

Submitted by the European Union and Japan

Informal document **WP.29-175-28**  
(175<sup>th</sup> WP.29, 18-22 June 2018,  
agenda item 17)

## **Draft updated programme of work (PoW) under the 1998 Agreement**

This document reproduces the feedback of working groups and Contracting Party representatives during the fifty-second session of the Executive Committee of the 1998 Agreement (AC.3) (ECE/TRANS/WP.29/1135, para. 139). It is updated based on ECE/TRANS/WP.29/2018/34.

## Draft programme of work (PoW) under the 1998 Agreement

### *Ia. Existing UN GTRs - High priority*

UN GTR	Title	GR	Version	Reason	Organsiation of work	Reference documents	Expected time needed to finalise	Status
UN GTR No. 3	Motorcycle brake systems	GRRF	Amendment 3	Reflect UN Reg. No. 78	IWG: None Sponsor: Italy	<a href="#">AC.3/47</a>	March 2018	<a href="#">GRRF is expected to resume discussion on this item at its September 2018 session</a> <del>Draft request for authorization to develop Amendment 3 to UN GTR No. 3 adopted by AC.3 in November 2016</del>
UN GTR No. 7	Head restraints	GRSP	Phase 2	Amend UN Reg. No. 17 (in parallel)	IWG: Yes (UK) Sponsor: Japan	AC.3/25/Rev. 1 GRSP/2015/34	End of 2018	<a href="#">GRSP is expected to resume discussion addressing all issues. AC.3 will be reported on current situation at its June 2018 session.</a> <del>GRSP considered an informal proposal, addressing all issues, including draft Addendum 1 to the M.R.1 at its December 2016 session. AC.3 agreed to extend the mandate of the IWG until March 2017.</del>

Ia. Existing UN GTRs - High priority

UN GTR No. 9	Pedestrian safety	GRSP	Phase 2	Improve harmonisation, increase safety	IWG: Yes (Germany, Japan) Sponsor: Germany, Japan	AC.3/24 <a href="#">2016/115</a> <a href="#">GRSP/2018/2</a>	<del>December 2018</del> Phase 2 (new leg form impactor) is finalised, waiting for USA vote. Amendments to phase 1 and 2 (clarifications and bumper test zone) idem. The new work on deployable systems (by Korea, OICA for pop up bonnets, external airbags, etc.) still under development, to be finalized by end of 2017, but probably one more year needed.	<del>The official proposal will be submitted at the November 2018 session of AC3.</del> GRSP resumed discussion at its December 2016 session on IARVs and on the draft UN GTR, altogether with a proposal addressing bumper test. AC.3 endorsed the authorization to develop an amendment to the UN GTR to provide the test procedure for deployable systems of the outer surface to ensure an adequate protection of pedestrians and extended the mandate of the IWG on Phase 2 until December 2017.
			Amendment 3	Reflect UN Reg. No. 127	IWG: <del>???</del> <del>No</del> Sponsor: <del>EC</del> Netherlands	AC.3/31 <del>GRSP/2014/201</del> 2/2 GRSP/2014/5	<del>Done. This concerns phase 2 as well as the amendments to phase 1 and 2 which are already transposed into UN Reg. No. 127</del>	<del>GRSP will consider a proposal concerning points of contact of headform impactors addressing the Phase 2 of the UN GTR.</del> GRSP considered a revised proposal concerning points of contact of headform impactors at its December 2016 session addressing the Phase 1 and 2 of the UN GTR.
			<a href="#">Amendment 4</a>		IWG: Yes (Korea)	<a href="#">AC.3/45/Rev. 1</a>	<a href="#">November 2018</a>	<a href="#">GRSP will resume consideration on possible proposal of amendment to the UN GTR to provide</a>

## Ia. Existing UN GTRs - High priority

					<u>Sponsor:</u> <u>Korea</u>			<u>the test procedure for deployable systems of the outer surface to ensure an adequate protection of pedestrians.</u>
<b>UN GTR No. 11</b>	<b>Test procedure for pollutant emissions in CI engines in tractors &amp; NRMM</b>	<b>GRPE</b>		Reflect amendments of UN Reg. No.96				Work expected to start in 2018, after amendment of UN Reg. No. 96 which is adapted to the new EU Regulation on NRMM (Stage V)
<b>UN GTR No. 13</b>	<b>GTR on Hydrogen &amp; fuel cell vehicles</b>	<b>GRSP</b>	Phase 2	<u>-Reflect UN Reg. No. 134</u>	<u>IWG: Yes</u> <u>Chair :USA</u> <u>JAPAN</u> <u>Vice-Chair:</u> <u>Korea,</u> <u>China</u> <u>Sponsor:E</u> <u>U, Japan,</u> <u>Korea,</u> <u>China</u>	<u>-AC.3/49</u>	End of 2020	<u>A proposal of authorization to develop the Phase 2 of the UN GTR was adopted by AC.3 at its March 2017 session. PoW is expected to be finalized in the near future and an informal proposal of authorization to develop Phase 2 was endorsed by AC.3 in March 2017 session, AC3/49 for endorsement in June 2017 session</u>
<b>UN GTR No. 15</b>	<b>World harmonised light vehicle test procedures (WLTP)</b>	<b>GRPE</b>	Amendment <del>34</del>	Reflect EU legislation on WLTP	<u>IWG:</u> <u>Yes(Nether</u> <u>lands)</u> <u>Sponsor:</u> <u>Japan, EU</u>	<u>AC.3/44</u> <u>WP.29/2018/71</u>	<u>December 2019</u>	<u>The official proposal has been submitted at the June 2018 session of AC3. At the June 2017 GRPE conference, the Amendment 3 has been adopted by GRPE, together with a further informal document providing further amendments to Amendment 3. So the discussion on Amendment 2 might be pointless.</u>

Ia. Existing UN GTRs - High priority

<u>UN GTR No. 16</u>	<u>Tyres</u>	<u>GRRF</u>	Amendment 2 -		IWG: Yes (Russia) Sponsor: Russia	<u>AC.3/48</u>	November 2018	<u>GRRF is expected to resume discussion on this item at its September 2018 session</u> <u>Draft request for authorization to develop Amendment 2 to UN GTR No. 16 adopted by AC.3 in November 2016</u>
<u>UN GTR No. <del>19</del> 19</u>	<u>Evaporative emissions in passenger cars (WLTP EVAP)</u>	<u>GRPE</u>	<u>Amendment 1 UN-GTR</u>	Reflect EU legislation on WLTP	IWG: <del>???</del> → Yes (Netherlands/Germany) Sponsor: Japan, EU.	<u>AC.3/44</u> <u>WP.29/2018/73</u> <u>WP.29/2018/73</u> <u>/Add.1</u>	<u>December 2019</u> <u>End 2018</u> <u>(tbc)</u>	<u>The official proposal has been submitted at the June 2018 session of AC.3.</u> <u>New UN-GTR adopted at WP.29 June 2017 session.</u> <u>Note that sealed tanks have been included in the newly adopted (as informal document) EVAP UN-GTR (June 2017 GRPE conference).</u> <u>On semi-sealed tanks, the work will continue.</u>
<u>UN GTR No. <del>20</del> 20</u>	<u>Electrical Vehicle Safety (EVS)</u>	<u>GRSP</u>	<u>Phase 1 and Phase 2</u>	-	IWG: Yes (China, Japan, USA, EU) Sponsor: China, Japan, USA, EU	<u>AC.3/50</u> <u>AC.3/50/Corr.1</u> <u>AC.3/32</u>	<u>End of 2021</u>	<u>New UN GTR (Phase 1 of EVS) adopted at WP.29 March 2018 session.</u>  <u>AC.3 endorsed the authorization to develop Phase 2 of the UN GTR at its March 2018 session.</u>  <u>GRSP in May gave a green light to WP.29 to proceed with a vote.</u> <u>Adoption of the new GTR is foreseen at WP.29 November 2017 session.</u> <u>Phase 2 (long term research items) mandate expected to be approved by WP.29 in November 2017.</u>
<u>UN GTR No. <del>x</del> x</u>	<u>Real Driving Emissions (RDE)</u>	<u>GRPE</u>	-		IWG: Yes Chair: EU Vice-Chair: Japan, Korea Sponsors: EU, Japan, Korea	<u>WP.29/2018/80</u>	<u>November 2019</u>	<u>A proposal of authorization to develop a new UN GTR will be considered by AC.3 at its June 2018 session.</u>

## Ib . Existing GTRs - Low priority

UN GTR	Title	GR	Version	Reason	Organsiation of work	Reference documents	Expected time needed to finalise*	Status
UN GTR No 2	Measurement procedures for 2-wheelers (WMTC)	GRPE	Amendment 4		IWG: EPPR (EU <del>Sweden</del> ) Sponsor: EU	AC.3/36/ <a href="#">Rev.1</a>	<a href="#">2019</a>	<del>The official proposal would be submitted for consideration at the GRPE session in January 2019. AC.3 recommended, in March 2015, that the IWG continue to work on the creation of a new specific UN GTR.</del>
UN GTR No. 4	Test procedure gas-fuelled engines (WHDC)	GRPE	Amendment 4					"There is need for extra validation of methodology regarding hybrids" - Please check
UN GTR No. 6	Safety glazing materials vehicles & veh equipment	GRSG	<del>2</del> <a href="#">Amendment 2</a>		IWG: Yes (Germany, Korea) Sponsor: Korea	AC.3/41	<a href="#">June 2018</a>	<del>AC.3 extended the mandate of the IWG on PSG until June 2018. On 30 January 2018, AC.3 established in the Global Registry Corrigendum 2 to UN GTR No. 6 (clarifying the scope). AC.3 noted the request by GRSG to further update the Term of References and the need to extend the mandate of the IWG on PSG until June 2018. Awaiting technical investigation results</del>
UN GTR No. 15	World harmonised light vehicle test procedures (WLTP)	GRPE	n/a	Reflect EU legislation on WLTP	IWG: EVE (USA, Japan, China) Sponsor: Canada, China, Japan, USA, EU	<a href="#">AC.3/46</a>	<a href="#">November 2019</a>	<del>GRPE was informed about the ongoing work by the IWG on EVE as part B of the mandate. Continue research on certain environmental requirements for electric vehicles. Awaiting input from WLTP phase2. For the moment the activities related to the electrified vehicles (determination of max power, battery durability, etc.) are still being dealt with mainly by the EVE IWG, which is external to WLTP. When and how this work will become an amendment to the UN GTR No. 15 or a separate UN GTR is still unclear.</del>

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*1b . Existing GTRs - Low priority*

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<u>UN</u>	<u>Quiet Road</u>	<u>GRB</u>	-	<u>Reflect</u>	<u>IWG: Yes</u>	<u>AC.3/33</u>	<u>Informal group restarted in May 2018.</u>
<u>GTR</u>	<u>Transport</u>			<u>UN Reg</u>	<u>(USA); Vice-</u>		
<u>No.</u>	<u>Vehicles</u>			<u>No. 138</u>	<u>Chair: Japan</u>		
<u>[x2]</u>	<u>(QRTV)</u>				<u>Secretariat:</u>		
					<u>EC</u>		

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*Ic. Existing GTRs - No activities identified for PoW*

UN GTR	Title	GR	Version	Reason	Organsiation of work	Reference documents	Status
UN GTR No. 5	Technical requirements for OBD systems	GRPE					
UN GTR No. 8	Electronic stability control	GRRF?					
UN GTR No. 10	Off-cycle emissions (OTC)	GRPE					
UN GTR No. 12	Motorecycle controls, tel- tales & indicators	<del>GRE</del> ?GRS <u>G</u>					
UN GTR No. 14	Pole side impact (PSI)	GRSP			IWG: Yes (Australia) Sponsor: Australia		<del>No new information was provided at the March 2016-2018 session of AC.3.</del>
UN GTR No. 17	Crankcase and evaporative emissions of 2 or 3-wheeled motor vehicles	GRPE					Still to be notified!



*Ic. Existing GTRs - No activities identified for PoW*

<b>UN GTR No. 18</b>	<b>On-board diagnostics (OBD) for 2 or 3-wheeled motor vehicles</b>	<b>GRPE</b>					<b>Still to be notified!</b>
<b>UN GTR No. {x3}</b>	<b>Quiet Road Transport Vehicles (QRTV)</b>	<b>GRB</b>	-	Reflect UN Reg No. 138	IWG: Yes (USA); Vice- Chair: Japan Secretariat: EC	UN-GTR draft dated 19 Nov. 2014	Due to the effective date of USA rule further extension to 5 September 2017, the USA expert informed that the next QRTV GTR will be after that date. Further clarifications are expected to be addressed by National Highway Traffic Safety Administration (NHTSA) — USA in the WP29, November 2017 session.

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 II. New Priorities
 

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Title	Group	Organisation of work	Reference documents	Time horizon for starting work*	Comments
<b>Framework Regulation on automated/autonomous vehicles</b>	<b>New GR? ITS/AD?</b>	(IWG ACSF)		MT (tbc)	Could possibly also take the form of a UNECE Regulation. [ACSF: Automatically Commanded Steering Function]
<b>Cyber security</b>	<b>IG ITS/AD</b>	TF CS/OTA		ST	It is not decided yet whether to regulate cyber security issues in ITS/AD IWG and TF. Could possibly also take the form of a UNECE Regulation. Work of Task Force on Cyber Security (CS) and Over-the-Air (OTA) updates is ongoing
<b>Advanced Emergency Braking Systems (AEBS)</b>	<b>GRRF</b>	IWG AEBS		MT (tbc)	Some work done on truck & bus collisions against moving and stationary obstacles (see UN Reg 131). Activity launched as an informal group on AEBS for cars (needed for the future revision of GSR)
<b>Line Keeping Assist Systems (LKAS)</b>	<b>GRRF</b>	(IWG ACSF)		MT (tbc)	WP29 already adopted an amendment to UN Regulation No. 79 in March 2017. This could be transformed into a GTR as US is also thinking about regulating.
<b>Event Data Recorders (EDR)</b>	<b>GRSG?</b>			MT (tbc)	Should be compatible with highly automated vehicle requirements.

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*II. New Priorities*

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<b>Longitudinal control (ACC, preventive braking)</b>	<b>GRRF?</b>	tbd	Could possibly also take the form of a UNECE Regulation. Longitudinal control not regulated today except AEBS for Heavy Duty Vehicles (HDV)
<b>Driver availability recognition</b>	<b>ITS/AD?G RSG?</b>	MT (tbc)	Should be compatible with highly automated vehicle requirements.

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\* ST : Short-term (<1 year) - MT : Mid-term - LT : Long-term (>3 years)