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170th session

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Reports of the

**World Forum for Harmonization of Vehicle Regulations on
its 170th session**

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

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

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

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I. Attendance

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) held its 170th session from 15 to 18 November 2016, chaired by Mr. B. Kisulenko (Russian Federation). The following countries were represented, following Rule 1(a) of the Rules of Procedure of WP.29 (TRANS/WP.29/690 and ECE/TRANS/WP.29/690/Amend.1 and Amend.2): Algeria; Australia; Austria; Bosnia and Herzegovina; Brazil; Canada; China; Croatia; Czech Republic; Egypt; Finland; France; Germany; Hungary; India; Israel; Italy; Japan; Jordan; Latvia, Luxembourg; Malaysia; Netherlands; Norway, Pakistan; Poland; Portugal; Republic of Korea; Romania; Russian Federation; San Marino; South Africa; Spain; Sweden; Switzerland; Tunisia; Turkey, United Kingdom of Great Britain and Northern Ireland; United States of America and Uruguay. Representatives of the European Union (EU) participated. The following governmental 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); Euro NCAP; European Association of Automotive Suppliers (CLEPA/MEMA/JAPIA)¹; European Tyre and Rim Technical Organisation (ETRTO); Foundation for the Automobile and Society (FIA Foundation); Global New Car Assessment Programme (Global NCAP); International Automobile Federation (FIA); International Automotive Lighting and Light Signalling Expert Group (GTB); International Electrotechnical Commission (IEC); International Motorcycle Manufacturers Association (IMMA) and the International Organization of Motor Vehicle Manufacturers (OICA). Other entities represented were: EuroMed Road, Rail and Urban Transport project.

II. Opening statements

Documentation: Informal documents: WP.29-170-34, WP.29-170-35

2. The Chair of the World Forum welcomed the representatives to the World Forum and introduced the opening speakers: the two representatives of the EuroMed Road, Rail and Urban Transport (EuroMed) project a representative of of Israel; and a representative of Tunisia.

3. A representative of the EuroMed project introduced the project, the countries taking part and the activities carried out within its scope (reproduced in WP.29-170-34 and WP.29-170-35). He emphasized the relevance of numerous United Nations Agreements and Conventions in the field of inland transport for the EuroMed project and described the participating countries' scope of accession to these legal instruments.

4. A representative of the EuroMed project highlighted the synergies between the work of WP.29 and activities undertaken in the EuroMed project. He presented the status of implementation of UN Vehicle Regulations in the countries participating in the EuroMed project.

5. In his statement, the representative of Israel highlighted that the State of Israel is participating in WP.29 meetings for the first time at this 170th session of the World Form, and expressed his gratitude for the opportunity to take part. He stated that although Israel is not part of the 1958 and 1997 agreements the Israel's Ministry of Transport (MoT) decided years ago to follow and implement European Union legislation on vehicle homologation, vehicle registration and periodic technical inspection. Israel permitted the import of

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

vehicles built according to European Union legislation with an updated WVTA certificate and a valid COC. Israel's MoT follows European Union legislation on periodic technical inspections.

6. He stated that a couple of years ago the Israeli Government decided to also allow the import of vehicles certified according to the Federal Motor Vehicle Safety Standards (FMVSS) of the United States of America. This had created some hurdles due to distinctions between the European and American standards (e.g. front lighting standards), resulting in the country experiencing difficulties on the implementation level.

7. The representative of Israel asserted that his country had closely followed the activities of the World Forum, including those in the development of autonomous vehicles. Smart technologies and systems for autonomous vehicles were already being developed in Israel. He emphasized the need for the development of a comprehensive regulatory framework within WP.29 and its Working Parties in order to promote autonomous vehicles.

8. He concluded his statement by expressing his commitment to strengthening cooperation between the Israel's MoT and WP.29.

9. In his statement, the representative of Tunisia, described his country's participation in the EuroMed Transport Project. He informed the World Forum that Tunisia was already Contracting Party to the 1958 and the 1998 Agreement. He concluded that Tunisia was preparing for the accession to the 1997 Agreement which would help to further develop their system on periodic technical inspection.

10. The Director of the UNECE Sustainable Transport Division welcomed the representatives to the World Forum. She praised the World Forum for its work and emphasized the importance of continuing and strengthening activities related to new and emerging technologies that are being embedded in vehicles, especially with regard to connectivity and automation of vehicles.

11. The Director updated the World Forum about the activities of the Sustainable Transport Division in preparation for the 70th anniversary session of the Inland Transport Committee (ITC), which will take place on 21-24 February 2017. The Division is preparing a draft Resolution for the Ministerial Meeting that will take place at the ITC on 21 February 2017. The objectives of the Resolution are to increase the visibility and understanding of the work of the ITC and its subsidiary bodies, and emphasize the global reach of United Nations Transport Conventions and Agreements developed in the work of the Committee, to promote broader accession to and implementation of these legal instruments thereby improving the governance of inland transport systems and inland transport safety the world over. The Resolution will invite the Economic Commission for Europe (ECE) to propose to the Economic and Social Council of the United Nations (ECOSOC) to introduce parallel reporting of ITC to the ECE and the ECOSOC on an annual basis. The parallel reporting will not have financial implications for United Nations Member States nor create any extra workload for the Division staff. The Division Director invited delegates of the World Forum to review the draft Resolution and urged them to support the proposal for dual reporting contained in it.

12. The Director informed the World Forum that the seventieth anniversary session of ITC will kick off with a keynote address followed by three parallel panels, including one on technology changes and what steps the ITC can take to improve and develop legislation in this context. The Director concluded her statement by inviting delegates of the World Forum to the ITC seventieth anniversary session.

III. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/1125
Informal document WP.29-170-22

13. The annotated provisional agenda for the session was adopted without amendments.
14. 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)

15. The 122th session of WP.29/AC.2 was held on 14 November 2016, chaired by Mr. B. Kisulenko (Russian Federation) and was attended, in accordance to Rule 29 of the terms of reference and rules of procedure of WP.29 (TRANS/WP.29/690 and Amends.1–2), by the Chairs of GRB (France), GRSG (Italy) and GRRF (United Kingdom), the Vice-Chair of the Executive Committee (AC.3) of the 1998 Agreement (Japan), by the representatives of Canada, Japan, the Republic of Korea, the United States of America, the European Union, and by the Vice-Chairs of WP.29 (Italy), GRPE (India), GRRF (Japan) and GRSP (Republic of Korea).

16. The WP.29/AC.2 reviewed and adopted the agenda of the 170th session of the World Forum. WP.29/AC.2 also reviewed the draft agenda for the 171st session of the World Forum, scheduled to be held in Geneva from 14 to 17 March 2017.

17. AC.2 discussed the importance for WP.29 to address cyber security as well as Over-The-Air (OTA) software updates of vehicle systems and their implications for the type approval system. AC.2 considered this topic as a priority for future work of WP.29 and recommended it for the 2017 programme of work and in the allocation of resources.

18. The secretariat updated AC.2 about the situation of staff resources following the post cut and its impact on the services provided to WP.29. The representatives of Contracting Parties expressed their concern about the current situation related to the secretariat's human resource situation and expressed their full support for overcoming these resource constraints.

19. The representative of Japan reported on the progress of the Informal Working Group (IWG) on International Whole Vehicle Type Approval (IWVTA), including the progress and major results of the pre-testing programme, the list of UN Regulations applicable to IWVTA and the Questions and Answers (Q&A) documents, both on IWVTA and on Revision 3 of the 1958 Agreement. AC.2 reflected on future possibilities to continue this important work, once UN Regulation No. 0 on IWVTA would be established.

20. The representative from the United Kingdom reported on a first ad hoc informal meeting of WP.29/GRRF, Intelligent Transport Systems/Automated Driving (ITS/AD) and WP.1 experts. This meeting was very useful both for participants from WP.29/GRRF and WP.1 to reach common understanding. AC.2 recommended WP.29 to facilitate the organization of such meetings more regularly in the future.

21. AC.2 discussed and confirmed the need to continue the general discussion on the performance of automotive systems in conditions other than those tested in the framework of type approval or self-certification at WP.29 based on WP.29-169-13.

22. The secretariat reminded GRs to inform them about any new abbreviations brought into use in their documents.

B. Programme of work, documentation and calendar of sessions for the year 2017 (agenda item 2.2)

Documentation: ECE/TRANS/WP.29/2016/1/Rev.2

Informal documents: WP.29-170-01, WP.29-170-02, WP.29-170-25

23. The World Forum noted the revised programme of work and documentation (ECE/TRANS/WP.29/2016/1/Rev.2). The representatives of the United Kingdom and the European Union requested the introduction of the main strategic areas of work into the next year's programme of work. Among others, these elements would be related to over the air updates of vehicle operational software, cyber security and data protection. Following these priorities, resources need to be allocated accordingly. This could be done by establishing task forces on these issues.

24. The secretariat presented the list of Working Parties, Informal Working Groups and Chairs (based on WP.29-170-01), and the draft calendar of meetings of WP.29, GRs and Committees for 2017 (based on WP.29-170-02). The World Forum noted WP.29-170-01 on the Informal Working Groups and Chairs of WP.29 and its subsidiary bodies as well as WP.29-170-02 on the calendar of meetings.

C. Intelligent transport systems and automated vehicles (agenda item 2.3)

25. The representatives of Japan and the United Kingdom, co-chairing the IWG on Intelligent Transport Systems (ITS), gave a status report on the group's activities. The IWG:

- (a) Convened on Wednesday, 16 November 2016 from 2.30 to 4.45 p.m.;
- (b) Received information on the relevant activities of WP.29 subsidiary bodies' activities;
- (c) Adopted guidelines on cyber security and data protection;
- (d) Agreed to organize an ad hoc meeting in conjunction with GRRF to continue work on Automated Driving Technology definitions;
- (e) Agreed to establish a United Nations Task Force on Cyber Security and Over-The-Air Issues; and
- (f) Agreed to update the guidance document on Automated Driving Technologies to GRs, to address automation levels 3 and 4.

26. The representative of the United States of America spoke about the Federal Automated Vehicles Policy issued in September 2016, which is available from www.nhtsa.gov/nhtsa/av/pdf/Federal_Automated_Vehicles_Policy.pdf.

27. The representative of Sweden volunteered to prepare a document on software security for the next session.

28. The World Forum agreed to consider, at its next session, the drafted guidelines on cyber security and data protection, based on an official document and endorsed the proposal to establish a United Nations Task Force on Cyber Security and Over-The-Air Issues. The World Forum also agreed to modify its running order to provide more time to the IWG on ITS/AD.

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

A. Working Party on Lighting and Light-Signalling (GRE) (Seventy-fifth session, 5-8 April 2016) (agenda item 3.1)

Documentation: ECE/TRANS/WP.29/GRE/75

29. The World Forum recalled the oral report of the Chair of GRE given during the 169th session (ECE/TRANS/WP.29/1123, paras. 28-30) and approved the report.

B. Working Party on General Safety Provisions (GRSG) (110th session, 26-29 April 2016) (agenda item 3.2)

Documentation: ECE/TRANS/WP.29/GRSG/89

30. The World Forum recalled the oral report of the Chair of GRSG given during the 169th session (ECE/TRANS/WP.29/1123, paras. 31-32) and approved the report.

C. Working Party on Passive Safety (GRSP) (Fifty-ninth session, 9-13 May 2016) (agenda item 3.3)

Documentation: ECE/TRANS/WP.29/GRSP/59

31. The World Forum recalled the oral report of the Chair of GRSP given during the 169th session (ECE/TRANS/WP.29/1123, paras. 33-34) and approved the report.

D. Working Party on Pollution and Energy (GRPE) (Seventy-third session, 7-10 June 2016) (agenda item 3.4)

Documentation: ECE/TRANS/WP.29/GRPE/73

32. The World Forum recalled the oral report of the Chair of GRPE given during the 169th session (ECE/TRANS/WP.29/1123, paras. 35-42) and approved the report.

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

1. Working Party on Noise (GRB) (Sixty-fourth session, 5-7 September 2016) (agenda item 3.5.1)

33. The Chair of GRB (France) reported on the results achieved by GRB during its sixty-fourth session (for details, see the report of the session ECE/TRANS/WP.29/GRB/62).

34. He further informed WP.29 that GRB had decided to establish a new IWG on Additional Sound Emission Provisions (ASEP); the Terms of Reference are reproduced in Annex III to the GRB report. WP.29 gave its consent for establishing this IWG.

35. He also pointed out that, due to the late publication in the United States of America of the National Rule on Acoustic Vehicle Alerting System (AVAS), IWG on Quiet Road Transport Vehicles (QRTV) GTR would need more time to fulfil its mandated tasks. WP.29 agreed to extend the mandate of IWG QRTV GTR until December 2018.

36. WP.29 noted that GRB had re-elected Mr. S. Ficheux (France) as Chair and Mr. A. Bocharov (Russian Federation) as Vice-Chair for the year 2017.

2. Working Party on Brakes and Running Gear (GRRF) (Eighty-second session, 20-23 September 2016) (agenda item 3.5.2)

37. The Chair of GRRF (United Kingdom of Great Britain and Northern Ireland) informed WP.29 about the results achieved by GRRF during its eighty-second session (for more details see the report of the session ECE/TRANS/WP.29/GRRF/82).

38. He reported that GRRF had drafted a proposal for a Supplement 6 to the 01 series of amendments to Regulation No. 79 (Steering equipment) containing provisions for two categories (A and B1) of Automatically Commended Steering Functions (ACSF) with safety requirements and the corresponding testing procedures for lane keeping systems, corrective steering functions and remote controlled parking. He informed WP.29 about the need to extend the mandate of the IWG by one year. WP.29 endorsed that request and agreed to extend the mandate until September 2017.

39. He also reported on an ad hoc informal meeting of experts from the Working Parties on Road Traffic Safety (WP.1), the IWG on ITS/AD and GRRF in which they exchanged views on automated driving. WP.29 considered such meetings valuable and recommended continuity of such meetings.

40. He informed WP.29 that GRRF had reviewed WP.29-168-16 and would address one of both suggestions at its January 2017 session, on the basis of a formal proposal.

41. WP.29 noted that GRRF had re-elected Mr. B. Frost as Chair and Mr. A. Murai (Japan) as Vice-Chair for the year 2017.

3. Working Party on General Safety Provisions (GRSG) (111th session, 10-14 October 2016) (agenda item 3.5.3)

42. The GRSG Chair reported on the results achieved during the 111th session of GRSG (for more details see the report of the session ECE/TRANS/WP.29/GRSG/90).

43. The GRSG Chair informed WP.29 about the work progress of the IWG on Panoramic Sunroof Glazing (PSG) and the need to extend the mandate of the IWG by one and a half years. WP.29 and AC.3 (see para. 129 below) endorsed the request and agreed to extend the mandate of the IWG until June 2018.

44. WP.29 acknowledged the work done by GRSG on further amendments to UN Regulation No. 46 (Devices for indirect vision) and its request to set up a new IWG on close proximity vision and obstacle detection systems to broaden the participation of other Contracting Parties in the discussion on this subject. WP.29 gave its consent to establish the new IWG on close proximity vision and obstacle detection systems.

45. WP.29 noted the controversial discussion in GRSG on the draft UN Regulation on Accident Emergency Call Systems (AECS), especially on performance of the mechanical solidity. The IWG on AECS had concluded that the corridor of the sled pulse of 60g (as specified in the draft UN Regulation) was severe enough for real world crashes. However, the European Commission (EC) did not support the proposal, as the EU legislation required a pulse peak of 65g. Japan expressed its intention to resolve this issue in cooperation with the EC, on the basis of a technical discussion. WP.29 invited all Contracting Parties to consider possible solutions to resolve the incoherence of positions on the pulse peak of 60g versus 65g.

46. WP.29 noted that GRSG had re-elected Mr. A. Erario (Italy) as Chair and Mr. K. Hendershot (Canada) as Vice-Chair for the year 2017.

4. Working Party on Lighting and Light-Signalling (GRE) (Seventy-sixth session, 25-28 October 2016) (agenda item 3.5.4)

47. On behalf of the Chair of GRE, the Secretary reported on the results of the seventy-sixth session of GRE (for details, see the report in ECE/TRANS/WP.29/GRE/76).

48. He informed WP.29 that, in line with the endorsed phased approach for the simplification of lighting and light-signalling Regulations, GRE had focused on the final update, consolidation and stabilization of the existing Regulations before their upcoming freeze next year. The adopted amendment proposals would be submitted to the March 2017 session of WP.29.

49. WP.29 was informed that GRE had adopted amendment proposals to clarify the requirements for direction indicators with sequential activation in Regulations Nos. 6 and 50, but still would finalize, at its next session in April 2017, the discussion on whether or not these proposals would require a new series of amendments and transitional provisions. WP.29 took note that the final wording would be submitted to its June 2017 session.

50. WP.29 noted that GRE had revised the Terms of Reference of the IWG on Visibility, Glare and Levelling (VGL), which would be submitted in due course to WP.29 for endorsement, and that GRE had re-elected Mr. M. Loccufier (Belgium) as Chair and Mr. D. Rovers (Netherlands) as Vice-Chair for the year 2017.

51. The representative of EU called upon GRE to carefully consider the level of stringency and new requirements of the proposed amendments, with a view to taking legally sound decisions on their classification as supplements or new series of amendments to Regulations. She added that the correct classification would enable the EU member States to take, prior to the WP.29 session, a coordinated decision on voting on the amendment proposals.

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.24

52. The secretariat informed the World Forum about the latest update of the status of the 1958 Agreement (ECE/TRANS/WP.29/343/Rev.24) containing the information received by the secretariat up to 21 October 2016, which was available on the WP.29 website at: www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29fdocstts.html. WP.29 noted that Contracting Parties shall notify the secretariat about any amendments needed to the status document.

53. The secretariat presented the architecture of a proposed online database that was being developed to streamline the updating of the status document of the 1958 Agreement (ECE/TRANS/WP.29/343/Rev.24). The World Forum welcomed the proposal to establish the database and endorsed the secretariat's continued work on the development of the online system.

B. Guidance requested by the Working Parties on matters related to Regulations annexed to the 1958 Agreement (agenda item 4.2)

Documentation: Informal document: WP.29-170-05

54. The secretariat introduced WP.29-170-05 on new transitional provisions in UN Regulations Nos. 83 and 101 as requested by WP.29 at its last session (see ECE/TRANS/WP.29/1123, para. 41). The provisions specified that Contracting Parties applying UN Regulations Nos. 83 and 101 and also applying WLTP as defined in UN GTR No. 15 (such as EU) would have no obligation to accept type approvals granted according to UN Regulations Nos. 83 and 101 as of September 2017. The secretariat recalled the urgency of this proposal and stressed that it should be an official document for the March 2017 WP.29 session, subject to the endorsement by GRPE in January 2017.

55. The representative of OICA agreed in general with the text of the proposal. He suggested a few improvements in the wording, that he would submit to the secretariat. The representative of EU agreed on the approach to the proposal and she conveyed that some changes may be forwarded to the secretariat in the following days.

56. WP.29 noted WP.29-170-05 and requested the secretariat to issue it as an official document for the next session in March 2017. The secretariat requested the representatives of OICA and EU to provide their comments by 5 December 2016 at the latest, so that they can be taken into account when preparing the official document.

1. Reproduction and reference to private standards in Regulations, global technical regulations (gtrs) and Rules (agenda item 4.2.1)

Documentation: Informal document: WP.29-170-27

57. The secretariat introduced WP.29-170-27 on ITU activities that affect the framework of the 1958 Agreement and other frameworks such as the IEC System for Conformity Assessment Schemes for Electrotechnical Equipment and Components, which is a multilateral certification system with elements of mutual recognition. He drew the attention of WP.29 delegates to the potential legal uncertainty for authorities or manufacturers in case technical requirements would be incorporated in two certification processes in accordance with two multilateral frameworks, each with mutual recognition provisions.

2. Guidance on amendments to Regulations annexed to the 1958 Agreement (agenda item 4.2.2)

Documentation: Informal document: WP.29-170-03

58. WP.29 noted the progress made by the IWG on IWVTA in updating the general guidelines for United Nations regulatory procedures and transitional provisions in UN Regulations (WP.29-170-03). The World Forum agreed to consider this subject at its next session in March 2017 and requested the secretariat to circulate WP.29-170-03 with an official symbol.

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

Documentation: ECE/TRANS/WP.29/2015/68
Informal documents: WP.29-170-08, WP.29-170-09,
WP.29-170-10-Rev.1

59. The representative of Japan, Chair of the IWG on IWVTA, presented WP.29-170-10-Rev.1 on the progress in the recent meetings of the group and its subgroups on the development of draft UN Regulation No. 0 on IWVTA (WP.29-170-08). He announced the intention of the IWG to submit a final proposal of the draft UN Regulation for consideration at the June 2017 session of WP.29.

60. He reported that the IWG had completed the drafting of the Q&A document to explain UN Regulation No. 0 and IWVTA. The World Forum welcomed the proposal and agreed to resume consideration of this subject at its next session in March 2017. The secretariat was requested to circulate WP.29-170-09 with an official symbol.

61. On behalf of the IWG, he sought the consent of WP.29 to extend the mandate of the IWG on IWVTA by six months until December 2017. The World Forum endorsed the request.

62. The World Forum noted the request by the IWG to clarify the individual Regulations on lighting and light-signalling devices with a requirement that light sources in these devices should be type approved pursuant to UN Regulations Nos. 37, 99 or 128. WP.29 invited GRE, in cooperation with IWG, to consider how to better address this issue, taking into account the IWVTA objectives, the ongoing process of the simplification of lighting and light-signalling Regulations and the fact that not all light sources were covered by UN Regulations Nos. 37, 99 and 128.

63. WP.29 noted the request by the IWG for a common position by the Contracting Parties (according to Article 15.3 of the 1958 Agreement) on the follow-up of administrative procedures (SG58-22-05). Thus, the IWG on IWVTA had recommended also for existing UN Regulations to follow the new procedures (in particular the conformity of production) of Revision 3, once it entered into force. Contracting Parties with concerns about this approach were invited to send their comments to the secretariat.

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

Documentation: ECE/TRANS/WP.29/2016/2
Informal document: WP.29-170-21

64. The World Forum welcomed the information by the representative of EU that the notification to the United Nations Secretary-General on Revision 3 of the 1958 Agreement had recently been sent out by the EU President. The secretariat informed the World Forum that the process for the entry into force of Revision 3 would take another nine months.

65. WP.29 welcomed the draft of the Q&A document on Revision 3 submitted by the IWG on IWVTA. The World Forum agreed to resume consideration of this subject at its next session in March 2017 and requested the secretariat to circulate WP.29-170-21 with an official symbol.

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

66. The secretariat informed WP.29 about developments related to the establishment and hosting of DETA by UNECE. The Director of the UNECE Program Management Unit (PMU) informed the World Forum that, due to the upcoming budget cuts, the establishment and hosting of DETA could not be financed from the UNECE biennial Regular Budget. The Director of the Sustainable Transport Division emphasized that the Division services 70 per cent of the meetings and produces 40 per cent of all parliamentary documents of UNECE. Therefore, it cannot absorb additional work within existing resources which have been further reduced in the 2016-2017 biennium.

67. The Director of PMU proposed an alternative option of submitting Programme Budgetary Implications (PBI) on the decision for establishing DETA under the UNECE auspices. She stated that the process would require patience and firm commitment from the Contracting Parties, since the decision-making process on budgetary issues is lengthy and depends on the Member States both in Geneva and New York.

68. The representative of IEC stated that the current simplification process at GRE for lighting and light-signalling will crucially depend on DETA. The development of its new Regulations would not be possible without the Unique Identifier feature provided by DETA. He stressed the need for UNECE to provide DETA to the Contracting Parties.

69. The World Forum requested the Secretariat to share information on the PBI process in writing as it would be very useful for the capitals and reaching out to the delegates in New York.

70. The World Forum underscored that text of the revised 1958 Agreement, expected to enter into force in August 2017, would require UNECE to host DETA and to undertake new activities related to the provisions of this Agreement.

71. WP.29 reaffirmed its decision that DETA should be hosted by the UNECE Secretariat. It requested the Secretariat to initiate the necessary steps for securing adequate resources from the United Nations Regular Budget for this new activity.

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

72. The World Forum considered the draft amendments under agenda item 4.6.1 to 4.6.12 and recommended their submission to AC.1 for voting.

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

73. The World Forum considered the draft amendment under agenda item 4.7.1 to 4.7.9 and recommended their submission to AC.1 for voting.

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

74. The World Forum considered the draft amendments under agenda items 4.8.1 to 4.8.10 and recommended their submission to AC.1 for voting subject to the editorial correction below:

75. Agenda item 4.8.1, in ECE/TRANS/WP.29/2016/98, paragraph 12.1, correct "granted/refused/extended/withdrawn,²" to read: "granted/extended,²".

76. The representative of Consumers International (CI) welcomed the adoption of the 02 series of amendments of UN Regulation No. 129, which can be seen as a next milestone in the development of this Regulation. He highlighted that by extending the i-Size concept to children up to 135cm, several consumer issues will be addressed and that also bigger children now will benefit from higher levels of protection. He hoped that the corresponding amendment of UN Regulation No. 16 will be implemented in the short term, allowing it to be operational simultaneously with phase 2 of Regulation No. 129. Finally, he offered the support of CI in the further development of the regulation.

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

77. The World Forum considered the draft amendments under items 4.9.1 and 4.9.2 and recommended their submission to AC.1 for voting.

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

78. No corrigenda have been submitted by the secretariat for this session.

K. Consideration of pending proposals for amendments to existing Regulations submitted by the Working Parties subsidiary to the World Forum (agenda item 4.11)

79. No pending proposal has been deferred for consideration by WP.29 to its November 2016 session.

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

80. The World Forum considered the proposal for a new Regulation under agenda item 4.12.1 and recommended its submission to AC.1 for voting.

81. The representative of Japan announced abstention from voting on the proposal at AC.1.

M. Consideration of proposals for amendments to existing regulations submitted by the Working Parties subsidiary to the WP. 29 for consideration at its November 2016 session (agenda item 4.13)

82. The World Forum considered the draft proposal for amendments to existing Regulations under agenda item 4.13.1 and recommended its submission to AC.1 for voting subject to the amendments below:

83. Agenda item 4.13.1, in ECE/TRANS/WP.29/2016/114, new paragraph 5.1.16, items (e) and (f), amend to read:

New paragraph 5.1.16, item (e) and (f), amend to read:

- "(e) The disablement of the antilock brake system function shall be indicated by the activation of symbol B.18 as specified in ISO 2575:2010 (ISO 7000-2623) or any other equivalent unequivocal indication of the disabled antilock brake system state. Alternatively, the warning lamp referred to in paragraph 5.1.13. shall be continuously activated (i.e. lit or flashing); and
- (f) Prohibition of any software and/or hardware defeat device compromising or allowing to circumnavigate one or more of the requirements set out in points (a) to (e); and"

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.17

84. The World Forum agreed that agenda item 5.1 should be considered in detail by the Executive Committee of the 1998 Agreement (AC.3).

85. The World Forum agreed that agenda items 5.2 to 5.6 should be considered in detail by the Executive Committee of the 1998 Agreement (AC.3).

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

Documentation: Informal documents: WP.29-170-38, WP.29-170-37

86. The representative of Euro NCAP presented the development and outcome of their crash tests campaign with L7 category vehicles. He stated that four vehicles had been displayed on the grounds of the Palais de Nations in an exposition organized with the support of the secretariat. He presented (WP.29-170-38) the results of crash tests on eight different models of L7 category vehicles and highlighted the reasons why these vehicles received low ratings (between zero and two stars on the five-star scale). He stressed that the crash-worthiness of L7 vehicles was substandard and that more stringent regulations on the safety and the construction of these types of vehicles would be justified.

87. The representative from India, highlighted in his intervention the role and positive impact of India's automotive sector on the country's strong economic growth. He expressed his satisfaction that major vehicle manufacturers had invested in his country. He informed WP.29 that with the significant achievements resulting from India's 2006 – 2016 automotive mission plan, the Indian Government has recently finalized its Mission plan for the next ten years. The country expects growth in all road categories of road vehicles manufactured, significant progress in application of green technologies as a result of dedicated actions to mitigate environmental concerns, and important progress in the sphere of road safety. He reported that vehicle standards in India were recently subjected to legislative amendments that provide for a leapfrogging to the latest emission standards and the introduction of crashworthiness requirements and norms for pedestrian safety. The representative from India closed his deliberation by emphasizing India's commitment to transpose GTRs adopted under the 1998 agreement into national regulations. The complete statement of the representative of India is available in Informal document WP.29-170-37.

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

A. Status of the Agreement (agenda item 7.1)

Documentation: ECE/TRANS/WP.29/1074/Rev.7

88. The secretariat presented the consolidated document (ECE/TRANS/WP.29/1074/Rev.7) on the status of the Agreement including the status of the UN Rules annexed to the Agreement, the list of the Contracting Parties to the Agreement and of their Administrative Departments. The secretariat informed WP.29 that the notifications from Kazakhstan and the Netherlands on technical inspection certificates were included. The Contracting Parties were reminded to notify the secretariat of any relevant update.

B. Update of Rules Nos. 1 and 2 (agenda item 7.2)

Documentation: ECE/TRANS/WP.29/2013/132/Rev.1
ECE/TRANS/WP.29/2016/87
ECE/TRANS/WP.29/2013/133/Rev.1
ECE/TRANS/WP.29/2016/88
Informal document: WP.29-170-23

89. The representative of the Russian Federation, Co-Chair of the IWG on Periodical Technical Inspection (PTI) updated World Forum on the work of the group. He thanked the Romanian Automotive Register for arranging the fifth meeting of IWG on PTI in Bucharest. He introduced ECE/TRANS/WP.29/2016/87 superseding ECE/TRANS/WP.29/2013/132/Rev.1 and ECE/TRANS/WP.29/2016/88 superseding ECE/TRANS/WP.29/2013/133/Rev.1, by presenting WP.29-170-23.

90. The representatives of Romania and of the Russian Federation informed WP.29 that some Contracting Parties to the 1997 Agreement would not be in the position to vote on these documents at this session, to avoid conflicting dates of entry into force of similar requirements in other regulatory frameworks. WP.29 agreed to not convene the Administrative Committee of the 1997 Agreement (AC.4).

91. The secretariat agreed to provide assistance to the IWG on PTI, to propose transitional provisions addressing the potential issue of conflicting dates of entry into force mentioned above.

C. Establishment of requirements for testing equipment, for skills and training of inspectors and for supervision of test centres (agenda item 7.3)

Documentation: Informal documents: WP.29-170-14, WP.29-170-15, WP.29-170-19

92. The representative of the Russian Federation, Co-Chair of the IWG on PTI, presented WP.29-170-19 introducing the informal documents that the IWG on PTI had prepared: WP.29-170-14 and WP.29-170-15 which propose amendments to the 1997 Agreement and a draft Resolution with requirements for testing equipment, skills and training for inspectors and supervision of test centres. He announced that the draft proposals on provisions for the inspection of gas-fuelled vehicles would be presented at the next session of WP.29.

93. WP.29 agreed to resume consideration of these proposals and requested the secretariat to issue WP.29-170-14 and WP.29-170-15 with official symbols at the next session.

X. Other Business (agenda item 8)

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

94. No IWG on enforcement was held to report to this session.

B. Consistency between the provisions of the 1968 Vienna Convention and the technical provisions for vehicles of Regulations and gtrs adopted in the framework of the 1958 and 1998 Agreements (agenda item 8.2)

95. The secretariat of the Working Party on Road Traffic Safety (WP.1) informed the World Forum about the outcome of the October 2016 session of WP.1, in particular, on issues of common interest for WP.1 and WP.29. He mentioned that the amendment to the 1968 Convention had only limited progress on matters related to light installation for vehicles.

96. On the topic of automated driving, the secretariat of WP.1 reported on the joined informal session of WP.29/GRRF, IWG on ITS/AD and WP.1 experts which had been received as very useful from the WP.1 perspective. He expressed the wish of WP.1 to arrange such meetings on regular basis. Furthermore, he stated that additional amendments of the 1968 Conventions were needed to cover additional automated driving functionalities such as remote controlled parking. He also informed WP.29 about a study trip of WP.1 experts to a conference organized by NHTSA in California.

97. The Chair of GRRF, informed the secretariat of WP.1 on the decision taken by WP.29 to mandate regular joined meetings of WP.29/GRRF, IWG on ITS/AD and WP.1 experts (see para 39).

C. Proposal for amendments to the Consolidated Resolution on the Construction of Vehicles (R.E.3) on recommendations on market fuel quality (agenda item 8.3)

98. No new proposals had been submitted under this agenda item.

D. Consideration of proposal for a new consolidated resolution (agenda item 8.4)

Documentation: ECE/TRANS/WP.29/2016/111

99. The secretariat informed the World Forum about the proposal for a draft Consolidated Resolution on the common specification of light source categories (ECE/TRANS/WP.29/2016/111). The World Forum adopted the draft Consolidated Resolution with the assigned number R.E.5. WP.29 noted that this Resolution should enter into force on the same date as Supplement 45 to the 03 series of amendments to Regulation No. 37 (Filament lamps), Supplement 12 to the original version of Regulation No. 99 (Gas-discharge light sources) and Supplement 6 to the original version of Regulation No. 128 (Light Emitting Diode (LED) light sources) (agenda items 4.6.1, 4.6.11 and 4.6.12 above).

E. Safer vehicles as the third pillar of the global plan for the decade of action for road safety (agenda item 8.5)

Documentation: Informal documents: WP.29-170-17, WP.29-170-28

100. The secretariat presented the results of the World Forum for 2016 on the development of UN Regulations, UN GTRs and related activities to make vehicles safer (WP.29-170-17) in 2016. WP.29 adopted WP.29-170-17 and requested the secretariat to reproduce it as Annex III to this report and to transmit it to the Inland Transport Committee (ITC)

101. The secretariat informed the participants about an initiative of the Special Envoy for Road Safety of the United Nations Secretary-General for a voluntary commitment from the automotive industry to only market vehicles fulfilling a minimum set of United Nations vehicle safety regulations.

F. Documents for publication (agenda item 8.6)

Documentation: Informal document: WP.29-170-24

102. The World Forum took note of the progress on translating the authentic texts of Regulations adopted by WP.29 in June 2016 and entering into force in February 2017.

G. 2016 Consumer Champion Award to the Global Forum for Harmonization of Vehicle Regulations (agenda item 8.7)

103. The representative from Global NCAP, presented the 2016 Consumer Champion Award to the Chair and Vice-Chair of WP.29 in recognition of the work of the World Forum for Harmonization of Vehicle Regulations.

H. Election of officers for the year 2017 (agenda item 8.8)

104. In accordance with the terms of reference and the rules of procedure, the World Forum elected Mr. A. Erario (Italy) as Chair and Mr. B. Kisulenko (Russian Federation) as Vice-Chair for the years 2017 and 2018.

I. Tributes

105. WP.29 noted that Mr. P Laurent (CLEPA) would retire and no longer attend the sessions. The World Forum acknowledged his continued support and highly valuable contributions during the decades of participation and wished him all the best in his future activities.

XI. Adoption of the report (agenda item 9)

106. The World Forum adopted the report on its 170th session and its annexes on the basis of a draft prepared by the secretariat. The report includes the sections related to the sixty-fourth session of the Administrative Committee (AC.1) of the 1958 Agreement and to the forty-eight session of the Executive Committee (AC.3) of the 1998 Agreement.

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

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

107. Of the 53 Contracting Parties to the Agreement, 39 were represented and established AC.1 for its sixty-fourth session held on 16 November 2016.

108. AC.1 invited the Vice-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)

109. The results of the voting on the documents submitted are reflected in the following tables:

<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 and voting</i>				
7	Position, stop and end-outline lamps	47	37	2016/75	37/0/0	Suppl. 25 to 02	*
16	Safety-belts, ISOFIX and i-Size	45	35	2016/98 as amended by para. 75	35/0/0	Suppl. 8 to 06	*
16	Safety-belts, ISOFIX and i-Size	45	35	2016/99	35/0/0	07 series	*
37	Filament lamps	47	37	2016/76	37/0/0	Suppl. 45 to 03	*
44	Child restraint systems	42	34	2016/101	34/0/0	Suppl. 12 to 04	*
44	Child restraint systems	42	34	2016/102	34/0/0	Suppl. 12 to 04	*
45	Headlamp cleaners	40	34	2016/77	34/0/0	Suppl. 10 to 01	*
46	Devices for indirect vision	43	35	2016/89	35/0/0	Suppl. 4 to 04	*
48	Installation of lighting and light-signalling devices	44	35	2016/78	35/0/0	Suppl. 17 to 04	*
48	Installation of lighting and light-signalling devices	44	35	2016/79	35/0/0	Suppl. 10 to 05	*
48	Installation of lighting and light-signalling devices	44	35	2016/80	35/0/0	Suppl. 8 to 06	*
53	Installation of lighting and light-signalling devices for L ₃ vehicles	43	34	2016/81	34/0/0	Suppl. 19 to 01	*
53	Installation of lighting and light-signalling devices for L ₃ vehicles	43	34	2016/82	34/0/0	Suppl. 1 to 02	*
78	Braking (category L vehicles)	44	35	2016/114 as amended by para. 83	35/0/0	04 series	*
80	Strength of seats and their anchorages	41	34	2016/103	34/0/0	Suppl. 2 to 03	*
83	Emissions of M ₁ and N ₁ vehicles	44	34	2016/108	34/0/0	Suppl. 8 to 06	*
83	Emissions of M ₁ and N ₁ vehicles	44	34	2016/109	34/0/0	Suppl. 4 to 07	*

<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 and voting</i>				
86	Installation of lighting and light-signalling devices for agricultural vehicles	39	32	2016/83	32/0/0	01 series	*
87	Daytime running lamps	40	33	2016/84	33/0/0	Suppl. 18 to 00	*
99	Gas discharge light sources	43	36	2016/85	36/0/0	Suppl. 12 to 00	*
105	ADR vehicles	46	35	2016/90	35/0/0	06 series	*
107	General construction of buses and coaches	46	35	2016/91	35/0/0	Suppl. 5 to 04	*
107	General construction of buses and coaches	46	35	2016/92	35/0/0	Suppl. 6 to 05	*
107	General construction of buses and coaches	46	35	2016/93	35/0/0	Suppl. 6 to 06	*
107	General construction of buses and coaches	46	35	2016/94	35/0/0	Suppl. 1 to 07	*
110	CNG and LNG vehicles	47	36	2016/95	36/0/0	Suppl. 5 to 01	*
121	Identification of controls, tell-tales and indicators	50	38	2016/96	38/0/0	Suppl. 9 to 00	*
121	Identification of controls, tell-tales and indicators	50	38	2016/97	38/0/0	Suppl. 1 to 01	*
128	Light emitting diode (LED) light sources	53	39	2016/86	39/0/0	Suppl. 6 to 00	*
129	Enhanced Child Restraint Systems (ECRS)	51	38	2016/105	38/0/0	Suppl. 5 to 00	*
129	Enhanced Child Restraint Systems (ECRS)	51	38	2016/106	38/0/0	Suppl. 1 to 01	*
129	Enhanced Child Restraint Systems (ECRS)	51	38	2016/107	38/0/0	02 series	*

<i>Corrigenda 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 and voting</i>				
44	Child restraint systems	42	34	2016/100	34/0/0	Corr.2 to Rev.3	*
129	Enhanced Child Restraint Systems (ECRS)	51	38	2016/104	38/0/0	Corr.2 to 00	*

<i>New Regulations</i>				
<i>Subject of the Regulation</i>	<i>Contracting Parties: represented and voting</i>	<i>Document: ECE/TRANS/WP.29/....</i>	<i>Voting result: for/against/abstentions</i>	<i>Remark</i>
Heavy Duty Dual-Fuel Engine Retrofit Systems (HDDF-ERS)	39	2016/110	38/0/1	* **

* The EU representative voting for the 28 EU member States.

** The representative of Japan abstained.

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

XIV. Establishment of the Executive Committee AC.3 (agenda item 12)

Documentation: Informal document WP.29-170-11

110. The forty-eighth session of the Executive Committee (AC.3) was held on 17 November 2016 and chaired by the representative of the United Kingdom. The representatives of 14 of the 36 Contracting Parties to the Agreement attended: Australia, Canada, China, the European Union (representing Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, the Netherlands, Romania, Slovakia, Slovenia, Spain, Sweden and the United Kingdom), India, Japan, Kazakhstan, Malaysia, Norway, the Republic of Korea, the Russian Federation, South Africa, Tunisia, and the United States of America.

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

Documentation: ECE/TRANS/WP.29/1073/Rev.17
Informal documents: WP.29-170-16, WP.29-170-18

111. AC.3 noted the information, as of 15 June 2015, on the status of the Agreement (ECE/TRANS/WP.29/1073/Rev.17), the status of the priorities (based on WP.29-170-16 as reproduced in Annex II to this report) of the Agreement and items on which the exchange of views should continue. AC.3 also noted that assistance could be obtained from the secretariat about the obligations of Contracting Parties in the transposition process. Representatives were also reminded of their obligation to send the mandatory reports on the transposition process through their Permanent Missions in Geneva via the "1998 AGREEMENT-MISSIONS List" electronic system to the secretariat to ensure updating of the status document which is the monitoring tool of the Agreement.

112. AC.3 noted, for information only, WP.29-170-18 submitted by the representative of the Russian Federation that reproduces the status report on implementation of UN Global Technical Regulations in the Russian Federation as a possible example for other Contracting Parties to the Agreement.

XVI. Consideration and vote by AC.3 of draft gtrs and/or draft amendments to established gtrs (agenda item 14)

A. Proposal for a new gtr on the measurement procedure for two- or three-wheeled motor vehicles equipped with a combustion engine with regard to the crankcase and evaporative emissions (agenda item 14.1)

Documentation: ECE/TRANS/WP.29/2016/66, ECE/TRANS/WP.29/2016/67,
ECE/TRANS/WP.29/AC.3/36/Rev.1

113. Submitted for consideration and vote, the proposal for a new UN GTR on crankcase and evaporative emissions from two- or three-wheeled motor vehicles equipped with a combustion engine (ECE/TRANS/WP.29/2016/66, ECE/TRANS/WP.29/2016/67, ECE/TRANS/WP.29/AC.3/36/Rev.1) was established in the UN Global Registry on 17 November 2016 by consensus vote of the following Contracting Parties present and voting: Australia, Canada, China, European Union (voting for Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, Netherlands, Romania, Slovakia, Slovenia, Spain, Sweden and the United Kingdom), India, Japan, Kazakhstan, Malaysia, Norway, Republic of Korea, Russian Federation, South Africa, Tunisia and United States of America.

B. Proposal for Amendment 1 to gtr No. 15 (Worldwide harmonized Light vehicles Test Procedures (WLTP)) (agenda item 14.2)

Documentation: ECE/TRANS/WP.29/2016/68, ECE/TRANS/WP.29/2016/69,
ECE/TRANS/WP.29/AC.3/39

114. Submitted for consideration and vote, the proposal for Amendment 1 to UN GTR No. 15 on WLTP (ECE/TRANS/WP.29/2016/68, ECE/TRANS/WP.29/2016/69, ECE/TRANS/WP.29/AC.3/39) was established in the UN Global Registry on 17 November

2016 by consensus vote of the following Contracting Parties present and voting: Australia, China, European Union (voting for Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, Netherlands, Romania, Slovakia, Slovenia, Spain, Sweden and the United Kingdom), India, Japan, Kazakhstan, Malaysia, Norway, Republic of Korea, Russian Federation, South Africa and Tunisia.

115. The representatives of Canada and the United States of America abstained from voting.

C. Proposal for Amendment 1 to gtr No. 16 (Tyres) (agenda item 14.3)

Documentation: ECE/TRANS/WP.29/2016/117, ECE/TRANS/WP.29/2016/71, ECE/TRANS/WP.29/AC.3/42

116. Submitted for consideration and vote, the proposal for Amendment 1 to UN GTR on Tyre (ECE/TRANS/WP.29/2016/117, ECE/TRANS/WP.29/2016/71, ECE/TRANS/WP.29/AC.3/42) was established in the UN Global Registry on 17 November 2016 by consensus vote of the following Contracting Parties present and voting: Australia, Canada, China, European Union (voting for Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, Netherlands, Romania, Slovakia, Slovenia, Spain, Sweden and the United Kingdom), India, Japan, Kazakhstan, Malaysia, Norway, Republic of Korea, Russian Federation, San Marino, South Africa, Tunisia and United States of America.

D. Proposal for a new global technical regulation (gtr) on the measurement procedure for two- or three-wheeled motor vehicles with regard to on-board diagnostics (agenda item 14.4)

Documentation: ECE/TRANS/WP.29/2016/112, ECE/TRANS/WP.29/2016/113, ECE/TRANS/WP.29/AC.3/36/Rev.1

117. Submitted for consideration and vote, the proposal for a new UN GTR on the measurement procedure for two- or three-wheeled motor vehicles with regard to on-board diagnostics (ECE/TRANS/WP.29/2016/112, ECE/TRANS/WP.29/2016/113, ECE/TRANS/WP.29/AC.3/36/Rev.1) was established in the UN Global Registry on 17 November 2016 by consensus vote of the following Contracting Parties present and voting: Australia, Canada, China, European Union (voting for Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, Netherlands, Romania, Slovakia, Slovenia, Spain, Sweden and the United Kingdom), India, Japan, Kazakhstan, Malaysia, Norway, Republic of Korea, Russian Federation, San Marino, South Africa, Tunisia and United States of America.

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

118. AC.3 reminded the representatives of Contracting Parties about the possibility to propose their national standards in the Compendium as Candidates in view of future development of UN Global Technical Regulations. AC.3 also reminded the representatives that a listed technical regulation would be removed from the Compendium of Candidates, either: (a) upon establishment in the Global Registry of a UN GTR, (b) at the end of a five-year period following the regulations listing, unless by affirmative vote of AC.3, or (c) in

response to a written request from the Contracting Party (see section IV of ECE/TRANS/WP.29/1073/Rev.17).

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

119. No guidance was requested by Contracting Parties under this agenda item.

XIX. Exchange of information on new priorities to be included in the programme of work (agenda item 17)

120. The Chair of AC.3 thanked the secretariat for reordering the agenda to provide adequate time to discuss the priorities and the future programme for GTR development. He noted the adoption of Special Resolution No. 2 and discussions at previous session, in particular at the forty-seventh session in June 2016 where he asked delegations to present ideas and suggestions at the current session.

121. The representative of the European Union informed AC.3 of informal discussions with Japan and the United States of America in order to assist this process. The EU expects to present a document to the March 2017 session, and invited all Contracting Parties to provide their contributions to the process.

122. The Chair welcomed this initiative but urged the Contracting Parties to recognize the rapid development that was taking place in the vehicle and component industries and that the opportunity for globally harmonized regulations would be increasingly difficult without rapid development of new regulatory measures.

123. In order to stimulate discussion, the Chair identified a number of technologies such as vehicle automation, communications into the vehicle, Lane Keeping Assist Systems, Data Storage Systems for Automated Driving, Automated Emergency Braking for light duty vehicles and, potentially, a GTR for Automatically Commanded Steering Functions.

124. The representative of FIA recommended prioritizing the work on cyber security and data protection while also highlighting the need to address automation, hybrid and electric vehicles. The representative of OICA generally agreed with the suggestions of the Chair on the issues of Lane Keeping Assist Systems and Automated Emergency Braking for light duty vehicles, and added that attention could also be given to the global harmonization of the specifications of Event Data Recorders, taking into account the expected revision of the EU General Safety Regulation, where several of these technologies are under consideration. He, however, also stressed the need to avoid existing work at GRRF being slowed down, since this ongoing work is of very high importance. He also highlighted the challenges of developing regulations for very advanced technologies that are still evolving, especially when they address high levels of vehicle automation.

125. In noting the document deadline of 5 December 2016, the Chair invited all participants to contribute their thoughts and suggestions as a matter of urgency to the secretariat in anticipation of a meaningful discussion at the March 2017 session. He concluded by inviting the secretariat to carry forward the same agenda structure for the next session.

XX. Progress on the development of new gtrs and of amendments to established gtrs (agenda item 18)

A. Gtr No. 1 (Door locks and door retention components) (agenda item 18.1)

Documentation: ECE/TRANS/WP.29/AC.3/43

126. Following the authorization to develop Amendment 2 (ECE/TRANS/WP.29/AC.3/43), the representative of EU informed AC.3 that a concrete proposal would be considered by GRSP at its December 2016 session to fully align the UN GTR with UN Regulation No. 11.

B. Gtr No. 2 (Worldwide Motorcycle emission Test Cycle (WMTC)) (agenda item 18.2)

127. As technical sponsor for these activities, the representative of EU explained that the IWG on Environmental and Propulsion Performance Requirements (EPPR) under GRPE had already started working on the revision of GTR No. 2. She informed AC.3 that it was agreed to use Euro 5 emissions limits as a baseline.

C. Gtr No. 3 (Motorcycle braking) (agenda item 18.3)

Documentation: Informal document WP.29-170-07

128. The representative of Italy presented WP.29-170-07 proposing that AC.3 authorize the development of an amendment to GTR No. 3 under the sponsorship of his country, in order to align the provisions of GTR No. 3 and those of Regulation No. 78, to ensure electromagnetic immunity of ABS-systems, introduce ABS performance requirements for category 3-5 vehicles (three-wheelers), ensure uniform requirements for equipment such as Electronic Stop Signal System and the means to disable the ABS, if equipped on. AC.3 agreed with the proposal, invited GRRF to start working on these issues and requested the secretariat to distribute WP.29-170-07 with an official symbol for formal adoption at its March 2017 session.

D. Gtr No. 6 (Safety glazing) (agenda item 18.4)

129. The representative of the Republic of Korea reported on the progress of work of the IWG on Panoramic Sunroof Glazing (PSG) in developing an amendment to GTR No. 6. She added that the IWG would need more time to perform some additional research work. As the mandate of the IWG was limited to October 2016, she underlined the need to extend the mandate of the IWG until June 2018. AC.3 endorsed that request.

E. Gtr No. 7 (Head restraints) (agenda item 18.5)

130. The representative of Japan gave a status report on the work of the IWG.

131. Since the IWG last met in September 2015, studies on Post Mortem Human Subjects (PMHS) by NHTSA showed an inability to identify a strong correlation to establish injury criteria. Based on this evidence, and uncertainty about the timeline to conduct further tests,

the IWG considered the use of empirical data to establish pass/fail criteria for Bio Rear Impact Dummy (BioRID).

132. He further informed AC.3 that the IWG was waiting for further study results on PMHS conducted by NHTSA, expected by spring 2017. He clarified that these results might help the full incorporation of BioRID into the GTR and avoid the adoption of empirical values instead. He concluded that the IWG would provide an update on the progress of work at the March 2017 session of AC.3 to seek consent for a revised timetable for the delivery of the proposed amendment to UN GTR No. 7.

F. Gtr No. 9 (Pedestrian safety) (agenda item 18.6)

Documentation: ECE/TRANS/WP.29/2016/115

133. AC.3 adopted ECE/TRANS/WP.29/2016/115, submitted by the representative of the Republic of Korea, on the authorization to develop an amendment to the UN GTR to provide the test procedure for deployable systems of the outer surface to ensure an adequate protection of pedestrians. The secretariat was requested to prepare the corresponding AC.3 document.

134. The representative of the United States of America reported that they had begun discussions with the Chair of the IWG on a way forward for Phase 2. He informed AC.3 that the cost benefits analysis in his country continued to be delayed, but NHTSA was hopeful that during the December 2016 session of GRSP, he would be able to provide a path towards completion of Phase 2. Finally, he suggested an extension of the mandate for the IWG to allow time for completion of this phase of the GTR until December 2017. AC.3 endorsed this request.

G. Gtr No. 15 (Worldwide harmonized Light vehicle Test Procedures (WLTP) – Phase 2) (agenda item 18.7)

Documentation: ECE/TRANS/WP.29/AC.3/44

135. As Vice-Chair of GRPE, the representative of India reported on the activities of the IWG on WLTP. She informed AC.3 that a new UN GTR on WLTP evaporative emissions and new amendments to UN GTR No. 15 would be considered at the next GRPE session in January 2017 (ECE/TRANS/WP.29/GRPE/2017/3 and ECE/TRANS/WP.29/GRPE/2017/7).

H. Gtr No. 16 (Tyres) (agenda item 18.8)

Documentation: Informal documents: WP.29-170-12, WP.29-170-13

136. The representative of the Russian Federation introduced WP.29-170-13, proposing that AC.3 authorized the development of an amendment to GTR No. 16 in two phases (Phase 2A and Phase 2B) under the sponsorship of his country. He also introduced WP.29-170-12 proposing Terms of Reference for the IWG on Tyre GTR. AC.3 welcomed the proposal, invited the IWG to start working and requested the secretariat to distribute WP.29-170-13 with an official symbol for formal adoption at its March 2017 session.

137. The representative of the European Commission recommended prioritizing the work, especially on marking provisions, thus adequately taking account of the challenge it represented.

I. Draft gtr on Electric Vehicles Safety (EVS) (agenda item 18.9)

Documentation: ECE/TRANS/WP.29/2016/30, ECE/TRANS/WP.29/2015/107, ECE/TRANS/WP.29/2014/87, ECE/TRANS/WP.29/2012/122, ECE/TRANS/WP.29/2012/121, ECE/TRANS/WP.29/AC.3/32

138. The representative from the United States of America reported that the IWG is aiming to submit a draft gtr as an informal document to GRSP at the December 2016 session (as mandated). He informed AC.3 that the IWG had been making good progress and was currently in the drafting/editing stage. However, he clarified there were still some challenging technical issues to resolve: (i) water exposure; (ii) thermal propagation, and (iii) provisions for heavy vehicles and buses. He concluded that the IWG expected to resolve all these technical issues at the next meeting (28 November - 2 December 2016) which will be hosted by China.

139. The representative of the EU mentioned that there is high urgency for finding a compromise during the last IWG meeting scheduled for the end of November in Shanghai, as the IWG Chair will have only one week to finalise the draft GTR text and to submit it to the GRSP in Geneva. Also, the EC would like to propose to launch Phase 2 already in 2017, with a view to continuing the work on thermal propagation and some other technical aspects without any interruption.

J. Draft gtr on Quiet Road Transport Vehicles (QRTV) (agenda item 18.10)

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

140. The representative of the United States of America informed AC.3 about the recent publication of the National Rule on Minimum Sound Requirements for Hybrid and Electric Vehicles (www.nhtsa.gov/staticfiles/rulemaking/pdf/QuietCar_FinalRule_11142016.pdf). AC.3 recalled that WP.29 agreed to extend the mandate of IWG QRTV GTR until December 2018 (see para. 35 above).

141. He clarified that under the new rule, all hybrid and electric light vehicles will be required to make audible noise when travelling in reverse or forward at speeds up to 30 kilometres per hour (about 19 miles per hour). He added that at higher speeds, the sound alert is not required because other factors, such as tire and wind noise, provide adequate audible warning to pedestrians. He clarified that manufacturers had until 1 September 2019, to equip all new hybrid and electric vehicles with sound emitting devices that meet the new federal safety standard. Half of new hybrid and electric vehicles must be in compliance one year before the final deadline. Finally, he stated that with the publication of this standard, NHTSA was now in a position to resume discussion of the draft UN GTR on quiet road transport vehicles.

XXI. Items on which the exchange of views and data should continue or begin (agenda item 19)

A. Harmonization of side impact (agenda item 19.1)

142. No subject was raised under this agenda item.

B. Electric vehicles and the environment (agenda item 19.2)

Documentation: ECE/TRANS/WP.29/AC.3/40, ECE/TRANS/WP.29/2016/116
Informal documents: WP.29-170-29, WP.29-170-30, WP.29-170-31

143. The representative of the United States of America informed AC.3 about the final results of part A of the mandate of the IWG on Electric Vehicles and the Environment (EVE) on data and information gathering (WP.29-170-31). He referred to the model that had been developed to evaluate the energy consumption of a particular vehicle (WP.29-170-30 and WP.29-170-29). He presented ECE/TRANS/WP.29/2016/116 on the request for authorization to develop amendments to UN GTR No. 15 and continue certain research items on environmental requirements for electric vehicles. He explained that the authorization request in ECE/TRANS/WP.29/2016/116 corresponded to part B of the original mandate (ECE/TRANS/WP.29/AC.3/40). He informed AC.3 about the request under each of the areas of work: (a) develop an amendment to UN GTR No. 15 to establish a procedure for determining the powertrain performance of electrified vehicles; (b) continue research on the topic of battery performance and durability with the aim of returning to AC.3 seeking authorization for relevant activities once this additional research would be completed; (c) approach the Group of Experts on Energy Efficiency (GEEE) and possibly the Executive Secretary of UNECE to request that they continue work on the method of stating energy consumption with the support of the IWG on EVE. He mentioned that under the proposal, the recyclability topic would be removed from the mandate.

144. AC.3 adopted ECE/TRANS/WP.29/2016/116 on the authorization to develop amendments to UN GTR No. 15 and continue certain research items on environmental requirements for electric vehicles, and requested the secretariat to submit it as an AC.3 official document.

C. Specifications for the 3-D H point machine (agenda item 19.3)

145. AC.3 noted that Spain proposed Mr. L. Martinez as Chair of the IWG on harmonization of the 3-D H point machine and to resume the work of the IWG. AC.3 supported the recommendation from Spain.

D. Hydrogen and Fuel Cell vehicles (HFCV) (gtr No. 13) – Phase 2 (agenda item 19.4)

Documentation: ECE/TRANS/WP.29/AC.3/17

146. No subject was raised under this agenda item

XXII. Other business (agenda item 20)

Documentation: Informal documents: WP.29-170-26, WP.29-170-33

147. AC. 3 decided to defer all items envisaged for discussion under this agenda item to the next AC.3 session in March 2017.

148. The representative of OICA invited AC.3 representatives to send to OICA their comments to informal document WP.29-170-33. OICA will include the received comments, revise the informal document accordingly and submit it for the next AC.3 session.

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

XXIII. Establishment of the Committee AC.4 and election of officers for the year 2016 (agenda item 21)

149. Following the recommendation of WP.29, the Administrative Committee (AC.4), did not convene.

XXIV. Amendments to Rules Nos. 1 and 2 (agenda item 22)

150. No supplementary information was provided beyond agenda item 7.2. (see para. 89 above).

XXV. Establishment of requirements for testing equipment, for skills and training of inspectors and for supervision of test centres (agenda item 23)

151. No supplementary information was provided beyond agenda item 7.3. (see para. 92 above).

XXVI. Other business (agenda item 24)

152. No subject was raised under this agenda item.

Annex I

List of informal documents (WP.29-170-...) distributed without a symbol during the 170th session

<i>No.</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	(a)
2	Secretariat	2.2	E	Calendar of meetings of WP.29, GRs and Committees for 2017	(a)
3	IWVTA Informal Group	4.2.2	E	Proposal for updating the Guidelines on amendments to UN Regulations	(d)
4	CLEPA	4.8.1	E	Proposal to amend the Proposal for Supplement 8 to the 06 series of amendments to Regulation No. 16 (Safety-belts, ISOFIX and i-Size) (ECE/TRANS/WP.29/2016/98)	(b)
5	Secretariat	4.2.	E	Draft transitional provisions for UN Regulations Nos. 83 and 101 following the transposition of GTR No. 15 through new UN Regulation on WLTP	(d)
6	Working Party on Brakes and Running Gear (GRRF)	4.13.1.	E	Proposal to amend the proposal for the 04 series of amendments to Regulation No. 78 (Motorcycle Braking) (ECE/TRANS/WP.29/2016/114)	(b)
7	Italy	18.3.	E	Request for authorisation to develop an amendment to global technical regulation No. 3 (motorcycle braking)	(d)
8	IWVTA Informal Group	4.3	E	Revised proposal for UN Regulation No. 0	(d)
9	IWVTA Informal Group	4.3	E	Q&A document to explain UN Regulation No. 0 and IWVTA	(d)
10	IWVTA Informal Group	4.3	E	Report to the 170th session from the 22 st IWVTA Informal Group meeting	(a)

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
11	Secretariat	12. and 14.	E	Executive Committee of the 1998 Agreement Forty-eighth session 1. Establishment of the Executive Committee AC.3 (item 12) 2. Consideration and vote by AC.3 (item 14)	(a)
12	Russian Federation	18.8.		Terms of Reference and the Rules of Procedure of the Informal Working Group (IWG) for the Phase 2 of development of UN GTR No. 16 (Tyres)	(b)
13	Russian Federation	18.8	E	Request for authorization to develop the Amendment No. 2 to UN GTR No. 16 (Tyres)	(d)
14	Co-Chairs of the Informal Group on Periodical Technical Inspections	7.3	E	Proposal for amendments to the 1997 Agreement	(d)
15	Co-Chairs of the Informal Group on Periodical Technical Inspections	7.3	E	Proposal for a Special Resolution (S.R. [X]) on the administrative and technical provisions required for carrying out the technical inspections according to the technical prescriptions specified in Rules.	(d)
16	Secretariat	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 2016	(a)
17	Secretariat	8.5		United Nations Economic Commission for Europe Plan to implement the United Nations Decade of Action for Road Safety (2011-2020)	(b)
18	Russian Federation	13		The Status Report on Implementation of UN Global Technical Regulations in the Russian Federation	(a)
19	Co-Chairs of the Informal Group on Periodical Technical Inspections	7.3	E	1997 Agreement. Proposals for amendments to diminish immediate risk to road safety and align with national legislations.	(a)

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
20	Secretariat	21 and 22.	E	Ninth session of the Administrative Committee of the 1997 Agreement 1. Establishment of the Committee AC.4 (item 21) 2. Consideration and vote by AC.4 (item 22)	(a)
21	IWVTA Informal Group	4.4	E	Q&A document on Revision 3 of the 1958 Agreement	(d)
22	Secretariat	1.	E	Consolidated annotated provisional agenda for the 169th session of the World Forum; for the sixty-third session of the Administrative Committee of the 1958 Agreement; for the forty-seventh session of the Executive Committee of the 1998 Agreement; for the ninth session of the Administrative Committee of the 1997 Agreement	(a)
23	Co-Chairs of the Informal Group on Periodical Technical Inspections	7.2 and 7.3	E	Report to WP.29 about results of the 5th meeting of Informal Group on Periodical Technical Inspections	(a)
24	Secretariat	8.6	E	1958 Agreement, adopted proposals and situation of their entry into force, 169th session - June 2016	(a)
25	Secretariat	2.2	E	Proposal for introducing the system of "A-points"	(a)
26	Secretariat	20	E	Decision on use of term "UN GTR"	(c)
27	Secretariat	4.2.1	E	IEC certification schemes and ITU	(a)
28	Secretariat	8.5	E	Information on initial UNECE and UNSG's consultation on possible industry self-commitment on minimum safety	(a)
29	EVE Informal Group	19.2	E	Information document about Excel model	(a)
30	EVE Informal Group	19.2	E	Excel model for method of stating energy consumption	(a)
31	EVE Informal Group	19.2	E	Final status report of EVE IWG	(a)
32	Global NCAP	6	E	Letter to the Chairman regarding the safety of quadricycles	(a)

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
33	OICA	20	E	Proposal to amend Special Resolution 2 (document ECE/TRANS/WP.29/2016/65)	(c)
34	EUROMED	2	E	EUROMED activities on UN Agreements concerning road vehicles	(a)
35	EUROMED	2	E	The EU funded EuroMed Road, Rail and Urban Transport project	(a)
36	UNECE/PMU	4.5	E	Procedure for adoption of Programme Budgetary Implications (PBIs)	(a)
37	India	6	E	Highlights of the speech	(a)

Notes:

- (a) Consideration completed or to be superseded.
- (b) Adopted.
- (c) Consideration at the next session as an informal document.
- (d) Continue consideration at the next session with an official symbol.

Annex II

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 2016

GRRF

<i>Item</i>	<i>Informal group (Yes-No)/ Chair & 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>
[Amendment 3] to UN GTR No. 3 (motorcycle brake systems)	-	Italy	-	-	Draft request for authorization to develop Amendment 3 to UN GTR No. 3 for consideration by AC.3 in November 2016
[Amendment 2] to UN GTR No. 16 (Tyres)	[Yes/Russian Federation]	Russian Federation	-	-	Draft request for authorization to develop Amendment 2 to UN GTR No. 16 for consideration by AC.3 in November 2016

GRSP

<i>Item</i>	<i>Informal group (Yes-No)/ Chair & 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>
Amendment 2 to UN GTR No. 1	No	EU		AC.3/43 GRSP/2016/17	AC.3 endorsed the request of authorization to develop the amendment at its June 2016 session. GRSP will discuss a concrete proposal of amendments
Phase 2 of UN GTR No. 7 (Head Restraints)	Yes/UK	Japan	AC.3/25/ Rev.1	2014/86 (fourth progress report) GRSP/2015/34 (Draft UN GTR)	GRSP is expected to consider an informal proposal, addressing all issues, including draft Addendum 1 to the M.R.1 at its December 2016 session. AC.3 agreed to extend the mandate of the IWG until March 2017.

* Information on the Contracting Parties (36), the Global Registry and the Compendium of Candidates are in document ECE/TRANS/WP.29/1073/Rev.16.

<i>Item</i>	<i>Informal group (Yes-No)/ Chair & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS GTR /WP.29/).../ (ECE/TRANS/WP.29/..)</i>	<i>Proposal for a draft UN</i>	<i>State of play/Comments</i>
Phase 2 of UN GTR No. 9 (Flex-PLI) (Pedestrian Safety)	Yes/ Germany/ Japan	Germany/ Japan	AC.3/24	GRSP/2014/15 (Draft UN GTR) GRSP/2015/2 GRSP/2014/16 (5 th progress report) 2016/115	GRSP will resume discussion at its December 2016 session on IARVs and on the draft UN GTR, altogether with a proposal addressing bumper test. AC.3 endorsed the authorization to develop an amendment to the UN GTR to provide the test procedure for deployable systems of the outer surface to ensure an adequate protection of pedestrians and extended the mandate of the IWG on Phase 2 until December 2017.
Amendment No. [3] to UN GTR No. 9		Netherlands	AC.3/31	GRSP/2014/2 GRSP/2014/5	GRSP will consider a revised proposal concerning points of contact of headform impactors at its December 2016 session addressing the Phase 1 and 2 of the UN GTR.
Phase 2 of UN GTR No. 13 (HFCV)					The programme of work is expected to be finalized in the near future and that an informal proposal of authorization to develop the Phase 2 of the UN GTR would then be presented for approval at AC.3.
UN GTR No. 14 (PSI)	Yes/ Australia	Australia	AC.3/28		No new information was provided at the March 2016 session of AC.3.
UN GTR on EVS	Yes/USA/ EU/ Japan/ China	EU/ Japan/ USA/ China	AC.3/32	2012/121 (ToR) 2012/122 (1 st progress report) 2014/87 (2 nd progress report) 2015/107 (3 rd progress report) 2016/30 (4 th progress report)	GRSP is expected to complete Phase 1 by May 2017 and leave the long-term research items for Phase 2.

GRPE

<i>Item</i>	<i>Informal group (Yes-No)/ Chair & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS GTR /WP.29/...)/</i>	<i>Proposal for a draft UN (ECE/TRANS/WP.29/..)</i>	<i>State of play/Comments</i>
New UN GTR on crankcase and evaporative emissions for two- or three-wheeled motor vehicles	Yes/EU (EPPR)	EU	AC.3/36/Rev.1 (based on 2015/113)		Established in the UN Global Registry on 17 November 2016 by consensus vote.
New UN GTR on on-board diagnostics for two- or three-wheeled motor vehicles	Yes/EU (EPPR)	EU	AC.3/36/Rev.1 (based on 2015/113)		Established in the UN Global Registry on 17 November 2016 by consensus vote.
Amend. 1 to UN GTR No. 15 (WLTP)	Yes/Germany (WLTP)	EU/Japan	AC.3/39 (based on 2014/30)		Established in the UN Global Registry on 17 November 2016 by consensus vote.
Electric vehicles and the environment (EVE)	Yes/USA/China/Japan	Canada/China/EU/Japan/USA	AC.3/40 (based on 2014/81)		AC.3 adopted ECE/TRANS/WP.29/2016/116 on the authorization to develop amendments to UN GTR No. 15 and continue certain research items on environmental requirements for electric vehicles and requested the secretariat to submit it as an AC.3 official document.

GRB

<i>Item</i>	<i>Informal group (Yes-No)/ Chair & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS GTR S/WP.29/...)/</i>	<i>Proposal for a draft UN (ECE/TRANS/WP.29/...)</i>	<i>State of play/Comments</i>
Quiet Road Transport Vehicle	Yes/USA/Japan	EU/Japan/USA	AC.3/33 (Including ToR)		AC.3 expects a progress report of the ITWG on QRTV at its November 2016 session

GRSG

<i>Item</i>	<i>Informal group (Yes-No)/ Chair & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/WP.29/...)/ (ECE/TRANS/WP.29/...)</i>	<i>Proposal for a draft UN GTR</i>	<i>State of play/Comments</i>
Panoramic Sunroof Glazing (PSG)	Yes/Korea/ Germany	Korea	AC.3/41		AC.3 noted the request by GRSG to further update the Term of References and the need to extend the mandate of the IWG on PSG until June 2018

Situation of subjects for exchange of views

<i>Working Party</i>	<i>Item</i>	<i>Inf. group (Yes-No)/ Chair & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal ECE/TRANS/WP.29/...</i>	<i>State of play.</i>
GRSP	Crash compatibility	No	No	---	No new information was provided.
GRSP	Harmonized side impact dummies	Yes	USA	2010/88 (2 nd progress report)	AC.3 was informed on the progress made in relation to the 5 percentile female dummy and noted that a redesign of the dummy might be necessary.
WP.29	ITS	No	---	---	No new information was provided to AC.3.
WP.29	Electric Vehicles and Environment	Yes	USA, Canada, China, EU	---	AC.3 received a status report from the IWG on EVE where the good coordination with the IWG on WLTP was highlighted. A report to GRPE at its June 2016 session is envisaged. AC.3 expects the results of part A of the mandate for its November 2016 session.
WP.29	New technology not yet regulated	No	No	---	Exchange of views took place on priorities for work on new technologies including automated driving functionalities, in-vehicle communications, cyber security and data protection

Annex III

United Nations Economic Commission for Europe Plan to implement the United Nations Decade of Action for Road Safety (2011-2020)

Note by the secretariat

Introduction

1. This document is an abstract of WP.29 activities from ECE/TRANS/2012/4, introduced at the March 2012 session of the Inland Transport Committee, in which UNECE presents its Action Plan for the UN Decade of Action for Road Safety (2011–2020). This Plan is directly aligned to the UN Global Plan for the Decade of Action for Road Safety (2011–2020), and aims to achieve the overall road safety goals of UNECE by addressing priority areas of work as well as implementing continuous and future actions for each goal in its geographical area and beyond. The plan will be reviewed and updated annually to ensure progress towards meeting the objectives and that performance indicators are reached.

2. Accordingly, this document contains the progress of the activities of monitoring and evaluating WP.29 actions in the framework of the decade of actions since its launch (11 May 2011). According to the outcome of the March 2012 session of WP.29, it will be distributed for consideration and comments to WP.29 at its annual November session for the length of the decade (see ECE/TRANS/WP.29/1095, para. 97)

3. It is based on ECE/TRANS/2015/13 that was endorsed during the seventy-seventh session of the Inland Transport Committee (24-26 February 2015) and presents the midterm results of the decade of action of the Working Parties of ITC. The modifications to the text of ECE/TRANS/2015/13 are marked in bold for new or strikethrough for deleted characters.

United Nations overall goal for the decade (2011–2020):

To stabilize and reduce the forecast level of road traffic fatalities around the world by 2020

UNECE goals for the decade (2011–2020):

To ensure the widest possible geographical coverage of United Nations road safety legal instruments;

To assist countries in the UNECE region and beyond in implementing the United Nations Decade of Action for Road Safety; and

To make progress in stabilizing and reducing road traffic fatalities in the UNECE region and beyond.

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
OBJECTIVE 1: Boost Political Will and Support						
Government Strategies						
Accession of United Nations Road Safety Conventions and Agreements	Monitoring the implementation of the United Nations Road Safety Conventions and Agreements:	Will develop implementation indicators for the United Nations Road Safety Conventions and Agreements.	WP.1, WP.29, SC.1, WP.15	2011–2020	Number of new Contracting Parties (CPs) to the United Nations Road Safety Conventions and Agreements and number of United Nations Regulations/United Nations Global Technical Regulations (GTRs) adopted on national basis by countries not yet CPs to any agreement.	

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
	1958 Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and /or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions (50 CPs);					Four new CPs: Egypt, Georgia, San Marino and Republic of Moldova (total [54]. CPs).
	1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles (33 CPs);					Three new CPs: Belarus, San Marino and Slovenia (total 36 CPs).
	1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal					One new CP: San Marino (total 13 CPs).

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
	Recognition of Such Inspections (12 CPs);					
	Raised awareness and technical assistance for accession.	Will enhance national and regional capacity-building workshops and consultations to facilitate new accessions.	WP.1, WP.29, SC.1, WP.15	Continuous	Number of new CPs to the United Nations road safety conventions and agreements; Consistency between the United Nations road safety conventions and agreements, and the regional and national laws.	Three global/regional events to raise awareness of the above UN international conventions and to provide technical assistance for accession organized: (1) Europe-Asia Road Safety Forum in New Delhi, India, on 4 December 2013; (2) UN Road Safety Treaty Day in New York, USA, on 5 June 2014; and (3) ECE-ECA-ICAP Road Safety Workshop in Addis Ababa, Ethiopia, on 12-13 November 2014. The Secretariat attended the Road Safety Congress in St. Petersburg, Russian Federation in September 2014. ECE staff attend regularly different international road safety events.
More effective implementation of United Nations Road Safety Conventions and Agreements	Issued a report on the level of enforcement for the AETR agreement (2011).	Will enhance national and regional capacity-building workshops and consultations to promote better implementation. Will develop comprehensive implementation monitoring tools.	WP.1, WP.29, SC.1, WP.15	Continuous	Number of implementation monitoring tools for the United Nations road safety legal instruments. Application of the report to the AETR agreement.	AETR Article 12, paragraphs 1 to 4, require CPs to adopt all appropriate measures to ensure observance of the provisions of the AETR Agreement, in particular by an adequate level of roadside checks and checks performed on the premises of undertakings annually covering a large and representative proportion of drivers, undertakings and vehicles of all transport categories within the scope of the Agreement. The secretariat will undertake a survey as per article 12, para 5, in 2015. Close cooperation with the Euromed project and support of a development of a roadmap on accession and implementation of the

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
						AETR agreement
Review of existing United Nations Road Safety Conventions and Agreements to identify areas for modification	Will analyze how the principles of the Safe System approach can be incorporated into the work and into the United Nations Road Safety Legal Instruments.		WP.1, WP.29, SC.1, WP.15	2012–2013	Incorporated Safe System principles to road safety work and to UN Road Safety Legal Instruments. AGR road safety audit	An amendment proposal from Sweden aimed at including a safe system approach into the Consolidated Resolution on Road Traffic (R.E.1) is under consideration by WP.1.
OBJECTIVE 2: Protect Road Users						
Protecting Vulnerable Road Users	Amendment of the 1968 Convention on Road Traffic (instructions for behaviour of pedestrians) focusing on improving pedestrian safety; amending the Convention on Signs and Signals concerning behaviour at pedestrian crossings; adopted regulation on pedestrian safety in 2008; made special reference to walking through THE PEP; and amending the	Will develop guidelines for school bus operation.	WP.1	2011–2020	Publication of the guidelines; number of countries using the guidelines.	The issue of the potential development of guidelines for school bus operations was on the agenda during three WP.1 sessions (ECE/TRANS/WP.1/135, ECE/TRANS/WP.1/137, ECE/TRANS/WP.1/139), but in light of greater priorities and insufficient interest by WP.1 members, WP.1 decided not to pursue this issue (ECE/TRANS/WP.1/139).

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
	consolidated resolution (RE.1).	Will adopt new biofidelic test tools in UN regulations to design vehicles to be more pedestrian friendly.	WP.29	2012–2013	Number of CPs applying the United Nations regulations.	A new UN Regulation No. 127 and an amendment introducing more biofidelic test tools adopted. Number of new CPs: 52 countries (apply the new UN regulation and amendment) Total number of CPs: 52.
		UN Vehicle Regulations in support of safety of children and young people ²	WP.29 ³			UN Regulations Nos. 107 on Buses and Coaches (kneeling buses and specific space for prams or pushchair), 16 on Safety Belts (ISOFIX systems), 44 on Child Restraint Systems (CRS) and 129 on Enhanced Child Restraint Systems (ECRS).
	Commissioned a discussion paper highlighting the benefits of the correct use of helmets and their specific construction (Regulation No. 22) for full head coverage to minimize impact in case of an accident.	Ongoing	WP. 29	2012	Number of CPs applying Regulation No. 22.	Number of new CPs: [3]. Total number of CPs: 44. Publication of the UN Motorcycle Helmet Study in 2015

² Added subsequent to the ITC's approval of the Plan in 2012.

³ Added subsequent to the ITC's approval of the Plan in 2012.

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
	Paid special attention to safe mobility and elderly road users by adopting provisions in United Nations Regulation No. 16 for safety-belts load limiters to reduce risk of thorax rib fracture injury.		WP.29	2011–2020	Number of increased CPs applying Regulation No. 16.	Number of new CPs: [2] . Total number of CPs: 46 . UN Regulation No. 107 on Buses and Coaches (kneeling buses and priority seats for passengers with reduced mobility).
	Promoted safety for disabled road users.		WP.1, WP.29 ⁴			Time permitting, WP. 1 will look into this issue. UN Regulation No. 107 on Buses and Coaches (kneeling buses and priority seats for passengers with reduced mobility).
OBJECTIVE 3: Make Vehicles Safer						
Encourage member States to apply and promulgate motor vehicle safety regulations as developed by the World Forum for the Harmonization of Vehicle Regulations (WP.29) of the Inland Transport Committee.	Developed 137 United Nations regulations and 16 United Nations GTRs and amendments to update them in line with technical progress.	Will develop new United Nations regulations, United Nations GTRs and amendments on vehicle safety.	WP.29	2011–2020	Number of CPs applying United Nations regulations.	Number of new CPs to the 1958 Agreement: [2] . Total number of CPs to the 1958 Agreement: [54] . Number of new CPs to the 1998 Agreement: 1 . Total number of CPs to the 1998 Agreement: 36 .

⁴ Added subsequent to the ITC's approval of the Plan in 2012.

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
	Participation of the secretariat at the workshop on regulatory cooperation between members of the World Trade Organization (WTO) Committee for the elimination to technical barriers to trade (TBT) on 9 November 2011. Countries participating were encouraged to apply the regulations developed by WP.29 and to accede to the 1958 and 1998 Agreements.	Monitor the follow-up of the participation of the secretariat at WTO Committee for the elimination of technical barriers	WP.29	2011–2020	Number of CPs applying United Nations regulations.	Number of new CPs to the 1958 Agreement: [2] . Total number of CPs to the 1958 Agreement: [54] . Number of new CPs to the 1998 Agreement: 1 . Total number of CPs to the 1998 Agreement: 36 .
Actions from Regional Economic Integration Organizations (REIO) / CPs to replace regional legislations with United Nations Regulations/United Nations GTRs	Commission Regulation (EU) No. 407/2011 of 27 April 2011 includes 62 UN Regulations into Annex IV to Regulation (EC) No. 661/2009, concerning type-approval requirements for the general safety of motor vehicles, which lists the	Monitor the follow-up of the entry into force of the EU Regulation.	WP.29	2011–2020	Number of CPs applying United Nations regulations.	Number of new CPs to the 1958 Agreement: [3] . Total number of CPs to the 1958 Agreement: [54] . Number of new CPs to the 1998 Agreement: 1 . Total number of CPs to the 1998 Agreement: 36 . Started technical cooperation with Kazakhstan with capacity-building seminars. Actions also aiming at outreaching the whole Central Asian region: held on 18 February 2016 and 15-

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
	United Nations regulations that apply on a compulsory basis.					16 September 2016. The last one with the support of the United Nations Special Envoy on Road Safety
Passive and Active Safety	Drafted and adopted United Nations regulations and United Nations GTRs on: child restraints systems, whiplash injury prevention, frontal/lateral/rear crash protection, safety-belts and their anchorages, protection against electric shocks in electric and hybrid vehicles.	Will draft and adopt a new United Nations regulation on child restraint systems to improve child protection.	WP.29	2012	Number of CPs applying the United Nations regulation.	A new UN Regulation on Child Restraint Systems introducing new provisions on lateral impact and anti-rotation movements adopted. Supported by brochures and leaflets produced by UNECE to promote awareness at the global level (February 2016) 53 out of [54] CPs apply the United Nations Regulation.
	Regulations passed on Passive Safety (crash worthiness), Safety belts, 1970; Protective helmets, 1972; Child Restraint Systems (CRS), 1981; Frontal and lateral crash tests, 1995; Pedestrian safety, 2008; Hybrid and Electric safety, 2010.	Will amend current United Nations Regulation and United Nations GTR on head restraints to introduce new provisions to reduce whiplash injuries.	WP.29	2012	Number of CPs applying the United Nations Regulation.	Work still in progress. No changes to the number of CPs.

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
		Will adopt new United Nations Regulation/United Nations GTR and amend existing ones to improve safety of electric/hybrid/hydrogen vehicles.	WP.29	2012	Number of CPs applying the new United Nations Regulation.	Amendments to UN Regulation No. 100 to cover electric vehicles of any kind adopted. 47 out of [53] CPs apply the United Nations Regulation. Number of new CPs: [3] .
			WP.29	2015	Number of CPs applying the new United Nations Regulation.	UN Regulation No. 136 to cover electric safety of Vehicles of Category L (Mopeds, motorcycles) 53 out of [54] CPs apply the United Nations Regulation. Number of new CPs: [3] .
		Will develop amendments to the United Nations Regulation on frontal collision with particular attention on protecting older occupants, female occupants and also focus on optimizing vehicles' structural interaction to improve self-protection and partner protection.	WP.29	2015	Number of CPs applying the United Nations regulations.	New United Nations Regulation No. [137] (on frontal impact with focus on restraint systems) adopted 53 out of [54] CPs apply the United Nations Regulation.
		Will establish new Regulations on: Child Restraint Systems, 2012; Pole side test, 2012; Hydrogen & Fuel Cell vehicles (HFCV) safety,	WP.29	2012–2015	Number of CPs applying the United Nations regulations.	A new UN GTR No. 14 on Pole Side impact adopted. 24 out of 36 CPs apply this UN GTR. UN GTR No. 13 on safety of hybrid/hydrogen vehicles adopted.

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
		2012; Harmonization of dummies, 2013; Crash compatibility, 2015.				23 out of 36 CPs apply this UN GTR. New UN Regulation on safety of hybrid/hydrogen vehicles (not in force when publishing this document) adopted.
	Adopted new UN Regulation No. 130 on Lane Departure Warning System (LDWS). ⁵	Will continue to update the UN regulations in line with technical progress.	WP.29	2012-2020	Number of CPs applying the United Nations Regulations.	53 out of [54] CPs apply this United Nations Regulation.
	Adopted new UN Regulation No. 131 on Advanced Emergency Braking System (AEBS). ⁶	Will continue to update the UN regulations in line with technical progress.	WP.29	2012-2013	Number of CPs applying the United Nations regulations.	53 out of [53] CPs apply this United Nations Regulation.
Vehicle Design (Develop technical provisions on the construction of vehicles and their equipment)	Drafted technical prescriptions on the burning behaviour parameters of materials used for buses and coaches.	Will apply Regulation No. 107 on Improve the fire safety level in buses and coaches.	WP.29	2 years for new buses and coaches	Number of countries applying Regulation No. 118/01.	48 out of 52 CPs apply the United Nations Regulation. Number of new CPs: 2.
	Drafted technical prescriptions on superstructure of buses and coaches.	Will apply Regulation No. 107 ensuring accessible seats for persons of reduced mobility.	WP.29	3 to 4 years for new buses and coaches	Number of countries applying Regulation No. 107/04.	46 out of 52 CPs apply the United Nations regulation. Number of new CPs: 2.

⁵ Action added subsequent to ITC's approval of the Plan in 2012.

⁶ Action added subsequent to ITC's approval of the Plan in 2012.

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
	Drafted technical prescriptions on indirect vision systems (mirrors & camera monitoring) in trucks and buses.	Will apply Regulation No. 46 for camera monitor systems replacing all mirrors in vehicles.	WP.29	2 years for new vehicles	Number of countries applying Regulation No. 46/03.	Work in progress. 42 out of 52 CPs apply the United Nations Regulation. Number of new CPs: 2.
Vehicle Design (con't.)	Drafted technical prescriptions for vehicles' safety glazing materials including plastics.	Will apply Regulation No. 43 to reduced burn rate for rigid plastic panes.	WP.29	2 years for new vehicles	Number of countries applying Regulation No. 43/01.	46 out of 52 CPs apply the United Nations Regulation. Number of new CPs: 2.
Quiet Road Transport Vehicles (QRTV)	Drafted a first set of guidelines to be adopted on technical aspects of QRTV (inserted into the Consolidated Resolution on the Construction of Vehicles [R.E.3]).	Will adopt new United Nations GTR to ensure electric and hybrid vehicles audibility.	WP.29	2012–2013	Number of countries applying the United Nations GTR.	Guidelines in R.E.3 inserted. Work in progress for a new GTR. No changes to the number of CPs.
	Drafted a new Regulation on QRTV under the 1958 Agreement	Will present the draft Regulation for adoption. Following its adoption and entry into force, will apply the Regulation	WP.29		Number of countries applying the United Nations Regulation.	A new UN Regulation No. 138 on Quiet Road Transport Vehicles (QRTV), provides for specific sound emissions of electric or hybrid vehicles when stationary or moving at low speeds. 53 countries started applying this Regulation as of its entry into force on 5 October 2016.
Periodical Technical Inspections Convention (1997)	Adopted of a new rule on roadworthiness.	Will conduct annual capacity-building workshops.	WP.29	2012	Number of capacity-building workshops conducted.	Work in progress for further amendments.

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
	Introduced safety regulation annex to the Agreement.		WP.29	2012–2013	Successful introduction of safety regulation annex to the Agreement.	<p>Work in progress for further amendments</p> <p>Preparation for additional requirements related to test equipment, training and skills of inspectors as well as supervision of test centres.</p> <p>One new Contracting Party</p> <p>Total number of Contracting Parties: 13</p>
OBJECTIVE 5: Make Technologies Work for Safer Mobility						
Innovation – Intelligent Transport Systems (ITS)	Developed an ITS Strategy (Road Map).	Will promote ITS solutions to improve road safety	Secretariat, WP.1, SC.1, WP.5, WP.15, WP.24, WP.29	2011–2020	Published ITS Strategy Package: Background Paper, Strategic Note, Road Map. The ITS Road Map is implemented	Work underway.
	Updated existing regulations and create new ones to boost ITS solutions for road safety.	Will conduct capacity-building workshops.	WP.29	2011–2020	Number of capacity-building workshops conducted	<p>(1) Joint secretariat and International Telecommunication Union (ITU) one day workshop entitled "Intelligent transport systems in emerging markets – drivers for safe and sustainable growth". The workshop took place in Geneva, Switzerland on 27 June 2013, and was focused on ITS in emerging markets and its impact on road safety.</p> <p>(2) Second joint secretariat and ITU event, "2014 Symposium on the future networked car". The symposium concluded that standards; cybersecurity; software reliability; information and education; legal frameworks and liability should be</p>

Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
						<p>addressed in a holistic manner with a wide range of actors.</p> <p>(3) Annual secretariat flagship workshop on Intelligent Transport Systems together with the Federal Public Service Mobility and Transport of Belgium in November 2014 in Brussels, "Towards a new and transportation culture: technology innovations for safe, efficient and sustainable mobility".</p> <p>(4) Third joint secretariat and ITU event, "2015 Symposium on the future networked car". The symposium concluded that</p> <p>(5) Annual secretariat flagship workshop on Intelligent Transport Systems together with the French Ministry of Ecology (MEDDE) in October 2015 in Bordeaux as parallel event to the 2015 ITS World Congress, "ITS for Sustainable Mobility and the Mitigation of Climate Change".</p> <p>(6) Fourth joint secretariat and ITU event, '2016 Symposium on the future networked car'. The symposium concluded that cyber security was a safety critical issue that needed to be tackled by Regulators.</p> <p>(7) Annual secretariat flagship workshop on Intelligent Transport Systems together with WP.1, Informal Working Group on ITS/AD and GRRF as first joint meeting of experts from WP.1 and WP.29.</p>

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
	Addressed issues related to Advanced Driver Assistance Systems (ADAS) through cooperation of WP.1 and WP.29.	Will conduct workshops to address issues and will make recommendations.	WP.1, WP.29	2011–2015	Amendment to 1968 Convention on Road Traffic.	Amendment proposal adopted by WP.1 at its 68 th session (March 2014) in relation to a definition of Driver Assistance Systems (ECE/TRANS/WP.1/145).

Annex IV

Calendar of meetings of WP.29, GRs and Committees for 2017

Including information concerning interpretation, pre-reserved meeting rooms, deadlines for documents and number of delegates

Month	Meeting (title and session No.)	Dates proposed	Schedule	Half-days	Interpretation	Salle	12 weeks deadline	Delegates
JANUARY	Working Party on Pollution and Energy (GRPE) (74th session)	10-13	p.m./a.m.	6	Yes	XII	10.10.2016	150
JANUARY	Working Party on Brakes and Running Gear (GRRF) (83rd session)	23-27	p.m./a.m.	8	Yes	XI	31.10.2016	120
FEBRUARY	Working Party on Noise (GRB) (65th session)	15-17	p.m./p.m.	5	Yes	XI	21.11.2016	80
MARCH	Administrative Committee for the Coordination of Work (WP.29/AC.2) (123rd session)	13	a.m./p.m.	2	No	XII		35
MARCH	World Forum for Harmonization of Vehicle Regulations (WP.29) (171st session); Admin. Committee of the 1958 Agreement (AC.1: 65th session); Executive Committee of the 1998 Agreement (AC.3: 49th session); Admin. Committee of the 1997 Agreement (AC.4: 10th session)	14-17 (15 15-16 16)	a.m./a.m. (p.m. p.m./a.m. p.m.)	7	Yes	XII	5.12.2016	160
APRIL	Working Party on Lighting and Light-Signalling (GRE) (77th session)	4-7	a.m./p.m.	8	Yes	XI	9.1.2017	100
APRIL	Working Party on General Safety Provisions (GRSG) (112th session)	24-28	p.m./a.m.	8	Yes	VII	30.1.2017	120
MAY	Working Party on Passive Safety (GRSP) (61st session)	8-12	p.m./a.m.	8	Yes	V	13.2.2017	100
JUNE	Working Party on Pollution and Energy (GRPE) (75th session)	6-9	p.m./a.m.	6	Yes	XX VI	13.3.2017	150
JUNE	Administrative Committee for the Coordination of Work (WP.29/AC.2) (124th session)	19	a.m./p.m.	2	No	S4		35
JUNE	World Forum for Harmonization of Vehicle Regulations (WP.29) (172nd session); Admin. Committee of the 1958 Agreement (AC.1: 66th session); Executive Committee of the 1998 Agreement (AC.3: 50th session); Admin. Committee of the 1997 Agreement (AC.4: 11th session)	20-23 (21 21-22 22)	a.m./a.m. (p.m. p.m./a.m. p.m.)	7	Yes	XII	27.3.2017	160
SEPTEMBER	Working Party on Noise (GRB) (66th session)	4-6	p.m./p.m.	5	Yes	V	12.6.2017	80
SEPTEMBER	Working Party on Brakes and Running Gear (GRRF) (84th session)	19-22	a.m./a.m.	7	Yes	XII	26.6.2017	120
OCTOBER	Working Party on General Safety Provisions (GRSG) (113th session)	10-13	a.m./a.m.	7	Yes	XI	17.7.2017	120
OCTOBER	Working Party on Lighting and Light-Signalling (GRE) (78th session)	24-27	a.m./a.m.	7	Yes	XI	31.7.2017	100
NOVEMBER	Administrative Committee for the Coordination of Work (WP.29/AC.2) (125th session)	13	a.m./p.m.	2	No	S4		35
NOVEMBER	World Forum for Harmonization of Vehicle Regulations (WP.29) (173rd session); Admin. Committee of the 1958 Agreement (AC.1: 67th session); Executive Committee of the 1998 Agreement (AC.3: 51st session); Admin. Committee of the 1997 Agreement (AC.4: 12th session)	14-17 15 15-16 16	a.m./a.m. a.m. p.m./a.m. p.m./a.m.	7	Yes	XII	21.8.2017	160
DECEMBER	Working Party on Passive Safety (GRSP) (62nd session)	12-15	a.m./a.m.	7	Yes	V	18.9.2017	100
		TOTAL: 109 half days = 54.5 days						

Except for the three sessions of the Administrative Committee (WP.29/AC.2) (without interpretation), all sessions are PUBLIC.

The sessions scheduled "p.m./a.m." will begin in the afternoon, at 2.30 p.m. on the indicated date and are expected to last to 12.30 p.m. on the indicated date.

The sessions scheduled "p.m./p.m." will begin in the afternoon, at 2.30 p.m. on the indicated date and are expected to last to 5.30 p.m. on the indicated date.

The sessions not marked in the column "schedule" start at 9.30 a.m. on the indicated date and are expected to last to 5.30 p.m. on the indicated date.

The sessions of WP.29/AC.2 and of the World Forum (WP.29) begin at 10.00 a.m. (the first day only) and at 10.30 am on last day (Friday). 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 Thursday morning, and sessions of the Administrative Committee of the

1997 Agreement (AC.4) would be held on Wednesday or Thursday afternoon, if necessary.

Note: Geneva Motor Show, Palexpo: 7 – 17 March 2017; (Press days: 7 – 8 March 2017)