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World Forum for Harmonization of Vehicle Regulations

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Item 2.2 of the provisional agenda

Coordination and organization of work:

Programme of work and documentation

Programme of Work of the World Forum for Harmonization of Vehicle Regulations (WP.29) and its Subsidiary Bodies

Note by the Secretariat*

The text reproduced below was prepared by the Secretariat for consideration by the World Forum. It takes into account the results and decisions taken at 194th session (ECE/TRANS/WP.29/1181), comments from GRBP, GRVA, GRSG, GRE and GRPE, and the proposed agenda for its 195th and 196th sessions (ECE/TRANS/WP.29/1182 and 1184) and updates also the information on the work of the six subsidiary Working Parties to WP.29.

* In accordance with the programme of work of the Inland Transport Committee for 2023 as outlined in proposed programme budget for 2025 (A/79/6 (Sect. 20), Table 20.6), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

Program me of Work of the World Forum for Harmonization of Vehicle Regulations and its Subsidiary Bodies

Main topics of work of the World Forum for Harmonization of Vehicle Regulations and its subsidiary bodies

A. The World Forum for Harmonization of Vehicle Regulations has aligned its work to the Agenda 2030 incorporating into its regulatory framework the technological innovations of vehicles to make them safer and more environmentally sound and thus contributing to the implementation of SDGs 3, 7, 9, 11 and 13.

B The Inland Transport Committee (ITC), at its eighty-first annual session in 2019 adopted the ITC Strategy until 2030, invited its subsidiary bodies to take follow-up actions aligning their work with the strategy. In June 2019, the ITC Chair invited all Chairs of Working Parties or Administrative Committees to support in the implementation of the ITC Strategy by proposing a concrete plan aligning the work of their Working Party or Administrative Committee with the ITC strategy.

For the implementation of the ITC strategy ITC identified that, apart from the regular work, the subsidiary bodies need to undertake the following tasks in the Strategy (only those relevant to WP.29 are displayed):

(a) Amendments to the legal instruments with geographical and procedural barriers by 2025 (all WPs/SCs and ACs);

(b) Review of relationship of the existing legal instruments and recommendations by 2022 (all WPs/SCs and ACs to review the legal instruments in the context of different clusters, namely safety, cross-border efficiency, environment and connectivity);

(c) Identification of additional necessary legal instruments (Based on the review, all WPs/SCs and ACs to identify gaps of the legal instruments fully meet the needs for safety, cross-border efficiency, environment and connectivity);

...

(e) Exploring possible new legal instruments from 2020 (all WPs/SCs and ACs based on the above item (c));

(f) Further expand global participation in, and cooperation between, WP.1 and WP.29;

(g) Update DETA and host it at ECE from 2022 onwards (WP.29). This should include consideration given to broadening the current scope of DETA to address needs of 1998 Contracting Parties¹;

...

(j) Identify, foster and facilitate the introduction of new technologies in the rail, road, road-based mobility, inland waterway, logistics, intermodal transport until 2030 (all WPs/SCs and ACs). The deliverables for this activity should follow realistic timelines, mutually agreed by Contracting Parties;

(k) Enhance support to automated vehicles from 2019, including continuation of amendments to the existing legal instruments and standards, and possible development of new agreement(s), guidance documents, or all if necessary (WP.1 and WP.29);

(l) New training standards and competency criteria from 2022 (all WPs/SCs and ACs with legal instruments);

...

¹ United States of America oppose hosting DETA at ECE under United Nations Regular Budget

(q) New tools and activities from 2019, e.g. - THE PEP; further development of local pollutant module of ForFITS; reviews on green transport and mobility (WP. 5, WP.29);

...

C. At its eighty-sixth session ITC adopted in February 2024 the **ITC Decarbonization Strategy** with the aspirational goal of net zero greenhouse gas emissions from inland transport by 2050. The strategy aims to support Member States' efforts to reduce GHG emissions from inland transport, which accounted for **72% of global transport GHG emissions** in 2019. It Provides integrated solutions for the reduction of GHG emissions from the inland transport sector and draws from an effective avoid-shift-improve decarbonization framework, taking into account that there is no one-size-fits-all prescription. The strategy contains 33 initial, coordinated actions for the ITC and its subsidiary bodies and recommends actions the inland transport sector of countries may wish to take.

Out of the 33 actions for ITC and its subsidiary bodies the following actions are of relevance for WP.29:

- 1.) Assess regularly actions taken in support of implementation of this Strategy, and address climate change whenever feasible, through annual sessions or dedicated seminars or workshops and report it
- 4.) Take stock of existing policies or current efforts to reduce GHG emissions of vehicles. Explore the potential to harmonize regulatory tools among relevant markets, or to set tailpipe reduction targets for countries, if appropriate for them
- 5.) If relevant, set tailpipe GHG emission reduction target
- 6.) Enable hybrid attendance and participation, including for decision making purposes
- 18.) Elaborate and support implementation of policy recommendations surrounding low- and zero-carbon technologies, such as electric vehicles and their charging infrastructure for passenger, freight and intermodal movements
- 26.) Develop methodological and analytical tools to support national efforts further to and based on existing tools such as For Future Inland Transport Systems (ForFITS), Sustainable Inland Transport Connectivity Indicators (SITCIN), and the International Transport Infrastructure Observatory (ITIO-GIS)
- 31.) Ensure the safe and secure deployment of low- and zero-carbon modes, technologies for vehicles and their charging infrastructure
- 32.) Develop globally harmonized methodology to determine the carbon footprint of vehicles from cradle-to-grave
- 33.) Elaborate possible solutions to improve material and resource efficiencies in the mobility value chains such as sustainable batteries, in the design, production, use and the end-of-life stages.

D. In conclusion and considering ITC's special priority of global interest, Road Safety and Climate Change mitigation, the top priorities for the work of the World Forum for Harmonization of Vehicle Regulations are related to vehicle safety, including the field of automated vehicles paving the way for a regulatory framework supporting the introduction of these emerging technologies towards future autonomous vehicles, and to environmental protection and climate change mitigation.

A detailed list of UN Regulations, UN GTRs, UN Rules and Resolutions for discussion at the upcoming sessions of WP.29 is shown in Table 1.

1. Further development and implementation of the three Vehicle Agreements

1.1. **1958 Agreement:** Following the adoption and entry into force of Revision 3 of the 1958 Agreement on 14 September 2017, the requirements for International Whole Vehicle Type Approval (IWVTA) are to be further developed within UN Regulation No. 0. and

DETA to be further developed by adding the modules for Unique Identifier (UI) and Declaration of Conformance (DoC).

1.2. **1997 Agreement:** Amendments to the agreement entered into force on 13 November 2019 introducing elements related to the performance and quality of periodic technical inspections. These endeavours were underpinned by resolution R.E.6 covering skills and training for inspectors, requirements for testing equipment and supervision of test centres. Two additional rules were established covering vehicles with gaseous fuels and electric or Hybrid electric propulsion systems. Access to information necessary for performance of periodic technical inspection of modern vehicles and their electronic controlled safety components needs to be addressed.

1.3. **1998 Agreement:** Following the establishment of Special resolution S.R.3, the implementation of the agreement will be followed with a more strategic approach by identifying key elements that define elements the work will focus on.

2. Horizontal activities

2.1. Performance requirements outside test conditions (ECE/TRANS/WP.29/1126, para. 21) and whole life compliance are elements to be considered in all areas of work both in WP.29 and in all GRs.

2.2. Following the screening of existing UN Regulations / UN GTRs for necessary amendments to enable automated driving systems, all GRs and WP.29 need to draft and establish relevant amendments.

3. Main topics of the Subsidiary Bodies

3.1. As of the 184th session of WP.29, all GRs were invited to regularly perform a review of their activities and to update their top priorities of their work. The outcome of this review provided the basis for the establishment of the Programme of Work of the World Forum for Harmonization of Vehicle Regulations (WP.29) and its Subsidiary Bodies for the year 2022 and beyond (ECE/TRANS/WP.29/1159, paras. 34 and 35). There was common agreement that in addition to the work on top priorities, existing UN Regulations, UN GTRs and UN Rules would need to be updated for keeping pace with technical progress on a continuous basis. GRs identified the following main priorities of work for 2023:

3.1.1. GRBP main topics are the work on real driving Additional Sound Emission provision (ASEP), for Quiet Road Transport Vehicles (QRTV), Measurement Uncertainties, Wet Grip of Worn Tyres (WGWT), as well as Tyre Abrasion Test method.

A detailed list of priority activities of GRBP is presented in Table 2.

3.1.2. GRE is continuing the work on simplification of the lighting regulations following the establishment of the UN Regulations Nos. 148,149 and 150 as well as Resolution R.E.5 on the common specification of light source categories. Once the first stage of simplification is finalized, in the second stage, GRE will focus on introducing technology neutral requirements, also taking into account work to avoid glare and to ensure good visibility for dipped beam headlamps. Installation requirements will be updated by new Series of Amendments for Regulation No. 48 EMC issues will be addressed, not only specifically for certain vehicles and functionalities (e.g. for electrical vehicles) but also generally for adaptation to technical progress (e.g. consideration of enlarging frequency test-range, assistance systems)..

A detailed list of priority activities of GRE is presented in Table 3.

3.1.3. GRPE main area of work is related to improvement of exhaust emissions requirements to ensure real drive performance on the road, new propulsion energy including in-vehicle battery durability or hydrogen systems as well as particulate emissions: Provisions to limit airborne particulates from different sources e.g. sub-23 nm exhaust particles and particulates stemming from brake emissions and/or tyre wear. GRPE will embark activities on vehicle Life Cycle Assessment of energy consumption and carbon emissions including i.a. design, manufacturing, use, recycling and disposal.

A detailed list of priority activities of GRPE is presented in Table 4.

3.1.4. GRVA is establishing the UN vehicle regulatory framework for automated driving systems. This includes translating the established Functional Requirements for automated / autonomous vehicles and New assessment / Test methods into regulatory legal texts on Automated Driving Systems under both the 1958 and 1998 Agreements; Work on Cyber security and (Over-the-Air) Software updates and Data Storage System for Automated Driving vehicles (DSSAD) will be continued. GRVA will further elaborate requirements for Advanced Driver Assistance Systems (ADAS) based on the UN Regulations Nos. 79 and 171, Automated Emergency Braking Systems (AEBS) based on UN Regulations Nos. 131 and 152 and Automated Lane Keeping Systems based on UN Regulation No. 157.

A detailed list of priority activities of GRVA is presented in Table 5.

3.1.5. GRSG work will focus on common performance requirements for EDR suitable for both 1958 and 1998 Agreements, EDR for ADAS equipped vehicles and for Heavy Duty Vehicles (HDV), direct visibility by drivers of HDVs and heating systems for electric vehicles. GRSG will consider inclusion of automated vehicles in the vehicle classification system in R.E.3.

A detailed list of activities of GRSG is presented in Table 6.

3.1.6. GRSP focuses its work on crashworthiness. Current priorities are electric vehicle safety, pedestrian safety and child safety. Further work priorities are hydrogen and fuel cell vehicles as well as update of UN crash regulations and head restraints.

A detailed list of priority activities of GRSP is presented in Table 7.

Table 1
Subjects under consideration by the World Forum (WP.29) at its 193rd and 194th session

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
1.0. Automated/Autonomous Driving		
1.0.1. Framework document on automated/autonomous vehicles.		
1.0.2. Automated Driving Systems		
1.0.4. Cyber security and (Over-the-Air) Software updates		
1.0.5. Event Data Recorder (EDR)		
1.0.6. Data Storage System for Automated Driving vehicles (DSSAD)		
1.1. 1958 Agreement		For document symbols and its availability, please refer to the agenda (1182 and 1184)
1.1.1. Proposal for amendments to UN Regulations to be considered at the March and June 2024 sessions		
UN Regulation No.:		
16 (Safety-belts)		
94 (Frontal impact)		
95 (Lateral impact)		
127 (Pedestrian safety)		
129 (Enhanced Child Restraint systems)		
134 (Hydrogen and Fuel Cells Vehicles)		
135 (Pole side impact)		
137 (Frontal impact with focus on restraint systems)		
153 (Fuel system integrity and electric power train safety at rear-end collision)		
24 (Visible pollutants, measurement of power of C.I. engines (Diesel smoke))		
49 (Emissions of compression ignition and positive ignition)		

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
(LPG and CNG engines)		
83 (Emissions of M1 and N1 vehicles)		
85 (Measurement of the net power and the 30 min. power)		
101 (CO2 emission/fuel consumption)		
13 (heavy vehicle braking)		
78 (braking of Category L vehicles)		
79 (steering equipment)		
155 (Cyber Security and Cyber Security Management System)		
51 (Noise of M and N categories of vehicles)		
41 (Noise emissions of motorcycles)		
54. (Tyres for commercial vehicles and their		
75 (Tyres for L-category vehicles)		
109 (Retreaded tyres for commercial vehicles and their trailers)		
117 (Tyre rolling resistance, rolling noise and wet grip)		
1.1.2. Proposal for new UN Regulations to be considered at the June 2023 session		
Proposal for a new UN Regulation on Global Real Driving Emissions (Global RDE)		
1.1.3. Status of the Agreement and of the annexed UN Regulations, including the latest situation report	343/Rev.33	

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
1.1.4. Development of an International Whole Vehicle Type Approval (IWVTA) system,		
1.1.5. Consideration of amendments to the 1958 Agreement.		
1.1.6. Development of an electronic database for the exchange of type approval documentation (DETA)		
1.2. 1998 Agreement (Global)		For document symbols and its availability, please refer to the agenda (1182 and 1184)
1.2.1. Consideration of draft UN GTRs and amendments to them to be considered at the June 2022 session New UN GTR on Laboratory Measurement of Brake Emissions for Light-Duty Vehicles.		
1.2.2. Consideration of Mutual Resolutions Nil		
1.2.3. Guidance for the development of UN GTRs: Nil		
1.2.4. Progress on the development of new UN GTRs and of amendments to established UN GTRs		
1.2.5. Progress on the development of new UN GTRs and of amendments to established UN GTRs 9 (Pedestrian safety). 13 (Hydrogen and Fuel Cell Vehicles (HFCV) – Phase 2) 20 (Electric Vehicles Safety (EVS)) 22 (In-vehicle battery durability (Electric vehicles and the environment)); Draft UN GTR on Quiet Road Transport Vehicles (QRTV) Draft UN GTR on Global Real Driving Emissions (GRDE) Proposal for a draft UN GTR on brake particulate emissions; Proposal for a draft UN GTR on in-vehicle battery durability for electrified heavy-duty vehicles.		
1.2.6. Exchange of views on items for further development of Event Data Recorder (EDR)		

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
1.3. 1997 Agreement (Inspections)		For document symbols and its availability, please refer to the agenda (1182 and 1184)
1.3.1. Future development of the Agreement		
1.3.2. Consideration of new UN Rules		Nil
1.3.3. Update of existing UN Rules		Nil
1.3.4. Amendments to Resolution R.E.6		Nil

"Table 2
Subjects under consideration by the Working Party on Noise and Tyres (GRBP)

GRBP							
N°	Title	Tasks / Deliverables	References	Allocations / IWGs	Timeline	Chair/Initiator	Comments
Priority	Real Driving Additional sound emission Provisions (RD-ASEP)	Real driving sound emissions and the extended work of IWG ASEP such as manipulation-safe active components and software, anti-tampering, ASEP NORESS	UN-R41	IWG RD ASEP	UN-R41 2nd step: <ul style="list-style-type: none"> GRBP-80 (Sept.2024): Informal doc. GRBP-81 (Jan./Feb.2025): Working doc. 	Chair: Germany Secretariat: IMMA	The 2 nd step for UN-R41 (L-cat.) still in progress and to be restarted with the group in 2023. NORESS for L3 should be worked in parallel under GRBP.
			RD-ASEP UN-R51		RD-ASEP monitoring: GRBP-80 (Sept.2024): Report	Chair: Germany	Collection of data
					Update of UN-R51: GRBP-83 (Jan./Feb.2026): Working Doc.	Secretariat: OICA	Further work to be started in 2024 after the one-year monitoring period. NORESS for M1/N1 should be worked in parallel under GRBP after the one-year monitoring period in UN-R51 from 2024.
Priority	Revision of UN-R138 -AVAS	Review of UN-R138 for AVAS (technical, language, consistency, interpretation, operation range) Ensure compatibility/ consistency between UN R138 and Draft UN R51.03 RD-ASEP Ramp-up max. sound level curve under any driving condition to establish a handshake between UN R138 maximum sound and RD-ASEP of UN-R51.	UN-R138 Draft UN-R51-03 (including RD-ASEP)	TF QRTV	<u>1st step:</u> <ul style="list-style-type: none"> GRBP-78 (Sept.2023): Informal doc. GRBP-79 (Jan./Feb.2024): Working doc. <u>2nd step:</u> <ul style="list-style-type: none"> GRBP-82 (Sept.2025): Informal doc. GRBP-83 (Jan./Feb.2026): Working doc. 	Chair: Germany Secretariat: OICA	To be considered: <ul style="list-style-type: none"> - US FMVSS 141 & UN-R138 AVAS. - Review sound specifications & test conditions. - ISO 16254 Technical results expected 2 nd step switched to IWG RD-ASEP from UN-R51.

GRBP							
N°	Title	Tasks / Deliverables	References	Allocations / IWGs	Timeline	Chair/Initiator	Comments
Priority	Wet Grip on Worn Tyres (WGWT)	Additional prescriptions regarding performances on Wet Grip of Worn Tyres to be added in UN-R117.	UN-R117	IWG WGWT	<ul style="list-style-type: none"> ▪ GRBP-79 (Feb.2024): Informal document ▪ GRBP-80 (Sept. 24): Working document. ▪ GRBP-82 (Sept.2025): Informal doc ▪ GRBP -83 (Jan./Feb. 2026) Working document 	Co-Chairs: France & EC Secretariat: ETRTO	Test precision improvement on water depth measurement Test precision procedure
Priority	Tyre Abrasion	Microplastics from tyres, including: Method for rating tyres based on their abrasion performance. Enabling the quantification of microplastic emissions from tyres. Investigating correlation between abrasion rate and durability of tyres.	Current regulation or new regulation	Task Force TF-TA (in cooperation with GRPE)	<p>For C1 tyres</p> <ul style="list-style-type: none"> ▪ <u>GRBP-78 (Sept.2023)</u> Informal doc. with test methods description (status report to 89th GRPE in June 2023). ▪ <u>GRBP-79 (Fev.2024)</u> Working doc. with test methods description (submitted for feedback to the 90th GRPE in January 2024). ▪ <u>GRBP-81 (Jan-Feb.2025)</u> Informal doc. With characterization of “relative mileage potential calculated performance” (status report to GRPE-92). ▪ <u>GRBP-82 (Sept.2025)</u> Working doc. with tyre abrasion limits (submitted for feedback to the GRPE-93). <p>For C2 tyres</p> <ul style="list-style-type: none"> ▪ <u>GRBP-82 (Sept.2025)</u> Informal doc. with test methods description (status report to GRPE-93). 	Co-Chairs: EC & France Secretariat: ETRTO	<p>C1 Taken into account through (EU) 2020/740 Regulation. Introduction in current UN regulations and/or new regulation under GRBP? Market assessment and threshold definition in a later step. C2, C3 at a later stage</p> <p>The feasibility of characterizing tyres with respect to their “relative mileage potential calculated performance” e.g. through an abrasion-based index will be evaluated by TFTA</p> <p>For C2 tyres, should the test method established for C1 tyres proves to be suitable also for C2 tyres, or a subset (e.g. LI separation at LI</p>

GRBP							
N°	Title	Tasks / Deliverables	References	Allocations / IWGs	Timeline	Chair/Initiator	Comments
					<ul style="list-style-type: none"> ▪ <u>GRBP-83 (Jan./Fev.2026)</u> Working doc. with test methods description (submitted for feedback to GRPE-94). ▪ <u>GRBP-86 (Sept.2027)</u> Working doc. with tyre abrasion limits (submitted for feedback to the GRPE-97). For C3 tyres ▪ <u>GRBP-84 (Sept.2026)</u> Informal doc. with test methods description (status report to GRPE-95). ▪ <u>GRBP-83 (Jan./Fev.2027)</u> Working doc. with test methods description (submitted for feedback to GRPE-96). ▪ <u>GRBP-86 (Sept.2029)</u> Working doc. with tyre abrasion limits (submitted for feedback to the GRPE-101). 		107), the defined deadlines will be advanced by one year. The proposed timeline for C2 tyres will be discussed again by the end of 2024 when more data will become available.
Priority	Special Interest Group on Autonomous vehicles	Recommendations for optimizing the relevant GRBP regulations	GRBP-77-19 GRBP UN-R	TF-AVRS	GRBP-78 (Sept.2023): Report GRBP-80 (Sept.2024): Informal doc. (Status report)	Chair: NL Secretary: OICA	
Recurrent	Exterior Acoustic Signalling	Update of UN-R28, 138, 165 (including definitions, specifications, communication form, application of UI, ...) with cross-references to acoustic & relevant non-acoustic UN-R	UN-R28, UN-R97, UN-R138, UN-R165, EU-NCAP Roadmap 2025	GRBP	GRBP-79: (/Fevr.2024) : Report GRBP-80: (Sept. 2024): Informal doc. (Status report)	OICA	EU-NCAP with plan for 'child presence' inside the car. See WP 29 report Sound outside of the vehicles. Additional sounds may be expected in the future especially coming from automatic driven vehicles.

<i>GRBP</i>							
<i>N°</i>	<i>Title</i>	<i>Tasks / Deliverables</i>	<i>References</i>	<i>Allocations / IWGs</i>	<i>Timeline</i>	<i>Chair/Initiator</i>	<i>Comments</i>
Recurrent	Reference test track	Influence of surfaces on real sound emissions of the vehicles vs. ISO test track for exchange of information	All regulations concerned	GRBP			To take into account the test surfaces and see how to manage these road surfaces. Other parties are invited to be involved in this topic.

Subjects under consideration by the Working Party on Noise and Tyres (GRBP) at its 76th session

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
2.1. 1958 Agreement		For document symbols and its availability, please refer to the agenda of the seventy-fifth session (GRBP/2023/1)
2.1.1. Proposal for draft amendments to existing UN Regulations (1958 Agreement):		
Part 1 – Noise:		
51 (Noise of M and N categories of vehicles);		
138 (Quiet road transport vehicles).		
Part 2 – Tyres:		
30 (Tyres for passenger cars and their trailers);		
54 (Tyres for commercial vehicles and their trailers)		
75 (Tyres for L-category vehicles)		
106 (Tyres for agricultural vehicles and their trailers)		
117 (Tyre rolling resistance, rolling noise and wet grip);		
141 (Tyre pressure monitoring system);		
2.1.2. Proposal for draft new UN Regulations (1958 Agreement):		
Nil.		
2.2. 1998 Agreement (Global)		For document symbols and its availability, please refer to the agenda of the seventy-fourth session (GRBP/2023/1)

Subjects under consideration by the Working Party on Lighting and Light-Signalling (GRE)

Table 3

<i>GRE</i>							
<i>Priority / Recurrent</i>	<i>Title</i>	<i>Tasks / Deliverables</i>	<i>References</i>	<i>Allocations / IWGs</i>	<i>Timeline</i>	<i>Initiator</i>	<i>Comments</i>
Priority	Simplification Stage 2	Simplify and update the technical requirements of the new Regulations Nos. 148, 149 and 150, as well as the installation Regulations Nos. 48, 53, 74 and 86 to become future proof and technology neutral, with performance-based and objective test requirements	New simplified UN Regulations Nos. 148, 149 and 150 and amendments to UN Regulations Nos. 48, 53, 74 and 86	GRE, IWG SLR	2027	IWG SLR, GRE	Ongoing
Priority	EMC issues	Further development of EMC requirements, updating existing requirements and introduction of new provisions for adaptation to technical progress in 08 series of amendments.	UN Regulation No. 10	GRE, IWG EMC	2026	GRE	Ongoing
Priority	Enabling vehicle automation	Screening of GRE regulations for automated/autonomous vehicles, starting from Regulation Nos. 10, 45 and 48	UN Regulation Nos. 10, 45 and 48	GRE, TF AVSR, IWG EMC	2026	TF AVSR, GRE, WP.29	Ongoing
Priority	Light sources	Development of new categories, as H4 LEDr and H7 LEDr, of intelligently equivalent LED replacement light sources	UN Regulation Nos. 37, 99 and 128 and Resolution R.E.5	GRE, TF S/R	2028	GRE	Ongoing
Priority	Glare in road traffic	New ideas to reduce the glare of lamps	Documents GRE-90-20, GRE-90-40, and GRE-91-20	TF GP (Glare Prevention)	t.b.c	FIA, GRE	Ongoing

Subjects under consideration by the Working Party on Lighting and Light-Signalling (GRE) at its 87th session

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
3.1. 1958 Agreement		For document symbols and its availability, please refer to the agenda of the ninety-second session (GRE/2025/1)
3.1.1. Proposal for draft amendments to existing UN Regulations (1958 Agreement):		
[10 (Electromagnetic compatibility)		
37 (Filament lamps);		
48 (Installation of lighting and light-signalling devices);		
53 (Installation of lighting and light-signalling devices for L ₃ vehicles);		
74 (Installation of lighting and light-signalling devices for mopeds);		
86 (Installation of lighting and light-signalling devices for agricultural vehicles);		
99 (Gas discharge light sources);		
128 (Light emitting diodes light sources);		
148 (Light-signalling devices);		
149 (Road illumination devices);		
150 (Retro-reflective devices);		
R.E.5 (Consolidated Resolution on the common specification of light source categories).]		
3.1.2. Proposal for draft new UN Regulations:		
Nil		
3.2. 1998 Agreement (Global)		
Possibility to develop further UN GTRs		
3.3. 1997 Agreement (Inspections)		
Nil		
3.4. Proposal for draft recommendations or amendments to existing recommendations		
3.5. Miscellaneous items		For document symbols and its availability, please refer to the agenda of the ninety-second session (GRE/2025/1)
Amendments to the Convention on Road Traffic (Vienna 1968)		
Development of an international whole vehicle type approval (IWVTA)		
Direction for future GRE work		

Table 4

Subjects under consideration by the Working Party on Pollution and Energy (GRPE)

GRPE						
Priority	Justification/Background information	References	Allocations /IWGs/TFs	Timeline (GRPE session)	Chair /sponsor(s)	Comments
Improvement of exhaust emissions requirements to ensure real drive performance	Real-world emission conformity for Non-Road Mobile Machinery	UN Regulation No. 96 / UN GTR No.11	GRPE	[202X]	[tbd]	
	Introduction of Euro 7 emission provisions for LDV in relevant UN Regulations	UN Regulations Nos. [83, 154, 168]	GRPE	October 2025	EC	See GRPE-91-24
	Introduction of Euro 7 emission provisions for HDV in relevant UN Regulation(s)	UN Regulation No. 49	GRPE	March 2027	EC	See GRPE-91-24
Decarbonization - Implementation of the ITC decarbonization strategy	GRPE-relevant actions to be considered and tackled by GRPE according to the timeline stipulated in the Action Plan (Section V.) of the ITC Decarbonization Strategy			[2025-2028]		Specific actions and their implementation to be discussed in forthcoming sessions of GRPE
Life Cycle Assessment	Quantify and monitor progress towards Carbon neutrality of road transport by 2050. Internationally harmonized procedure to measure carbon footprint of different technologies for fuels and vehicles from production to use and disposal.	new WP.29 Resolution	IWG on A-LCA	June 2025	JP-KR	Started in June 2022 and further explored during the next sessions of GRPE
New propulsion energy	Develop technical regulation to ensure environmentally friendly and level-playing market introduction of new form of propulsion energy, such as hydrogen and electricity.	[Transposition of UN GTR No. 22 into a new UN Regulation]	[tbd]	[tbd]	[tbd]	
		Power determination future of regulations	GRPE	Oct 2024	[OICA, EC, Japan]	new LDV UNR on system power adopted at GRPE91

		New UN GTR on Heavy Duty Battery Durability	GRPE	March 2025	US, Canada, China, Japan, Korea, UK, EC	
Particulate emissions: Provisions to limit airborne particulates from different sources	Exhaust PN: switch from PN23 to PN10 in all related UNRs and UN GTRs	UN Regulations Nos. [49, 96, 154, 168] UN GTRs Nos. [4, 15], R.E.7	IWG on PMP	[tbd]	EC	Part of Euro7 transposition: UN Regulations Nos. 49, 154, 168
	Light duty Brake emissions	Amd. 2 to UN GTR No. 24	IWG on PMP	[March 2025]	EC	ToR PMP.
	Heavy duty brake emissions	New UN GTR on HDV brake emissions	IWG on PMP	October 2026	EC	
	Tyre wear emissions /Tyre Abrasion (TA). Develop regulations for tyres to limit the emissions of microplastics to the environment	amendment to UN Regulation No.117 to include abrasion limits for C1	TF TA GRBP/GRPE	GRBP - September 2025 GRPE – June 2025 (on-line review)	EC-UK	TF TA operating under GRBP. GRPE and IWG PMP directly participating Test method(s) description for C1-tyres. C2, C3 tyre at a later stage. Market assessment (on-going) and threshold definition at a later step.
Autonomous Vehicles	Screening of GRPE Regulations on the readiness for Autonomous Vehicles	All GRPE Regulations	TF-AVRS	Deadline for screening on request of WP.29 => March 2025 [Further actions tbd]	[NL]	First action is screening, further actions for GRPE need to be discussed.

**Subjects under consideration by the Working Party on Pollution and Energy (GRPE)
at its 91st session**

<i>Subject</i>	<i>Document symbol ECE/TRANS/WP.29/...</i>	<i>Documentation availability</i>
4.1. 1958 Agreement		For document symbols and its availability, please refer to the agenda of the latest session (GRPE/202X/1)
4.1.1 Proposal for draft amendments to existing UN Regulations (1958 Agreement):		
24 (Visible pollutants, measurement of power of C.I. engines (Diesel smoke));		
40 (Emission of gaseous pollutants by motorcycles);		
47 (Emission of gaseous pollutants of mopeds)		
49 (Emissions of compression ignition and positive ignition (LPG and CNG) engines);		
68 (Measurement of the maximum speed, including electric vehicles);		
83 (Emissions of M ₁ and N ₁ vehicles);		
85 (Measurement of the net power);		
96 (Diesel emission (agricultural tractors));		
101 (CO ₂ emissions/fuel consumption)		
103 (Replacement pollution control devices);		
115 (LPG and CNG retrofit systems);		
120 (Net power of tractors and non-road mobile machinery);		
132 (Retrofit Emissions Control devices (REC));		
133 (Recyclability of motor vehicles);		
143 (Heavy duty dual-fuel engine retrofit systems)		
154 (Worldwide harmonized Light vehicles Test Procedure (WLTP Regulation)		
168 (Global Real Driving Emissions)		
4.1.2. Proposal for draft new UN Regulations		
XXX Determination of system power of hybrid electric vehicles and of pure electric vehicles having more than one electric machine for propulsion		
4.2. 1998 Agreement (Global)		For document symbols and its availability, please refer to the agenda of the latest session (GRPE/202X/1)
2 (Worldwide motorcycle emissions test cycle (WMTC));		
4 (Worldwide harmonized Heavy-Duty Certification Procedure (WHDC));		

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
5	(Worldwide harmonized Heavy duty on-board diagnostic systems (WWH-OBD));	
10	(Off-Cycle Emissions (OCE));	
11	(Non-road mobile machinery engines);	
15	(Worldwide harmonized Light Vehicle Test Procedure (WLTP));	
17	(Crankcase and evaporative emissions of L-category vehicles);	
18	(On-Board Diagnostic (OBD) systems for L-category vehicles)	
19	(Evaporative emission test procedure for the Worldwide harmonized Light vehicle Test Procedure (WLTP EVAP));	
21	(Determination of Electrified Vehicle Power (DEVP))	
22	(In-vehicle Battery Durability for Electrified Vehicles)	
23	(Measurement procedure for two- and three-wheeled vehicles equipped with a combustion engine with regard to durability of pollution-control devices)	
24	(Laboratory Measurement of Brake Emissions for Light-Duty Vehicles)	
4.2.1.	Proposal for developing new UN Global Technical Regulations In-vehicle battery durability for heavy duty vehicles	
4.3.	1997 Agreement (Inspections) Nil	
4.4.	Proposal for draft recommendations or amendments to existing recommendations Nil	
4.5.	Miscellaneous items Particle Measurement Programme (PMP) Environmental and Propulsion Performance Requirements (EPPR) for L-category vehicles Electric Vehicles and the Environment (EVE) Vehicles Interior Air Quality (VIAQ) Automotive Life Cycle Assessment (A-LCA)	For document symbols and its availability, please refer to the agenda of the latest session (GRPE/202X/1)

Table 5
Subjects under consideration by the Working Party on Automated / Autonomous and Connected Vehicles (GRVA)

GRVA						
<i>Title</i>	<i>Tasks / Deliverables</i>	<i>References</i>	<i>Allocations / IWGs</i>	<i>Timeline</i>	<i>Initiator</i>	<i>Comments</i>
ADS regulations	<p>Drafting regulatory text on ADS for the use under the 1958 and 1998 Agreements (purpose, scope, definition, general requirements, performance requirements, test procedures)</p> <ul style="list-style-type: none"> - UN GTR on ADS and - UN Regulation on ADS <p>Drafting of administrative provisions and annexes needed for a UN Global Technical Regulation (Task 1)</p> <p>Drafting of administrative provisions and annexes needed for a UN Regulation (Task 2)</p> <p>Drafting and preparing a guiding/ interpretation document (for both Agreements) (Task 3)</p> <ul style="list-style-type: none"> - Guiding/ interpretation document 	Framework document for automated/autonomous vehicles ECE/TRANS/WP.29/2019/34 as revised	<p>GRVA, IWG on ADS</p> <p>GRVA workshops</p>	<p>June 2026</p> <p>November 2026</p>	<p>WP.29</p> <p>WP.29</p>	
UN Regulations and GTRs amendments related to their	Drafting amendments to UN and GTRs identified as priority in ECE/TRANS/WP.29/2023/86	ECE/TRANS/WP.29/2023/86	All GRs, based on their respective expert group	Novembre 2026	TF on FADS	

GRVA						
<i>Title</i>	<i>Tasks / Deliverables</i>	<i>References</i>	<i>Allocations / IWGs</i>	<i>Timeline</i>	<i>Initiator</i>	<i>Comments</i>
adaptation to automated driving			on regulatory fitness for ADS			
ADS vehicle categorization or sub categorization	Determining if new categories or new sub-categories are necessary to address AD vehicle specificities. Amend RE.3 and/or SR.1 if necessary	See initial considerations in ECE/TRANS/WP.29/GRVA/2023/28	GRSG and GRVA dedicated joint expert group	Mid 2025	GRVA and GRSG	
Cyber security and (Over-the-Air) Software updates	Maintain the official documents regarding UNR 155 and UNR 156 and the recommendations on uniform provisions document. Provide opportunities for sharing of knowledge, experience and ideas from implementation of national regulation/standards regarding CS/OTA as well as UN Regulations Nos. 155 and 156. Develop deliverables regarding recommendations for SW updates after registration and address items passed by GRVA.	Framework document for automated/autonomous vehicles ECE/TRANS/WP.29/2019/34 as revised	GRVA, IWG on Cyber Security and OTA issues	November [2026]	WP.29	Ongoing
Data Storage System for Automated Driving vehicles (DSSAD)	DSSAD performance elements for ADS	Framework document for automated/autonomous vehicles ECE/TRANS/WP.29/2019/34 as revised	GRVA, IWG on EDR/DSSAD	June 2025	WP.29	Ongoing
Event Data Recorder (EDR)	EDR Step 2: Consideration of amendment to Step #1 requirements with respect to additional data elements, durability considerations including potential	Framework document for automated/autonomous vehicles ECE/TRANS/WP.29/2019/34 as revised	GRSG in cooperation with GRVA, IWG on EDR/DSSAD	March 2027	WP.29	Ongoing

GRVA						
<i>Title</i>	<i>Tasks / Deliverables</i>	<i>References</i>	<i>Allocations / IWGs</i>	<i>Timeline</i>	<i>Initiator</i>	<i>Comments</i>
	fire resistance, potential test procedures and consideration of new triggering criteria (e.g. “jerk”).					
ADAS / DCAS	Amendment to UN Regulation No. 79 and new UN Regulation	ECE/TRANS/WP.29/GRVA/9, Annex IV	GRVA, Task Force on ADAS	November 2025	Russian Federation	Ongoing
UN Regulation on ADS UN GTR on ADS	Draft a UN Regulation on ADS Draft a UN GTR on ADS	Framework document for automated/autonomous vehicles ECE/TRANS/WP.29/2019/34 as revised	GRVA, IWG on ADS	June 2026	WP.29 AC.3	
[ELKS	Draft a UN Regulation on Emergency Lane Keeping System	Proposal by Australia	GRVA	Tbd.	Australia	Ongoing]
ACPE	Draft a UN Regulation on ACPE Draft a UN GTR on ACPE	ECE/TRANS/WP.29/GRVA/15, Annex IV	GRVA, IWG on ACPE	November 2024 Tbd.	Japan / Germany	Ongoing
UN Regulations	Amendments to UN Regulations <ul style="list-style-type: none"> • UN Regulation No. 157 • UN Regulation No. 156 • UN Regulation No. 155 • UN Regulation No. 140 • UN Regulation No. 131 • UN Regulation No. 90 • UN Regulation No. 79 • UN Regulation No. 78 • UN Regulation No. 13 • UN Regulation No. 13H 	Provisions of the 1958 Agreement	GRVA	Permanent	N/a	N/a

Subjects under consideration by the Working Party on Automated / Autonomous and Connected Vehicles (GRVA) at its 15th session

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
5.1. 1958 Agreement		For document symbols and its availability, please refer to the agenda of the twentieth session (GRVA/2025/1)
5.1.1. Proposal for draft amendments to existing UN Regulations (1958 Agreement):		
13 and 13-H (Braking);		
78 (Motorcycle braking);		
79 (Steering equipment);		
89 (Speed limitation devices);		
90 (Replacement brake linings);		
139 (Brake Assist Systems);		
140 (Electronic Stability Control);		
152 (AEBS for M ₁ and N ₁);		
155 (Cyber security);		
156 (Software updates);		
157 Automated Lane Keeping Systems. (ALKS);		
5.1.2. Proposal for draft new UN Regulations:		
Driver Control Assistance System		
Acceleration Control Pedal Error		
Urban Emergency Braking System		
5.1.3. Vehicle automation		
Automated Lane Keeping Systems (ALKS)		
Longitudinal control (Adaptive Cruise Control, preventing braking);		
Transition demand (Human Machine Interface (HMI));		
Driver Availability Recognition;		
Information to the driver (HMI);		
Electronic System Compliance (Complex Electronics Development);		
Periodic Technical Inspection/Roadworthiness Provisions;		
Vehicle cybersecurity and data protection;		
Software (incl. Over-the-Air) updates;		
Data Storage System for Automated Driving (DSSAD);		
Artificial Intelligence technologies for wheeled vehicles		

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
Vehicle-to-Vehicle data transmission		
International Whole Vehicle Type Approval (IWVTA)		
Exchange of views on innovations and relevant national activities		
Electromechanical brakes		
5.2. 1998 Agreement (Global)		For document symbols and its availability, please refer to the agenda of the twentieth session (GRVA/2025/1)
3 (Motorcycle braking)		
8 (ESC);		
5.3. 1997 Agreement (Inspections)		
Nil		
5.4. Proposal for draft recommendations or amendments to existing recommendations:		
Nil		
5.5. Miscellaneous items		For document symbols and its availability, please refer to the agenda of the twentieth session (GRVA/2025/1)
Intelligent Transport Systems (ITS)		
Intelligent Transport Systems/Automated Driving (AD)		
Connected, automated and autonomous vehicles		
Horizontal regulation on automated and autonomous vehicles and associated recommendations		
System safety		
Rear crossing traffic alerting		
Night Vision system		
360-degree vision monitor		
Modular Vehicle Combinations (MVC)		
Door-open blind spot detection		
Around view monitoring		

Table 6
Subjects under consideration by the Working Party on General Safety Provisions (GRSG)

<i>GRSG</i>								
<i>Priority/ recurrent</i>	<i>Title</i>	<i>Tasks / Deliverables</i>	<i>References</i>	<i>Allocations / IWGs</i>	<i>Timeline (GRSG adoption)</i>	<i>Timeline (WP.29 adoption)</i>	<i>Initiator</i>	<i>Comments</i>
Priority	Event Data Recorder	EDR performance elements for ADS		GRSG in cooperation with GRVA, IWG on EDR/DSSAD	Oct. 2025	March 2026	WP.29	
Priority	Event Data Recorder	Supplement to the original version of the UN Regulation No. 169 addressing additional demonstration for vehicles with maximum mass 8,000-12,000 kg.		IWG on EDR/DSSAD	April 2025	Nov. 2025	WP.29	
Priority	Event Data Recorder	EDR Step#2 - consideration of amendments to Step #1 requirements with respect to VRU-triggering, increased recording frequency, data elements.		IWG on EDR/DSSAD	Oct. 2025	March 2026	WP.29	
Priority	Event Data Recorder	EDR Step#3 - consideration of further requirements.		IWG on EDR/DSSAD	Oct. 2026	March 2027	WP.29	
Priority	VRU Proxy	Proposal for amendments of VRU proxy regulations on the approval of separate technical unites and scrutiny of the room for further regulatory VRU safety improvements	GRSG-128-36-Rev.3	VRU Proxi	October 2025 (GRSG)		EC WP.29	

Priority	Heating System	Electric Radiant Warmers for EVs	UN Regulation No. 122	Korea TF AVRS	1) April 2025	1) November 2025	Korea	
Priority	Consolidated Resolution on the construction of vehicles and SR1	1)Inclusion of automated vehicles and categorization 2)Definition of e-trailers	R.E.3 and SR1 GRSG-128-40 & GRSG-128-41 & GRVA/2024/51	Joint TF GRVA/GRSG	[April 2026]	[Nov. 2026]	WP.29	Aligned with the timeline of GRVA
Priority	UN Regulation No. 107	Accessibility on Buses and Coaches	GRSG-128-28 & GRSG-128-29	TF on Accessibility		April 2025	November 2025	
Priority	R43, R107, R160, R.E.3, S.R.1	Regulatory update for inclusion of AD vehicles	GRSG-128-34	TF on Automated Vehicles Regulation Screening (AVRS) -	[April 2026]	[Nov. 2026]	WP.29	Aligned with the timeline of GRVA
Priority	Distraction and Drowsiness	New UN Regulations and UN GTRs	GRSG-128-38-Rev.2	IWG DDADWS	October 2026	March 2027	Australia	
Recurrent	R105	Amendment to UN Regulation No. 105	GRSG/2024/37 & GRSG-128-24-Rev.3					Coordinated with WP15

Subjects under consideration by the Working Party on General Safety Provisions (GRSG) at its 124th session

<i>Subject</i>	<i>Document symbol ECE/TRANS/WP.29/...</i>	<i>Documentation availability</i>
6.1. 1958 Agreement		For document symbols and its availability, please refer to the agenda for the 129th session (GRSG/2025/1)
6.1.1. Proposal for draft amendments to existing UN Regulations (1958 Agreement):		
43 (Safety glazing);		
46 (Devices for indirect vision);		
66 (Strength of superstructure (buses))		
67 (LPG vehicles);		
93 (Front underrun protection);		
107 (M ₂ and M ₃ vehicles);		
110 (CNG and LNG vehicles);		
116 (Anti-theft and alarm systems);		
118 (Burning behaviour of materials);;		
122 (Heating systems);		
125 (Forward field of Vision for Drivers);		
144 (Accident Emergency Call Systems (AECS))		
151 (Blind Spot Information Systems)		
158 (Reversing motion);		
159 (Moving Off Information System)		
161 (Devices against Unauthorized Use)..		
162 (Immobilizers)		
163 (Vehicle Alarm Systems)		
166 (VRU in Front and Side Close Proximity)		
167 (VRU Direct Vision)		
6.1.2. Proposal for draft new UN Regulations:		
6.2. 1998 Agreement (Global)		For document symbols and its availability, please refer to the agenda for the 129th session (GRSG/2025/1)
Possibility to develop further UN GTRs SR1 and amendments expected		
6.3. 1997 Agreement (Inspections)		
Nil		
6.4. Proposal for draft recommendations or amendments to existing recommendations:		

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
Nil		
6.5. Miscellaneous items		For document symbols and its availability, please refer to the agenda for the 129th session (GRSG/2025/1)
International Whole Vehicle Type Approval (IWVTA)		
Consolidated Resolution on the Construction of Vehicles (R.E.3) and Special Resolution No. 1		
Event Data Recorder Requirements		

Table 7

Subjects under consideration by the Working Party on Passive Safety (GRSP)

<i>GRSP</i>							
<i>Priority/ recurrent</i>	<i>Title</i>	<i>Tasks / Deliverables</i>	<i>References</i>	<i>Allocations / IWGs</i>	<i>Timeline</i>	<i>Initiator</i>	<i>Comments</i>
Short Term							
Priority	Pedestrian Safety (including ongoing and pending amendments)	Review proposed Amendment 3 to GTR9	GRSP-72-08 GRSP-72-09	IWG DPPS	GRSP May 2023 WP.29 November 2023	Korea	Official documents GRSP May 2023 session
Priority	Pedestrian Safety (including ongoing and pending amendments)	Review proposed Amendment 4 to GTR9	ECE/TRANS/WP.29/2021/53 ECE/TRANS/WP.29/2021/54 AC3/31/Rev.1 GRSP-69-43-Rev.1	TF on hold	TBD	US/EC	activity paused. No consensus could be reached yet
Priority	Amendment to Mutual Resolution No. 1 – Addendum 4	Inclusion of Addendum 4 (Q dummies)	Ongoing Q0, Q1 and Q1.5	Task Force	2023	Germany	Urgent matter, since the lack of specifications may hamper the proper use of UN Regulation No. 129
Priority	GTR 13 – Hydrogen	Inclusion of new tank concepts and other upgrades to in GTR13 Phase 2 and relevant UN Regulations Nos. 134	ECE/TRANS/WP.29/AC.3/49 ECE/TRANS/WP.29/GRSP/2022/16 ECE/TRANS/WP.29/GRSP/2022/17	IWG-HFCV	To WP.29 and AC.3 June 2023 (GTR)	US, CN, JPN, KOR, EC	Recommended by GRSP at December 2022 session
Priority	UN Regulations No. 94, 95, 134, 135, 137, 153.	Transposition of UN GTR 13 Ph2	ECE/TRANS/WP.29/GRSP/2022/15 GRSP-72-29, GRSP-72-30, GRSP-72-31, GRSP-72-32 and GRSP-72-34		To GRSP May 2023 session	OICA	
Priority	Children in buses	New UN Regulation	GRSP-72-02	IWG-STCBC	May 2023 GRSP	SP	Ongoing

GRSP							
Priority/ recurrent	Title	Tasks / Deliverables	References	Allocations / IWGs	Timeline	Initiator	Comments
			Medium Term				
Priority	GTR 20 - Electric vehicles safety	Inclusion of upgrades to GTR20 Phase 2		IWG-EVS	Proposal at March/Nov 2024 WP.29	US, EC, CN, JPN	Informal document GRSP December 2023
Recurrent	UN Regulation No. 16, 129, 145	To align UN R16, R129 and R145 with regard to the use of a support leg for non-iSize positions and to the requirements for Lower Tether Anchorages	GRSP-71-19 and GRSP-72-28	Ad-Hoc Group	Proposals at May 2023 session	NL	
Recurrent	3DH point machine UN Regs/UN GTR	Remove inconsistencies and include the HPM-1 into M.R.1	GRSP-72-33	Ad-hoc group	December 2023 off. proposal GRSP	NL, Spain, OICA and CLEPA	
Recurrent	Children left in cars	Data gathering and examination of strategies at national level				Australia, CI, USA, Canada, Russian Federation, Italy	
			Long Term				
Priority	Equitable protection of vehicle occupants	Examine field data and evidence on whether occupants suffer disproportionate injuries and fatalities	GRSP 68-07, GRSP 68-08, GRSP 68-09, GRSP-71-23, GRSP-72-10 and GRSP-72-45	IWG pending approval of WP.29 and AC.3 at the March 2023 sessions	2027	Sweden	
Recurrent	Protective Helmets	Consider future series of amendments (07)		Suspended	2023 Discussion in GRSP May session	FR IT	To be started if agreed by GRSP

Subjects under consideration by the Working Party on Passive Safety (GRSP) at its 73rd session

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
7.1. 1958 Agreement		For document symbols and its availability, please refer to the agenda for the seventy-seventh session (GRSP/2025/1)
7.1.1. Proposal for draft amendments to existing UN Regulations (1958 Agreement):		
14 (Safety-belts anchorages)		
16 (Safety-belts).		
17 (Strength of seats)		
21 (Interior fittings);		
22 (Protective helmets);		
80 (Strength of seats and their anchorages (buses));		
94 (Frontal collision);		
95 (Lateral collision)		
100 (Electric power trained vehicles);		
127 (Pedestrian safety);		
129 (Enhanced child restraint systems)		
134 (Hydrogen and fuel cell vehicles (HFCV))		
137 (Frontal impact with focus on restraint systems)		
145 (ISOFIX anchorage systems, ISOFIX top tether anchorages and i-Size)]		
7.1.2. Proposal for draft new UN Regulations:		
Nil		
7.2. 1998 Agreement (Global)		For document symbols and its availability, please refer to the agenda for the seventy-seventh session (GRSP/2025/1)
[9 (Pedestrian safety);		
13 (Hydrogen and Fuel Cells Vehicles)		
20 (Electric vehicle safety)		
Electric vehicles		
Vehicle Crash compatibility]		
7.3. 1997 Agreement (Inspections)		
Nil		
7.4. Proposal for draft recommendations or amendments to existing recommendations		
Mutual Resolution No. 1.		

<i>Subject</i>	<i>Document symbol</i> <i>ECE/TRANS/WP.29/...</i>	<i>Documentation</i> <i>availability</i>
7.5. Miscellaneous items [Exchange of information on national and international requirements on passive safety; International Whole Vehicle Type Approval (IWVTA) Securing of children in buses and coaches; Exchange of views on vehicle automation; Three-dimensional H-point machine; Children left in cars.]		For document symbols and its availability, please refer to the agenda for the seventy-seventh session (GRSP/2025/1)