



Economic and Social Council

Distr.: General
13 July 2017

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

172nd session

Geneva, 20-23 June 2017

Reports of the

**World Forum for Harmonization of Vehicle Regulations on
its 172nd session**

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

**Executive Committee of the 1998 Agreement on its fiftieth
session**

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

Contents

	<i>Paragraphs</i>	<i>Page</i>
A. World Forum for Harmonization of Vehicle Regulations		
I. Attendance.....	1	7
II. Opening statements	2-7	7
III. Adoption of the agenda (agenda item 1)	8-9	8
IV. Coordination and organization of work (agenda item 2).....	10-28	8
A. Report of the session of the Administrative Committee for the Coordination of Work (WP.29/AC.2) (agenda item 2.1).....	10-21	8
B. Programme of work, documentation and calendar of sessions for the year 2018 (agenda item 2.2)	22-24	10
C. Intelligent Transport Systems and automated vehicles (agenda item 2.3)	25-28	10
V. Consideration of the reports of the Working Parties (GRs) subsidiary to WP.29 (agenda item 3).....		11
A. Working Party on Passive Safety (GRSP) (Sixtieth session, 13-16 December 2016) (agenda item 3.1)	29	11
B. Working Party on Pollution and Energy (GRPE) (Seventy-fourth session, 10-13 January 2017) (agenda item 3.2).....	30	11
C. Working Party on Brakes and Running Gear (GRRF) (Eighty-third session, 23-27 January 2017) (agenda item 3.3)	31	11
D. Working Party on Noise (GRB) (Sixty-fifth session, 15-17 February 2017) (agenda item 3.4)	32	11
E. Highlights of the recent sessions (agenda item 3.5).....		11
1. Working Party on Lighting and Light-Signalling (GRE) (Seventy-seventh session, 4-7 April 2017) (agenda item 3.5.1).....	33-36	11
2. Working Party on General Safety Provisions (GRSG) (112th session, 24-28 April 2017) (agenda item 3.5.2)	37-39	12
3. Working Party on Passive Safety (GRSP) (Sixty-first session, 8-12 May 2017) (agenda item 3.5.3)	40-41	12
4. Working Party on Pollution and Energy (GRPE) (Seventy-fifth session, 6-9 June 2017) (agenda item 3.5.4)	42-47	12
VI. 1958 Agreement (agenda item 4)		13
A. Status of the Agreement and of the annexed Regulations (agenda item 4.1)..	48-50	13
B. Guidance requested by the Working Parties on matters related to Regulations annexed to the 1958 Agreement (agenda item 4.2).....	51	14
1. Reproduction and reference to private standards in UN Regulations, global technical regulations (GTRs) and Rules (agenda item 4.2.1)	52	14

2.	Guidance on amendments to Regulations annexed to the 1958 Agreement (agenda item 4.2.2)	53-55	14
C.	Development of the International Whole Vehicle Type Approval (IWVTA) system (agenda item 4.3)	56-57	14
D.	Draft Revision 3 to the 1958 Agreement (agenda item 4.4)	58-61	15
E.	Development of an electronic database for the exchange of type approval documentation (DETA) (agenda item 4.5).....	62-67	15
F.	Consideration of draft amendments to existing Regulations submitted by GRSP (agenda item 4.6)	68-69	16
G.	Consideration of draft amendments to existing Regulations submitted by GRPE (agenda item 4.7)	70	16
H.	Consideration of draft amendments to existing Regulations submitted by GRRF (agenda item 4.8).....	71	16
I.	Consideration of draft amendments to existing Regulations submitted by GRB (agenda item 4.9).....	72	17
J.	Consideration of draft amendments to existing Regulations submitted by GRE (agenda item 4.10)	73-76	17
K.	Consideration of draft corrigenda to existing Regulations submitted by GRs, if any (agenda item 4.11).....	77	17
L.	Consideration of draft corrigenda to existing Regulations submitted by the secretariat, if any (agenda item 4.12).....	78	17
M.	Consideration of proposals for new Regulations submitted by the Working Parties subsidiary to the World Forum (agenda item 4.13).....	79	17
N.	Proposal for amendments to the Consolidated Resolution on the Construction of Vehicles (R.E.3) submitted by the Working Parties to the World Forum for consideration (agenda item 4.14).....	80	17
O.	Pending proposal for amendments to existing Regulations submitted by the Working Parties to the World Forum (agenda item 4.15).....	81	18
VII.	1998 Agreement (agenda item 5)		18
	Status of the Agreement, including the implementation of paragraph 7.1 of the Agreement (agenda item 5.1)	82	18
VIII.	Exchange of views on national/regional rulemaking procedures and implementation of established Regulations and/or global technical regulations into national/regional law (agenda item 6)	83-84	18
IX.	1997 Agreement (Periodical Technical Inspections) (agenda item 7).....		18
A.	Status of the Agreement (agenda item 7.1).....	85-94	18
B.	Update of Rules Nos. 1 and 2 (agenda item 7.2)	95-97	20
C.	Amendments to the 1997 Agreement (agenda item 7.3).....	98	20
D.	Establishment of new Rules annexed to the 1997 Agreement (agenda item 7.4)	99-100	20
X.	Other Business (agenda item 8).....		20

A.	Exchange of information on enforcement of issues on defects and non-compliance, including recall systems (agenda item 8.1)	101-104	20
B.	Consistency between the provisions of the 1968 Vienna Convention and the technical provisions for vehicle of Regulations and global technical regulations adopted in the framework of the 1958 and 1998 Agreements (agenda item 8.2)	105	21
C.	Proposal for amendments to the Consolidated Resolution on the Construction of Vehicles (R.E.3) (agenda item 8.3)	106	21
D.	Documents for publication (agenda item 8.4)	107-108	22
E.	Follow-up on World Health Organization (WHO) activities in the field of road safety (agenda item 8.5)	109-110	22
B. Administrative Committee of the 1958 Agreement (AC.1)			
XI.	Establishment of the Committee AC.1 (agenda item 10)	111-112	22
XII.	Proposals for amendments and corrigenda to existing Regulations and for new Regulations – Voting by AC.1 (agenda item 11)	113	22
C. Executive Committee of the 1998 Agreement (AC.3)			
XIII.	Establishment of the Committee AC.3 and the election of officers for 2017 (agenda item 12)	114	24
XIV.	Monitoring of the 1998 Agreement: Reports of the Contracting Parties on the transposition of global technical regulations and their amendments into their national/regional law (agenda item 13)	115	25
XV.	Consideration and vote by AC.3 of draft global technical regulations and/or draft amendments to established global technical regulations, if any (agenda item 14)		25
A.	Proposal for a new global technical regulation on Evaporative emission test procedure for a Worldwide harmonized Light vehicles Test Procedure (WLTP EVAP) (agenda item 14.1)	116-117	25
B.	Proposal for Amendment 2 to global technical regulation No. 1 (Door locks and door retention components) (agenda item 14.2)	118	26
C.	Proposal for Amendment 2 to global technical regulation No. 15 on the Worldwide harmonized Light vehicles Test Procedure (WLTP) (agenda item 14.3)	119-120	26
XVI.	Consideration of technical regulations to be listed in the Compendium of Candidates for global technical regulations, if any (agenda item 15)		26
A.	Listing Number 13: United States of America Environmental Protection Agency and National Highway Traffic Safety Administration, Department of Transportation, Programme for Revisions and Additions to the Motor Vehicle Fuel Economy Label: New Fuel Economy and Environmental Labels for a New Generation of Vehicles (agenda item 15.1)	121	26
B.	Listing Number 12: United States of America Environmental Protection Agency and National Highway Traffic Safety Administration, Department of Transportation, Programmes for Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium and Heavy-Duty Engines and Vehicles (agenda item 15.2)	122	27

C.	Listing Number 11: United States of America Environmental Protection Agency and the Department of Transportation programmes for Light-duty vehicle greenhouse gas emission standards and Corporate Average Fuel Economy Standards (agenda item 15.3).....	123	27
XVII.	Consideration by consensus decision on the use of the term "UN GTR" in official documents under the 1998 Agreement (agenda item 16).....	124	27
XXVIII.	Guidance, by consensus decision, on those elements of draft global technical regulations that have not been resolved by the Working Parties subsidiary to the World Forum, if any (agenda item 17)	125	28
XIX.	Exchange of information on new priorities to be included in the programme of work (agenda item 18)	126-127	28
XX.	Progress on the development of new global technical regulations and of amendments to established global technical regulations (agenda item 19)		28
A.	Global technical regulation No. 2 (Worldwide Motorcycle emissions Test Cycle (WMTC)) (agenda item 19.1)	128	28
B.	Global technical regulation No. 3 (Motorcycle braking) (agenda item 19.2) .	129-130	29
C.	Global technical regulation No. 6 (Safety glazing) (agenda item 19.3).....	131-132	29
D.	Global technical regulation No. 7 (Head restraints) (agenda item 19.4).....	133-134	29
E.	Global technical regulation No. 9 (Pedestrian safety) (agenda item 19.5).....	135-136	30
F.	Global technical regulation No. 15 (Worldwide harmonized Light vehicle Test Procedures (WLTP) – Phase 2) (agenda item 19.6).....	137	30
G.	Global technical regulation No. 16 (Tyres) (agenda item 19.7).....	138-141	30
H.	Draft global technical regulation on Electric Vehicles Safety (EVS) (agenda item 19.8)	142	31
I.	Draft global technical regulation on Quiet Road Transport Vehicles (QRTV) (agenda item 19.9)	143	31
J.	Hydrogen and Fuel Cell Vehicles (HFCV) (global technical regulation No. 13) – Phase 2 (agenda item 19.10)	144	32
XXI.	Items on which the exchange of views and data should continue or begin (agenda item 20).....		32
A.	Harmonization of side impact (agenda item 20.1)		32
1.	Side impact dummies (agenda item 20.1 (a))	145	32
2.	Pole side impact (agenda item 20.1 (b)).....	146	32
B.	Electric vehicles and the environment (agenda item 20.2)	147-150	32
C.	Specifications for the 3-D H point machine (agenda item 20.3).....	151	33
XXII.	Other business (agenda item 21)		33
	Proposal of amendments to Special Resolution No.2 (agenda item 21.1).....	152-157	33
D.	Administrative Committee of the 1997 Agreement (AC.4)		
XXIII.	Establishment of the Committee AC.4 and election of officers for the year 2017 (agenda item 22).....	158-159	34

XXIV.	Amendments to Rules Nos. 1 and 2 (agenda item 23)	160	34
XXV.	Other business (agenda item 24)	161	34
Annexes			
I.	List of informal documents (WP.29-172-...) distributed without a symbol during the 172nd session		35
II.	Status of the 1998 Agreement of the global registry and of the compendium of candidates*		38
III.	World Forum for Harmonization of Vehicle Regulations (WP.29): Working Parties, Informal Working Groups and Chairmanship (22 June 2017)		42
IV.	Calendar of sessions for 2018		44
V.	Follow-up on the WHO initiative towards voluntary global performance targets		45

I. Attendance

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) held its 172st session from 20 to 23 June 2017, chaired by Mr. A. Erario (Italy). 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): Austria; Belgium, Bosnia and Herzegovina; Brazil; Cambodia; Canada; China; Czech Republic; Finland France; Germany; Hungary; India; Israel; Italy; Japan; Kazakhstan; Latvia, Luxembourg; Malaysia; Netherlands; Norway; Poland; Portugal; Republic of Korea; Romania; Russian Federation; San Marino; Slovakia; South Africa; Spain; Sweden; Switzerland; Thailand; United Kingdom of Great Britain and Northern Ireland; United States of America and Viet Nam. Representatives of the European Union (EU) participated. The following governmental organizations were represented: International Telecommunication Union (ITU). The following intergovernmental organizations were represented: Eurasian Economic Commission (EEC). The following non-governmental organizations were also represented: Association for Emissions Control by Catalyst (AECC); 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); the International Automotive Lighting and Light Signalling Expert Group (GTB); International Electrotechnical Commission (IEC); International Motorcycle Manufacturers Association (IMMA); International Motor Vehicle Inspection Committee (CITA); the International Organization for Standardization (ISO); the International Organization of Motor Vehicle Manufacturers (OICA) and the Motor & Equipment Manufacturers Association (MEMA); Other non-governmental organizations and observers that were represented were: the Recreation Vehicle Industry Association (RVIA) and the American Automotive Policy Council (AAPC).

II. Opening statements

2. The Chair of the World Forum welcomed the representatives to the World Forum and introduced the opening speaker Eva Molnar, Director of the Sustainable Transport Division.

3. The Director of the Sustainable Transport Division welcomed the delegates to the 172nd session of the World Forum. As the outgoing director, she expressed her thanks for the decade of excellent cooperation and commended the World Forum on its achievements during the period.

4. She reminded delegates of the Ministerial Resolution adopted on the occasion of the seventy-ninth session of the Inland Transport Committee (ITC), the bodies 70th anniversary, in February 2017. The Resolution proposed that the United Nations Economic Commission for Europe (ECE) consider adopting a decision to propose to the United Nations Economic and Social Council (ECOSOC) that the ITC submit to the Council an annual informative report on its activities. The ECE adopted a positive decision and the proposal will be considered by ECOSOC at its next session in July 2017. She urged

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

delegates at the World Forum whose countries are ECOSOC members to support this process. She emphasized that the parallel reporting structure will align the ITC reporting process with its *de facto* work as the custodian of United Nations Inland Transport Conventions and Agreements whose contracting parties are United Nations Member States from all regions of the world, not only those of the ECE region. She underlined that the parallel reporting structure does not imply the need for additional resources for the ITC secretariat. The only budgetary implication would be translation of the summary report to ECOSOC into the three UN languages that are not official in the ECE region and to which the report of the ITC is not at present translated, namely Arabic, Chinese and Spanish.

5. The Director of the Sustainable Transport Division further reflected on the future strategy of the Inland Transport Committee. This strategy should reflect how transport and mobility would be likely in the next 20 to 30 years, addressing automation, climate change, electrification of transport, shared mobility and digitalisation. Questions on the adjustment of current work and organisational settings need to be addressed.

6. The Chair of the World Forum thanked the Director on her opening statement, stating his appreciation of the excellent leadership and cooperation with the World Forum during her 10-year tenure.

7. The Vice-chair of the World Forum reiterated the words of the chair, congratulating the Director on her achievements and wishing her success in future personal endeavours.

III. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/1130
ECE/TRANS/WP.29/1130/Add.1
Informal document: WP.29-172-10

8. The annotated provisional agenda was adopted by adding new agenda item 8.5. on the follow-up of the initiative on voluntary road safety target indicators by the World Health Organization.

9. 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)

10. The 124th session of WP.29/AC.2, (19 June 2017) was chaired by Mr. A. Erario (Italy) 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), GRE (Belgium), GRPE (Netherlands), GRRF (United Kingdom), GRSP (United States of America) GRSG (Italy), the Chair of the Executive Committee (AC.3) of the 1998 Agreement (Japan), the Vice-Chair of WP.29 (Russian Federation), by the representatives of Canada, Japan, Republic of Korea, United States of America and European Union (EU).

11. The WP.29/AC.2 reviewed and adopted the agenda of the 172nd session of the World Forum. WP.29/AC.2 also reviewed the draft agenda for the 173rd session of the World Forum, scheduled to be held in Geneva from 14 to 17 November 2017.

12. AC.2. discussed the possibility of new vehicle category determinants for automated and autonomous vehicles. AC.2 agreed to defer further discussions on the topic to the

Informal Working Group (IWG) on Intelligent Transport Systems and Automated Driving (ITS AD) at its session to be held on 22 June 2017 (see para. 25 of this report).

13. The Chair of the IWG on International Whole Vehicle Type Approval (IWVTA) informed AC.2 about the latest amendments to Annex 4 of the draft UN Regulation No. 0, about other UN Regulations to be reviewed by the relevant GRs before they may be included in the annex, namely UN Regulations Nos. 14, 34, 116, 129 and the future UN Regulation on implementing the Worldwide Light-Duty Test Procedures (WLTP).

14. AC.2 reviewed the proposals for amendments of the "General Guidelines" documents and focused on the question whether this document would be still considered as a guideline or as a legal interpretation (see item 4.2.2.). In addition, the EC representative suggests the guideline documents to be reviewed by the GR Chairs, possibly by written procedure during the summer period, before adoption at the November 2017 session

15. AC.2 explored ways of how to integrate IWVTA into the GR framework. One option was to propose the establishment of a seventh GR, but AC.2 thought, that this would require a more general reflection taking into account priorities of work. A first deliverable was expected by November 2017.

16. The secretariat informed AC.1 on the state of play of the financing for the Database for the Exchange of Type Approval documentation (DETA) following the negotiations in preparation for the sixty-seventh session of the Commission resulting in the only possible way forward via an extra-budgetary project as an interim solution (see item 4.5)

17. AC.2 agreed to discuss Article 15.3 of the Revision 3 of the 1958 Agreement and highlighted its impact on the example of changes to the requirements for Technical Services and, therefore, the possible need for transitional arrangements (see item 4.4.).

18. In order to raise the transparency of the work of WP.29, AC.2 considered ways to ease access of participation to WP.29 for NGOs that have not obtained ECOSOC consultative status, on the basis of proposals to amend the WP.29 Rules of Procedure (RoP). The secretariat was requested to prepare a corresponding proposal for a future amendment of the WP.29 RoP for consideration by WP.29 at its 173rd session in November 2017.

19. AC.2 discussed the agenda for the autonomous vehicle policy conference to be held June 28 and 29 at the Palais des Nations. The European Commission expressed concern that the members of WP.29 were not consulted when WP.1 developed the conference. The EU noted that as the Working Party responsible for development of safety regulations for autonomous vehicles, WP.29 have great interest in discussions involving its members responsible for regulatory policies affecting autonomous vehicles. The secretariat was asked to consult with the leadership of the WP.1 committee to find ways to improve communications between the two committees to ensure that all interested parties are informed in advance and may participate in development of conferences covering joint areas of interest.

20. The representative of the United Kingdom of Great Britain and Northern Ireland raised the security issue of so-called "vehicle as a weapon". AC.2 agreed this would require reflection whether WP.29 could usefully address this issue.

21. AC.2 recommended AC.4 to convene.

B. Programme of work, documentation and calendar of sessions for the year 2018 (agenda item 2.2)

Documentation: ECE/TRANS/WP.29/2017/1/Rev.1
Informal documents: WP.29-172-01/Rev.1 and WP.29-172-02

22. The secretariat presented the programme of work, which includes a strategic introductory part on the main priorities of the work of WP.29 vehicle automation, powertrain electrification and enhancement of environmental protection. The priorities would include further development in the implementation of the 1958, 1997 and 1998 Agreements, the main horizontal activities and the main topics addressed by the subsidiary bodies of WP.29 (ECE/TRANS/WP.29/2017/1/Rev.1). The World Forum noted the revised programme of work and documentation.

23. The secretariat presented the list of Working Parties and Chairs (based on WP.29-172-01/Rev.1). The World Forum noted WP.29-172-02 on the draft 2018 calendar for WP.29 and its subsidiary bodies.

24. The representative of China requested the secretariat, because of an overlap with Chinese New Year celebrations, to consider advancing the scheduled 85th session of GRRF by ten days.

C. Intelligent Transport Systems and automated vehicles (agenda item 2.3)

Documentation: Informal document: WP.29-172-08

25. The representative of Germany presented WP.29-172-08 proposing to mandate GRRF to address higher level of automations in its regulatory work. The Chair of the IWG on Intelligent Transport Systems and Automated Driving (ITS/AD) recalled the decision of WP.29 in March 2017 on this matter (ECE/TRANS/WP.29/1129, para. 24). WP.29 agreed to request GRRF to address SAE level 3 and 4, to defer the document to GRRF and to request GRRF to report on their view of the document at the November session of WP.29.

26. The secretariat recalled the statement of the representative of United Kingdom at AC.2 on challenges and sequence of meetings that would require an extraordinary meeting of GRRF in the week following the seventy-eighth session of GRE. WP.29 requested the secretariat to organize this one-day extraordinary session of GRRF and to reallocate, if necessary, the WP.29 resources to accommodate this request.

27. The Chair of the IWG on ITS/AD reported on the outcome of the IWG discussions at the meeting held during the week of WP.29 and highlighted that: (a) the Terms of Reference for the Task Force on Cybersecurity had been adopted by the IWG, (b) the discussions on the level definitions of autonomous driving had been concluded and that a final document would be presented to WP.29 for consideration and possible adoption at its November 2017 session, (c) following a brainstorming session on how to reflect the automation of vehicles within vehicle category denominations, the IWG had preferred to follow a pragmatic solution and not commit to a specific one at this stage, and (d) the initial discussions on future approaches and methods for testing of automated/autonomous vehicles had started. Furthermore, the IWG on ITS/AD had agreed to establish a new Task Force on testing of automated/autonomous vehicles.

28. The representative of the Russian Federation, Vice-Chair of WP.29, thanked the Chair of the IWG for the very interesting presentation and mentioned that normally the categories of vehicles are necessary for future requirements, which are applied for type approval. The scope of WP.29 is vehicle performance but not traffic rules and insurance fees, so this aspect should be taken into account when new definitions are proposed.

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

A. Working Party on Passive Safety (GRSP) (Sixtieth session, 13-16 December 2016) (agenda item 3.1)

Documentation: ECE/TRANS/WP.29/GRSP/60

29. The World Forum recalled the oral report of the Chair of GRSP given during the 171st session (ECE/TRANS/WP.29/1129, paras. 36-40) and approved the report.

B. Working Party on Pollution and Energy (GRPE) (Seventy-fourth session, 10-13 January 2017) (agenda item 3.2)

Documentation: ECE/TRANS/WP.29/GRPE/74
ECE/TRANS/WP.29/GRPE/74/Add.1-2

30. The World Forum recalled the oral report of the Chair of GRPE given during the 171st session (ECE/TRANS/WP.29/1129, paras. 41-43) and approved the report.

C. Working Party on Brakes and Running Gear (GRRF) (Eighty-third session, 23-27 January 2017) (agenda item 3.3)

Documentation: ECE/TRANS/WP.29/GRRF/83

31. The World Forum recalled the oral report of the Chair of GRSG given during the 171st session (ECE/TRANS/WP.29/1129, paras. 44-49) and approved the report.

D. Working Party on Noise (GRB) (Sixty-fifth session, 15-17 February 2017) (agenda item 3.4)

Documentation: ECE/TRANS/WP.29/GRB/63

32. The World Forum recalled the oral report of the Chair of GRB given during the 171st session (ECE/TRANS/WP.29/1129, paras. 50-52) and approved the report.

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

1. Working Party on Lighting and Light-Signalling (GRE) (Seventy-seventh session, 4-7 April 2017) (agenda item 3.5.1)

33. The Chairman of GRE reported on the results of the seventy-seventh session of GRE (for details, see the report in ECE/TRANS/WP.29/GRE/77).

34. He informed WP.29 that, at the request of IWG on IWVTA, GRE had clarified the individual Regulations on lighting and light-signalling devices with a requirement that light sources in these devices should be type approved pursuant to Regulations Nos. 37, 99 or 128.

35. He reported that GRE had finalized the discussion on whether or not the amendment proposals to Regulations Nos. 6 and 50 on direction indicators with sequential activation would require a new series of amendments and/or transitional provisions. GRE had concluded that a new series of amendments was not necessary, as the proposed

amendments were of clarification nature and did not introduce new requirements. At the same time, GRE had agreed that the industry would need a transition period to take into account, in the design process, the amended provisions and decided to introduce them by means of a Supplement with transitional provisions.

36. He also briefed WP.29 that, in the framework of the simplification of the lighting and light-signalling Regulations, GRE had taken note of a first draft Regulation on Light-Signalling Devices and sought clarification on how the amendment process, including new series of amendments and approval markings, would work for this new Regulation covering many different devices. WP.29 noted that GRE had argued in favour of mandatory, rather than optional, use of Unique Identifier (UI). The representative of OICA informed that the DETA and IWVTA informal groups are currently developing proposed guidelines for the application of the Unique Identifier. He also referred to Schedule 5 of the revised 1958 Agreement, and explained that, while the Unique Identifier could equally apply to a Regulation that encompasses several devices, a new UI could nevertheless be needed when the requirements for only one of the devices is amended. He therefore concluded that the UI concept, though clearly a preferred approach for the simplification of markings, is not a pre-requisite for the work undertaken in GRE, as also confirmed in the IWVTA informal group.

2. Working Party on General Safety Provisions (GRSG) (112th session, 24-28 April 2017) (agenda item 3.5.2)

37. The GRSG Chair reported on the results achieved during the 112th session of GRSG (for more details see the report of the session ECE/TRANS/WP.29/GRSG/91).

38. The GRSG Chair informed WP.29 about the submission of a Corrigendum to Global Technical Regulation No. 6 to clarify the scope and the technical rationale for consideration at the November 2017 sessions of WP.29 and AC.3.

39. WP.29 welcomed the submission by GRSG of a new draft UN Regulation on Accident Emergency Call Systems (AECS), including the alignment of the corridor of sled pulse (65g) with the EU legislation. The representative of the Russian Federation congratulated GRSG with such success and mentioned that this activity began at 2013 according Russian proposal and remained that analogical regulations are in force in Eurasian Economic Union from 2015 and they already had safe a lot of lives at road accidents.

3. Working Party on Passive Safety (GRSP) (Sixty-first session, 8-12 May 2017) (agenda item 3.5.3)

40. The representative of the United States of America, on behalf of the Chair of GRSP informed WP.29 about the results made by his group during its sixty-first session (for details see the session report ECE/TRANS/WP.29/GRSP/61).

41. Referring to new activities of GRSP on how to improve safety of L7 category of vehicles, he recommended the need to address roadworthiness issue related to this category of vehicles, especially frontal collision as performed by Euro NCAP. WP.29 endorsed the recommendation of the Chair of GRSP.

4. Working Party on Pollution and Energy (GRPE) (Seventy-fifth session, 6-9 June 2017) (agenda item 3.5.4)

42. The Chair of GRPE (Netherlands), reported to WP.29 on the results achieved by GRPE during its seventy-fifth session (for more details see the report of the session ECE/TRANS/WP.29/GRPE/75).

43. WP.29 endorsed the proposed route by GRPE to transpose the Worldwide harmonized Light vehicle Test Procedure (WLTP) into the 1958 Agreement (GRPE-75-18).

44. WP.29 endorsed the extension of the mandate of the IWG on VIAQ until November 2020 to extend the work to consider not only emissions generated by interior materials, but also gases from other sources that enter into the vehicle cabin. WP.29 noted that a first draft of the updated terms of reference and rules of procedure was submitted by the IWG on VIAQ at the June 2017 GRPE session (GRPE-75-14) and that a final version is expected to be considered by GRPE at its January 2018 session.

45. As new Chair for the new stage of the IWG on VIAQ, the representative of the Russian Federation highlighted the existing standards on VIAQ in his country since 2010 and in the Eurasian region since 2015. He expressed the willingness to lead the activities of the IWG on VIAQ based on the experience in the Russian Federation in such important topic to reduce threats to people health.

46. WP.29 noted that Mr. A. Rijnders (Netherlands) was re-elected as Chair of GRPE for the year 2018 and that no Vice-Chair was elected in the absence of candidates.

47. The representative of India expressed the intention to nominate a candidate for the GRPE Vice-Chairmanship at the next election of officers for the year 2019 taking place in June 2018.

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.25
Informal document: WP.29-172-07

48. The secretariat informed the World Forum about the latest update of the status of the 1958 Agreement (ECE/TRANS/WP.29/343/Rev.25) that contains the information received by the secretariat up to 20 May 2017, and which is available on the WP.29 website at: www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29fdocsts.html. WP.29 noted that Contracting Parties should notify the secretariat about any amendments needed to the status document.

49. The secretariat, following the discussions of the March 2017 session, presented a user-manual (WP.29-172-07) of the web-based application, that had been established in the Sustainable Transport Division on the exchange of information between the Contracting Parties and the secretariat for information relevant to Part 1 and Annex 1 of the status of the 1958 Agreement document, that aimed to replace paper notification of the above-mentioned information.

50. WP.29 decided that the heads of delegations should provide the secretariat with the Single Point Of Contact (SPOC) on the designation of Type Approval Authorities and Technical Services that would receive credentials for accessing the application for introducing new or changes to existing information. WP.29 agreed that the objective was to manage the exchange of information with the secretariat, exclusively through the web-based application from 2018 onwards.

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

51. No new proposals were submitted under this agenda item.

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

52. No new proposals were submitted under this agenda item.

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

Documentation: ECE/TRANS/WP.29/2017/67 and Corr.1
Informal documents: WP.29-172-11 and WP.29-172-16

53. The representative of Japan, on behalf of the Chair of the IWG on IWVTA, presented the draft General Guidelines for UN regulatory procedures and transitional provisions in UN Regulations (ECE/TRANS/WP.29/2017/67). The document aimed to streamline the future work in the subsidiary bodies, to clarify the procedures following Revision 3 of the 1958 Agreement and to ensure "good regulatory practice" by providing clarifications to avoid divergence in the understanding of Revision 3 of the 1958 Agreement and the application of UN Regulations. The document also was largely based on the existing guidelines (ECE/TRANS/WP.29/1044/Rev.1), but updated them in order to reflect Revision 3 of the 1958 Agreement. Finally, the IWG on IWVTA was considering the possibility to transform, in the future, this guidance document into a new Schedule to the 1958 Agreement.

54. WP.29 noted Corrigendum 1 to ECE/TRANS/WP.29/2017/67 to align the French version to the English and Russian versions and endorsed the document. WP.29 further agreed to correct the current version of the guideline document, ECE/TRANS/WP.29/1044/Rev.1, and requested the secretariat to publish a Corrigendum. The World Forum also noted other amendments submitted by the IWG on IWVTA (WP.29-172-11) and from the representative of EU (WP.29-172-16).

55. Following the discussion, WP.29 did not fully endorse the proposed amendments and agreed to keep them in square brackets, subject to a final review by each Working Party that is subsidiary to WP.29, by the IWG on IWVTA, and by the secretariat. Each Working Party is invited to submit the result of final review to the Technical Secretary of IWG on IWVTA and UNECE Secretariat by the end of October 2017 at the latest. WP.29 agreed to consider ECE/TRANS/WP.29/2017/67 and Corr.1, with the proposed amendments contained in by WP.29-172-11 and WP.29-172-16, for adoption at its November 2017 session and requested the secretariat to circulate the proposal as a consolidated document with a new symbol by the end of June 2017.

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

Documentation: ECE/TRANS/WP.29/2017/104
Informal documents: WP.29-172-12, WP.29-172-13 and WP.29-172-14

56. The representative of Japan, on behalf of the Chair of the IWG on IWVTA introduced the Draft UN Regulation No. 0 on uniform provisions concerning International Whole Vehicle Type Approval (ECE/TRANS/WP.29/2017/104) and the latest amendments to its

Annex 4 listing UN Regulations covered by the IWVTA (WP.29-172-12). He highlighted other UN Regulations to be reviewed by the relevant GR before they may be included in the annex, namely UN Regulations Nos. 14, 34, 116, 129 and the future UN Regulation on implementing the Worldwide Light-Duty Test Procedures (WLTP). WP.29 agreed to keep the document on the agenda for its November 2017 session for consideration and adoption.

57. He further introduced a tentative draft of the Rules of Procedures and the Terms of Reference (WP.29-172-14) for the future work of the IWG on IWVTA Phase 2. WP.29 asked to keep the document on the agenda for its November 2017 session for consideration and adoption.

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

Documentation: ECE/TRANS/WP.29/2016/2
ECE/TRANS/WP.29/2017/55
Informal documents: WP.29-172-15 and WP.29-172-27

58. The secretariat announced that confirmation had been received from the United Nations Office of Legal Affairs (OLA) that no Contracting Party has opposed the proposal for Revision 3 of the 1958 Agreement.

59. The scheduled date of entry into force of Revision 3 of the 1958 Agreement is 14 September 2017 (<https://treaties.un.org/doc/Publication/CN/2017/CN.314.2017-Eng.pdf>).

60. The representative of Japan, on behalf of the Chair of the IWG on IWVTA, introduced ECE/TRANS/WP.29/2017/55 including the editorial correction as reflected in IWVTA-SG58-23-07. The World Forum noted the addition to the "Question and Answer" document on Revision 3 as Q&A No. 22 on the application of the numbering of UN type approvals as from the entry into force of Revision 3 of the 1958 Agreement (WP.29-172-15), and agreed to keep the document on the agenda for its November 2017 session for consideration and adoption when Revision 3 of the 1958 Agreement entered into force.

61. The secretariat introduced a recommendation on Article 15.3 of Revision 3 to the 1958 Agreement (WP.29-172-27). WP.29 asked to keep the document on the agenda for its November 2017 session for consideration and adoption.

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

Documentation: Informal documents: WP.29-172-09 and WP.29-172-23

62. The secretariat updated WP.29 about developments in the hosting of DETA by UNECE and the related discussion of the UNECE Executive Committee (EXCOM) related to financing of DETA (WP.29-172-09).

63. The Chair of GRE reiterated the urgency to have DETA with the Unique Identifier (UI) functions for the ongoing process of simplification of the lighting and light-signalling Regulations, under which around thirty current Regulations would be grouped into three new ones, each covering many devices. The representative of GTB, in his capacity of Secretary of IWG on SLR, pointed out that the new Regulations would keep the traditional approval markings as a fall-back solution, should DETA and UI not be available. However, the traditional markings would not be practical (see also para. 36).

64. The secretariat presented the draft report of the twenty-ninth session of the IWG on DETA (WP.29-172-23).

65. WP.29, noting the absence of a regular budget for DETA, agreed to recommend to EXCOM that an extra budgetary project should be established in order to permit the secretariat to purchase DETA and to cover the running costs of DETA until 2020, while awaiting the solution of EXCOM to sustainably finance DETA. WP.29 (a) welcomed the effort of the automotive industry which was conditionally willing to contribute to the extraordinary costs of the programming of the "Unique Identifier" once DETA has been established and (b) noted that an extra budgetary project should be proposed to EXCOM for financing the Unique Identifier and the modifications of DETA related to IWVTA and the Declaration of Conformance (DoC). WP.29 reflected and agreed to defer decision to the November 2017 session on the proposal to open the use of DETA not only to Contracting Parties of the 1958 Agreements exchanging type approval documentation according to UN Regulations, but also to any member State and their documentation according to their compliance systems, provided that the appropriate access rights are defined.

66. The representative of the United Kingdom stated that countries would probably be willing to pay a fair share of the costs of DETA. The Chair of WP.29 invited delegations to verify the willingness of their country to contribute to the budget of DETA. WP.29 requested that the UNECE Executive Secretary send a letter to the Contracting Parties providing information on the costs related to DETA, the administrative provisions of extrabudgetary projects, and call for donations.

67. The representative of Germany confirmed that the testing version of DETA installed in Germany was not suitable as an interim solution, and wondered about the implications of DETA not being operational at the time of entry into force of the Revision 3 to the 1958 Agreement. The representative of OICA responded that application of the Revision 3 of the 1958 Agreement would not be formally blocked by the absence of DETA.

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

68. The World Forum considered the draft amendments under agenda items 4.6.1 to 4.6.6 and recommended their submission to AC.1 for voting.

69. The representative of OICA announced his intention to submit draft corrigenda to documents ECE/TRANS/WP.29/2017/58, ECE/TRANS/WP.29/2017/59 and ECE/TRANS/WP.29/2017/60 for consideration at the next GRSP session.

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

70. The World Forum considered the draft amendment under agenda item 4.7.1 to 4.7.3 and recommended their submission to AC.1 for voting.

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

71. The World Forum considered the draft amendments under agenda items 4.8.1 to 4.8.4 and recommended their submission to AC.1 for voting subject to the following amendments:

For agenda item 4.8.3., document ECE/TRANS/WP.29/2017/70,

In para. 2.16., for "28.5.5." read "28.5".

In para. 6.2.1., *for* "D is the conventional...", *read* : "d is the conventional..."

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

72. The World Forum considered the draft amendment under item 4.9.1 and recommended its submission to AC.1 for voting.

J. Consideration of draft amendments to existing Regulations submitted by GRE (agenda item 4.10)

73. The World Forum considered the draft amendments under items 4.10.1 to 4.10.19 and recommended their submission to AC.1 for voting, subject to the following amendments.

74. For agenda item 4.10.1, document ECE/TRANS/WP.29/2017/72, WP.29 noted that that the correct short title of Regulation No. 4 is "Illumination of rear registration plates".

75. For agenda item 4.10.3, document ECE/TRANS/WP.29/2017/74, WP.29 noted that the title of the document shall read: "Proposal for Supplement 28 to the 01 series of amendments to Regulation No. 6 (Direction indicators) ".

76. For agenda item 4.10.9, document ECE/TRANS/WP.29/2017/80, WP.29 noted that the title of the document shall read: "Proposal for Supplement 20 to Regulation No. 50 (Position, stop, direction indicators lamps for mopeds and motorcycles) ".

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

77. No draft corrigenda have been submitted.

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

78. The World Forum recalled its decision under item 4.2.2 on ECE/TRANS/WP.29/2017/67/Corr.1 and requested the secretariat to publish Corrigendum 1 to the current guideline document ECE/TRANS/WP.29/1044/Rev.1.

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

79. No proposals for new Regulations have been submitted.

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

80. No proposals for amendments have been submitted.

O. Pending proposal for amendments to existing Regulations submitted by the Working Parties to the World Forum (agenda item 4.15)

81. No proposals for amendments have been submitted.

VII. 1998 Agreement (agenda item 5)

Status of the Agreement, including the implementation of paragraph 7.1 of the Agreement (agenda item 5.1)

Documentation: ECE/TRANS/WP.29/1073/Rev.19

82. The World Forum agreed that agenda items 5.1 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 Regulations and/or global technical regulations into national/regional law (agenda item 6)

Documentation: Informal document: WP.29-172-21

83. The representative of China presented WP.29-172-21 to provide an overview on the development of the China Automotive Testing Cycle (CATC). She explained the need to replace the currently used New European Driving Cycle (NEDC) by a new cycle representing actual driving conditions in China. She mentioned the target to finalize the development of CATC in year 2018 and then to evaluate results and assess the comparison between CATC and WLTP. She clarified that data have not been available when WLTP started to be developed but now data collected by more than 40 cities were used to develop CATC.

84. The Chair of WP.29 pointed out that complications may arise in future if WLTP is not implemented by all Contracting Parties to the 1998 Agreement that notified UN GTR No. 15 and its amendments.

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.8
Informal document: WP.29-172-22

85. The secretariat presented the consolidated document (ECE/TRANS/WP.29/1074/Rev.8) 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. No new Contracting Parties have acceded to the agreement since the 171st session of WP.29, nor has the secretariat received new notification on PTI authorities or certificates. The Contracting Parties were reminded to notify the secretariat of any relevant update.

86. The representative of the Russian Federation Co-Chair of the IWG on Periodical Technical Inspection (PTI) updated the World Forum on the work of the group. He reported to the World Forum on the seventh meeting of the IWG on PTI was held on 14 June 2017 in Moscow, the Russian Federation (WP.29-172-22). The group reviewed the proposal for a new Rule No. 3 on Periodical Technical Inspections of motor vehicles using Compressed Natural Gas (CNG) and/or Liquefied Natural Gas (LNG) in their propulsion system (ECE/TRANS/WP.29/2017/93). CITA proposed to modify the document to refer to the recently approved UN Regulation No. 143 and to remove the reference of 300 ppm to assess gas leakages.

87. He further reported that the group studied the draft provisions for inspection of hybrid and electric vehicles (HEV). The group decided to add to the draft definitions of the acronyms and HEV components according to UN Regulation No. 100 and provisions for use of On Board Diagnostics (OBD) for inspection. Due to lack of exact information and data the group did not find the solution on periodicity of inspection of the vehicle in question and requests guidance of the World Forum on that subject. Informal Document WP.29-172-19 incorporating the draft Rule on Periodical Technical Inspections of hybrid and electric vehicles is submitted for review to this 172nd session of the World Forum (para. 100).

88. The representative of the Russian Federation, Co-Chair of the IWG on PTI, reminded the World Forum that the groups mandate would expire at the end of 2017. He proposed that the World Forum submit a request to the Inland Transport Committee for the establishment of a Working Party on PTI. He informed the World Forum that the IWG on PTI would meet once more during 2017 and that the exact date has not been set yet.

89. The representative of Finland supported the proposal of the representative of the Russian Federation for establishing a Working Party on PTI, having in mind the very important safety and environmental performance implications of the work of the IWG on PTI on road vehicles, and urged delegates present to consider the proposal.

90. In the context of the proposal for establishing a Working Party, the Chair of the World Forum reminded delegates of the limited resources of WP.29, underlining nevertheless that the tabled proposal on new Rules could be examined in an official way by the competent GRs.

91. The secretariat informed the World Forum of the possibility to convene the IWG on PTI within the scope of WP.29 sessions, on Thursday afternoons if the IWG on ITS/AD can complete its session during Thursday mornings. The Chair of the World Forum requested that the Chairs of the relevant IWG coordinate on this matter with the secretariat.

92. The representative of the Netherlands expressed his concern whether the envisaged timeframe of one afternoon would be sufficient for discussions taking into account past experience of the IWG on PTI, and therefore as such may also result in an inefficient use of time resources taking into account its potential impact on the time available for IWG on ITS/AD.

93. The Co-Chair of the World Forum expressed his support for the proposal allocate Thursday afternoons during World Forum sessions for meetings of the IWG on PTI until a systematic long term solution for the work of the group is reached.

94. The Chair of the World Forum invited the stakeholders to further explore the proposed solutions in discussions with the secretariat.

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

Documentation: ECE/TRANS/WP.29/2017/90
ECE/TRANS/WP.29/2017/91

95. The representative of the Russian Federation, Co-Chair of the IWG on PTI, introduced ECE/TRANS/WP.29/2017/90 amending ECE/RCTE/CONF/4/Add.1/Rev.1 and ECE/TRANS/WP.29/2017/91 amending ECE/RCTE/CONF/4/Add.2.

96. The World Forum considered the draft amendments subject to the correction below and recommended their submission to AC.4 for voting.

97. Document ECE/TRANS/WP.29/2017/91 the last sentence in Paragraph 9.1 shall read "... as amended by Revision 1."

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

Documentation: ECE/TRANS/WP.29/2017/92
Informal document: WP.29-172-17

98. The representative of the Russian Federation, Co-Chair of the IWG on PTI, presented ECE/TRANS/WP.29/2017/92 proposing amendments to the 1997 Agreement. He recalled the status of the discussion at the last session and proposed ways forward. WP.29 invited the Russian Federation to present the proposed amendments to the 1997 Agreement to the Secretary General in consistency with the provisions of the Agreement.

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

Documentation: ECE/TRANS/WP.29/2017/93
Informal documents: WP.29-172-18 and WP.29-172-19

99. The representative of the Russian Federation, Co-Chair of the IWG on PTI, presented ECE/TRANS/WP.29/2017/93 proposing the establishment of a new Rule on Periodical Technical Inspections of motor vehicles using Compressed Natural Gas (CNG) and/or Liquefied Natural Gas (LNG) in their propulsion system to be annexed to the 1997 Agreement. Several Contracting Parties indicated that they were in the process of evaluation of the proposal. WP.29 requested the secretariat to prepare a consolidated document for the November 2017 session.

100. The secretariat will submit informal document WP.29-172-19 incorporating the draft Rule on Periodical Technical Inspections of hybrid and electric vehicles as official document for further consideration at the 173rd session of WP.29.

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)**

Documentation: Informal documents: WP.29-172-24, WP.29-172-25, WP.29-172-26 and WP.29-172-28

101. The representative of Switzerland presented WP.29-172-28 on manipulations on EURO V and VI trucks by aftermarket suppression of AdBlue injection. He explained that

the Swiss authorities decided to act after some previous cases in other countries and that suspect vehicles are immobilized and inspected. He mentioned that 100 manipulated vehicles had been discovered nationwide since February 2017 (about 1 per cent detection rate). He clarified that only manipulated EURO V vehicles had been identified and no manipulated EURO VI vehicles had been detected so far due to the lack of access to the emission control software. He invited Contracting Parties to address the five questions in WP.29-172-28 in order to exchange information on manipulation detection methods and enforcement strategies. He introduced WP.29-172-24 to show how manipulated trucks were detected. He referred to WP.29-172-25 and WP.29-172-26 for information sharing.

102. The representatives of EU, Finland, UK and USA reported on related activities in their respective countries/regions and expressed their willingness to cooperate by sharing information and discussing best enforcement strategies over vehicle life.

103. The representative of the Russian Federation highlighted the relevance of this issue and encouraged the development of recommendations by the IWG on PTI. The representative of CITA underlined the need of consistency between the different regulatory instruments for vehicle approval, PTI and technical roadside inspections covering the whole vehicle life.

104. The Chair of WP.29 invited stakeholders to take contact with the Swiss delegation to contribute to the discussion and invited the Swiss delegation to give an update at the next WP.29 session in November 2017. WP.29 agreed to send WP.29-172-28 to the IWG on PTI for further consideration.

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

105. The representative of Finland, ambassador of the WP.29 and WP.1 on Automated Driving, reported on the activities of WP.1 including those related to automated vehicles. He informed about the upcoming workshop organized by WP.1 together with National United States Highway Traffic Safety Administration (NHTSA) and the Institut Français des Sciences et Technologies des Transports, de l'Aménagement et des Réseaux (IFSTTAR). The representative of Sweden noted that the title of the workshop was broad and wondered about the scope of the workshop. The representative of EU, given the title of the workshop, proposed that the activities of WP.29 on this matter be presented. The representative of the United States of America, confirming their understanding that the governance of vehicle safety shall be addressed by WP.29 and confirmed that his colleagues dealing with traffic would contribute to the workshop. The Chair of WP.29 encouraged the secretariat to contribute to the good cooperation between WP.1 and WP.29.

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

106. No further proposals for amendments to R.E.3 have been submitted under this agenda item.

D. Documents for publication (agenda item 8.4)

Documentation: Informal document: WP.29-172-20

107. The secretariat presented WP.29-172-20, listing all of the adopted proposals during the 171th WP.29 session and their expected date of entry into force.

108. The World Forum took note of the delays in the consolidation of documents and the human resource constraints.

E. Follow-up on World Health Organization (WHO) activities in the field of road safety (agenda item 8.5)

Documentation: Informal document: WP.29-172-29

109. WP.29 noted the follow-up of deliberations on WHO Discussion Paper "Developing voluntary global performance targets for road safety risk factors and service delivery mechanisms" and the incorporation of comments delivered at this March 2017 session as reproduced in Annex V. WP.29 agreed to transmit the above mentioned text to WHO secretariat.

110. IMMA thanked UNECE secretariat for preparing the draft comments on behalf of WP.29 and informed that IMMA had submitted a response directly to WHO on the Discussion Paper. The representative of OICA informed WP.29 that he would shortly submit a separate OICA contribution to WHO addressing the aspect of vehicle requirements to be made mandatory in the various countries. Therefore, he would have preferred a more coordinated approach towards WHO.

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

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

111. Of the 54 Contracting Parties to the Agreement, 40 were represented and established AC.1 for its sixty-sixth session held on 21 June 2017.

112. AC.1 invited the Chair of WP.29 to chair the session.

XII. Proposals for amendments and corrigenda to existing Regulations and for new Regulations – Voting by AC.1 (agenda item 11)

113. 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>				
4	Illumination of rear registration plate	48	36	2017/72 as amended by para. 74 above	36/0/0	Suppl. 19	*
6	Direction indicators	48	37	2017/73 and 2017/74 as amended by para. 75 above	37/0/0	Suppl. 28 to 01	*
7	Position, stop and end-outline lamps	48	36	2017/75	36/0/0	Suppl. 27 to 02	*
14	Safety-belt anchorages	48	37	2017/58	37/0/0	Suppl. 8 to 07	*
16	Safety-belts	47	36	2017/59	36/0/0	Suppl. 9 to 06	*
16	Safety-belts	47	36	2017/60	36/0/0	Suppl. 1 to 07	*
19	Front fog lamps	46	35	2017/76	35/0/0	Suppl. 10 to 04	*
23	Reverse lamping	48	37	2017/77	37/0/0	Suppl. 22	*
30	Tyres for passenger cars and their trailers	49	37	2017/105	37/0/0	Suppl. 19 to 02	*
38	Rear fog lamps	47	37	2017/78	37/0/0	Suppl. 19	*
48	Installation of lighting and light-signalling devices	46	35	2017/79	35/0/0	Suppl. 9 to 06	*
48	Installation of lighting and light-signalling devices	46	35	2017/106	35/0/0	Suppl. 11 to 05	*
50	Position, stop, direction indicator lamps for mopeds and motorcycles	47	37	2017/80 and 2017/81 as amended by para. 76 above	37/0/0	Suppl. 20	*
51	Noise of M and N category vehicles	46	36	2017/71	36/0/0	Suppl. 2 to 03	*
54	Tyres for commercial vehicles and their trailers	48	37	2017/68	37/0/0	Suppl. 22	*
55	Mechanical coupling	44	34	2017/69	34/0/0	Suppl. 7 to 01	*
77	Parking lamps	44	36	2017/82	36/0/0	Suppl. 18	*
80	Strength of seats and their anchorages (buses)	43	35	2017/61	35/0/0	Suppl. 3 to 03	*

<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>				
83	Emissions of M ₁ and N ₁ vehicles	44	35	2017/64	35/0/0	Suppl. 10 to 06	*
83	Emissions of M ₁ and N ₁ vehicles	44	35	2017/65	35/0/0	Suppl. 6 to 07	1 *
87	Daytime running lamps	42	35	2017/83	35/0/0	Suppl. 20	*
91	Side-marker lamps	44	36	2017/84	36/0/0	Suppl. 17	*
98	Headlamps with gas-discharge light sources	45	36	2017/85	36/0/0	Suppl. 9 to 01	*
106	Agricultural tyres	48	35	2017/70 as amended by para. 71 above	35/0/0	Suppl. 15	*
112	Headlamps emitting an asymmetrical passing-beam	50	35	2017/86	35/0/0	Suppl. 8 to 01	*
113	Headlamps emitting a symmetrical passing-beam	51	37	2017/87	37/0/0	02 series	*
119	Cornering lamps	50	37	2017/88	37/0/0	Suppl. 6 to 01	*
123	Adaptive front-lighting systems (AFS)	50	38	2017/89	38/0/0	Suppl. 9 to 01	*
129	Child restraint systems	53	39	2017/62	39/0/0	Suppl. 2 to 01	*
129	Child restraint systems	53	39	2017/63	39/0/0	Suppl. 1 to 02	*
143	Heavy Duty Dual-Fuel Engine Retrofit Systems (HDDF-ERS)	52	39	2017/66	39/0/0	Suppl. 1	*

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

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

XIII. Establishment of the Committee AC.3 and the election of officers for 2017 (agenda item 12)

Documentation: Informal document WP.29-172-04

114. The fiftieth session of the Executive Committee (AC.3) was held on 21 June 2017 and chaired by the representative of Japan. The representatives of 28 of the 36 Contracting Parties to the Agreement attended: 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, San Marino, South Africa, Turkey and the United States of America.

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

Documentation: ECE/TRANS/WP.29/1073/Rev.19
Informal document: WP.29-172-03

115. AC.3 noted the information, as of 12 June 2017, on the status of the Agreement, of the Global Registry and of the Compendium of Candidates (ECE/TRANS/WP.29/1073/Rev.19), the status of the priorities (based on WP.29-172-03 as reproduced in Annex II to this report) of the 1998 Agreement and items on which the exchange of views should continue. AC.3 also noted that assistance could be obtained from the secretariat (Mr. E. Gianotti) 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.

XV. Consideration and vote by AC.3 of draft global technical regulations and/or draft amendments to established global technical regulations, if any (agenda item 14)

A. Proposal for a new global technical regulation on Evaporative emission test procedure for a Worldwide harmonized Light vehicles Test Procedure (WLTP EVAP) (agenda item 14.1)

Documentation: ECE/TRANS/WP.29/2017/94
ECE/TRANS/WP.29/95
ECE/TRANS/AC.3/44

116. Submitted for consideration and vote, the proposal for a new UN GTR Evaporative emission test procedure for a Worldwide harmonized Light vehicles Test Procedure (WLTP EVAP) (ECE/TRANS/WP.29/2017/94, ECE/TRANS/WP.29/2017/95, ECE/TRANS/WP.29/AC.3/44) was established in the UN Global Registry on 21 June 2017 by consensus vote of the following Contracting Parties present and voting: 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, Malaysia, Norway, Republic of Korea, Russian Federation, San Marino, South Africa, Turkey.

117. The representatives from Canada, Kazakhstan and the United States of America abstained to vote.

B. Proposal for Amendment 2 to global technical regulation No. 1 (Door locks and door retention components) (agenda item 14.2)

Documentation: ECE/TRANS/WP.29/2017/96
ECE/TRANS/WP.29/97
ECE/TRANS/AC.3/43

118. Submitted for consideration and vote, the proposal for Amendment 2 to the UN GTR No. 1 on Door locks and door retention components (ECE/TRANS/WP.29/2017/96, ECE/TRANS/WP.29/2017/97, ECE/TRANS/WP.29/AC.3/43) was established in the UN Global Registry on 21 June 2017 by consensus vote of the following Contracting Parties present and voting: 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, San Marino, South Africa, Turkey and the United States of America.

C. Proposal for Amendments 2 to global technical regulation No. 15 on the Worldwide harmonized Light vehicles Test Procedure (WLTP) (agenda item 14.3)

Documentation: ECE/TRANS/WP.29/2017/98
ECE/TRANS/WP.29/99
ECE/TRANS/AC.3/44

119. Submitted for consideration and vote, the proposal for Amendments 2 to UN GTR No. 15 on the Worldwide harmonized Light vehicles Test Procedure (WLTP) (ECE/TRANS/WP.29/2017/98, ECE/TRANS/WP.29/2017/99, ECE/TRANS/WP.29/AC.3/44) was established in the UN Global Registry on 21 June 2017 by consensus vote of the following Contracting Parties present and voting: 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, Malaysia, Norway, Republic of Korea, Russian Federation, San Marino, South Africa, Turkey.

120. The representatives from Canada, Kazakhstan and the United States of America abstained to vote.

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

A. Listing Number 13: United States of America Environmental Protection Agency and National Highway Traffic Safety Administration, Department of Transportation, Programme for Revisions and Additions to the Motor Vehicle Fuel Economy Label: New Fuel Economy and Environmental Labels for a New Generation of Vehicles (agenda item 15.1)

Documentation: ECE/TRANS/WP.29/2017/57

121. Submitted for consideration and vote the request made by the United States of America to maintain Listing No. 13 (ECE/TRANS/WP.29/2017/57) in the Compendium of

Candidates for another period of five years was adopted on 21 June 2017 by consensus vote of the following Contracting Parties present and voting: 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, San Marino, South Africa, Turkey and the United States of America.

B. Listing Number 12: United States of America Environmental Protection Agency and National Highway Traffic Safety Administration, Department of Transportation, Programmes for Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium and Heavy-Duty Engines and Vehicles (agenda item 15.2)

Documentation: ECE/TRANS/WP.29/2017/100

122. Submitted for consideration and vote the request made by the United States of America to maintain Listing No. 12 (ECE/TRANS/WP.29/2017/57) in the Compendium of Candidates for another period of five years was adopted on 21 June 2017 by consensus vote of the following Contracting Parties present and voting: 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, San Marino, South Africa, Turkey and the United States of America.

C. Listing Number 11: United States of America Environmental Protection Agency and the Department of Transportation programmes for Light-duty vehicle greenhouse gas emission standards and Corporate Average Fuel Economy Standards (agenda item 15.3)

Documentation: ECE/TRANS/WP.29/2017/101

123. Submitted for consideration and vote the request made by the United States of America to maintain Listing No. 11 (ECE/TRANS/WP.29/2017/101) in the Compendium of Candidates for another period of five years was adopted on 21 June 2017 by consensus vote of the following Contracting Parties present and voting: 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, San Marino, South Africa, Turkey and the United States of America.

XVII. Consideration by consensus decision on the use of the term "UN GTR" in official documents under the 1998 Agreement (agenda item 16)

Documentation: ECE/TRANS/WP.29/2017/102

124. Submitted for consideration and vote the note by secretariat that in official documents under the 1998 Agreement the term "UN GTR" may be used (ECE/TRANS/WP.29/2017/102) was adopted on 21 June 2017 by consensus vote of the following Contracting Parties present and voting: 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, San Marino, South Africa, Turkey and the United States of America.

XVIII. Guidance, by consensus decision, on those elements of draft global technical regulations that have not been resolved by the Working Parties subsidiary to the World Forum, if any (agenda item 17)

125. Contracting Parties did not at this time request guidance under this agenda item.

XIX. Exchange of information on new priorities to be included in the programme of work (agenda item 18)

Documentation: Informal documents: WP.29-172-31

126. The representative of the EU introduced WP.29-172-31, jointly prepared by US, Japan and EU, which aimed at providing an overview of the priority of the programme of work, listing priorities for future work in view of the development of new UN GTRs as well as ongoing work on amendments to the existing ones. The representative of the United States of America stated that at a later stage he would be in the position to provide more detailed comments to the document since he was waiting from his administration a list of priority focused on national needs. The representative from OICA underlined that clarification was needed as to the scope of a UN GTR on Event Data Recorders (EDR), since EDR should not be confused with data storage for automated vehicles. The representative of China informed AC.3 about their activities on automated and connected vehicles, on development of a national standard on intelligent and connected vehicles (ICV) and to provide further information at the next sessions. She finally announced the availability of her country to participate to future activities focused on the development of UN GTRs on autonomous driving.

127. AC.3 requested chairs of working groups and Contracting Party representatives to provide their feedback on WP.29-172-31 by 15 August 2017, to allow the secretariat to distribute it with an official symbol at its November 2017 session.

XX. Progress on the development of new global technical regulations and of amendments to established global technical regulations (agenda item 19)

A. Global technical regulation No. 2 (Worldwide Motorcycle emissions Test Cycle (WMTC)) (agenda item 19.1)

128. As technical sponsor for these activities, the representative of EU explained that the IWG on Environmental and Propulsion Performance Requirements (EPPR) under GRPE was working on the development of amendments to UN GTR No. 2. He informed that progress is slower than initially anticipated, due to the regional differences.

B. Global technical regulation No. 3 (Motorcycle braking) (agenda item 19.2)

Documentation: ECE/TRANS/WP.29/AC.3/47

129. On behalf of the representative of Italy, the GRRF secretariat reported on the progress of work of the GRRF on the harmonization of provisions of UN GTR No.3 and UN Regulation 78. There is no informal group for these activities. Italy is carrying out consultations with relevant stakeholders, Contracting Parties and NGOs. Further information will be provided to the World Forum at the 173rd session in November, as GRRF will convene in September 2017.

130. The representative of IMMA thanked the UNECE secretariat for the update and thanked Italy for their continued sponsorship of the UN GTR No. 3. He emphasized the importance for the industry to keep UN GTR No. 3 and UN Regulation No. 78 on motorcycle braking as much as possible harmonised. He also thanked Canada for their support in this work and expressed his expectation that the proposal for amendments to UN GTR No. 3 would be considered at GRRF at the September 2017 session.

C. Global technical regulation No. 6 (Safety glazing) (agenda item 19.3)

131. 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 UN GTR No. 6. He announced that GRSG adopted at its April 2017 session a Corrigendum to UN GTR No. 6 to clarify the scope for consideration by AC.3 at its November 2017 session. He reminded AC.3 about the extended mandate of the IWG until June 2018 to reflect the ongoing research results performed by NHTSA.

132. The representative of the United States of America announced that the draft scope of work is expected to be developed and that the research on sunroof glazing will be initiated by end of this year.

D. Global technical regulation No. 7 (Head restraints) (agenda item 19.4)

133. The representative of United Kingdom, on behalf of the chair of the IWG on Phase 2 of UN GTR No. 7 on head restraints, mentioned that at the March 2017 session of WP29, it had been acknowledged that the GTR7 IWG had not been able to establish injury criteria directly from post mortem subjects testing but that they had developed some understanding based on empirical data. He added that following that meeting, the expert from the United States of America agreed to explore their capacity to provide further post mortem subjects data. He added that it seems unlikely that the United States of America could complete any related work by the end of 2017. Accordingly, AC.3 at its previous session agreed to extend the time mandate for the IWG to allow it to resolve their work using an empirical approach if the data could not be obtained.

134. The representative of United Kingdom informed AC.3 that the IWG Chair had met with the manufacturer of BioRID who confirmed its willingness to provide additional information to support a BioRID certification requirement and that more detail would be provided before the summer break. He finally informed AC.3 that at the May 2017 session of GRSP, experts were advised of the intention to restart the IWG and, following the intended discussion with the manufacturer, the Chair of the IWG would establish a plan to deliver a proposal to the spring 2018 meeting of GRSP.

E. Global technical regulation No. 9 (Pedestrian safety) (agenda item 19.5)

Documentation: ECE/TRANS/WP.29/AC.3/45

135. The representative of the United States of America informed AC.3 that his country was in agreement with GSRP to accept Injury Assessment Reference Values (IARVs) to move Phase 2 forward by incorporating the: (i) flexible pedestrian legform impactor (FlexPLI) and the (ii) new improved bumper test proposed by the Task Force on Bumper Test Area. However, he clarified that the new proposed head-form test, would need further validation and that his country was not in the position to incorporate it in the Phase 2 of the UN GTR.

136. The representative of the Republic of Korea informed AC.3 about the progress of work of the Task Force (TF) to incorporate provisions for active deployable systems in the bonnet area. He added that a face to face meeting was planned in November 2017 and advised a stronger participation of representatives of Contracting Parties.

F. Global technical regulation No. 15 (Worldwide harmonized Light vehicle Test Procedures (WLTP) – Phase 2) (agenda item 19.6)

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

137. As technical sponsor for this work, the representative of EU reported on the Phase 2 activities carried out by the IWG on WLTP under GRPE. He explained that GRPE adopted at its June 2017 session amendments to UN GTR No. 15 that will be submitted to AC.3 for consideration at its November 2017 session. He gave a first warning that some delay may occur to conclude Phase 2 activities due to the additional time that may be needed by some Task Forces.

G. Global technical regulation No. 16 (Tyres) (agenda item 19.7)

Documentation: ECE/TRANS/WP.29/AC.3/48

138. As technical sponsor for this work, the representative of the Russian Federation informed the World Forum about the upcoming activities related to UN GTR No. 16. The sixteenth session of the IWG took place from the 7-9 June 2017 in Moscow, under the chairmanship of the Russian Federation and with participation of experts from the People's Republic of China, Japan, India and the representatives of the tyre industry. During discussions on the proposed amendments, the tyre industry identified incompatibilities in some cases regarding the UN Regulations and Federal Motor Vehicle Safety Standards (FMVSS) of the United States of America. Therefore, measures were agreed on to address these incompatibilities. He explained that during the IWG session, concerning European and American methods for testing tyres at high speed, the representative of ETRTO stated that there is a need to have additional tests along those lines and that about a year will be required to do this. The representative of ETRTO on that occasion also stated that there is at this moment no need to have compatibility between American and European compatibility tests.

139. The representative of the Russian Federation informed the World Forum that during the session the IWG considered the proposal of Peoples Republic of China and suggested that their representative develop specific amendments to the UN GTR, on the basis of Article 4.2 of the 1998 Agreement. The IWG also agreed to the proposal of India for

developing amendments to the UN GTR text, however Japan reserved their position and requested to revert to the matter at the next meeting of the working party.

140. As concerning the global markings for tyres, the representative of the Russian Federation stated that a decision was reached to request statistics from the tyre industry on the quantities of tyres that can be qualified as global tyres. He informed the World Forum that the next meeting of the IWG would take place on the 30-31 October 2017, or 2-3 November 2017 in Brussels, Belgium. He added that the results of the group would be presented to GRRF at its eighty-fourth session in September. Given the above, he stated that they would ask for advice on postponing remaining deliverables for a year. Depending on the decisions taken by the GRRF, the Russian Federation, as the technical sponsor for the amendments to the GTR, would develop a corresponding proposal for AC.3 for a decision to be taken at its next meeting in November 2017. The representative of the Russian Federation invited delegates to participate in the upcoming meeting in Brussels and to send experts from countries that apply self-certification procedures, the United States and Canada, to ensure that an agreement on the GTR would be reached and harmonized with the standards applied in those areas.

141. The representative of the Russian Federation concluded his presentation of the work of the IWG with thanking all participants for their work and the tyre industry for their support and active participation in the work on amendments to the UN GTR No. 16.

H. Draft global technical regulation on Electric Vehicles Safety (EVS) (agenda item 19.8)

Documentation: ECE/TRANS/WP.29/2017/103
Informal documents: WP.29-172-05 and WP.29-172-06

142. The representative of the United States of America, on behalf of the Chair of the IWG on EVS, informed AC.3 that GRSP had recommended submission to the November 2017 session of AC.3, of the draft UN GTR WP.29-172-06 and of the final report of the IWG (WP.29-172-05). AC.3 noted the intention of the IWG to continue its activity by already starting the work on Phase 2 until the end of its mandate in December 2017. AC.3 agreed in principle with the request, pending: (a) an official authorization to develop the work of Phase 2 of the UN GTR for submission to the November 2017 session of AC.3, and (b) the Term of Reference of the IWG for the Phase 2 for submission at a later stage. AC.3 noted that this approach would avoid the discontinuation of IWG work activities and deal with the urgent, pending issues from Phase 1 of the UN GTR (WP.29-172-06).

I. Draft global technical regulation on Quiet Road Transport Vehicles (QRTV) (agenda item 19.9)

143. The expert from the United States of America, in his capacity of Chair of the IWG on Quiet Road Transport Vehicle GTR (QRTV GTR), recalled his statement at the previous session of AC.3 about the Final Rule on Minimum Sound Requirements for Hybrid and Electric Vehicles. He reported that, following several petitions for reconsideration, the entry into force of the Final Rule had been postponed to 5 November 2017, but without modifying the effective dates of its implementation. He further indicated that IWG QRTV GTR would resume its work early in the next year. AC.3 recalled that it had agreed to extend the mandate of IWG on QRTV GTR until December 2018.

J. Hydrogen and Fuel Cell Vehicles (HFCV) (global technical regulation No. 13) – Phase 2 (agenda item 19.10)

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

144. The representative of the EU, co-sponsor of the UN GTR on HFCV, informed AC.3 that as a follow-up to the adoption of the authorization to develop Phase 2 of the UN GTR, the IWG already started its activities. He however kindly solicited the participation to the work of the IWG of representatives of Contracting Parties such as China and United States of America. However, AC.3 noted that the contribution of these Contracting Parties, at their request, could be even incorporated as co-sponsors of the development of Phase 2 at a later stage.

XXI. Items on which the exchange of views and data should continue or begin (agenda item 20)

A. Harmonization of side impact (agenda item 20.1)

1. Side impact dummies (agenda item 20.1 (a))

145. The representative of the United States of America, Chair of the IWG, informed AC.3 that he had re-opened the activities of the group to finalize the work on the 50th percentile World Side Impact dummy (SID).

2. Pole side impact (agenda item 20.1 (b))

146. No subject was raised under this agenda item.

B. Electric vehicles and the environment (agenda item 20.2)

Documentation: ECE/TRANS/WP.29/AC.3/46

147. The representative from Canada provided an update on the latest activities of the IWG on EVE, on behalf of the EVE leadership. He indicated that there had been two meetings of the EVE IWG since the last WP.29 meeting: in Ann Arbor, Michigan (USA), on 10 and 11 April and in Geneva on 7 June 2017.

148. He noted that the IWG on EVE had made significant progress on the three assigned areas of work: determination of electrified vehicle power, electrified vehicle durability and method of stating energy consumption. First, he explained that the group had already begun developing the introductory sections of the UN GTR for power determination of electrified vehicles and the associated technical reports that were expected for delivery at the end of the mandate. He mentioned that the Chair of the drafting team for the power determination UN GTR was Mr. M. Safoutin (United States of America), and that the laboratories that would conduct the validation testing of the procedure (including laboratories in North America, Europe and Asia) had been identified. Second, he explained that the group had conducted preliminary battery life modelling using vehicle activity databases and battery durability literature. Third, he informed AC.3 that the IWG on EVE had contacted the Chair and the secretary of the Group of Experts on Energy Efficiency (GEEE) to seek their partnership on the project to assess upstream emissions from EVs.

149. He noted the regular interaction between EVE and WLTP IWGs to ensure that work would be complimentary and to avoid duplication of efforts. He mentioned that the IWG on WLTP had also confirmed that the timelines of EVE are acceptable for developing WLTP.

150. WP.29 noted that the IWG on EVE would host a teleconference on 12 September 2017 and would hold a two-day meeting in Vienna on 24 and 25 October 2017, in order to: continue UN GTR development and associated technical reports for power determination of electrified vehicles, continue the exchange of research information and modelling results for electrified vehicle battery durability, and discuss the next steps of the method of stating energy consumption based on the response from Group of Experts on Energy Efficiency (GEEE).

C. Specifications for the 3-D H point machine (agenda item 20.3)

151. The representative of Spain, on behalf of the Chair of the IWG, informed AC.3 that the IWG had started its activities in a meeting on 24 May 2017 and that a second meeting was planned for 27 June 2017, with the participation of experts of vehicle manufacturers and suppliers (e.g. OICA, CLEPA) and of technical services (e.g. Union technique de l'automobile, du motocycle et du cycle (UTAC)). Representatives of seat manufacturers and of JASIC also participated in this group. He announced that the Chair would report on the outcome of the IWG work at the December 2017 session of GRSP.

XXII. Other business (agenda item 21)

Proposal of amendments to Special Resolution No.2 (agenda item 21.1)

Documentation: Informal document: WP.29-171-15

152. The representative of OICA introduced WP.29-171-15, Proposal to amend Special Resolution 2 (ECE/TRANS/WP.29/2016/65). He stated that OICA, representing the global auto industry, had re-confirmed its strong support for Special Resolution 2 as an important step towards an improved functioning of the 1998 Agreement.

153. He noted that WP.29-171-15 had taken into account comments made at the March 2016 AC.3 session. He added that further work could clarify the concepts of "alternatives", "modules", and "options". He emphasized the position of OICA that such clarification would constitute a further improvement and that it would help in the development of new or amended global technical regulations.

154. The representative of the United States of America pointed out that the system of "alternatives" is not covered by the original text of S.R.2. He further mentioned that the "modules" are used for cases where only parts of the UN GTR would be subject to application by a national authority as it is the case, e.g. in the UN GTR No.16 on tyres with the safety related parts like wet-grip and the environmental related part on rolling-noise.

155. The representative of the European Union did not see the need for the proposed annex to the text of the S.R.2 and recommended to limit the text as much as possible in order not to encourage the further use of "options" in the UN GTRs.

156. AC.3 underlined the importance of the notification system underlined by item 3 (c) of S.R.2 and the general objective of achieving the maximum level of incorporation of the UN GTRs into domestic legislation. Furthermore, the current use of the notification system by Contracting Parties is not deemed sufficient to provide transparency to all stakeholders on the implementation of the different UN GTRs into domestic legislation.

157. The Chair proposed to keep this item on the agenda for the upcoming meeting in November 2017, possibly based on a revised version of WP.29-171-15.

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

XXIII. Establishment of the Committee AC.4 and election of officers for the year 2017 (agenda item 22)

158. Of the 14 Contracting Parties to the Agreement, seven were represented and established AC.1 for its ninth session held on 21 June 2017.

159. Mr. B. Kisulenko from the Russian Federation was as elected as chair of AC.4.

XXIV. Amendments to Rules Nos. 1 and 2 (agenda item 23)

Documentation: ECE/TRANS/WP.29/2017/90
ECE/TRANS/WP.29/2017/91

160. The results of the voting on the documents submitted are reflected in the following table:

<i>Amendments to existing Rules</i>						
<i>Rule No.</i>	<i>Subject of the Rule</i>	<i>Contracting Parties</i>		<i>Document: ECE/TRANS/WP.29/...</i>	<i>Voting result: for/against/abstentions</i>	<i>Document status</i>
		<i>applying the Rule</i>	<i>represented and voting</i>			
1	Environmental condition	14	7	2017/90	7/0/0	Amendment 2
2	Roadworthiness condition	14	7	2017/91 as amended by para. 97 above	7/0/0	Amendment 1

XXV. Other business (agenda item 24)

161. The world Forum learned that Mr. Naono (Japan, JASIC office in Geneva) would no longer attend WP.29 sessions. WP.29 acknowledged his outstanding cooperation and wished him all the best for his new responsibilities.

Annex I

**List of informal documents (WP.29-172-...) distributed
without a symbol during the 172nd 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	Draft calendar of meetings for 2018	(a)
3	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 8 March 2017	(a)
4	Secretariat	12	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 15)	(a)
5	GRSP	19.8	E	Final report on the establishment of draft UN Global Technical Regulation on Electric Vehicle Safety based on GRSP-61-09 (see ECE/TRANS/WP.29/GRSP/61 para. 10)	(d)
6	GRSP	19.8	E	Draft global technical regulation on electric vehicle safety	(d)
7	Secretariat	4.1.	E	Electronic exchange of information concerning Type Approval Authorities and Technical Services	(a)
8	Germany	2.3.	E	Proposal for a decision on GRRF activities related to Automated Driving by WP.29 at its 172 nd session	(f)
9	Secretariat	4.5.	E	Status report on the hosting of DETA	(a)
10	Secretariat	1	E	Consolidated Agenda including Informal Documents	(a)

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
11	Informal Group on IWVTA	4.2.2.	E	Proposal for amendments to General Guidelines for UN regulatory procedures and transitional provisions in UN Regulations (ECE/TRANS/WP.29/2017/67)	(d)
12	Informal Group on IWVTA	4.3.	E	Finalization of Annex 4 of UN Regulation No.0	(d)
13	Informal Group on IWVTA	4.3.	E	Report to WP.29 on 24 th meeting of the Informal Group on IWVTA	(a)
14	Informal Group on IWVTA	4.3.	E	WP.29 Informal Group on IWVTA (International Whole Vehicle Type Approval) Phase 2	(a)
15	Informal Group on IWVTA	4.4.	E	Proposal for amendments to Revision 3 of the 1958 Agreement - questions and answers (ECE/TRANS/WP.29/2017/55)	(d)
16	EC	4.2.2.	E	Proposed amendments to ECE/TRANS/WP.29/2017/67	(a)
17	IWG on PTI	7.4.	E	Draft proposals for further items, related to PTI, to be treated by the IWG or the WP.29	(d)
18	IWG on PTI	7.4.	E	Proposal for Amendment to the document ECE/TRANS/WP.29/2017/93	(d)
19	IWG on PTI	7.4.	E	Proposal for Rule No. 4 on safety requirements for hybrid and electric vehicles	(e)
20	Secretariat	8.4.	E	Documents adopted in March 2017 and their entry into force in October 2017	(a)
21	China	6	E	Overview of CATP development	(a)
22	IWG on PTI	7	E	Report to WP.29 about results of the 7th meeting of Informal Group on Periodical Technical Inspections	(a)
23	IWG on DETA	4.5	E	Draft report of the 29th Session of the IWG on DETA	(a)
24	Switzerland	8.1	E	Manipulations on EURO V and VI trucks by suppression of AdBlue injection	(a)

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
25	Switzerland	8.1	E	Web investigation of emulation and device removal services	(a)
26	Switzerland	8.1	E	Emission manipulation	(a)
27	Secretariat	4.4	E	Recommendation on Article 15.3 of Revision 3 to the 1958 Agreement	(d)
28	Switzerland	8.1	E	Manipulations on EURO V and VI trucks by suppression of AdBlue injection. Status report from Swiss heavy-duty truck controls	(a)
29	Secretariat	8.5	E	Follow-up on WHO initiative towards voluntary global performance targets	(a)
30	Secretariat	22	E	Ninth session of the Administrative Committee AC.4 - Determination of the Quorum	(a)
31	US/Japan/EU	18	E	Programme of work (PoW) under the 98 Agreement	(d)

Notes:

- (a) Consideration completed or to be superseded.
- (b) Adopted.
- (c) Referred to all GRs and continue consideration at the next session.
- (d) Continue consideration at the next session with an official symbol.
- (e) Referred back to IWG on PTI.
- (f) Referred to GRRF and IWG on ITS/AD with the comment related to SAE level 4

Annex II

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

Situation on priorities and proposals to develop GTRs as of 14 June 2017

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 gtr (ECE/TRANS/WP.29/..)</i>	<i>State of play/Comments</i>
[Amendment 3] to UN GTR No. 3 (motorcycle brake systems)	-	Italy	AC.3/47 (2017/51)	-	First draft will be reviewed by GRRF in September 2017.
[Amendment 2] to UN GTR No. 16 (Tyres)	Yes/Russian Federation	Russian Federation	AC.3/48 (2017/52)	-	First draft will be reviewed by GRRF in September 2017, however some more time will be needed for still unresolved issues.

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 gtr (ECE/TRANS/WP.29/..)</i>	<i>State of play/Comments</i>
[ECE/TRANS/180/Add.1/Amend.1]	No	EU		AC.3/43 GRSP/2016/17	AC.3 adopted the proposal of amendments and its final report at its June 2017 session.
Phase 2 of 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 resume discussion to address all issues, including draft Addendum 1 to the M.R.1 at its December 2017 session. AC.3 agreed to extend the mandate of the IWG until June 2018.
Amendment 2 - Phase 2 of gtr No. 9 (Flex-PLI) (Pedestrian Safety)	Yes/Germany/Japan	Germany/Japan	AC.3/24	GRSP/2014/15 (Draft gtr) GRSP/2017/3 GRSP/2015/2 GRSP/2014/16 (5 th progress report) GRSP/2015/2	GRSP will resume discussion at its December 2017 session on IARVs and on the draft gtr, together with a proposal addressing bumper test.

* Information on the Contracting Parties (36), the Global Registry and the Compendium of Candidates are in document ECE/TRANS/WP.29/1073/Rev.18.

<i>Item</i>	<i>Informal group (Yes-No)/ Chair & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS Proposal for a draft gtr /WP.29/...)/ (ECE/TRANS/WP.29/..)</i>	<i>State of play/Comments</i>
Amendment 3 to gtr No. 9		Netherlands	AC.3/31 GRSP/2012/2 GRSP/2014/5	GRSP will consider a proposal concerning points of contact of headform impactors at its December 2017 session addressing the Amendment 3 to the gtr.
Amendment 4 to gtr No. 9		Republic of Korea	AC.3/45	GRSP will resume consideration on possible proposal of amendment to the gtr to provide the test procedure for deployable systems of the outer surface to ensure an adequate protection of pedestrians.
Phase 2 of gtr No. 13 (HFCV)		Japan, Republic of Korea and the European Union	2017/56	GRSP will resume discussion on the development of the Phase 2 of the gtr on the basis of the work progress of the IWG.
Gtr No. 14 (PSI)	Yes/ Australia	Australia	AC.3/28	No new information was provided at the March 2017 session of AC.3.
Gtr on EVS	Yes/USA/ EU/ Japan/ China	EU/ Japan/ USA/ China	AC.3/32 GRSP/2017/2 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 recommended the Phase 1 at its May 2017 to the November 2017 session of AC.3. It is expected that co-sponsors will submit an authorization to develop Phase 2 by the November 2017 session of AC.3.

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/...)/ (ECE/TRANS/WP.29/..)</i>	<i>State of play/Comments</i>
Amendments to UN GTR No. 2 (WMTc)	Yes/EU (EPPR)	EU	AC.3/36/ Rev.1 (based on 2015/113)	AC.3 was informed about the ongoing work by the IWG on EPPR on the development of amendments to UN GTR No. 2.
Amend. 2 to UN GTR No. 15 (WLTP)	Yes/ Netherlands (WLTP)	EU/ Japan	AC.3/44 (based on 2016/73)	AC.3 adopted Amendment 2 to UN GTR No. 15 at its June 2017 session.

<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>
Amend. 3 to UN GTR No. 15 (WLTP)	Yes/ Netherlands (WLTP)	EU/ Japan	AC.3/44 (based on 2016/73)		AC.3 noted that Amendment 3 to UN GTR No. 15 would be submitted for consideration at the November 2017 session.
New UN GTR on evaporative emission test procedure for WLTP (WLTP EVAP)	Yes/ Netherlands (WLTP)	EU/ Japan	AC.3/44 (based on 2016/73)		AC.3 adopted a new UN GTR on WLTP EVAP at its June 2017 session.
Electric vehicles and the environment (EVE)	Yes/USA/ China/ Japan	Canada/ China/EU/ Japan/USA	AC.3/46 (based on 2016/116)		AC.3 was informed about the ongoing work by the IWG on EVE as part B of the mandate.

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/...)/ (ECE/TRANS/WP.29/...)</i>	<i>Proposal for a draft UN</i>	<i>State of play/Comments</i>
Quiet Road Transport Vehicle	Yes/USA/ Japan	EU/Japan/ USA	AC.3/33 (Including ToR)		AC.3 was informed that the work of IWG on QRTV would be resumed at the beginning of 2018

GRSG

<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/...)/ (ECE/TRANS/WP.29/...)</i>	<i>Proposal for a draft UN</i>	<i>State of play/Comments</i>
Panoramic Sunroof Glazing (PSG)	Yes/Korea/ Germany	Korea	AC.3/41		AC.3 extended the mandate of the IWG on PSG until June 2018. In the meantime, GRSG already adopted a Corrigendum 2 to GTR No. 6 to clarify and correct the scope, for consideration by AC.3 at its November 2017 session.

Situation of subjects for exchange of views

<i>Working Party</i>	<i>Item</i>	<i>Inf. group (Yes-No)/ Chair & Vice-Chair sponsor</i>	<i>Tech.</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. AC.3 extended the mandate of the IWG until December 2017.
WP.29	ITS/AD	Yes	Japan, UK	---	Exchange of views took place on priorities for work on automated driving. Elements on levels of automation, vehicle category denominations, testing, cyber security, software updates and data protection were addressed.
WP.29	Electric Vehicles and Environment	Yes	USA, Canada, China, EU	---	AC.3 received a status report from the IWG on EVE on part B activities of the mandate.
WP.29	New technology not yet regulated	No	No	---	Exchange of views took place on priorities for work on new technologies such as advanced emergency braking, event data recorder, driver availability recognition and data privacy.

Annex III

**World Forum for Harmonization of Vehicle Regulations (WP.29):
Working Parties, Informal Working Groups and Chairmanship
(22 June 2017)**

	<i>Informal working groups</i>	<i>Chairperson/ Vice-Chairperson</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
WP.29	World Forum	Mr. A. Erario Mr. B. Kisulenko	Italy Russian Federation	2018
	Intelligent Transport Systems (ITS)	Mr. H. Inomata Mr. I. Yarnold	Japan UK	2018
	Electronic Database for the Exchange of Type Approval documentation (DETA)	Mr. Paeslack	Germany	June 2019
	International Whole Vehicle Type Approval (IWVTA)	Mr. T. Onoda Ms. M. Teles Romao	Japan EC	June 2017
	IWVTA Subgroup on UN Regulation No. 0	Mr. T. Onoda	Japan	June 2017
	IWVTA Subgroup on 1958 Agreement	Mr L. Escobar	EC	June 2017
	Enforcement Working Group	Mr. E. Wondimneh	USA	2018
	Periodic Technical Inspections (PTI)	Mr. P. Striekwold Mr. V. Komarov	Netherlands Russian Federation	2016
GRB	Noise	Mr. S. Ficheux Mr. A. Bocharov	France Russian Federation	2018
	Quiet Road Transport Vehicles (QRTV gr)	Mr. E. Wondimneh Mr. I. Sakamoto	USA Japan	December 2016
	Quiet Road Transport Vehicles (QRTV Regulation)	Mr. B. Schüttler Mr. L.-F. Pardo Mr. I. Sakamoto	Germany France Japan	September 2017
	Additional Sound Emission Provisions (ASEP)	Mr. L.-F. Pardo Mr. D. Xie Mr. K. Okamoto	France China Japan	September 2019
GRE	Lighting and Light-Signalling	Mr. M. Loccufier Mr. D. Rovers	Belgium Netherlands	2018
	Simplification of the Lighting and Light Signalling Regulations (SLR)	Mr. M. Loccufier	Belgium	2018
	Visibility, Glare and Levelling	Mr. T. Targosinski	Poland	November 2017
GRPE	Pollution and Energy	Mr. A. Rijnders Mrs. R. Urdhwarsh	Netherlands India	2018
	Environmental and Propulsion Performance Requirements of L-category vehicles (EPPR)	Mr. A. Perujo	EC	December 2020
	Electric Vehicle and Environment (EVE)	Mr. M. Olechiw Mrs. C. Chen Mr. T. Niikuni	USA China Japan	November 2018
	Particle Measurement Programme (PMP)	Mr. G. Martini	EC	June 2019
	Vehicle Interior Air Quality (VIAQ)	Mr. J Lim Mr. Y. GE	Republic of Korea China	November 2020
	Worldwide harmonized Light vehicles Test Procedures (WLTP Phase 2)	Mr. R. Cuelenaere Mr. D. Kawano	Netherlands Japan	December 2019

	<i>Informal working groups</i>	<i>Chairperson/ Vice-Chairperson</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
GRRF	Brakes and Running Gear	Mr. B. Frost Mr. A. Murai	UK Japan	2018
	Modular Vehicle Combinations (MVC)	Mr. A. Gunneriusson	Sweden	February 2019
	Agricultural Coupling Devices and Components (ACDC)	Mr. A Schauer	Germany	September 2017
	Automatically Commended Steering Functions (ACSF)	Mr. C. Theis ² Mr. H. Kubota ¹	Germany Japan	September 2017
GRSP	Passive Safety	Mr. N. Nguyen Mr. Jae-Wan Lee	USA Republic of Korea	2018
	Harmonization of side impact dummies	Mr. D. Sutula	USA	December 2017
	UN GTR No. 7 on Head Restraints - Development of Phase 2	Mr. B. Frost	UK	June 2018
	Child Restraints Systems (CRS)	Mr. P. Castaing	France	December 2017
	UN GTR No. 9 on Pedestrian Safety – Development of Phase 2	Mr. R. Damm	Germany	December 2017
	Electric Vehicle Safety (EVS)	Mr. N. Nguyen	USA China and EC Vice- Chairs	December 2017
	Specification of the 3D-H machine	Mr. L. Martinez	Spain	Tbd
	Hydrogen and Fuel Cell Vehicles (HFCV)	Tbd	Tbd	December 2020
GRSG	General Safety	Mr. A. Erario Mr. K. Hendershot	Italy Canada	2018
	Panoramic Sunroof Glazing (PSG)	Mr. S. Eom	Republic of Korea	June 2018
	Awareness of Vulnerable Road Users proximity (VRU-Proxi)	Mr. P. Broertjes Mr. Y. Matsui	EC Japan	Tbd

World Forum for Harmonization of Vehicle Regulations (WP.29): Administrative/Executive Committees and Chairmanship (01/03/2017)

	<i>Committees</i>	<i>Chairperson/ Vice-Chairperson</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
AC.1	Administrative Committee of the 1958 Agreement	Mr. A. Erario Mr. B. Kisulenko	Italy Russian Federation	N.a.
AC.2	Administrative Committee for the coordination of work	Mr. A. Erario	Italy	2018
AC.3	Executive Committee of the 1998 Agreement	Mr. H. Inomata Mr. I. Yarnold Mr. E. Wondimneh	Japan UK USA	N.a.
AC.4	Administrative Committee of the 1997 Agreement	Mr. B. Kisulenko	Russian Federation	N.a.

² Mr. C.Theis and Mr. H. Kubota are Co-Chairs of the IWG on ACSF.

Annex IV

Calendar of sessions for 2018

(Changes can be expected.)

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) (76 th session)	9-12	p.m./a.m.	6	Yes		9.10.2017	150
JANUARY	Working Party on Noise (GRB) (67 th session)	24-26	p.m./p.m.	5	Yes		30.10.2017	80
FEBRUARY	Working Party on Brakes and Running Gear (GRRF) (85 th session)	12-16	p.m./a.m.	8	Yes		20.11.2017	130
MARCH	Administrative Committee for the Coordination of Work (WP.29/AC.2) (126 th session)	12	a.m./p.m.	2	No			35
MARCH	World Forum for Harmonization of Vehicle Regulations (WP.29) (174 th); Admin. Committee of the 1958 Agreement (AC.1: 68 th session); Executive Committee of the 1998 Agreement (AC.3: 52 nd session); Admin. Committee of the 1997 Agreement (AC.4: 13 th session)	13-16 (14 14-15 15)	a.m./a.m. (p.m. p.m./a.m. p.m.)	7	Yes		4.12.2017	160
APRIL	Working Party on General Safety Provisions (GRSG) (114 th session)	9-13	p.m./a.m.	8	Yes		15.1.2018	120
APRIL	Working Party on Lighting and Light-Signalling (GRE) (79 th session)	24-27	a.m./p.m.	8	Yes		29.1.2018	100
MAY	Working Party on Passive Safety (GRSP) (63 rd session)	14-18	p.m./a.m.	8	Yes		19.2.2018	120
JUNE	Working Party on Pollution and Energy (GRPE) (77 th session)	5-8	p.m./a.m.	6	Yes		12.3.2018	150
JUNE	Administrative Committee for the Coordination of Work (WP.29/AC.2) (127 th session)	18	a.m./p.m.	2	No			35
JUNE	World Forum for Harmonization of Vehicle Regulations (WP.29) (175 th session); Admin. Committee of the 1958 Agreement (AC.1: 69 th session); Executive Committee of the 1998 Agreement (AC.3: 53 rd session); Admin. Committee of the 1997 Agreement (AC.4: 14 th session)	19-22 (20 20-21 21)	a.m./a.m. (p.m. p.m./a.m. p.m.)	7	Yes		26.3.2018	160
SEPTEMBER	Working Party on Noise (GRB) (68 th session)	12-14	p.m./p.m.	5	Yes		18.6.2018	80
SEPTEMBER	Working Party on Brakes and Running Gear (GRRF) (86 th session)	25-28	a.m./a.m.	7	Yes		2.7.2018	130
OCTOBER	Working Party on General Safety Provisions (GRSG) (115 th session)	9-12	a.m./a.m.	7	Yes		16.7.2018	120
OCTOBER	Working Party on Lighting and Light-Signalling (GRE) (80 th session)	23-26	a.m./a.m.	7	Yes		30.7.2018	100
NOVEMBER	Administrative Committee for the Coordination of Work (WP.29/AC.2) (128 th session)	12	a.m./p.m.	2	No			35
NOVEMBER	World Forum for Harmonization of Vehicle Regulations (WP.29) (176 th session); Admin. Committee of the 1958 Agreement (AC.1: 70 th session); Executive Committee of the 1998 Agreement (AC.3: 54 th session); Admin. Committee of the 1997 Agreement (AC.4: 15 th session)	13-16 14 14-15 15	a.m./a.m. a.m. p.m./a.m. p.m./a.m.	7	Yes		20.8.2018	160
DECEMBER	Working Party on Passive Safety (GRSP) (64 th session)	11-14	a.m./a.m.	7	Yes		17.9.2018	120
		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). During the WP.29 sessions, the Administrative Committee of the 1958 Agreement (AC.1) will hold its session 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 1997 Agreement (AC.4) would be held on Wednesday or Thursday afternoon, if necessary.

Note: Geneva Motor Show, Palexpo: 8 – 18 March 2018; (Press days: 6 & 7 March 2018) TBC

Annex V

Follow-up on the WHO initiative towards voluntary global performance targets

I. Road Safety Targets and Indicators

1. The representative of the World Health Organization (WHO) at the March 2017 session of WP.29, presented the WHO Discussion Paper, "Developing voluntary global performance targets for road safety risk factors and service delivery mechanisms" to the World Forum. The document proposes a set of voluntary global performance targets for the prevention of road traffic injuries and fatalities, as well as the indicators to assess their achievement for the consideration of United Nations Member States. She emphasized that the motivation for the activities under this initiative is to complement and support the achievement of Sustainable Development Goal target 3.6.

II. Follow-up

2. During the session, WP.29 provided the following comments to the document of WHO:

(a) Accession to global technical regulations of the 1998 Agreement be considered as an indicator in addition to the eight UN Regulations already covered in the WHO discussion paper;

(b) Some formulations used in the discussion paper in proposing indicators and justifications for the target of reducing the proportion of "helmetless" motorcycle riders, developed under pillar 4 Safer Road Users, are vague;

(c) Referencing the application of specific motorcycle helmet standards as an indicator that motorcycle helmet legislation meets best practices, namely the standards defined in UN Regulation No. 22;

(d) WP.29 is an intergovernmental body and that designating the World Forum as "data source" for compilation of indicators towards countries achieving the objective of the target formulated as Safer Vehicles in the WHO Discussion Paper is inaccurate.

3. During the hearing meeting on voluntary global performance targets on road safety risk factors and service delivery mechanisms on 18 April 2017 at the World Health Organization Headquarters in Geneva, Switzerland, it was agreed to consolidate the comments from WP.29 in a follow-up document and it had agreed to request further comments from WP.29 on equivalent national standards and motorcycle braking.

III. Proposal

4. The annexed proposal represents the follow-up of the above-mentioned discussions. WP.29 would provide a final review during the current June 2017 session. Finally, the document integrating possible comments of WP.29 would be sent by the secretariat to the WHO secretariat for its integration in the TWO version of the WHO Discussion Paper.

Core area	Objective and target	Indicator	Data source	How data are collected	Justification
Safer vehicles	<p>Objective: Eliminate production (and importation) of substandard new vehicles not aligned to UN Regulations and UN GTRs under 1958 and 1998 Agreements.</p> <p>Target: 100% of new vehicles (defined as produced or sold) meeting 8 priority standards (based on UN regulations Annexed to the 1958 Agreements or UN GTRs under the 1998 Agreement or national standard aligned to the 8 UN Regulations or UN GTRs).</p>	<p>Implementation of UN Regulations Nos. 94 and 95 front and side impact protection³</p> <p>Implementation of UN Regulation No. 13H⁴ electronic stability control (note that as of Jan 2017 ESC will be covered by UN Regulation No. 140) or UN GTR No. 8.</p> <p>Implementation of UN Regulation No. 127 pedestrian protection</p> <p>Safety-belts: UN Regulation 16 or UN GTR No. 9.</p> <p>Safety-belts anchorages: UN Regulation No. 14.</p> <p>Child restraints: UN Regulations Nos. 44 and 129.</p> <p>Implementation of UN Regulation No. 78 motorcycle braking or UN GTR No.3</p> <p>Note: Accession of countries to the 1958 and 1998</p>	<p>1958 Agreement: ECE/TRANS/WP.29/343/Rev.xx⁵ - Status of the Agreement, of the annexed Regulations and of the amendments thereto</p> <p>1998 Agreement: ECE/TRANS/WP.29/1073/Rev.xx⁶ - Status of the 1998 Agreement, of the Global Registry and of the Compendium of Candidates</p>	<p>UNECE document Collected and published as part of <i>Global status report on road Safety</i></p>	<p><input type="checkbox"/> Safe vehicles play an important role both in averting crashes and reducing the likelihood of serious injury in the event of a crash.</p> <p><input type="checkbox"/> The UN World Forum for Harmonization of Vehicle Regulations is the primary global body responsible for the development of passenger car vehicle safety standards. The following UN regulations are considered priority standards that all vehicles should meet:</p> <p>Frontal impact protection and side impact protection (UN Regulations Nos. 94 and 95): these regulations ensure that cars withstand the impacts of a frontal and side impact crash when tested at certain speeds, and are thus critical to protecting occupants. These crash-worthiness regulations help to protect occupants withstand the impacts of front and side impact crashes. During simulated tests, the energy absorbed by the crash-test dummy must be below a certain threshold for the car to pass the tests.</p> <p><input type="checkbox"/> Electronic stability control (UN Regulation No. 1407 or UN GTR No. 8): this feature aims to prevent skidding and loss of control in cases of oversteering or understeering and is effective at reducing crashes and saving lives.</p> <p><input type="checkbox"/> Pedestrian front protection (Regulation No. 127): Softer bumpers and modifying the front ends of vehicles (e.g. removal of unnecessarily rigid structures) can reduce the severity</p>

³ Or equivalent national standards: in the USA the corresponding standards are FMVSS 208 and 214, Canadian Motor Vehicle standards until a UN GTR will harmonize provisions on front and side impact.

⁴ Until January 2017 Electronic stability control was covered under UN regulation R13H which establishes requirements for braking systems of light duty vehicles. Since January 2017, this covered by the UN Regulation No. 140 on ESC.

⁵ www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29fdocstts.html

⁶ www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29glob_stts.html

Core area	Objective and target	Indicator	Data source	How data are collected	Justification
		Agreements will be a further indicator altogether the transposition of the above-mentioned UN Regulations and UN GTRS in their national legislations			<p>of a pedestrian impact with a car.</p> <ul style="list-style-type: none"> <input type="checkbox"/> The safety-belt regulation that forms part of the UN's vehicle regulations ensures that safety-belts are fitted in vehicles when they are manufactured and assembled; the anchorage regulation ensures that the safety-belt anchor points can withstand the impact incurred during a crash, to minimize the risk of belt slippage and ensure that passengers can be safely removed from their seats if there is a crash. <input type="checkbox"/> The child restraint regulation means that instead of holding the child seat in place with the adult safety-belt, the vehicle is equipped with ISOFIX child restraint anchorage points to secure the restraint that are attached directly to the frame of the vehicle <input type="checkbox"/> Motorcycle braking (UN Regulation No. 78 or GTR 3) provides braking performance requirements and test methods including those for advanced braking systems such as Motorcycle antilock braking systems (ABS) (R78): These safety systems ABS help the rider maintain control of the motorcycle vehicle during an emergency braking situation. ABS systems can reduce the likelihood of a road traffic crash and subsequent injury.
Safer road users	Objective: Reduce speeding Target: Reduce the proportion of vehicles travelling over the posted speed limit by at least 10% per year.	National legislation on urban speeds meets best practice 10	Ministries of Transport via National Data Coordinators of the <i>Global status report on road safety</i>	<i>Global status report on road safety</i>	<p>As average traffic speed increases, the likelihood of a crash and serious injury increases.</p> <p>In urban areas, national speeds should be no more than 50 km/h. It is important that local authorities not only have the legal authority to reduce national limits, but also to manage local speeds according to particular road situations and in conjunction with other traffic calming or speed management policies.</p> <p>Where motorized traffic mixes with high concentrations of pedestrians, cyclists, and moped riders, the speed</p>
		% of vehicles driving over the speed limit in urban and rural areas	Country surveys 11		

Core area	Objective and target	Indicator	Data source	How data are collected	Justification
					limit must be under 30 km/h. This is due to the vulnerability of these road users at increasing speed: an adult pedestrian has less than a 20% chance of dying if struck by a car at less than 50 km/h but almost a 60% risk of dying if hit at 80 km/h. There is considerable evidence that local authorities that have reduced urban speed limits to ≤ 30km/h in conjunction with other traffic calming measures have decreased road traffic injuries.
	<p>Objective: Increase use of motorcycle helmets meeting a quality standard.</p>	Legislation on motorcycle helmet aligned to UN Regulation No. 22 use meets best practice ¹²	Ministries of Transport via NDCs of the <i>Global status report on road safety</i>	<i>Global status report on road safety</i>	<p>Legislation on motorcycle helmet severe injury by over 70%.</p> <p>To meet best practice, helmet laws should apply to all drivers and passengers, all roads and engine types, requiring the helmet to be fastened, and making reference to a particular helmet standard¹¹.</p> <p>When motorcycle helmet laws are enforced, helmet-wearing rates can increase to over 90%.</p>
	<p>Target: Reduce the proportion of unhelmeted motorcycle riders by at least 10% per year</p> <p>Or At least 90% helmet wearing</p>	% of motorcycle riders (drivers and passengers) wearing helmets type approved according to UN Regulation No. 22 or certified according to aligned national standards	Country surveys ¹¹	Collected as part of <i>Global status report on road safety</i>	
	<p>Objective: Increase use of safety-belts</p>	<p>Legislation on safety-belt use meets best practice¹³</p> <p>Legislation on child restraint use meets best practice¹⁴</p> <p>Child restraint systems shall meet requirements of UN Regulations Nos.44 and 129 or national legislations aligned to them</p>	Ministries of Transport via NDCs of the <i>Global status report on road safety</i>	<i>Global status report on road safety</i>	<p>Wearing a safety-belt can reduce fatalities among front-seat occupants by up to 50% and among rear-seat car occupants by up to 75%.</p> <p>Child restraint system (CRS) use reduces the risk for death to infants (aged <1 year) by 71%; and to toddlers (aged 1–4 years) by 54% in passenger vehicles.</p>

Core area	Objective and target	Indicator	Data source	How data are collected	Justification
	<p>Target: Reduce the proportion of unrestrained occupants by at least 10% per year</p> <p>Or At least 90% seat-belt wearing</p>	% of all occupants wearing seat-belts (disaggregated by driver, front seat passenger and rear seat passenger rates)	<i>Country surveys¹¹</i>	Collected as part of <i>Global status report on road safety</i>	<p>Booster child restraint systems use reduces the risk for serious injury by 45% for children aged 4–8 years when compared with seat belt use alone.</p> <p><input type="checkbox"/> For older children and adults, safety-belt use reduces the risk for death and serious injury by approximately half</p> <p>Safety-belt laws should cover rear-seat occupants as well as front seat occupants. Child restraint laws should take into consideration a child's age/weight/height and the seating position in the vehicle.</p> <p>Mandatory safety-belt and child restraint laws and their enforcement are effective at increasing the use of these restraints.</p>