</b>	<b>2024</b>
	Functional Requirements for Automated and Autonomous Vehicles (FRAV)	Mr. E. Wondimneh <sup>3</sup> Ms. C. Chen. <sup>1</sup> Mr. R. Damm <sup>1</sup>	USA China Germany	June 2024
	Validation Method for Automated Driving (VMAD)	Mr. H. 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> Mr. D. Hannah <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. Hirose  Mr. P. Seiniger	Japan  Germany	Mai 2024
<b>GRSP</b>	<b>Passive Safety</b>	<b>Mr M. Koubek</b>  <b>Mr H. G. Kim</b>	<b>USA</b>  <b>Republic of Korea</b>	<b>2024</b>
	Harmonization of Side Impact Dummies			Tbd
	UN GTR No. 9 on Pedestrian Safety Deployable – Pedestrian Protection Systems (DPPS)	Mr. J. S. Park	Republic of Korea	May 2024
	Electric Vehicle Safety (EVS) – Phase 2	Mr. M. Koubek Mr. A. Lazarevic Ms. C. Chen	USA, EC and China Vice-Chair	December 2023
	Specification of the 3D-H machine	Mr. L. Martinez	Spain	Tbd
	Hydrogen and Fuel Cell Vehicles (HFCV) – Phase 2	Mr. M. Koubek Mr. K. Sato <sup>1</sup> Ms. C. Chen Mr. S.W. Kim	USA Japan and China and Republic of Korea Vice-Chairs	December 2023

<sup>3</sup> IWG Co-Chairs



	<i>Working Parties and informal working groups</i>	<i>Chair/Co-Chairs Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
	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>2024</b>
	Field of Vision Assistants (IWG-FVA)	Mr. H. Lammers	Netherlands	April 2024
	Awareness of Vulnerable Road Users proximity (VRU-Proxi)	Mr. L. Rozansky	EC	October 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	N.a.
AC.2	Administrative Committee for the coordination of work	Mr. A. Erario	Italy	2024
AC.3	Executive Committee of the 1998 Agreement	Mr. T. Naono Mr. J. Sanchez Mr. D. Kay	Japan USA UK	2024
AC.4	Administrative Committee of the 1997 Agreement	N.N.		N.a.

## 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)	9-12	p.m./a.m.	6	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	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)	a.m./a.m. (p.m. p.m./p.m.)	7	Yes	02/04/24	160
SEPTEMBER	Working Party on Noise and Tyres (GRBP) (80 <sup>th</sup> session)	10-13	p.m./p.m.	7	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	p.m./a.m.	8	Yes	15/07/24	120
OCTOBER	Working Party on Pollution and Energy (GRPE) (91 <sup>th</sup> session)**	16-18	p.m./a.m.	4	Yes	52/07/24	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	TOTAL: 104 half days = 52 days					

\*) Meeting without interpretation      \*\*) to be confirmed by Conference Services

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 10.00 a.m. (the first day only). During the WP.29 sessions, the Administrative Committee of the 1958 Agreement (AC.1) will hold its sessions usually on Wednesday, sessions of the Executive Committee of the 1998 Agreement (AC.3) are expected to be held on Wednesday afternoon, and sessions of the Administrative Committee of 1997 Agreement (AC.4) would be held on Wednesday immediately following the AC.1, if necessary.

## Annex IV

[English only]

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

### Situation on priorities and proposals to develop UN GTRs as of 9 November 2023

#### GRVA

Item	Informal group (Yes–No)/ Chair & Vice- Chair		Tech. sponsor	Formal proposal (ECE/TRANS/ WP.29/...)	Proposal for a draft UN GTR (ECE/TRANS/WP.29/..)	State of play/Comments
	Yes	No				
[Amendment 4] to UN GTR No. 3 (Motorcycle)	No		Italy	[2022/47/ Rev.1]		AC.3 removed this item from its agenda for the March 2023 session.
[UN GTR on ADS]	Yes		[USA]	[...]	[...]	WP.29 agreed that a UN GTR on ADS will be developed. AC.3 will discuss that work item in March 2023. USA announced that they would sponsor that workstream.
[Amendment 1] to UN GTR No. 8 (ESC)	No		Korea	AC.3/56		AC.3 removed this item from its agenda for the March 2023 session.

#### GRSP

Item	Informal group (Yes–No)/ Chair & Vice-Chair		Tech. sponsor	Formal proposal (ECE/TRANS/ WP.29/...)/	Proposal for a draft UN GTR (ECE/TRANS/WP.29/..)	State of play/Comments
	Yes	No				
Phase 2 of UN GTR No. 7 (Head Restraints)	Yes	UK	Japan	AC.3/25/ Rev.1	GRSP/2021/2	AC.3 at its November 2021 session adopted Addendum 1 to the M.R.1.
Amendment 3 to UN GTR No. 9			Republic of Korea		AC.3/45/Rev.1 2018/162 (ToR) GRSP/2023/31 (draft proposal)	AC.3 endorsed the ToR of IWG-DPPS (.../2018/162). AC.3 agreed to extend the mandate of the UN GTR 9, IWG DPPS until November 2023. GRSP aims at recommending the proposal of Amendment 3 at its December 2023 session to AC.3 June 2024 session.
Phase 2 of UN GTR No. 13 (HFCV)			Japan, Republic of Korea and		ECE/TRANS/ 180/Add.13/ Amend.1	AC.3 established Amendment 1 to UN GTR No. 13 in the Global Registry at its June 2023 session.

\* 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
			the European Union		ECE/TRANS/ 180/Add.13/ Amend.1/ Appendix 1  <b>GRSP/2023/26</b>	GRSP is currently working on a corrigendum to improve its wording. AC.3 agreed to extend the mandate of the IWG until June 2024 to allow the group to finalize a corrigendum to the Amendment 1 to the UN GTR.
UN GTR No. 14 (PSI)	Yes/ Australia	Australia		AC.3/28		No new information was provided.
UN GTR No. 20 (EVS) – Phase 2	Yes/USA/ European Union/ Japan/ China	European Union/ Japan/ USA/ China		AC.3/50 & Corr.1  (authorizati on to develop Phase 2)		AC.3 at its November 2022 session endorsed the extension of the mandate of the IWG until December 2023. AC.3 agreed to convene a special AC.3 session (virtual) during the week 18-22 December 2023 to decide a possible further extension of the mandate of the IWG.

## 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 (DEVV)	Yes/USA/ China/ Japan	Canada/ China/European Union/ Japan/USA		AC.3/53/ Rev.1	GRPE/2024/5	To be considered 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	To be considered 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	To be considered 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.	n.a.	n.a.	Requirements will be in form of recommendation

<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.
GRSP & GRs	Children left in cars	No	No	WP.29-191-10	A new agenda item was added under section 18.2 at the November 2023 session of AC.3 on the basis of discussion of data collection. AC.3 reiterated its recommendation stated at its June 2023 session and recommended GRSP and concerned subsidiary bodies to provide technical feedback on this subject at their future sessions.
WP.29	ITS	No	---	---	No new information was provided to AC.3.