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World Forum for Harmonization of Vehicle Regulations

178th session

Geneva, 25-28 June 2019

Reports of the

World Forum for Harmonization of Vehicle Regulations on its 178th session

Administrative Committee of the 1958 Agreement on its seventy-second session

Executive Committee of the 1998 Agreement on its fifty-sixth session

Administrative Committee of the 1997 Agreement on its thirteenth session

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I. Attendance

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) held its 178th session from 25 to 28 June 2019, chaired by Mr. B. Kisulenko (Russian Federation). The following countries were represented, following Rule 1 of the Rules of Procedure of WP.29 (ECE/TRANS/WP.29/690/Rev.1): Australia, Belgium, Bosnia and Herzegovina, Canada, China, Czechia, Finland, France, Germany, Hungary, India, Italy, Japan, Kazakhstan, Latvia, Luxembourg, Malaysia, Netherlands, Nigeria, Norway, Republic of Korea, Romania, Russian Federation, San Marino, 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 participated. The following international organization was represented: International Telecommunication Union (ITU). The following non-governmental organizations were also represented: Association for Emissions Control by Catalyst (AECC), European Association of Automotive Suppliers (CLEPA/MEMA/JAPIA)¹, Consumers International (CI), European Tyre and Rim Technical Organization (ETRTO), Federation Internationale des Grossistes, Importateurs et Exportateurs en Fournitures Automobiles (FIGIEFA), Foundation for the Automobile and Society (FIA), International Automotive Lighting and Light Signalling Expert Group (GTB), International Road Transport Union (IRU), International Motor Vehicle Inspection Committee (CITA), International Motorcycle Manufacturers Association (IMMA), International Organization of Motor Vehicle Manufacturers (OICA) and SAE International. Other non-governmental organizations were represented following Rule 1(d): Recreation Vehicle Industry Association (RVIA), RV Industry Association.

II. Opening

2. The Chair of WP.29 welcomed delegates to the 178th session of the World Forum for Harmonization of Vehicle Regulations, WP.29, and opened the meeting.
3. The Chair of WP.29 welcomed the delegation of Nigeria, who were participating for the first time at a session of the World Forum, as a new contracting party to the 1958, 1997 and 1998 Agreements.

III. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/1146 and Add.1
Informal document WP.29-178-03

4. The annotated provisional agenda was adopted.
5. 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)

6. The 130th session of WP.29/AC.2 (24 June 2019) was chaired by Mr. B. Kisulenko (Russian Federation) and was attended, in accordance to Rule 29 of the terms of reference

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

and rules of procedure of WP.29 (TRANS/WP.29/690/Rev.1) by the Chairs of the Working Party on Noise (GRBP) (France), the Working Party on Lighting and Light-Signalling (GRE) (Belgium), the Working Party on Pollution and Energy (GRPE) (Netherlands), the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (United Kingdom of Great Britain and Northern Ireland), the Working Party on General Safety Provisions (GRSG) (Italy), the Vice-Chair of the Working Party on Passive Safety (GRSP) (Republic of Korea), the Chair of the Executive Committee (AC.3) of the 1998 Agreement (USA), the Vice-Chair of WP.29 (Italy), and by the representatives of Canada, China, Germany, Japan and the European Union.

7. AC.2 reviewed the revised Programme of Work for WP.29 (ECE/TRANS/WP.29/2019/1/Rev.1) and welcomed the work on strategic planning by the Chairs of GRBP and GRPE. Chairs of other Working Parties were requested to deliver their group's priorities of work. This work of the GRs will be the basis for a more strategically oriented Programme of Work for WP.29.

8. AC.2 discussed the draft Terms of Reference (ToR) for the Informal Working Groups (IWG) on Functional Requirements for Automated and Autonomous Vehicles (FRAV), on Validation Methods for Automated Driving (VMAD) and on Event Data Recorder and Data Storage System for Automated Driving (EDR/DSSAD) and requested the secretariat to issue revised versions for further elaboration by WP.29.

9. Following a presentation of the revised ToR for the IWG on Intelligent Transport Systems (ITS), AC.2 requested few amendments before the elaboration of the document by WP.29.

10. AC.2 approved the participation at the World Forum, under Rule 1(d) of the Rules of Procedure of WP.29, of the non-governmental organization Securing America's Future Energy (SAFE) for the 2019-2020 biennium.

11. AC.2 reviewed and adopted the provisional agenda for the 178th session and reviewed the draft of the 179th session of the World Forum, scheduled to be held in Geneva from 12 to 15 November 2019 (see para. 14 below).

12. AC.2 recommended that AC.4 does not convene.

13. The WP.29 Secretary informed AC.2 about:

- (a) the promotion of Mr. R. Hubert, former GRSG Secretary to the position of Chief of the Transport of Dangerous Goods and Road Safety Management Section;
- (b) the current ECE budget freeze that does not allow vacant posts to be filled.

14. As reaction on the current budget issue, AC.2 recommended to shorten the November session of, the World Forum including meetings of its committees, the Administrative Committee (AC.1) of the 1958 Agreement, AC.2, AC.3, and the Administrative Committee (AC.4) of the 1997 Agreement, to three days in total only:

- AC.2 would meet on Tuesday, 12 November 2019 at 9:00 a.m.;
- WP.29, for its 179th session, would start on Tuesday, 12 November 2019 at 2:30 p.m. and would conclude with the reading of the report on Thursday, 14 November at 5:30 p.m.;
- AC.1, AC.3 and AC.4 would take place during the WP.29 session.

15. AC.2 also recommended to further streamline proceedings of WP.29 sessions and to assess options for an additional increase in efficiency.

16. Following the oral presentation of the report of the 130th session of WP.29/AC.2 by the WP.29 secretary, the World Forum engaged in a discussion on the recommended action in response to the current ECE budget issue.

17. The representative of OICA highlighted the high importance of the work done at the World Forum for the global automotive industry. He recalled that, during the last three years, proceedings at WP.29 had been made more efficient by introducing the system of the so-called A-points, which resulted in gaining time for discussions on important matters. He stated that OICA would always be in favour of continuous improvements, however, he now feared that the proposed shortening could have a negative impact, especially if the necessary discussions could not take place.

18. The representative of Germany supported the measure to shorten the 179th session of the World Forum as reaction on the current financial situation. He invited the industry representatives to come up with alternative proposals.

19. The Chair of WP.29 advocated following the recommendation of AC.2 to shorten the 179th session of WP.29 to test new proceedings. He stated that, if this would not allow sufficient time for the necessary exchange of views and decisions on important matters, subsequent WP.29 sessions would follow the former well-proven format.

20. The Chair of WP.29, in general, expressed the concerns of the World Forum on the ECE budget situation and called on member States to verify their contributions to the United Nations.

21. In the context of the current cash flow crisis, the Chair of WP.29 called on the ECE management to fill the vacant post without delay in order to guarantee the servicing of meetings of WP.29 and its subsidiary Working Parties (GRs) as the outcome of WP.29 work was directly impacting national legislations of the European Union, Japan and Russian Federation (among others) that were applying UN Regulations by direct reference.

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

Documentation: ECE/TRANS/WP.29/2019/1/Rev.1

Informal documents: WP.29-178-01 and WP.29-178-02

22. The Secretary of WP.29 presented the WP.29 revised programme of work highlighting the strategic priorities. WP.29 adopted the revised programme of work ECE/TRANS/WP.29/2019/1/Rev.1.

23. The World Forum took note of the list of IWGs (WP.29-178-01).

24. The World Forum took note of the draft calendar of meetings for 2020.

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

Documentation: ECE/TRANS/WP.29/2019/34

Informal documents: WP.29-178-10-Rev.2, WP.29-178-11, WP.29-178-16-Rev.1, WP.29-178-17-Rev.2, WP.29-178-18-Rev.1, WP.29-178-19, WP.29-178-20, WP.29-178-27, WP.29-178-28, WP.29-178-29, WP.29-178-30 and WP.29-178-31

25. The representative of Japan introduced, on behalf of China, European Union, Japan and the United States of America, WP.29-178-10/Rev.2 containing amendments to ECE/TRANS/WP.29/2019/34 – Framework Document on Automated/autonomous Vehicles.

He explained that the amendments included editorial amendments as well as a restructured Table 1 containing details on (i) current activities, (ii) expected future activities and (iii) references to the key safety principles mentioned in the document.

26. The representative of the Republic of Korea introduced WP.29-178-19, proposing additional amendments to ECE/TRANS/WP.29/2019/34. The representative of Sweden proposed to insert into Table 1 considerations related to para. 4 (j) regarding vehicle inspection. The representative of CITA supported the position of the representative of Sweden.

27. WP.29 adopted ECE/TRANS/WP.29/2019/34 as amended by WP.29-178-10/Rev.2 and requested the secretariat to issue it as a reference document with the symbol ECE/TRANS/WP.29/2019/34/Rev.1.

28. The expert from China introduced WP.29-178-27, containing detailed information on the Chinese mandatory standard on Event Data Recorders (EDR) was being finalized. He stated China is willing to submit its national standard on EDR to the Compendium of Candidate for UN GTRs when it is officially released. WP.29 welcomed the willingness of China to share its experience with WP.29 on this matter.

29. The Chair of GRVA informed WP.29 on the outcome of the third session of GRVA: reviewing the framework document and drafting ToR for IWG on EDR/DSSAD, on FRAV and on VMAD.

30. On behalf of CLEPA and OICA, the representative of CLEPA introduced WP.29-178-30 and WP.29-178-31 expressing their concerns on the draft ToR of IWG on VMAD.

31. WP.29 adopted the ToR for the three groups, as reproduced in Annexes V, VI and VII of this report.

32. On behalf of Japan, the United Kingdom and the United States of America, the representative of the United Kingdom introduced WP.29-178-28, containing the revised ToR for IWG on ITS.

33. In response to a question of the secretariat, WP.29 confirmed that ToR were not meant to restrict or provide guidance on the communication and reporting work of the WP.29 secretariat with ECE bodies or other stakeholders.

34. WP.29 was grateful that the ECE secretariat would undertake the secretariat for IWG on ITS, given the meeting frequency and location, and adopted the ToR.

35. The expert from France introduced TRANSPOLIS (WP.29-178-11), a proving ground providing services for engineering, simulation and testing of the safety and data protection of automated and connected vehicles (including heavy duty vehicles). He introduced the facilities that was available on the proving ground and shared findings of his organization related to the need to establish a list of critical scenarios for the evaluation of automated vehicles though both simulation and physical testing in a safe and controlled environment. He also shared with the audience the view that connectivity, commonly referred to as vehicle-to-vehicle and vehicle-to-infrastructure, might have to be based on a necessary mix of technology to make automated and connected systems more accurate and safer.

36. The representative of United Kingdom recalled the challenge of assuring the safety of these new vehicles as well as the ideas proposed by the industry (multi-pillar approach) and IWG on VMAD. He mentioned several activities related to scenario databases around the world and highlighted that industry were developing their own databases for research and product development purposes. He proposed that WP.29 should consider the need for a separate independent database for regulators with the direct oversight of the contracting parties and the ECE. An expert from the United Kingdom introduced WP.29-178-29 which

presents their work on a Multi-User Scenario Catalogue for Connected and automated vehicles (MUSICC). He explained what was to be understood as a scenario and presented the vision proposed by United Kingdom: a scenario-based certification process, and proposed that the scenario catalogue would be stored at ECE, for the purpose of simulated tests, physical tests and other processes leading to the certification of a vehicle. He raised the question whether this vision was shared.

37. The representative of France supported the proposal made by the representative of United Kingdom. He welcomed the effort made to develop a common language for describing and parametrizing scenarios that could be classified according to their criticality. He mentioned WP.29-178-20, prepared by the representative of OICA, providing information on a number of activities in various countries and encouraged them to continue this compilation work.

38. The representative of Japan, Co-Chair of the IWG on VMAD, confirmed that this vision is shared by WP.29 because the framework document adopted at this session of WP.29 included it and allocated it to VMAD IWG. He recalled the current IWG activities and invited the experts of MUSICC to contribute to IWG on VMAD.

39. The representative of Germany expressed interest in this matter and agreed to investigate. He recalled that establishing a database was difficult and that such activities could build on the electronic database for the exchange of type approval documentation (DETA) to be hosted at ECE.

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

A. Working Party on Passive Safety (GRSP) (Sixty-fourth session, 11-14 December 2018) (agenda item 3.1)

Documentation: ECE/TRANS/WP.29/GRSP/64

40. The World Forum recalled the report of the Chair of GRSP on its sixty-fourth session (ECE/TRANS/WP.29/GRSP/64) and approved the report.

B. Working Party on Pollution and Energy (GRPE) (Seventy-eighth session, 8-11 January 2019) (agenda item 3.2)

Documentation: ECE/TRANS/WP.29/GRPE/78

41. The World Forum recalled the report of the Chair of GRPE on its seventy-eighth session (ECE/TRANS/WP.29/GRPE/78) and approved the report.

C. Working Party on Noise (GRB) (Sixty-ninth session, 22-25 January 2019) (agenda item 3.3)

Documentation: ECE/TRANS/WP.29/GRB/67

42. The World Forum recalled the report of the Chair of GRB on its sixty-ninth session (ECE/TRANS/WP.29/GRB/67) and approved the report.

D. Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (Second session, 28 January-1 February 2019) (agenda item 3.4)

Documentation: ECE/TRANS/WP.29/GRVA/2

43. The World Forum recalled the report of the Chair of GRVA on its second session (ECE/TRANS/WP.29/GRVA/2) and approved the report.

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

1. Working Party on Lighting and Light-Signalling (GRE) (Eighty-first session, 15-18 April 2019) (agenda item 3.5.1)

Documentation: Informal document WP.29-178-32

44. The Chair of GRE reported on the results of the eighty-first session of GRE (for details, see the report in ECE/TRANS/WP.29/GRE/81).

45. He informed WP.29 about the adopted amendments to the lighting and light-signalling installation UN Regulations Nos. 48, 53 and 74. He added that GRE had considered a first consolidated draft for a new 07 series of amendments to UN Regulation No. 48 and that, given its complexity, had decided to pursue this work by means of a task force. In this context, the representative of the European Union expressed concerns that the ongoing deliberations on amendment proposals for the new 07 series of amendments to UN Regulation No. 48 might lead to weakening the original proposals submitted by the experts from contracting parties.

46. The GRE Chair further mentioned that GRE had reviewed a candidate UN Regulation No. 27 (Advance warning triangle) proposed to be added in Annex 4 to UN Regulation No. 0 under Phase 2 of the International Whole Vehicle Type Approval (IWVTA) and had decided that this was not necessary. At the same time, GRE had highlighted the need to include in IWVTA, with high priority, the three new simplified UN Regulations on Light Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD).

47. Finally, he briefed WP.29 on the GRE considerations of the signalling requirements for automated/autonomous vehicles (AV) and the establishment of a task force (TF) on this topic. On behalf of the TF Chair, the representative of Germany pointed out that TF had considered two main questions:

(a) Is there a safety requirement for AVs to provide signals to indicate their status and to communicate their next intended actions?

(b) If so, shall such signals (i) be visual, (ii) audible, (iii) or a combination of both?

48. The representative of Germany indicated that TF had come to the conclusion that replying to question (a) was not within its mandate and requested for WP.29 and/or WP.1 guidance. For question (b), on the assumption of a positive answer to (a), he reported that TF felt that AV signals should be visible, while recognizing a further task of addressing the needs of people with impaired vision.

49. The representatives of France and Japan advocated the need for AVs to have special signals for safety reasons, interaction with police and for the sake of general public acceptance of AV. The representative of the United Kingdom pointed out that the conditions for using such signals (speed, traffic conditions, level of automation, etc.) should be clearly defined and that WP.1 should be consulted on those issues. The representative of Finland

recalled the general position of WP.1 that all vehicles, irrespective of their technology, should follow the traffic rules. He was of the view that, if AV signals were deemed necessary, they should be as simple as possible. The representative of China reported on the ongoing industry survey on this matter and agreed to inform WP.29 about its outcome. The EU representative stressed that TF should provide evidence for safety risks associated with use of AVs without signals. The representative of OICA warned WP.29 about the possible misuse of AV signals and behavioural issues with drivers of "conventional" vehicles. The representative of IMMA stated that in addition to the capability of AV-systems to detect motorcyclists, research may be needed to study the behaviour of other road users, such as motorcyclists, in response to AV signalling on motor vehicles.

50. The Chair thanked GRE and its TF for the work done and was of the view that WP.1 should be invited to address the concerns raised by WP.29 representatives and to provide recommendations on the use of AV signals, possibly in the framework of the WP.29/WP.1 Executive Task Force (ETF).

2. Working Party on General Safety Provisions (GRSG) (116th session, 1-5 April 2019) (agenda item 3.5.2)

51. The GRSG Chair reported on the results achieved during the 116th session of GRSG (for more details see the report of the session ECE/TRANS/WP.29/GRSG/95).

52. Upon the request of WP.29/AC.3 to develop a new UN GTR on Event Data Recorder (EDR), GRSG agreed to establish an IWG on EDR and Data Storage System for Automated Driving vehicles (DSSAD) (possibly under GRSG and GRVA) (see para. 29 above).

53. GRSG agreed to review the final proposals for the splitting of UN Regulation No. 116 at its next session in October 2019, and requested GRE, particularly its EMC Task Force, to scrutinize the provisions of Annex 5 on electromagnetic compatibility.

54. GRSG concluded on the prioritization of the candidate items proposed for technical regulations applicable to IWVTA, Phase 2 (2018–2022) and informed IWG on IWVTA about the outcome.

3. Working Party on Passive Safety (GRSP) (Sixty-fifth session, 13-17 May 2019) (agenda item 3.5.3)

55. The representative of the United States of America reported on the sixty-fifth session of GRSP (for details see the session report ECE/TRANS/WP.29/GRSP/65).

56. The World Forum noted that Mr. N. Nguyen (United States of America) had retired from government service and would be replaced by a new Chair, to be nominated by the United States of America. The World Forum commended Mr. Nguyen for his many years of leadership and for his achievements in GRSP and WP.29.

57. GRSP sought consent from WP.29 to establish a new IWG on "Securing of Children in buses and coaches" in order to develop a UN Regulation under the 1958 Agreement. GRSP would also consult with GRSG on this topic at its upcoming session in October 2019. The World Forum consented to establishing an IWG and requested the ToR at its next sessions.

58. GRSP sought guidance from WP.29 on the possibility that WP.29 and the Sub-Committee 1 (SC.1) or other ECE bodies could cooperatively explore the subject of safer road infrastructure for motorcyclists. The World Forum consented to that possibility for GRSP experts and interested ECE bodies.

4. Working Party on Pollution and Energy (GRPE) (Seventy-ninth session, 21-24 May 2019) (agenda item 3.5.4)

59. The Chair of GRPE (Netherlands) reported to WP.29 on the results achieved by GRPE during its seventy-ninth session (for more details see the report of the session ECE/TRANS/WP.29/GRPE/79).

60. He informed WP.29 about the adoption of a draft for Amendment 4 to UN GTR No.2 on the measurement procedure for two-wheeled motorcycles equipped with a positive or compression ignition engine with regard to the emission of gaseous pollutants, CO₂ emissions and fuel consumption.

61. He explained that GRPE had started discussions on priority topics for future activities in the medium- and long-term. An initial document, prepared by the Chair and secretariat, had the support of GRPE and an updated version would be submitted by GRPE to the WP.29 March 2020 session. To address certain priority topics, he invited IWG on PTI to update GRPE on its latest and upcoming activities of interest for GRPE.

62. He informed WP.29 about the adoption of a proposal for an amendment to Consolidated Resolution No. 3 on market fuel quality recommendation which correspond to the latest emissions standards for cars, vans, trucks and buses.

63. WP.29 noted the re-election of Mr A. Rijnders (Netherlands) as Chair of GRPE for the year 2020.

64. The representative of the United Kingdom indicated that they would nominate a candidate as Vice-Chair at the next session in January 2020.

5. Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (Third session, 3-4 June 2019) (agenda item 3.5.5)

65. The Chair of GRVA reported on the results of its third (special) session (for more details see the report of the session ECE/TRANS/WP.29/GRVA/3)

66. WP.29 supported the activities of GRVA and agreed establishing the four IWGs as proposed.

67. WP.29 agreed that IWG on FRAV would be co-chaired by the representatives of the United States of America, China and Germany.

68. WP.29 agreed that IWG on VMAD would be co-chaired by the representatives of Canada, Netherlands and Japan.

69. WP.29 agreed that IWG on EDR/DSSAD would report to GRVA and GRSG and would be co-chaired by the representatives from the Netherlands and Japan. WP.29 also agreed that a co-Chair from North America would be appointed.

70. The Chair of GRVA informed WP.29 that the current Task Force on Cyber Security and Over the Air software updates would be transformed into an IWG. ToRs would be updated at a later stage, if necessary.

71. Upon request by the Chair of GRPE, the group would be updated on software-update related elements by GRVA experts.

72. WP.29 noted that GRVA was working on considerations related to software updates and life-time provisions in the context of its cyber security and software updates activities, and that the involvement of WP.29 should be envisaged.

VI. 1958 Agreement (agenda item 4)

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

73. The secretariat introduced the latest update of the status of the 1958 Agreement, ECE/TRANS/WP.29/343/Rev.27, that contained information up to 17 May 2019, available at www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29fdocstts.html. The secretary of the World Forum recalled the new layout of the document for the June and November 2019 sessions, in which only Part II and Annexes II and III will be updated, while Part I and Annex I will be available via the “343 app” (https://apps.unece.org/WP29_application/). He reminded contracting parties that changes and new information on national Type Approval Authorities should be introduced by the national Single Points of Contact (SPOC) via the “343 app”. Notifications received in paper will no longer be followed up by the secretariat, as previously agreed by WP.29.

74. The representative of the Russian Federation informed WP.29 that the Approval Authority of the Russian Federation had moved offices and that the new address was in the “343 app”.

75. WP.29 noted that contracting parties should notify the secretariat about any amendments needed to the status document via the newly established online database only.

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

1. Reproduction and reference to private standards in UN Regulations, UN Global Technical Regulations (UN GTR) and Rules (agenda item 4.2.1)

76. No information was provided under this agenda item.

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

77. No information was provided under this agenda item.

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

Documentation: Informal documents: WP.29-178-04, WP.29-178-05 and WP.29-178-21

78. The Chair of IWG on IWVTA reported on the outcome of the thirtieth session held in Paris on 21 June 2019.

79. WP.29 noted that IWG had planned to submit proposals, based on WP.29-178-05, for Supplement 1 to the original version of the regulation, Supplement 1 to the 01 series amendments to UN Regulation No. 0 as well as a proposal for the 02 series of amendments to UN Regulation No. 0 on uniform provisions concerning the IWVTA, to WP.29 for consideration and possible adoption at its November 2019 session.

80. WP.29 also noted that IWG planned to submit a proposed list of UN Regulations for IWVTA, Phase 2 to the WP.29 November session for consideration and possible endorsement.

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

Documentation: ECE/TRANS/WP.29/2017/131/Add.2

Informal documents: WP.29-178-04 and WP.29-178-06

81. The Chair of IWG on IWVTA informed WP.29 that the document ECE/TRANS/WP.29/2017/131/Rev.1, Revision 3 of the 1958 Agreement – questions and answers, based on a proposal submitted by the Russian Federation (see ECE/TRANS/WP.29/145, paras. 79 and 80), and issued as ECE/TRANS/WP.29/2017/131/Add.2, had been considered by IWG on IWVTA. WP.29 considered the IWG suggestions (WP.29-178-06) and endorsed ECE/TRANS/WP.29/2017/131/Add.2 as amended by WP.29-178-06.

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

Documentation: Informal documents: WP.29-178-22, WP.29-178-23, WP.29-178-24, WP.29-178-25 and WP.29-178-26-Rev.1

82. The representative of Germany, on behalf of the IWG on DETA presented the status report (WP.29-178-22) of the activities of the group, and the report of the last session (WP.29-178-23). He informed WP.29 that DETA was operational for the exchange of type approval document and that 16 contracting parties already had notified their DETA focal point. He explained that DETA was still being developed to include the Unique Identifier (UI) and the Declaration of Conformance (DoC) functionalities. He presented the expected timeline for their implementation. He invited WP.29 to consider for endorsement the specifications of UI (WP.29-178-26/Rev.1) and DoC (WP.29-178-25). He recommended that WP.29 invite GRs, in the context of UI, to consider whether current additional marking provisions were still to be considered part of the approval marking and could be replaced by the UI marking, or these additional markings have an information character and could be provided by alternative means (e.g. insertion in the Communication Form). WP.29 agreed with this suggestion. This was necessary as the current version of the software was not able to render all marking variations

83. The secretariat insisted on the need to review the specifications of the DETA software extensions (delivering UI and DoC) as these would be the basis for developing these functions and as future amendments to them could have financial implications. He added that IWG was informed of difficulties for the involved parties, software house and sponsors, to establish contracts because contractual clauses would involve parties not being signatories of the contract (e.g. the DETA host).

84. The Chair of the IWG on IWVTA presented, on behalf of the IWG on DETA, WP.29-178-21 proposing amendments to the proposed Annex 6 of draft 02 series of amendments to UN Regulation No. 0. The representatives of the United Kingdom and OICA noted the additional workload required from the industry in order to generate the DoC because the storage format of Type Approval documents currently does not allow automatic generation from already available data. WP.29 requested the secretariat to distribute WP.29-178-21 and WP.29-178-05 with an official symbol at the November 2019 session of WP.29/AC.1.

85. WP.29 took note of the specifications and application guidelines for UI and DoC (WP.29-178-24, WP.29-178-25 and WP.29-178-26/Rev.1) and requested the secretariat to issue them as official documents.

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

Documentation: ECE/TRANS/WP.29/2019/35
ECE/TRANS/WP.29/2019/36
ECE/TRANS/WP.29/2019/37
ECE/TRANS/WP.29/2019/38
ECE/TRANS/WP.29/2019/39
ECE/TRANS/WP.29/2019/40

86. 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.

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

Documentation: ECE/TRANS/WP.29/2019/41
ECE/TRANS/WP.29/2019/42
ECE/TRANS/WP.29/2019/43
ECE/TRANS/WP.29/2019/44
ECE/TRANS/WP.29/2019/45

87. The World Forum considered the draft amendments under agenda items 4.7.1 to 4.7.5 and recommended their submission to AC.1 for voting.

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

Documentation: ECE/TRANS/WP.29/2019/46
ECE/TRANS/WP.29/2019/47
ECE/TRANS/WP.29/2019/48
ECE/TRANS/WP.29/2019/49
ECE/TRANS/WP.29/2019/73

88. The Chair of GRVA presented the amendment proposal in ECE/TRANS/WP.29/2019/46 under agenda item 4.8.1, to amend UN Regulation No. 78. The World Forum recommended their submission to AC.1 for voting. The representative of IMMA recalled the associated GRE proposal for UN Regulation No. 53 that allows the use of different stop lamp activation methods (ECE/TRANS/WP.29/GRE/2018/29). WP.29 noted that the GRE proposal would be submitted to the November 2019 sessions of WP.29 and AC.1.

89. The World Forum considered the draft amendments under agenda items 4.8.2 to 4.8.5 and recommended their submission to AC.1 for voting.

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

Documentation: ECE/TRANS/WP.29/2019/50
ECE/TRANS/WP.29/2019/51
ECE/TRANS/WP.29/2019/52
ECE/TRANS/WP.29/2019/53
ECE/TRANS/WP.29/2019/54
ECE/TRANS/WP.29/2019/55

90. The World Forum considered the draft amendments under items 4.9.1 to 4.9.6 and recommended their submission to AC.1 for voting.

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

Documentation: ECE/TRANS/WP.29/2019/56
ECE/TRANS/WP.29/2019/57
ECE/TRANS/WP.29/2019/58
ECE/TRANS/WP.29/2019/59
ECE/TRANS/WP.29/2019/60

91. The World Forum considered the draft corrigenda under items 4.10.1 to 4.10.5 and recommended their submission to AC.1 for voting.

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

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

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

Documentation: ECE/TRANS/WP.29/2019/61

93. The World Forum considered the proposal for a new UN Regulation on uniform provisions concerning the approval of motor vehicles with regard to the Advanced Emergency Braking System (AEBS) for M₁ and N₁ vehicles (ECE/TRANS/WP.29/2019/61) under agenda item 4.12.1.

94. The representative of OICA stated that they did not fully support the proposal. The Chair of GRVA acknowledged the position of the representative from OICA and proposed to review amendment proposals at the group's upcoming sessions.

95. The representative of Japan thanked GRVA experts involved in the development of the draft new UN Regulation on AEBS and expressed his strong expectation that the new UN Regulation on AEBS would be adopted, taking into consideration its recent national situation where serious traffic accidents caused by elderly drivers occur frequently. He added that Japan had started to consider mandating the fitting of AEBS at an appropriate timing. .

96. The World Forum considered the proposal and recommended its submission to AC.1 for voting.

M. Proposals 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 4.13)

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

N. Pending proposals for amendments to existing UN Regulations submitted by the Working Parties to the World Forum (agenda item 4.14)

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

O. Proposal for amendments to Mutual Resolutions (agenda item 4.15)

Documentation: ECE/TRANS/WP.29/2019/71

99. The Chair of GRPE introduced document ECE/TRANS/WP.29/2019/71, explaining that the purpose of the amendment was to align the definition of “peripheral devices” with the one cited in UN GTR No. 15. The World Forum adopted the proposal for Amendment 1 to Mutual Resolution No.2 which contains Vehicle Propulsion System Definitions.

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.25
Informal document: WP.29-178-08

100. The World Forum agreed that agenda items 5.2 to 5.5 should be considered in detail by the Executive Committee of the 1998 Agreement (AC.3).

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

101. The representative of Japan expressed his appreciation for the contributions from many contracting parties and stakeholders towards developing the framework document on automated/autonomous vehicles and three IWG ToRs under GRVA, adopted under agenda item 2.3.

102. He introduced the amendment of national law, "the Road Vehicle Law", to ensure the safety of automated/autonomous vehicles of levels 3 and 4 of automation and to permit driving them nationwide, no longer as trial only, which had been passed through Japan's National Diet, in May 2019.

103. He stressed the importance of the future international activities at WP.29 because the legal basis had been established in Japan but the task of developing corresponding technical requirements was still pending. He expressed his willingness to contribute continuously to international harmonization activities under WP.29, in close cooperation with many contracting parties and stakeholders.

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

Documentation: Informal document: WP.29-178-13

104. The representative of the Russian Federation, Co-Chair of IWG on Periodical Technical Inspections (PTI), presented the results of the fourteenth meeting of the group to the World Forum (Brussels, 28 May 2019). He recalled the IWG priorities and the timeline of activities, as well as the elements of coordination with other WP.29 activities, and emphasised those on in-service performance of vehicles including automated/autonomous vehicles.

105. The Co-Chair of IWG on PTI stated that the group had begun to discuss the structure of the general framework of in-service compliance assessment of vehicles and their components. The basic elements of the document could include in-service compliance assessment principles, a risk-analysis approach, and safety aspects. He indicated that the general view of the group was that vehicle self-diagnosis might play a role in continuous compliance, provided it is trustable and impartial, and that it would be necessary that UN Regulations consider the concept of continuous compliance.

106. He explained that further priorities of IWG on PTI included measures aimed at detecting tampering and malfunctions, e.g. in particle traps (PN measurement method) and that activities in this field were being developed in cooperation with GRPE. Among the IWG activities in innovative technologies, he stated that the Russian Federation had distributed a draft proposal for a new UN Rule devoted to uniform provisions for periodical technical inspections of accident emergency call systems (AECS), that would be discussed at its next meeting.

107. He reported that, as part of its activities to ensure consistency between the provisions of the 1968 Vienna Convention and the technical provisions for vehicles with the rules in the framework of the 1997 Agreement, IWG had recommended that in the 1968 Vienna Convention, the general framework of in-service compliance assessment of the vehicles and their components be updated.

108. The Co-Chair of IWG on PTI informed WP.29 about proceedings of the CITA International Conference (2–4 April 2019, Seoul) and its main outcome, the shift of the aim of the association, from periodical inspection to whole-life vehicle compliance. He concluded by stating that the next meeting of IWG on PTI would be held in September 2019 in the Netherlands.

109. The representative of the Netherlands, Chair of the GRPE, stated that in-service compliance was a topic of increasing priority in the GRPE agenda. He informed WP.29 that GRPE had invited the Co-Chair of IWG on PTI to the January 2020 session of the group to report on their activities. In addition, he stated that two documents prepared for IWG on PTI (by CITA), on potential improvements to UN Regulation No. 83, would be discussed at the upcoming GRPE session.

110. The representative of OICA questioned the use of the term "in-use compliance" in a context where the object of compliance is not defined.

111. The representative of CITA explained that continuous compliance is defined in the ToR of IWG on PTI, and that the terminology would be further expanded.

112. The representative of the Russian Federation, Co-Chair of IWG on PTI, thanked the representative of OICA for his comments and the organization's active participation and contribution to the work of IWG on PTI. He stated that further work would be developed to analyse the links and synergies between type approval and periodic technical inspections.

113. The representative of Sweden welcomed the work performed by IWG on PTI and also supported the development of PTI relevant provisions under the 1958 Agreement which are consistent with the provisions of the 1997 Agreement. He highlighted the current challenge of identifying what the vehicle should self-monitor to insure continuous roadworthiness. He highlighted the need to, within the work of GRs, explore the feasibility of introducing provisions, relevant for in-use requirements for vehicles, into the relevant UN Regulations.

A. Status of the Agreement (agenda item 7.1)

Documentation: ECE/TRANS/WP.29/1074/Rev.13

114. WP.29 noted the consolidated document (ECE/TRANS/WP.29/1074/Rev.13) on the status of the agreement, including the status of the UN Rules annexed to the agreement, the list of the contracting parties (CP) to the agreement and of their administrative departments.

115. The CPs were reminded that Rules Nos. 3 and 4 had entered into force on 10 June 2019. CPs were, in addition, asked to notify the secretariat of any relevant updates.

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

116. No elements were raised under this agenda item.

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

Documentation: ECE/TRANS/WP.29/2017/92/Rev.1

117. The secretariat informed WP.29 about the notification of the Office of Legal Affairs on the proposal for amendments to the 1997 Agreement that had been submitted by the Russian Federation, based on ECE/TRANS/WP.29/2017/92/Rev.1 containing the text previously agreed on by WP.29. The notification was received and dated 13 February 2019. The amendments were expected to enter into force nine months after the date of the notification, on 14 November 2019.

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

118. No elements were raised under this agenda item.

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

Documentation: Informal documents: WP.29-178-14

119. The Co-Chair of IWG on PTI, representative of the Russian Federation, introduced WP.29-178-14, a proposal for an amendment to resolution R.E.6, which introduced recommendations for technical roadside inspections. IWG proposes requirements for technical inspections and roadworthiness checks, which are an important instrument to achieving a high level of vehicle safety. He invited WP.29 Working Parties to include the document on their agendas and provide comments according to their areas of expertise, which would be included in the final version for submission to AC.4.

120. WP.29 considered and endorsed the proposal from the IWG on PTI, and requested the secretariat to transmit document WP.29-178-14 (with an official symbol) to WP.29 working Parties for consideration at their upcoming sessions.

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)

121. No elements were raised under this agenda item.

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

122. The Chief of Section for Road Safety Management and Transport of Dangerous Goods informed WP.29 about activities of mutual interest to WP.1 and WP.29. He provided information on the outcome of the seventy-eighth session of WP.1 held in March 2019. Concerning the progress in harmonizing lighting provisions in the 1968 Vienna Convention and the UN Regulations on lighting and light signalling annexed to the 1958 agreement, he stated that amendments to the 1968 Vienna Convention could not be agreed on and that consideration would be resumed at the next session of WP.1, on the basis of an official document.

123. He added that WP.1 had discussed automated driving topics: (i) the concept of activities other than driving, and (ii) situations where a driver operates a vehicle from outside of the vehicle. Both would be further considered on the basis of official documents at the next session of WP.1.

124. The Chief of Section summarized the outcome of the WP.1's discussion concerning highly and fully automated vehicles, where the group had noted the final adoption of the "Global Forum for Road Traffic Safety resolution on the deployment of highly and fully automated vehicles in road traffic" and had discussed possible follow-up actions for promoting this resolution.

125. He highlighted that WP.1 had also discussed a proposal to amend provisions on the driver's control of the vehicle of Article 8 of the 1968 Vienna Convention. Discussions on this matter would continue at the upcoming session of WP.1.

126. He concluded that WP.1 had acknowledged the success of the joint event of WP.29 and WP.1 "Automation in Transport: Safe deployment automated vehicles in traffic", held in February 2019.

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

127. No elements were raised under this agenda item.

D. Documents for publication (agenda item 8.4)

Documentation: Informal document: WP.29-178-15

128. The Secretary of WP.29 presented informal document WP.29-178-15, the List of Adopted Proposals at the March 2019 session of WP.29 and their expected entry into force, recalling that AC.1 had adopted at the time four new UN Regulations and 46 amendments and seven corrigenda to existing UN Regulations under the 1958 Agreement, that the corrigenda had already entered into force while the amendments would enter into force on 15 October 2019, and the new UN Regulations would enter into force on 15 November 2019.

E. Tributes

129. The Secretary of WP.29 informed the World Forum that Mr. R. Hubert, former Secretary of GRSG, had been promoted to the position of Chief of Section for Road Safety Management and Transport of Dangerous Goods of the ECE Sustainable Transport Division. The WP.29 Chair, Vice-Chair, representatives of several government and non-governmental organization delegations thanked Mr. Hubert for all his efforts as well as his outstanding personal commitment and contributions to the global recognition of the WP.29's activities throughout his nearly two decades long tenure at the World Forum secretariat and wished him all the best in his future professional and personal activities.

130. Mr. Hubert thanked WP.29 for the kind farewell words, stating that he looked forward to continued cooperation with all WP.29 participants and stakeholders within the scope of his new roles within WP.1 and WP.15 secretariats.

XI. Adoption of the report (agenda item 9)

131. The World Forum adopted the report on its 178th session and its annexes based on a draft prepared by the secretariat. The report included sections related to the seventy-second session of the Administrative Committee (AC.1) of the 1958 Agreement, to the fifty-sixth session of the Executive Committee (AC.3) of the 1998 Agreement. The session of the Administrative Committee (AC.4) of the 1997 Agreement was not held.

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

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

132. Of the 56 contracting parties to the 1958 Agreement, 40 were represented and established AC.1 for its seventy-second session on 26 June 2019.

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

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

134. The results of the voting on the documents submitted by the subsidiary Working Parties are listed in the following tables, according to the rules of procedure of articles 1 and 12 and the appendix of Revision 3 to the 1958 Agreement:

<i>Amendments to existing UN Regulations</i>							
<i>UN Regulation No.</i>	<i>Subject of the UN 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 UN Regulation</i>	<i>represented and voting</i>				
17	Strength of seats	49	36	2019/35	36/0/0	Suppl.1 to 09	*
24	Visible pollutants, measurement of power of Compression Ignition engine (Diesel Smoke)	47	35	2019/41	35/0/0	Suppl.5 to 03	*
30	Tyres for passenger cars and their trailers	50	37	2019/50	37/0/0	Suppl.21 to 02	*
44	Child Restraint Systems	45	34	2019/36	34/0/0	Suppl.16 to 04	*
64	Temporary use spare unit, run flat tyres	43	33	2019/52	33/0/0	Suppl.1 to 03	*
75	Tyres for motorcycles/mopeds	46	33	2019/53	33/0/0	Suppl.18 to 00	*
78	Motorcycle braking	47	35	2019/46	35/0/0	Suppl.1 to 04	*
79	Steering system	45	34	2019/73	34/0/0	Suppl.1 to 03	*
83	Emissions of M ₁ and N ₁ vehicles	46	34	2019/42	34/0/0	Suppl.13 to 06	*
83	Emissions of M ₁ and N ₁ vehicles	46	34	2019/43	34/0/0	Suppl.9 to 07	*
85	Measurement of net power and the 30 min. power	47	35	2019/44	35/0/0	Suppl.9	*
90	Replacement brake parts	45	33	2019/47	33/0/0	Suppl.5 to 02	*
115	LPG and CGN retrofit systems	51	36	2019/45	36/0/0	Suppl.8	*
117	Tyre rolling resistance, rolling noise and wet grip	52	37	2019/54	37/0/0	Suppl.10 to 02	*
129	Enhanced Child Restraint Systems	54	39	2019/37	39/0/0	Suppl.9 to 00	*
129	Enhanced Child Restraint Systems	54	39	2019/38	39/0/0	Suppl.6 to 01	*
129	Enhanced Child Restraint Systems	54	39	2019/39	39/0/0	Suppl.5 to 02	*
129	Enhanced Child Restraint Systems	54	39	2019/40	39/0/0	Suppl.2 to 03	*
138	Quiet road transport vehicles	55	40	2019/55	40/0/0	Suppl.1 to 01	*
139	Brake Assist Systems (BAS)	55	40	2019/48	40/0/0	Suppl.2	*
140	Electronic Stability Control (ESC) Systems	55	40	2019/49	40/0/0	Suppl.3	*

<i>Corrigenda to existing UN Regulations</i>							
<i>UN Regulation No.</i>	<i>Subject of the UN 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 UN Regulation</i>	<i>represented and voting</i>				
14	Safety-belt anchorages	49	36	2019/56	36/0/0	Corr.1 to Suppl.6 to 07	*
51	Noise of M and N category vehicles	47	35	2019/51	36/0/0	Corr. to Suppl.4 to 03	*
83	Emissions of M ₁ and N ₁ vehicles	46	34	2019/60	34/0/0	Corr.1 to Suppl.8 to 07	*
129	Enhanced Child Restraint Systems	54	39	2019/58	39/0/0	Corr.3	*
129	Enhanced Child Restraint Systems	54	39	2019/59	39/0/0	Corr.1 to 03	*
145	ISOFIX anchorage systems, ISOFIX top tether anchorages and i-Size seating positions	55	40	2019/57	40/0/0	Corr.1	*

<i>New UN Regulations</i>					
<i>UN Regulation No.</i>	<i>Subject of the UN Regulation</i>	<i>Contracting Parties represented and voting</i>	<i>Document: ECE/TRANS/WP.29/....</i>	<i>Voting result: for/against/abstentions</i>	<i>Remark</i>
[152]	Advanced Emergency Braking Systems (AEBS) for M ₁ and N ₁ vehicles	40	2019/61	40/0/0	*

* The representative of the European Union voted for the 28 European Union member States.

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

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

Documentation: Informal document: WP.29-178-07/Rev.1

135. The fifty-sixth session of the Executive Committee (AC.3) was held on 26 June 2019 and chaired by the representative of the United States of America. The representatives of 14 of the 38 contracting parties to the agreement attended: Australia, Canada, China, European

Union (representing Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, Netherlands, Romania, Slovakia, Slovenia, Spain, Sweden and United Kingdom), India, Japan, Kazakhstan, Nigeria, Norway, Republic of Korea, Russian Federation, San Marino, South Africa and United States of America.

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

Documentation: ECE/TRANS/WP.29/1073/Rev.25

Informal documents: WP.29-178-08 and WP.29-178-09

136. AC.3 noted the information, as of 18 June 2019, on the status of the Agreement of the Global Registry and of the Compendium of Candidates (ECE/TRANS/WP.29/1073/Rev.25), the status of the priorities of the 1998 Agreement (based on WP.29-178-08 as reproduced in Annex IV to this report) and items on which the exchange of views should continue. AC.3 noted that notifications and the mandatory reports on the transposition process through their Permanent Missions in Geneva to the secretariat, are publicly accessible at: <https://wiki.unece.org/display/TRAN/Home>. AC.3 recalled its agreement to always send the above-mentioned reports and notifications through their Permanent Missions in Geneva and directly to the secretariat (email: edoardo.gianotti@un.org) to ensure updating of the status document, which is the monitoring tool of the agreement. AC.3 reiterated its request to its representatives to provide the secretariat with the coordinates of their corresponding focal points to the agreement, appointed in their capitals to draft the reports and notifications to keep them informed in the exchange of information through the above-mentioned website.

137. The representative of the Russian Federation informed AC.3 on their notification of the status of implementation of UN GTRs in their national legislation (WP.29-178-09).

138. The representative of OICA thanked the Russian Federation for this very important and detailed information.

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

A. Proposal for a new UN GTR (agenda item 14.1)

139. No new proposals for were submitted under this agenda item.

B. Proposal for Amendment 5 to UN GTR No. 15 (Worldwide harmonized Light vehicles Test Procedures (WLTP)) (agenda item 14.2)

Documentation: ECE/TRANS/WP.29/2019/62

ECE/TRANS/WP.29/2019/63

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

Informal document: WP.29-178-07/Rev.1

140. Submitted for consideration and vote, the proposal for Amendment 5 to UN GTR No. 15 - Worldwide harmonized Light vehicles Test Procedures (WLTP)

(ECE/TRANS/WP.29/2019/62, ECE/TRANS/WP.29/2019/63 and ECE/TRANS/WP.29/AC.3/44) was adopted on 26 June 2019 by consensus vote of the following contracting parties present and voting: Australia, China, European Union (representing Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, Netherlands, Romania, Slovakia, Slovenia, Spain, Sweden and United Kingdom), India, Japan, Kazakhstan, Nigeria, Norway, Republic of Korea, Russian Federation, San Marino and South Africa.

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

C. Proposal for Amendment 2 to UN GTR No. 19 (Evaporative test emissions procedures for the Worldwide harmonized Light vehicles Test Procedures (EVAP WLTP)) (agenda item 14.3)

Documentation: ECE/TRANS/WP.29/2019/64
ECE/TRANS/WP.29/2019/65
ECE/TRANS/WP.29/AC.3/44
Informal documents: WP.29-178-07/Rev.1

142. Submitted for consideration and vote, the proposal for Amendment 2 to UN GTR No. 19 - Evaporative test emissions procedures for the Worldwide harmonized Light vehicles Test Procedures (EVAP WLTP) (ECE/TRANS/WP.29/2019/64, ECE/TRANS/WP.29/2019/65 and ECE/TRANS/WP.29/AC.3/44) was adopted on 26 June 2019 by consensus vote of the following contracting parties present and voting: Australia, , China, European Union (representing Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, Netherlands, Romania, Slovakia, Slovenia, Spain, Sweden and United Kingdom), India, Japan, Kazakhstan, Nigeria, Norway, Republic of Korea, the Russian Federation, San Marino and South Africa.

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

D. Proposal for corrigenda to UN GTR No. 15 and to Amendments 1, 2, 3 and 4 to UN GTR No. 15 (Worldwide harmonized Light vehicles Test Procedures (WLTP)) (agenda item 14.4)

Documentation: ECE/TRANS/WP.29/2019/66
ECE/TRANS/WP.29/2019/67
ECE/TRANS/WP.29/2019/68
ECE/TRANS/WP.29/2019/69
ECE/TRANS/WP.29/2019/70
Informal documents: WP.29-178-07/Rev.1

144. Submitted for consideration and vote, the proposals for corrigenda to UN GTR No. 15 and to Amendments 1, 2, 3 and 4 to UN GTR No. 15 - Worldwide harmonized Light vehicles Test Procedures (WLTP) (ECE/TRANS/WP.29/2019/66, ECE/TRANS/WP.29/2019/67, ECE/TRANS/WP.29/2019/68, ECE/TRANS/WP.29/2019/68 and ECE/TRANS/WP.29/2019/70) were adopted on 26 June 2019 by consensus vote of the following contracting parties present and voting: Australia, European Union (representing Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, Netherlands, Romania, Slovakia, Slovenia, Spain, Sweden and United Kingdom), India, Japan, Kazakhstan, Nigeria, Norway, Republic of Korea, Russian Federation and San Marino.

145. The representatives from Canada, China, South Africa and the United States of America abstained from voting.

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

146. No documents were submitted for consideration and vote under this agenda item.

147. The Chair of AC.3 reminded contracting parties that submissions of candidate technical regulations to the Compendium of Candidates for UN GTRs would expire every five years. Contracting parties were therefore invited to resubmit candidate technical regulations that were due to expire, if they were to be maintained in the Compendium of Candidates. The Chair encouraged contracting parties to submit national regulations that they had considered as good candidate technical regulations to the Compendium of Candidates for UN GTRs.

XVIII. Consideration of Amendments to Mutual Resolution (agenda item 16)

Documentation: ECE/TRANS/WP.29/2019/71
Informal documents: WP.29-178-07/Rev.1

148. Submitted for consideration and vote, the proposal for Amendment 1 to a Mutual Resolution No. 2 which contains Vehicle Propulsion Systems Definitions (ECE/TRANS/WP.29/2019/71) was adopted on 28 June 2019 by consensus vote of the following contracting parties present and voting: Australia, Canada, European Union (representing Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, Netherlands, Romania, Slovakia, Slovenia, Spain, Sweden and United Kingdom), India, Japan, Kazakhstan, Nigeria, Norway, Republic of Korea, Russian Federation, San Marino, South Africa and the United States of America.

149. The representative from China abstained from voting.

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

150. Contracting parties did not, at the time, request additional guidance under this agenda item, beyond the discussions that had taken place under agenda item 18.

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

Documentation: ECE/TRANS/WP.29/2019/2
ECE/TRANS/WP.29/2019/31/Rev.1
ECE/TRANS/WP.29/2018/164
Informal documents: WP.29-178-10/Rev.2, WP.29-178-19, WP.29-178-16/Rev.1, WP.29-178-17/Rev.2 and WP.29-178-18/Rev.1.

151. The Chair of AC.3 introduced the documents that were considered under this agenda item. AC.3 considered ECE/TRANS/WP.29/2019/31/Rev.1, aimed at providing an updated overview of the priorities of the Programme of Work of the development of UN GTRs or amendments to the existing ones taking into account the decisions on document ECE/TRANS/WP.29/2019/2 from the 177th WP.29 session (ECE/TRANS/WP.29/1145, para. 49). AC.3 referred to the discussions on WP.29-178-10/Rev.2, WP.29-178-19, WP.29-178-16/Rev.1, WP.29-178-17/Rev.2 and WP.29-178-18/Rev.1 under agenda item 2.3.

XXI. Progress on the development of new UN GTRs and of amendments to established UN GTRs (agenda item 19)

A. UN GTR No. 1 (Door locks and door retention components) (agenda item 19.1)

152. No new information was provided under this agenda item. AC.3 agreed to keep this item on its agenda, awaiting further information.

B. UN GTR No. 2 (Worldwide Motorcycle emission Test Cycle (WMTC)) (agenda item 19.2)

Documentation: ECE/TRANS/WP.29/AC.3/36/Rev.1
ECE/TRANS/WP.29/AC.3/36/

153. The representative of the European Union, as technical sponsor for these activities, informed WP.29 that GRPE had endorsed during its last session in May 2019, Amendment 4 to UN GTR No. 2 along with its technical report. IWG on Environmental and Propulsion Performance Requirements of L-category vehicles (EPPR), that is in charge of developing UN GTR No. 2, decided to initiate further work on Test Type 5 on durability under the existing mandate.

C. UN GTR No. 3 (Motorcycle braking) (agenda item 19.3)

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

154. The representative of Italy reported on the progress in harmonizing the provisions of UN GTR No. 3 and UN Regulation No. 78 according to the mandate (ECE/TRANS/WP.29/AC.3/47). He reported on the discussions which had taken place after the last GRVA with the interested parties. He announced that a new document had been submitted for review by GRVA at its September 2019 session.

D. UN GTR No. 4 (Worldwide Heavy-Duty vehicle emission test Cycle (WHDC)) (agenda item 19.4)

155. The representative of the United States of America noted that in 2018 the United States Environment Protection Agency (EPA) had announced the Cleaner Trucks Initiative (CTI), a future rulemaking to update standards for nitrogen oxide (NO_x) emissions from highway heavy-duty trucks and engines. He emphasized that EPA expected heavy-duty trucks would be responsible for one-third of NO_x emissions from transportation in 2025. Updating these standards would result in NO_x reductions from mobile sources and could be one important way to facilitate that areas across the United States of America meet air quality

standards for ozone and particulate matter. Updating the standards would also offer opportunities to reduce the regulatory burden through smarter programme design. The work has been done in close coordination with the industry as well as Federal States and with the interest of other countries. He concluded by ensuring that the United States of America would provide AC.3 with periodic updates on this rulemaking, as it would be developed.

**E. UN GTR No. 5 (On-Board Diagnostic Systems (OBD))
(agenda item 19.5)**

156. No new information was provided under this agenda item. AC.3 agreed to keep this item on its agenda, awaiting further information.

F. UN GTR No. 6 (Safety glazing) (agenda item 19.6)

Documentation: ECE/TRANS/WP.29/AC.3/41
ECE/TRANS/WP.29/2019/52
Informal documents: WP.29-178-12

157. 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. She informed the session that during April 2019, the eleventh Panoramic Sunroof Glazing IWG meeting had been held and followed by three web conferences on recommendations for the Ceramic Printed Area (CPA) with a view to minimizing CPA as much as possible. She added that the group had expected to hold another web conference to discuss the recommendations in greater detail, to come up with a draft recommendation document before the twelfth meeting and finally submit it to the October 2019 session of GRSG.

158. Moreover, the representative of the Republic Korea informed GRSG that Korean experts proposed to amend UN GTR No. 6 on safety glazing to exempt, in Zone I, the possible opaque obscuration in the test area on the windscreen of Category 1-2 and 2 vehicles which is used for installing devices such as rain-drop sensor, inside mirror or autonomous vehicle sensors, etc. She concluded that GRSG agreed to consider at the next GRSG session this proposal to amend UN GTR No.6. She explained that WP.29-178-12 consists of four sections: objective, background, subject of amendment, and timeline.

159. AC.3 requested the secretariat to distribute WP.29-178-12 with an official symbol at its November 2019 session.

G. UN GTR No. 7 (Head restraints) (agenda item 19.7)

Documentation: ECE/TRANS/WP.29/2014/86
ECE/TRANS/WP.29/2012/34
ECE/TRANS/WP.29/2011/86
ECE/TRANS/WP.29/2010/136
ECE/TRANS/WP.29/AC.3/25 and Rev.1

160. The representative of Japan, as technical sponsor, reported on the progress of work of the IWG on Phase 2 of UN GTR No.7 on head restraints. He explained that at the May 2019 session of GRSP, IWG had proposed an advanced proposal that removed several square brackets and therefore solved the main issues. He added that the draft amendment would introduce injury criteria focusing on Neck Injury Criteria (NIC), namely upper and lower neck flexion and extension and the procedure for establishing the height of the head restraint based on head contact. He concluded that the proposal would be further discussed at the

December 2019 session of GRSP and complemented by the final status report. He proposed an extension of the mandate of the IWG for one year.

161. AC.3 endorsed the extension until June 2020.

162. The representative from the United Kingdom, explained that a proposal to amend the Mutual Resolution No. 1 (M.R.1) would incorporate drawings and specifications of the Biofidelic Rear Impact Dummy. However, he indicated that the major challenge was the legal issue of copyright infringement concerning the above-mentioned specifications and consequent limitation of their public usage. He concluded by announcing that work would continue in close cooperation with the secretariat and with the dummy manufacturer to devise a disclaimer text, that would be removed from the drawings once the amendment was adopted by WP.29 and AC.3.

H. UN GTR No. 8 (Electronic stability control systems (ESC)) (agenda item 19.8)

163. No new information was provided under this agenda item. AC.3 agreed to keep this item on its agenda, awaiting further information.

I. UN GTR No. 9 (Pedestrian safety) (agenda item 19.9)

Documentation: ECE/TRANS/WP.29/AC.3/31
ECE/TRANS/WP.29/GRSP/2012/2
ECE/TRANS/WP.29/GRSP/2014/5
ECE/TRANS/WP.29/AC.3/45 and Rev.1
ECE/TRANS/WP.29/2018/162

164. AC.3 noted that, at the May 2019 session of GRSP concerning draft amendment 3 to the UN GTR, experts concluded that different scenarios of head and leg impact were possible due to, for example, different heights of the vehicle because of adjustable suspension systems.

165. The representative of the Republic of Korea reported on the progress that the IWG on Deployable Pedestrian Protection Systems (IWG-DPPS) had achieved in provisions covering active deployable systems in the bonnet area (Amendment 4 to the UN GTR). She informed the delegates that IWG held the fourth meeting in March 2019 and had reached an agreement on several agenda items, however there were still some issues that required agreement. She clarified that one of the three major issues was a verification impactor, used to assess whether the system of a vehicle could detect pedestrians who were within the range of distance that should be detectable. The second issue was how to calculate the Head Impact Time which refers to the interval between the time the pedestrian is hit by a vehicle and the time their head hits the vehicle's bonnet. The last one was related to how to define a head impact area. She reported that only three contracting parties were regularly present during IWG meetings. Therefore, she explained that the group planned to hold a web conference before the next meeting, scheduled in September 2019, in the United Kingdom.

J. UN GTR No. 10 (Off-cycle emissions (OCE)) (agenda item 19.10)

166. No new information was provided under this agenda item. AC.3 agreed to keep this item on its agenda, awaiting further information.

K. UN GTR No. 11 (Agricultural and forestry tractors and non-road mobile machinery emission test procedures) (agenda item 19.11)

167. No new information was provided under this agenda item. AC.3 agreed to keep this item on its agenda, awaiting further information.

L. UN GTR No. 12 (Motorcycle Controls, Tell-tales and Indicators) (agenda item 19.12)

168. No new information was provided under this agenda item. AC.3 agreed to keep this item on its agenda, awaiting further information.

M. UN GTR No. 13 (Hydrogen and Fuel Cell Vehicles (HFCV) – Phase 2) (agenda item 19.13)

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

169. The representative from the United States of America on behalf of the sponsors (Japan, the Republic of Korea and the European Union) of the IWG on UN GTR No. 13 – Phase 2, reported to AC.3 on the last IWG meeting (17–20 June 2019) in Tianjin, China. She stated that under Phase 2 of the UN GTR, the task forces and subgroups of IWG are working on issues such as the expansion of the scope of the UN GTR to cover heavy-duty vehicles and buses, material compatibility, tank stress rupture, fire test parameters and further clarification of existing GTR test procedures. Overall, she added that IWG was on track, however, some items had proven to be more complex and challenging and additional work may be necessary. She added, that task force work would continue on heavy duty vehicles and buses, fuelling receptacle requirements, fire tests and test procedure recommendations. In addition, subgroups were looking at issues such as initial burst pressure, material compatibility and humid gas stress corrosion cracking. She informed AC.3 that the seventh meeting of IWG was scheduled for November 2019, and would be held in Germany. She informed AC.3 that the meeting materials were available on the dedicated part of the website for the IWG on hydrogen fuel cell vehicle GTR Phase 2.

N. UN GTR No. 14 (Pole Side Impact (PSI)) (agenda item 19.14)

170. No new information was provided under this agenda item. AC.3 agreed to keep this item on its agenda, awaiting further information.

O. UN GTR No. 15 (Worldwide harmonized Light vehicle Test Procedures (WLTP) – Phase 2) (agenda item 19.15)

Documentation: ECE/TRANS/WP.29/AC.3/39
ECE/TRANS/WP.29/AC.3/44

171. The representative from the European Union described the ongoing priority of the IWG on WLTP to transpose UN GTR No. 15 into a UN Regulation. Additional activities of the IWG on WLTP with respect to future developments of UN GTR No. 15 would be further discussed until June 2020 when the existing timeframe of the IWG on WLTP was expected to come to an end.

P. UN GTR No. 16 (Tyres) (agenda item 19.16)

Documentation: ECE/TRANS/WP.29/AC.3/48 and Rev.1
ECE/TRANS/WP.29/2019/32

172. The representative of the Russian Federation, on behalf of the Chair of IWG on Tyre GTR, briefed AC.3 about the IWG activities on Amendment 2 to UN GTR No. 16 (Tyres) and reported on the results of the recent meeting held in Munich on 8 and 9 May 2019, as well on a web conference held on 11 June 2019. He thanked the experts from Canada, China, Japan, Netherlands, United States of America and the tyre industry for participating. He informed AC.3 that the IWG on Tyre GTR had agreed on the wording of Amendment No. 2 to UN GTR No. 16, including editorial corrections, its technical rationale and technical report. He pointed out that the complete package, which had been adapted both to the type approval and self-certification systems, would be submitted to the September 2019 session of GRBP. On 9 September 2019, prior to the GRBP session, the IWG on Tyre GTR scheduled a new meeting to prepare a presentation and oral report to GRBP.

173. The representatives of ETRTO commended the Chair of the IWG on Tyre GTR, Mr A. Bocharov, for efficiently steering the IWG work.

Q. UN GTR No. 17 (Crankcase and evaporative emissions for two- or three-wheeled motor vehicles) (agenda item 19.17)

174. No new information was provided under this agenda item. AC.3 agreed to keep this item on its agenda, awaiting further information.

R. UN GTR No. 18 (On-board diagnostics for two- or three-wheeled motor vehicles) (agenda item 19.18)

Documentation: ECE/TRANS/WP.29/AC.3/36 and Rev.1

175. The representative of the European Union informed AC.3 about the ongoing development of On-board diagnostics (OBD) 2 provisions for two- and three-wheeled motor vehicles that were developed by the IWG on EPPR. The draft phase 1 of OBD2 amendment to UN GTR No. 18 had been presented to the GRPE session in May 2019 (GRPE-79-23), taking the needs and considerations of all CPs into account. An official document was expected to be submitted for consideration by GRPE during the first half of 2020.

S. UN GTR No. 19 (EVAPorative emissions test procedure for the Worldwide harmonized Light vehicle Test Procedure (WLTP EVAP)) (agenda item 19.19)

Documentation: ECE/TRANS/WP.29/AC.3/39
ECE/TRANS/WP.29/AC.3/44

176. The representative from the European Union described the ongoing priority of the IWG on WLTP to transpose UN GTR No. 19 into a UN Regulation. There were no plans to further update UN GTR No. 19 as Amendment 2 to UN GTR No. 19 had just been adopted by AC.3 during this session.

T. UN GTR No. 20 on Electric Vehicles Safety (EVS) (agenda item 19.20)

Documentation: ECE/TRANS/WP.29/AC.3/50 and Corr.1

177. The representative of the United States of America, on behalf of the Chair of IWG on Electric Vehicle Safety (EVS), UN GTR No. 20, Phase 2 and of GRSP, informed AC.3 about the work progress of the group. She said that the IWG had met in Tokyo from 11 to 13 June 2019. She explained that an official report of the meeting was being drafted and, once reviewed by GRSP, would be presented to AC.3 in a future meeting. Moreover, she said that much of the meeting focused on developing repeatable and reproducible methods for inducing thermal runaway and refocusing future research on this topic at the European Commission's Joint Research Centre and at Transport Canada. She clarified that the IWG also covered issues on battery vibration and water immersion safety. Finally, she announced that the next meeting was tentatively scheduled to take place in Berlin in the first week of December 2019.

U. Draft UN GTR on Quiet Road Transport Vehicles (QRTV) (agenda item 19.21)

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

178. The representative of the United States of America, Chair of the IWG on Quiet Road Transport Vehicle GTR (QRTV GTR), reported that no new meetings of the IWG were planned, pending consideration of several petitions to the Federal Motor Vehicle Safety Standard (FMVSS) on Minimum Sound Requirements for Hybrid and Electric Vehicles. He added that IWG QRTV GTR would then resume its activities within its mandate, which would expire in December 2020.

V. Draft UN GTR on Global Real Driving Emissions (GRDE) (agenda item 19.22)

Documentation: ECE/TRANS/WP.29/AC.3/51
ECE/TRANS/WP.29/2019/72

179. The representative of the European Union explained the ongoing activities to develop a new UN GTR on Global Real Driving Emissions (GRDE), involving all interested CPs to the 1998 Agreement. He informed the session that contracting parties to the 1958 Agreement had agreed to develop in parallel a new UN Regulation on GRDE to ensure consistency and compatibility between the two texts.

180. AC.3 adopted ECE/TRANS/WP.29/2019/72 revising ECE/TRANS/WP.29/AC.3/51 to provide an updated timeline for developing the new UN GTR on GRDE, reflecting the latest agreed positions from all stakeholders involved in the development of the UN GTR.

W. Draft UN GTR on determination of electrified vehicle power (Electric vehicles and the environment) (agenda item 19.23)

Documentation: ECE/TRANS/WP.29/AC.3/46
ECE/TRANS/WP.29/2014/81
ECE/TRANS/WP.29/AC.3/40
ECE/TRANS/WP.29/AC.3/32
ECE/TRANS/WP.29/AC.3/53
ECE/TRANS/WP.29/2019/33

181. The representative from Canada, on behalf of the leaders of IWG on Electric Vehicle and the Environment (EVE) provided an update on recent activities. Two meetings of the IWG on EVE had been held since the last WP.29 session. The first was a 3-day meeting in Stockholm in April of 2019, including a full-day drafting session for the subgroup on system power determination. He thanked the Swedish government for hosting the meeting. The second was a half-day meeting in May 2019 in Geneva, along with a separate half-day drafting session for the subgroup on system power determination.

182. He reported that the IWG on EVE had performed a first round of validation testing throughout 2018 for the development of a UN GTR on Determination of Electrified Vehicle Power (DEVP). Some discrepancies between the results from two test methods were identified. IWG on EVE believed it had identified solutions to address issues with the first draft test procedure, and a second phase of validation testing was currently underway and expected to be completed in the fall of 2019. In May 2019, the GRPE endorsed a plan to complete a final UN GTR proposal for approval by AC.3 in November 2020, which was a one-year delay from the original target timelines of EVE. An updated working document outlining these revised timelines for completion of the UN GTR was to be submitted to AC.3 in November 2019 to revise ECE/TRANS/WP.29/AC.3/53.

183. He informed the session that efforts to model Electric Vehicle (EV) battery durability were led by the European Union and validated using long-term EV testing results from Canada. At GRPE in May 2019, IWG on EVE noted that a UN GTR on in-vehicle battery durability for EVs could be developed that would incorporate the concepts of battery life modelling, deterioration factors and in-service conformity checks. He highlighted IWG on EVE would further refine its views on a possible UN GTR over the coming months and present a proposal to GRPE for in-vehicle battery durability for EVs in January 2020.

184. He mentioned that interactions with other bodies within the ECE framework on the development of a method of stating energy consumption were led by the Secretary of GRPE. Interest had emerged from the Group of Experts on Energy Efficiency (GEEE) of the Sustainable Energy Division of ECE to assume leadership of this work, and IWG on EVE would continue to follow updates on this group and provide assistance and/or support if necessary.

185. He announced that the next meetings of EVE IWG would be a three-day working group and drafting group meeting in Brussels in October 2019, and a half-day session in conjunction with GRPE in January 2020.

XXII. 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))²**
- 2. Pole side impact (agenda item 20.1 (b))**

186. The Secretary of GRSP updated AC.3 on the group's discussions related to side impact dummies. He reminded AC.3 that the chairmanship of the IWG on Harmonization of Side Impact Dummies was vacant, that the representative of United States of America National Highway Traffic Safety Administration (NHTSA) – the previous Chair – had withdrawn due to resource issues in his country. He further underlined that Technical

² Both agenda items 20.1 (a) and 20.1 (b) are addressed in paras. 186 to 190.

Services lacked the technical specifications and drawings of side impact dummies, which led to inconsistencies in the test results. Further difficulties, he stressed, had stemmed from legal uncertainties since the standards used for dummies in UN GTR No. 13 and UN Regulation 135 are linked to ISO standards that are copyright protected.

187. The representative from OICA thanked the Secretary of GRSP for his summary of the challenges of the test tools (dummies) in UN GTR No. 13 and UN Regulation 135: the technical characteristics of the test tools are not official. He reiterated that the situation caused legal uncertainty for stakeholders and stressed that a solution was needed.

188. The representative from Germany underlined the concerns expressed by the previous speakers and stressed that these challenges apply to all the types of dummies indicated as test tools under UN GTRs and UN Regulations. As intellectual property rights are held by dummy manufacturers, they have not been introduced into M.R.1. He emphasized that this was a challenge for WP.29, but that good experience was made during the work of the GTR No. 9 on Phase 2 with the FlexPLI where the dummy manufacturer provided the set of drawings for the test tool and agreed to have the disclaimer on intellectual property rights removed from the drawings, which was done after the positive vote on the Phase 2 amendment in AC.3.

189. The representative of the United Kingdom urged WP.29 to level cooperation and discussions with test tool manufacturers for securing the release of intellectual property rights, and to allow for the inclusion of test tools in M.R.1 without copyright infringements.

190. The Chair of AC.3 stressed that, in order to achieve legal certainty, it would be necessary to include the test tools and their specifications in a common standardized depository, within M.R.1, for the benefit of both the type approval and self-certification systems. He recommended that GRSP and other concerned subsidiary bodies of WP.29 consider pathways to proceed with this subject at its next sessions, urging contracting parties to, update GRSP on their available resources to address this matter. Among the possible pathways, he recalled that, e.g. IWGs on UN GTR No. 9 and on Phase 2 of UN GTR No. 7 had delivered or would deliver amendments to the M.R.1 including the specifications of their pertaining dummies without the support of a dedicated IWG on tool specifications. Nevertheless, he reiterated his encouragements to contracting parties, especially Canada, to report at the December 2019 session of GRSP on the availability of resources to steer a dedicated IWG on test tools and dummies. He also recommended that a regular discussion on the progress in the IWGs that address different test tools and their inclusion in M.R.1, at future AC.3 sessions.

B. Specifications for the 3-D H-point machine (agenda item 20.2)

191. The representative of Spain stated that activities under IWG on the 3-D H-point machine would continue.

C. Event Data Recorder (EDR) (agenda item 20.3)

192. The Chair of GRSG informed AC.3 that a new IWG that would report to both GRSG and GRVA would address EDR/DSSAD matters. The first meeting of this IWG would be held on 8 and 9 July 2019. WP.29 adopted the ToR of this IWG during its 178th session (see para. 31 above). GRSG had expected to be informed about the first session(s) of IWG on EDR/DSSAD at its October 2019 session. IWG would come up with a schedule and priorities vis-à-vis work addressing EDR and DSSAD at its first session.

XXIII. Other business (agenda item 21)**A. Tributes**

193. Learning that Mr. E. Crupi (Canada) and Mr. S. Hoy (Australia) were retiring and would no longer attend the sessions of WP.29/AC.3, the World Forum thanked them for their cooperation and highly valuable contributions during their years of participation in WP.29 and wished them long and happy retirements.

D. Administrative Committee of the 1997 Agreement (AC.4)**XXIV. Establishment of the Committee AC.4 and election of officers for the year 2019 (agenda item 22)**

194. AC.4 did not hold its session pursuant to the recommendation of WP.29 (para. 12).

XXV. Amendments to UN Rules annexed to the 1997 Agreement (agenda item 23)

195. No elements were raised under this agenda item.

XXVI. Establishment of new Rules annexed to the 1997 Agreement (agenda ITEM 24)

196. No elements were raised under this agenda item.

XXVII. Other business (agenda item 25)

197. No elements were raised under this agenda item.

Annex I

[English only]

**List of informal documents (WP.29-178-...) distributed
without a symbol during the 178th session**

<i>No. WP.29- 178-</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 for meetings in 2020	a
3	Secretariat	1.	E	Consolidated annotated agenda	a
4	IWG on IWVTA	4.3. 4.4.	E	Report to the 178th WP.29 session from the 30th IWVTA IWG meeting	a
5	IWG on IWVTA	4.3.	E	Proposal for 02 series of amendments to UN Regulation No. 0 on IWVTA	b
6	IWG on IWVTA	4.4.	E	Proposal for amendments to ECE/TRANS/WP.29/2017/131/Add.2	b
7/ Rev.1	Secretariat	12 14.2 14.3 14.4	E	Establishment of the Executive Committee (AC.3) of the 1998 Agreement Fifty-fifth session	a
8	Secretariat	5.1 & 13	E	Situation on priorities and proposals to develop UN GTRs as of 18 June 2019	a
9	Russian Federation	13	E, R	The Status Report on Implementation of UN Global Technical Regulations in the Russian Federation	a
10/ Rev.2	China, European Union and Japan	2.3 and 18	E	Proposal for amendments to ECE/TRANS/WP.29/2019/34 - Framework document on automated/autonomous vehicles	b
11	France	2.3	E	Presentation of the TRANSPOLIS	a
12	Korea	19.6.	E	Request for authorization to develop an amendment to global technical regulation No. 6 (Safety Glazing)	b
13	IWG on PTI	7	E	Report to WP.29 about results of the 14th meeting of the Informal Working Group on Periodical Technical Inspections	a

<i>No. WP.29-178-</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
14	IWG on PTI	7.5.	E	Proposal for an amendment to Resolution R.E.6 on the administrative and technical provisions required for carrying out the technical inspections according to the technical prescriptions specified in Rules annexed to the 1997 Agreement	b
15	Secretariat	8.4.	E	1958 Agreement - Adopted Proposals 46 Amendments, 7 Corrigenda and 4 new UN Regulations & situation of their entry into force	a
16/ Rev.1	Secretariat	2.3	E	Proposal for an Informal Working Group on Functional Requirements for Automated and Autonomous Vehicles (FRAV)	a
17/ Rev.2	Secretariat	2.3	E	Proposal for an Informal Working Group on Validation Methods for Automated Driving (VMAD)	a
18/ Rev.1	Secretariat	2.3	E	Proposal for an Informal Working Group on Event Data Recorder and Data Storage System for Automated Driving (EDR/DSSAD)	a
19	Republic of Korea	2.3.	E	(Republic of Korea) Proposal for amendments to ECE/TRANS/WP.29/2019/34	a
20	OICA	2.3	E	Intelligent Transport Systems and coordination of automated vehicles related activities	a
21	IWG on DETA	4.3	E	Proposal for amendments to UN Regulation No. 0 on IWVTA	b
22	IWG on DETA	4.5.	E	Report to WP.29 from 35th IWG on DETA meeting	a
23	IWG on DETA	4.5.	E	Draft report of the 35th session of the IWG on DETA	a
24	IWG on DETA	4.5.	E	Guidelines for application of the Unique Identifier (UI)	b
25	IWG on DETA	4.5.	E	DoC Draft Proposal (technical spec parts) shown at 35th IWG (20.06.2019 – Paris)	b
26/ Rev.1	IWG on DETA	4.5.	E	Draft Proposal OICA and Price Estimation TypMaster DD Enhancements-2019	a
27	China	2.3.	E	EDR introduction	a
28	CO-Chairs of the IWG on ITS	2.3.	E	Proposal of revised ToR for the IWG on ITS	b

<i>No. WP.29- 178-</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
29	United Kingdom	2.3.	E	Presentation of Multi User Scenario Catalogue for Connected and autonomous vehicles (MUSICC)	a
30	CLEPA and OICA	2.3.	E	Proposal for amendments to the draft terms of reference of an Informal Working Group on Validation Methods for Automated Driving (VMAD)	a
31	CLEPA and OICA	2.3.	E	How to secure delivery of ALKS new UN regulation	a
32	Germany	3.5.1	E	WP.29/GRE Task Force Automated/Autonomous Vehicle Signalling Requirements	a

Notes:

- (a) Consideration completed or to be superseded.
- (b) Issue as official document for the next session.

Annex II

[English only]

**World Forum for Harmonization of Vehicle Regulations (WP.29):
Working Parties, Informal Working Groups and Chairs
on 15 June 2019**

	<i>Working Parties and informal working groups</i>	<i>Chair/Co-Chairs Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
WP.29	World Forum	Mr. B. Kisulenko Mr. A. Erario	Russian Federation Italy	2020
	Intelligent Transport Systems (ITS)	Mr. H. Inomata Mr. I. Yarnold	Japan UK	March 2020
	Electronic Database for the Exchange of Type Approval documentation (DETA)	Mr. S. Paeslack	Germany	June 2021
	International Whole Vehicle Type Approval (IWVTA)	Mr. T. Onoda Ms. M. Teles Romao	Japan EC	November 2019
	Enforcement Working Group	Mr. E. Wondimneh	USA	2020
	Periodic Technical Inspections (PTI)	Mr. H. P. Weem Mr. V. Komarov	Netherlands Russian Federation	June 2020
GRBP	Noise and Tyres	Mr. S. Ficheux Mr. A. Bocharov	France Russian Federation	2020
	Quiet Road Transport Vehicles (QRTV UN GTR)	Mr. E. Wondimneh Mr. I. Sakamoto	USA Japan	December 2020
	Additional Sound Emission Provisions (ASEP)	Mr. B. Schuttler Mr. D. Xie Mr. K. Okamoto	Germany China Japan	September 2020
	UN GTR No. 16 (Tyres), Phase II	Mr. A. Bocharov	Russian Federation	November 2020
	Wet grip performance for tyres in worn state (WGWT)	Mrs. E. Collot Mr. A. Vosinis	France EC	September 2020
GRE	Lighting and Light-Signalling	Mr. M. Loccufier Mr. D. Rovers	Belgium Netherlands	2020
	Simplification of the Lighting and Light Signalling Regulations (SLR)	Mr. M. Loccufier M. A. Lazarevic	Belgium EC	December 2022
GRPE	Pollution and Energy	Mr. A. Rijnders	Netherlands	2020
	Environmental and Propulsion Performance Requirements of L-category vehicles (EPPR)	Mr. A. Perujo	EC	December 2020

	<i>Working Parties and informal working groups</i>	<i>Chair/Co-Chairs Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
	Electric Vehicle and Environment (EVE)	Mr. M. Olechiw Mrs. C. Chen Mr. T. Niikuni	USA China Japan	June 2021
	Particle Measurement Programme (PMP)	Mr. G. Martini	EC	June 2021
	Vehicle Interior Air Quality (VIAQ)	Mr. A. Kozlov Mr. J. Lim	Russian Federation Republic of Korea	November 2020
	Worldwide harmonized Light vehicles Test Procedures (WLTP Phase 2)	Mr. R. Cuelenaere Mr. D. Kawano	Netherlands Japan	June 2020
	Global Real Driving Emissions (RDE)	Ms. P. Dilara Mr. Y. Kono Mr. J. Park	EC Japan Republic of Korea	November 2021
GRVA	Automated/Autonomous and Connected Vehicles	Mr. B. Frost Ms. C. Chen Mr. T. Onoda	UK China Japan	2020
	Functional Requirements for Automated and Autonomous Vehicles (FRAV) Incorporating ACSF below	[E. Wondimneh ³] [Tbd. ¹] [Mr. R. Damm ¹]	[USA] [China] [Germany]	March 2020
	Validation Method for Automated Driving (VMAD)	[Mr. T. Onoda ¹ Mr. P. Striekwo ¹] [Tbd.]	[Japan Netherlands] [Canada ⁴]	December 2021
	Cyber Security and Over-The-Air software updates (CS/OTA)	Mr. T. Niikuni ¹ Dr. D. Handley ¹	Japan UK	November 2019
	Event Data Recorder / Data Storage System for Automated Driving (EDR/DSSAD)	[T. Guiting ¹ T. Niikuni ¹]	[Netherlands Japan]	November 2020
	Automatically Commended Steering Functions (ACSF) Incorporated in FRAV above	[Mr. C. Theis ¹ Mr. H. Morimoto ¹]	Germany Japan	March 2020
	Advanced Emergency Braking Systems (AEBS)	Mr. A. Lagrange ¹ Mr. T. Hirose ¹	EC Japan	March 2020
	Modular Vehicle Combinations (MVC)	Mr. A. Gunneriusson	Sweden	March 2020
GRSP	Passive Safety	N.N. N.N.	USA Republic of Korea	2020
	Harmonization of side impact dummies			Tbd
	UN GTR No. 7 on Head Restraints - Development of Phase 2	Mr. B. Frost	UK	June 2019

³ IWG Co-Chairs⁴ Subject to political confirmation

	<i>Working Parties and informal working groups</i>	<i>Chair/Co-Chairs Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
	UN GTR No. 9 on Pedestrian Safety – Development of Phase 2	Mr. R. Damm	Germany	December 2018
	UN GTR No. 9 on Pedestrian Safety Deployable – Pedestrian Protection Systems (DPPS)	Mr. J. S. Park	Republic of Korea	June 2020
	Electric Vehicle Safety (EVS) – Phase 2	N.N. M. A. Lazarevic	USA, China and EC Vice-Chairs	December 2021
	Specification of the 3D-H machine	Mr. L. Martinez	Spain	Tbd
	Hydrogen and Fuel Cell Vehicles (HFCV) – Phase 2	N. N. ¹ Mr. M. Takahashi ¹	USA Japan	December 2020
	Protective helmets	Mr. L. Rocco	Italy	December 2019
GRSG	General Safety	Mr. A. Erario Mr. K. Hendershot	Italy Canada	2020
	Panoramic Sunroof Glazing (PSG)	Mr. S. Eom Mr. T. Fuhrmann	Republic of Korea Germany	April 2020
	Awareness of Vulnerable Road Users proximity (VRU-Proxi)	Mr. Y. Matsui Mr. P. Broertjes	Japan EC	April 2021
	Behaviour of M ₂ and M ₃ category vehicles' general construction in case of fire events (BMFE)	Mr. F. Herveleu	France	October 2020

World Forum for Harmonization of Vehicle Regulations: Administrative/Executive Committees and Chairs

	<i>Committees</i>	<i>Chair Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
AC.1	Administrative Committee of the 1958 Agreement	Mr. B. Kisulenko Mr. A. Erario	Russian Federation Italy	N.a.
AC.2	Administrative Committee for the coordination of work	Mr. B. Kisulenko	Russian Federation	2020
AC.3	Executive Committee of the 1998 Agreement	Mr. E. Wondimneh Mr. I. Yarnold Mr. H. Inomata	USA UK Japan	N.a.
AC.4	Administrative Committee of the 1997 Agreement	Mr. B. Kisulenko	Russian Federation	N.a.

Annex III

[English only]

Draft Calendar of sessions for 2020

Month	Meeting (title and session No.)	Dates proposed	Schedule	Half-days	Interpretation	Delegates
JANUARY	Working Party on Pollution and Energy (GRPE) (80 th session)	14-17	p.m./a.m.	6	Yes	150
JANUARY	Working Party on Noise and Tyres (GRBP) (71 st session)	28-31	p.m./a.m.	6	Yes	120
FEBRUARY	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (5 th session)	10-14	p.m./a.m.	8	Yes	150
MARCH	Administrative Committee for the Coordination of Work (WP.29/AC.2) (132 nd session)	9	a.m./p.m.	2	No	35
MARCH	World Forum for Harmonization of Vehicle Regulations (WP.29) (180 th); Admin. Committee of the 1958 Agreement (AC.1: 74 th session); Executive Committee of the 1998 Agreement (AC.3: 58 th session); Admin. Committee of the 1997 Agreement (AC.4: 15 th session)	10-13 (11 11-12)	a.m./a.m. (p.m. p.m./a.m.)	6	Yes	160
MARCH/APRIL	Working Party on General Safety Provisions (GRSG) (118 th session)	30-3	p.m./a.m.	8	Yes	120
APRIL	Working Party on Lighting and Light-Signalling (GRE) (83 rd session)	21-24	a.m./p.m.	8	Yes	120
MAY	Working Party on Passive Safety (GRSP) (67 th session)	11-15	p.m./a.m.	8	Yes	120
JUNE	Working Party on Pollution and Energy (GRPE) (81 st session)	9-12	p.m./a.m.	6	Yes	150
JUNE	Administrative Committee for the Coordination of Work (WP.29/AC.2) (133 rd session)	22	a.m./p.m.	2	No	35
JUNE	World Forum for Harmonization of Vehicle Regulations (WP.29) (181 st session); Admin. Committee of the 1958 Agreement (AC.1: 75 th session); Executive Committee of the 1998 Agreement (AC.3: 59 th session); Admin. Committee of the 1997 Agreement (AC.4: 16 th session)	23-26 (24 24-25 25)	a.m./a.m. (p.m. p.m./a.m. p.m.)	7	Yes	160
SEPTEMBER	Working Party on Noise and Tyres (GRBP) (72 nd session)	7-9	p.m./p.m.	5	Yes	120
SEPTEMBER	Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (6 th session)	21-25	p.m./a.m.	8	Yes	150
OCTOBER	Working Party on General Safety Provisions (GRSG) (119 th session)	6-9	a.m./a.m.	7	Yes	120
OCTOBER	Working Party on Lighting and Light-Signalling (GRE) (84 th session)	20-23	a.m./a.m.	7	Yes	120
NOVEMBER	Administrative Committee for the Coordination of Work (WP.29/AC.2) (134 th session)	9	a.m./p.m.	2	No	35
NOVEMBER	World Forum for Harmonization of Vehicle Regulations (WP.29) (182 nd session); Admin. Committee of the 1958 Agreement (AC.1: 76 th session); Executive Committee of the 1998 Agreement (AC.3: 60 th session); Admin. Committee of the 1997 Agreement (AC.4: 17 th session)	10-13 (11 11-12 12)	a.m./a.m. a.m. p.m./a.m. p.m./a.m.	7	Yes	160
DECEMBER	Working Party on Passive Safety (GRSP) (68 th session)	7-11	p.m./a.m.	8	Yes	120
		TOTAL: 111 half days = 55.5 days				

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

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

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

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

The sessions of WP.29/AC.2 and of the World Forum (WP.29) begin at 10.00 a.m. (the first day only) and at 10.30 am on last day (Friday). During the WP.29 sessions, the Administrative Committee of the 1958 Agreement (AC.1) will hold its sessions usually on Wednesday, sessions of the Executive Committee of the 1998 Agreement (AC.3) are expected to be held on Wednesday afternoon, and sessions of the Administrative Committee of 1997 Agreement (AC.4) would be held on Wednesday immediately following the AC.1, if necessary.

Note: Geneva Motor Show, Palexpo: 3 – 15 March 2020; (Press days: 3 – 4 March 2020)

Annex IV

[English only]

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

Situation on priorities and proposals to develop UN GTRs as of 18 June 2019

GRVA

<i>Item</i>	<i>Informal group (Yes–No)/ Chair & Vice- Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/ WP.29/...)</i>	<i>Proposal for a draft UN GTR (ECE/TRANS/WP.29/..)</i>	<i>State of play/Comments</i>
[Amendment 3] to UN GTR No. 3 (motorcycle brake systems)	No	Italy	AC.3/47	-	GRVA is expected to resume discussion on this item at its September 2019 session.

GRSP

<i>Item</i>	<i>Informal group (Yes–No)/ Chair & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/ WP.29/).../</i>	<i>Proposal for a draft UN GTR (ECE/TRANS/WP.29/..)</i>	<i>State of play/Comments</i>
Phase 2 of UN GTR No. 7 (Head Restraints)	Yes/UK	Japan	AC.3/25/ Rev.1	2014/86 (fourth progress report) GRSP/2019/5 (Draft UN GTR)	GRSP is expected to finalize discussion on new proposals of Amendment 1 to the UN GTR (GRSP/2019/5) and of a draft Addendum 1 to the M.R.1 at its December 2019 session.
Amendment 2 - Phase 2 of UN GTR No. 9 (Flex-PLI) (Pedestrian Safety)	Yes/ Germany/ Japan	Germany/ Japan	AC.3/24	GRSP/2019/4	At its May 2019 session GRSP adopted Amendment 2 to Mutual Resolution No. 1 to insert Addendum 3 related to drawings and technical specifications of flex-PLI

* Information on the contracting parties (38), the Global Registry and the Compendium of Candidates are in document ECE/TRANS/WP.29/1073/Rev.25.

<i>Item</i>	<i>Informal group (Yes-No)/ Chair & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/ WP.29/...)/</i>	<i>Proposal for a draft UN GTR (ECE/TRANS/WP.29/..)</i>	<i>State of play/Comments</i>
Amendment 3 to UN GTR No. 9		Netherlands	AC.3/31	GRSP/2012/2 GRSP/2014/5	GRSP will continue consideration on a proposal concerning points of contact of headform impactors at its December 2019 session, also considering the issue of adjustable suspension systems.
Amendment 4 to UN GTR No. 9		Republic of Korea		AC.3/45/Rev.1 2018/162 (ToR)	AC.3 endorsed the ToR of the IWG-DPPS (.../2018/162). GRSP will resume consideration on Amendment 4 to the UN GTR to provide the test procedure for deployable systems of the outer surface to ensure an adequate protection of pedestrians at its December 2019 session.
Phase 2 of UN GTR No. 13 (HFCV)		Japan, Republic of Korea and the European Union		AC.3/49 2018/75 (ToR)	The ToR of the IWG were endorsed at June 2018 session of AC.3 (ECE/TRANS/WP.29/2018/75).
UN GTR No. 14 (PSI)	Yes/ Australia	Australia	AC.3/28		No new information was provided at the March 2019 session of AC.3.
UN GTR No. 20 (EVS) – Phase 2	Yes/USA/ European Union/ Japan/ China	European Union/ Japan/ USA/ China	AC.3/50 & Corr.1 (authorizat ion to develop Phase 2)		GRSP started Phase 2 concerning the long-term research. AC.3:

GRPE

<i>Item</i>	<i>Informal group (Yes-No)/ Chair & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/ WP.29/...)/</i>	<i>Proposal for a draft UN GTR (ECE/TRANS/WP.29/..)</i>	<i>State of play/Comments</i>
[Amend. 4] to UN GTR No. 2 (WMTC)	Yes/European Union (EPPR)	European Union	AC.3/36/ Rev.1 (based on 2015/113)		GRPE has endorsed the Amend. 4 at its May 2019 session.
[Amend. 5] to UN GTR No. 15 (WLTP)	Yes/ Netherlands (WLTP)	European Union/ Japan	AC.3/44 (based on 2016/73)		AC.3 to vote during the June 2019 session.
[Amend 2] to UN GTR No. 19 (WLTP EVAP)	Yes Netherlands (WLTP)	European Union/ Japan	AC.3/44 (based on 2016/73)		AC.3 to vote during the June 2019 session

<i>Item</i>	<i>Informal group (Yes–No)/ Chair & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/ WP.29/...)/</i>	<i>Proposal for a draft UN GTR (ECE/TRANS/WP.29/...)</i>	<i>State of play/Comments</i>
Electric vehicles and the environment (EVE)	Yes/USA/China/ Japan	Canada/China/European Union/ Japan/USA	AC.3/46 (based on 2016/11)		GRPE was informed about the ongoing work by the IWG on EVE as part B of the mandate. AC.3 agreed to establish a dedicated new UN GTR. Revision to AC.3/46 endorsed by GRPE in May 2019.
Global Real Driving Emissions (RDE)	Yes/European Union/ Japan/ Rep. of Korea	European Union/ Japan/ Rep. of Korea	AC.3/51		AC.3/51 amended by ECE/TRANS/WP.29/2019/72 to accommodate updated timeline. IWG ToR endorsed by GRPE in January 2019

GRBP

<i>Item</i>	<i>Informal group (Yes–No)/ Chair & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/ WP.29/...)/</i>	<i>Proposal for a draft UN GTR (ECE/TRANS/WP.29/...)</i>	<i>State of play/Comments</i>
Quiet Road Transport Vehicle	Yes/USA/ Japan	European Union/Japan/ USA	AC.3/33 (Including ToR)		AC.3 expects a progress report of the ITWG on QRTV
[Amendment 2] to UN GTR No. 16 (Tyres)	Yes/Russian Federation	Russian Federation	AC.3/48	-	This former GRRF activity has been transferred to GRBP.

GRSG

<i>Item</i>	<i>Informal group (Yes–No)/ Chair & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/ WP.29/...)/</i>	<i>Proposal for a draft UN GTR (ECE/TRANS/WP.29/...)</i>	<i>State of play/Comments</i>
Panoramic Sunroof Glazing (PSG)	Yes/Rep. of Korea/ Germany	Rep. of Korea	AC.3/41		WP.29/AC.3 extended the mandate of the IWG on PSG until April 2020. In the meantime, AC.3 established in the Global Registry Corrigendum 2 to UN GTR No. 6 (to clarify the scope).
Amendments to UN GTR No.6 (Safety Glazing)	No	India	AC.3/52		AC.3 endorsed the authorization (2018/167) to develop an amendment to UN GTR No. 6 on thinner laminated-glass

<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 UN GTR WP.29/...)/ (ECE/TRANS/WP.29/...)</i>	<i>State of play/Comments</i>
				panes for front of upper deck of double decked buses.

Subjects for exchange of views

<i>Working Party</i>	<i>Item</i>	<i>Inf. group (Yes-No)/ Chair & Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal ECE/TRANS/WP.29/...</i>	<i>State of play.</i>
GRSP	Crash compatibility	No	No	---	No new information was provided.
GRSP	Harmonized side impact dummies	Yes	USA	2010/88 (second progress report)	AC.3 was informed on the progress made in relation to the 5th 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	No	---	---	No new information was provided to AC.3.
WP.29	New technology not yet regulated	No	No	---	Exchange of views took place on priorities for work on new technologies including automated driving functionalities, in-vehicle communications, cyber security and data protection

Annex V

Proposal for an Informal Working Group on Functional Requirements for Automated and Autonomous Vehicles (FRAV) (new group)

I. Terms of Reference

1. ECE/TRANS/WP29/2019/34, as amended by WP.29-178-10/Rev.2 (Framework Document) contains the strategic vision for the activities of WP29, GRVA and its Informal Working Groups (IWGs) with respect to automated vehicles. This framework document directs GRVA and its IWGs to use the issues, topics and deliverables from that document as guidance to inform further discussions, activities and outcomes.
2. These ToR implement the arrangements foreseen in the Framework Document and agreed by WP29.
3. As noted in document ECE/TRANS/WP29/2019/34 as amended, the IWG shall:
 - Develop functional (performance) requirements for automated/autonomous vehicles, in particular, the combination of the different functions for driving: longitudinal control (acceleration, braking and road speed), lateral control (lane discipline), environment monitoring (headway, side, rear), minimum risk manoeuvre, transition demand, HMI (internal and external) and driver monitoring. This work item should also cover the requirements for Functional Safety;
 - Do this in line with the following principles/elements: a. System safety, b. Failsafe Response, c. HMI / Operator information d. OEDR (Functional Requirements) described in document ECE/TRAN/WP29/2019/34 as amended.
4. The IWG shall take full account of developments and work in full cooperation with other subsidiary Working Parties (GRs) of WP.29 and their IWGs.
5. The group should take into account existing data, research and voluntary standards available in the contracting parties in developing its proposals.
6. The deliverables foreseen (and to be foreseen) in the Framework Document and to be developed by the IWG are common functional requirements, based upon existing national/regional guidelines and other relevant reference documents, (1958 and 1998 Agreements).
7. The IWG may propose to GRVA to work in phases on the different work items.
8. Text shall, to the fullest extent possible, be performance based and technology neutral. It shall be prepared in a neutral form such that it can be adapted for use under the 1958, 1997 and 1998 Agreements.

II. Rules of Procedure

1. The IWG shall report to GRVA and is open to all participants of WP.29.
2. Three Co-Chairs and a Secretary will manage the IWG.
3. The co-chairs may invite experts (at their discretion), including non-participants of WP.29, to assist in the development of technical standards.

4. The working language of the IWG will be English.
5. All documents and/or proposals must be submitted to the Secretary of the relevant group in a suitable electronic format in advance of the meeting. The group may refuse to discuss any item or proposal which has not been circulated five working days in advance to the meeting.
6. An agenda and related documents will be circulated to all members of the IWG in advance of all scheduled meetings.
7. Decisions will be reached by consensus. When consensus cannot be reached, the Co-Chairs of the groups shall present the different points of view to GRVA. The Co-Chairs may seek guidance from GRVA as appropriate.
8. The progress of the IWG will be reported routinely to GRVA – wherever possible as an informal document and presented by the Co-Chairs.
9. All documents shall be distributed in digital format. Meeting documents should be made available to the Secretary for publication on the dedicated website.
10. Final decision on proposals rests with WP.29 and the Contracting Parties.

Annex VI

Proposal for an Informal Working Group on Validation Methods for Automated Driving (VMAD) (new group)

I. Terms of Reference

1. ECE/TRANS/WP29/2019/34, as amended by WP.29-178-10/Rev.2 (Framework Document) contains the strategic vision for the activities of WP29, GRVA and its Informal Working Groups (IWGs) with respect to automated vehicles. This framework document directs GRVA and its IWGs to use the issues, topics and deliverables from that document as guidance to inform further discussions, activities and outcomes.
2. These ToR implement the arrangements foreseen in the Framework Document and agreed by WP29.
3. As noted in document ECE/TRANS/WP29/2019/34 as amended, the IWG shall:
 - Develop assessment methods, including scenario's, to validate the safety of automated systems, based on a multi pillar approach including auditing, simulation, virtual testing, test track testing, real world testing;
 - Do this in line with the following principles/elements d. assessment method/test for Object Event Detection and Response and f. Validation for System Safety.
4. The IWG shall take full account of developments and work in full cooperation with other subsidiary Working Parties (GRs) of WP.29 and their IWGs.
5. The IWG should take into account existing data, research and standards available in the contracting parties in developing its proposals.
6. Among the deliverables foreseen (and to be foreseen) in the Framework Document and to be developed by the IWG are:
 - New assessment /Test method of Automated Driving (AD).
 - Requirements to be applied to the safety aspects of electronic control systems ("CEL").
 - Validating new test and assessment methods, (including CEL) when applied to Automated Lane Keeping Systems of SAE levels 3/4 compatible with advanced technology such as that defined by the GRVA Informal Working Group on ACSF.
 - Review of the existing and upcoming methods and a proposed way forward for the assessment of AD.
7. The IWG may request to work in phases on the different work items.
8. The text shall, to the fullest extent possible, be performance based and technology neutral and be prepared in a neutral form such that it can be adapted for use under the 1958, 1997 and 1998 Agreements.

II. Rules of Procedure

1. The IWG shall report to GRVA and is open to all participants of WP.29.
2. Co-Chairs and a Secretary will manage the IWG.

3. The co-chairs may invite experts (at their discretion), including non-participants of WP.29, to assist in the development of technical standards.
4. The working language of the IWG will be English.
5. All documents and/or proposals must be submitted to the Secretary of the relevant group in a suitable electronic format in advance of the meeting. The group may refuse to discuss any item or proposal which has not been circulated five working days in advance to the meeting.
6. An agenda and related documents will be circulated to all members of the IWG in advance of all scheduled meetings.
7. Decisions will be reached by consensus. When consensus cannot be reached, the [Co-Chairs] of the groups shall present the different points of view to GRVA. The Co-Chairs may seek guidance from GRVA as appropriate.
8. The progress of the IWG will be reported routinely to GRVA – wherever possible as an informal document and presented by the Co-Chairs.
9. All documents shall be distributed in digital format. Meeting documents should be made available to the Secretary for publication on the dedicated website.
10. Final decision on proposals rests with WP.29 and the Contracting Parties.

Annex VII

Proposal for an Informal Working Group on Event Data Recorder and Data Storage System for Automated Driving (EDR/DSSAD) (new group)

I. Terms of Reference

1. ECE/TRANS/WP29/2019/34, as amended by WP.29-178-10/Rev.2 (Framework Document) contains the strategic vision for the activities of WP29, GRVA, GRSG and their Informal Working Groups (IWGs) with respect to automated vehicles. This framework document directs GRVA, GRSG and their IWGs to use the issues, topics and deliverables from that document as guidance to inform further discussions, activities and outcomes.
2. These ToR implement the arrangements foreseen in the Framework Document and agreed by WP29.
3. As noted in ECE/TRANS/WP29/2019/34 as amended, the IWG shall develop draft proposals for Event Data Recorder (EDR) for conventional vehicles and automated/autonomous vehicles and for Data Storage System for Automated Driving (DSSAD) for automated/autonomous vehicles. These categories shall be understood as systems collecting and storing a determined range of vehicle data, including:
 - (a) Information related to collisions valuable for accident reconstruction (EDR);
 - (b) The status of the automated/autonomous driving system and the status of the driver (DSSAD).
4. To this effect, the IWG shall address the following issues:
 - (a) Define the scope and specific objectives of and differences between EDR and DSSAD,
 - (b) Define EDR and DSSAD requirements.
5. In particular, the IWG will consider defining the categories of data recorded, the events triggering recording, as well as technical specifications in terms of performances of such systems, such as the required endurance, accessibility, storage capacity or the specific security requirements, as well as the required privacy and data protection by design features.
6. The text shall, to the fullest extent possible, be performance based and technology neutral. It shall be prepared in a neutral form such that it can be adapted for use under the 1958, 1997 and 1998 Agreements.
7. The IWG should take into account existing data, research and standards available in the contracting parties in developing its proposals.
8. Among the deliverables foreseen (and to be foreseen) in the Framework Document and to be developed by the IWG are to develop:
 - (a) Clear objectives, scope, deadlines and the identification of differences between DSSAD and EDR.
 - (b) Requirements for DSSAD for Automated Lane Keeping Systems.
 - (c) Requirements for EDR.

II. Rules of Procedure

1. The IWG shall report to both GRVA and GRSG and is open to all participants of WP.29.
2. Co-Chairs and a Secretary will manage the IWG.
3. The co-chairs may invite experts (at their discretion), including non-participants of WP.29, to assist in the development of technical standards.
4. The working language of the IWG will be English.
5. All documents and/or proposals must be submitted to the Secretary of the relevant group in a suitable electronic format in advance of the meeting. The group may refuse to discuss any item or proposal which has not been circulated five working days in advance to the meeting.
6. An agenda and related documents will be circulated to all members of the IWG in advance of all scheduled meetings.
7. Decisions will be reached by consensus. When consensus cannot be reached, the Co-Chairs of the groups shall present the different points of view to the relevant GR. The Co-Chairs may seek guidance from the relevant GR, as appropriate.
8. The progress of the IWG will be reported routinely to GRVA – wherever possible as an informal document and presented by the Co-Chairs.
9. All documents shall be distributed in digital format. Meeting documents should be made available to the Secretary for publication on the dedicated website.
10. Final decision on proposals rests with WP.29 and the Contracting Parties.

Annex VIII

Terms of Reference of the Informal Working Group on Intelligent Transport Systems (IWG on ITS)

Background

1. Intelligent Transport Systems (ITS) are generally understood as systems in which information and communication technologies are applied in the field of road transport, including infrastructure, vehicles and users, and in traffic management and mobility management, as well as for interfaces with other modes of transport.⁵
2. In 2002, WP.29 established an Informal Working Group on ITS to consider these technologies and systems in terms of motor-vehicle performance.
3. During 2002-2013, the ITS informal group focused on the driver-assistance technologies entering the market and human-machine interaction issues, resulting in guidelines for high-priority/safety-critical warnings and on Advanced Driver Assistance Systems (ADAS).
4. As these technologies and systems advanced, the informal group shifted its attention towards automated driving systems (ADS). During 2014-2018, the ITS/Automated Driving (ITS/AD) informal group considered the intersection of automated driving and traffic rules, developed definitions for automated driving terms and concepts, and proposed recommendations along with draft regulatory texts to address cybersecurity and software integrity.
5. In light of rapid advances in automated driving technologies, WP.29 decided in 2018 to convert its subsidiary Working Party on Brakes and Running Gear (GRRF) into a subsidiary Working Party of Automated/Autonomous and Connected Vehicles (GRVA). This anticipated the transformative effect automation is expected to have on the basic vehicle controls of braking & steering, and related systems, and the changing role of the driver.
6. As a result, GRVA assumed responsibility for the Automated Driving activities formerly overseen by the ITS/AD informal group.
7. Nonetheless, as noted above, Intelligent Transport Systems extend beyond the scope of WP.29's focus on the regulation of vehicles to intersect with traffic rules, road infrastructure, and communications technologies.
8. Recognizing these important interrelationships, WP.1 and WP.29 have embarked upon closer collaboration and joint activities, and WP.29 discussions have noted external activities relevant to its efforts.
9. Therefore, pursuant to WP.29 discussions, this document proposes a third phase of work under the ITS informal working group to facilitate WP.29 outreach to other UNECE groups and external organizations so as to ensure WP.29 awareness of developments relevant to its role in the regulation of motor-vehicle performance, and to ensure those other organizations and institutions are aware of WP.29, its role and responsibilities in this important area.

⁵ Reference <http://www.unece.org/trans/themes/transtheme-its/background.html>

Terms of Reference

10. The ITS informal working group shall:
 - (a) Exchange information on developments on intelligent transport systems pertinent to, but distinct from, the regulation of motor-vehicle performance;
 - (b) Monitor and report to WP.29 on external developments and activities regarding traffic laws, intelligent and connected transportation systems (including intermodal transport), telecommunications, infrastructure planning, Mobility as a Service (MaaS) and similar fields adjacent to the deployment of vehicles equipped with Automated Driving Systems;
 - (c) Provide guidance to WP.29 on activities, outreach and collaboration with other UNECE bodies and international organizations such as, for example, the Inland Transport Committee, the Global Forum for Road Traffic Safety (WP1), the International Telecommunication Union (ITU) and the International Road Federation (IRF) on ITS related issues relevant to vehicle automation, including how to represent the Working Party's participation in events, and ITS related external relations;
 - (d) Propose to WP.29 wider outreach and collaborative initiatives, and prepare a base/common communications package on ITS related issues (e.g. slides and fact sheets) to be used at external facing events; and
 - (e) Prepare recommendations for WP.29 consideration to support and inform decision-making across WP.29 and its subsidiary bodies on ITS related issues.

Rules of Procedure

11. Following the Rules of Procedure of WP.29. Chapter 1, Rule 1, the IWG is open to all experts from any country or organization of WP.29 and its subsidiary bodies.
12. Three Co-Chairs (Japan, United Kingdom and the United States of America) will manage the IWG. A Secretary will be appointed.
13. The working language of the IWG will be English.
14. All documents and/or proposals shall be submitted to the Co-Chairs of the Group in a suitable electronic format, preferably in line with the UNECE guidelines, in advance of the meetings. The Group may refuse to discuss any item or proposal which has not been circulated five working days in advance of the scheduled meetings.
15. The IWG shall meet at least once a year in conjunction with the WP.29 sessions, presuming the availability of meeting rooms. Additional meetings will be organized on demand.
16. An agenda and related documents will be circulated to all members of the informal working group in advance of all scheduled meetings.
17. The work process and programme will be developed by consensus. Where consensus cannot be reached, the Co-Chairs of the informal group shall present the different points of view to WP.29. The Co-Chairs may seek guidance from WP.29 as appropriate.
18. The co-chairs or secretary shall prepare minutes or a summary of each meeting within 15 working days of the meeting.
19. The co-chairs of the informal group will report on recent, current, and anticipated activities during each WP.29 session.
20. All documents shall be distributed in digital format. The UNECE website shall be used for this purpose.