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### **Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations**

173rd session

Geneva, 14-17 November 2017

#### **Reports of the**

**World Forum for Harmonization of Vehicle Regulations on  
its 173rd session**

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

**Executive Committee of the 1998 Agreement on its fifty-first  
session**

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

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## **A. World Forum for Harmonization of vehicle Regulation**

### **I. Attendance**

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) held its 173rd session from 14 to 17 November 2017, chaired by Mr. A. Erario (Italy). The following countries were represented, following Rule 1(a) of the Rules of Procedure of WP.29 (TRANS/WP.29/690 and ECE/TRANS/WP.29/690/Amend.1 and Amend.2): Algeria, Australia, Austria, Belgium, Bosnia and Herzegovina, Bulgaria, Canada, China, Czech Republic, Finland, France, Germany, Hungary, India, Israel, Italy, Japan, Jordan, Latvia, Lebanon, Luxembourg, Malaysia, Morocco, Netherlands, Norway, Philippines, Poland, Portugal, Republic of Korea, Romania, Russian Federation, San Marino, Serbia, South Africa, Spain, Sweden, Switzerland, Tunisia, Turkey, Uruguay, United Kingdom of Great Britain and Northern Ireland and United States of America. Representatives of the European Union (EU) participated. The State of Palestine was represented as Observer. The following governmental organizations were represented: International Telecommunication Union (ITU). The following intergovernmental organizations were represented: The European Union funded EuroMed Transport Support Project and the Eurasian Economic Commission (EEC). The following non-governmental organizations were also represented: Association for Emissions Control by Catalyst (AECC); European Association of Automotive Suppliers (CLEPA/MEMA/JAPIA)<sup>1</sup>; European Tyre and Rim Technical Organization (ETRTO); Consumers International (CI); Global New Car Assessment Programme (Global NCAP); the International Automotive Lighting and Light Signalling Expert Group (GTB); International Electrotechnical Commission (IEC); International Motorcycle Manufacturers Association (IMMA); International Motor Vehicle Inspection Committee (CITA); the International Organization for Standardization (ISO) and the International Organization of Motor Vehicle Manufacturers (OICA); Society of Automotive Engineers (SAE) International; Other non-governmental organizations, private sector entities, independent experts and observers that were represented were: All Rights For All (ARFA-Pakistan); the American Automotive Policy Council (AAPC); Automobile and Motorcycle Association of Serbia Centre for Motor-Vehicles (AMSS-CMV) Ltd.; Confederation of the European Bicycle Industry (CONEBI); Fédération Internationale de l'Automobile (FIA); McLaren Applied Technologies; the Recreation Vehicle Industry Association (RVIA); "SEG" Civil Society Support Center NGO and Transport Systems Catapult.

### **II. Opening statements**

2. The Chair of the World Forum welcomed the representatives to the World Forum and introduced the opening speakers, the Officer-in-Charge of the UNECE Sustainable Transport Division and the representatives of the European Union funded EuroMed Transport Support Project.

3. The Officer-in-Charge of the UNECE Sustainable Transport Division welcomed the delegates to the World Forum. He informed delegates on staffing matters in the Sustainable Transport Division. The newly appointed Director of the Sustainable Transport Division, Mr. Yuwei Li is an experienced United Nations officer who currently heads the Transport Division of ESCAP, and who will assume the post as of February 2018. The Officer-in-Charge also informed the World Forum that Mr. M. Gangonells, the Secretary of the WP.29 Working Party on Pollution and Energy (GRPE), had left the United Nation system. He

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

further announced that Mr. F. Guichard would temporarily assume the role of Secretary of GRPE until a new staff member was recruited.

4. WP.29 acknowledged the exceptional work of Mr. Gangonells and wished him all the best for his new responsibilities.

5. The Officer-in-Charge informed the World Forum about the ongoing transition of activities within the United Nations organization, towards their systemic alignment with the 2030 Agenda and the Sustainable Development Goals. In this context he emphasized the role of the Inland Transport Committee (ITC), and particularly the work of the World Forum in efforts towards achieving safety, environment and energy related Sustainable Development Goals. He informed the World Forum that the proposal for ITC's 2030 strategy was in development and that it will form the basis of discussions that will take place at the eightieth session of ITC (20-23 February 2018, Geneva). He invited delegates of member State to attend the ITC session and actively take part in the discussions.

6. The Team Leader of the EuroMed Transport Support Project introduced the project, the countries from North Africa and the Middle-East that are taking part, the activities carried out within its scope and the achieved and expected results. The project would conclude in 2020. He explained that the current project was a continuation of the EuroMed Road, Rail and Urban Transport project, which came to its conclusion in 2016. The objectives of the current project were to contribute to the creation of an integrated transport system in the Mediterranean through facilitating and assisting regulatory convergence among the countries. Four key action areas of the project were efficient land transport systems, international land transport haulage, road safety and urban transport. The overall aim of the project was to improve the sustainability of transport systems in the region, including its safety and environmental aspects. He emphasized the points of convergence between the EuroMed project and the international agreements of the United Nations and the opportunities available to countries in the region with regard to acceding to United Nations legal instruments in the field of transport. Namely, the project has identified thirteen United Nations transport legal instruments as key for developing transport systems in the project beneficiary countries. The list included the three United Nations Agreements addressing vehicles (the 1958, 1997 and 1998 Agreements).

7. The Senior Vehicle Regulations Expert of the EuroMed project introduced activities of the project aimed at promoting and supporting the accession of beneficiary countries to United Nations vehicle agreements. The process was carried out through a sequence of steps. The first was to introduce to beneficiary countries the legal framework for vehicle regulations in the United Nations system. The second step was a gap analysis of individual countries legal frameworks on road vehicles as compared to the United Nations system and the European Union legal framework in this field. Finally, based on the conducted country gap analysis and on discussions with the national administration stakeholders, the project would provide recommendations on changes to national legislations in the beneficiary countries. The project also would provide technical assistance to support national administrations in acceding to and applying the agreements. The EuroMed project expert updated WP.29 on the individual progress of EuroMed project beneficiary countries in acceding to and implementing United Nations vehicle agreements. The expert concluded his presentation by indicating that EuroMed project beneficiary countries face a series of individual challenges and needs for assistance in applying provisions of the United Nations vehicle agreements. He invited Contracting Parties and representatives of the industry to provide support to EuroMed countries to correctly implement the United Nations vehicle agreements.

8. To support the process of accession to the United Nations Agreements, WP.29 supported the proposal of EuroMed to prepare a brochure with a road map on accession to the 1958 and 1997 Agreements, to be reviewed by WP.29 at an upcoming session.

9. The representatives of OICA, IMMA and CLEPA commended the activities of the EuroMed project in the beneficiary countries. They expressed strong readiness of their organizations and members to provide, in accordance with their scope of activities and expertise, support to the EuroMed beneficiary countries. The representatives of the industry all emphasized that the system introduced through Revision 3 of the 1958 Agreement presents a good opportunity for the countries to develop a harmonized legal framework for vehicle regulations. The representative of OICA added that, while an integrated, holistic, approach is necessary, it is also important to lay down a level playing field by defining the necessary legal requirements. He also stressed the importance to ensure that vehicle fleets are modernised.

10. Representatives of EuroMed beneficiary countries, high-level officials from the Governments of Algeria, Israel, Jordan, Lebanon, Morocco, the State of Palestine and Tunisia: (a) provided information on their status of accession to and implementation of United Nations vehicle agreements, (b) expressed their country's interest on the topics addressed by WP.29, and (c) informed the session about the ongoing efforts, achievements, challenges and needs.

11. The Chair of the World Forum thanked the representatives from EuroMed beneficiary countries for their statements and expressed the availability of the World Forum and Contracting Parties to provide support to their accession to United Nations vehicle agreements.

### **III. Adoption of the agenda (agenda item 1)**

*Documentation:* ECE/TRANS/WP.29/1134  
ECE/TRANS/WP.29/1134/Add.1  
Informal document: WP.29-173-11

12. The annotated provisional agenda was adopted as amended (WP.29-173-11).

13. 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)**

14. The 125th session of WP.29/AC.2, (13 November 2017) was chaired by Mr. A. Erario (Italy) and was attended, in accordance with Rule 29 of the terms of reference and rules of procedure of WP.29 (TRANS/WP.29/690 and Amends.1-2), by the Chairs of GRB (France), GRE (Belgium), GRPE (Netherlands), GRRF (United Kingdom), GRSP (United States of America), GRSG (Italy), the Chair of the Executive Committee (AC.3) of the 1998 Agreement (Japan), the Vice-Chair of WP.29 (Russian Federation), by the representatives of Canada, Japan, Republic of Korea, United States of America and European Union.

15. The WP.29/AC.2 reviewed and adopted the agenda of the 173rd session of the World Forum. WP.29/AC.2 also reviewed the draft agenda for the 174th session of the World Forum, scheduled to be held in Geneva from 13 to 16 March 2017.

16. WP.29/AC.2 took note of the status of the development of the Database on the exchange of type approvals (DETA), and the avenues available for its funding and hosting as presented by the Secretariat (WP.29-173-04) as well as the outcome of the meeting of the Informal Working Group (IWG) on DETA (WP.29-173-15) and a proposal submitted by Germany (WP.29-173-13). WP.29/AC.2 recommended that the secretariat, IWG on DETA and Germany present their proposal during the WP.29 session to Contracting Parties



(CPs) to the 1958 Agreement as it was made clear that the financing of DETA would need extra budgetary (XB) funding.

17. The chair of the IWG on International Whole Vehicle Type Approval (IWVTA) informed WP.29/AC.2 about the latest developments on finalizing the proposal for the UN Regulation No. 0 on IWVTA. In this context, WP.29/AC.2 reflected on the possible need for amendments to Schedule 4 of Revision 3 of the 1958 Agreement to address potential issues with type-approval numbering for certain parts, such as tyres or brake-pads.

18. The representative of the Task Force for Cyber Security and Over-the-Air issues (TFCS) updated WP.29/AC.2 on the development of the draft paper “Recommendation on Cyber Security of the Task Force on Cyber Security and Over-the-Air issues of UNECE WP.29 IWG ITS/AD”. It aims to define principles/objectives to be obtained to address key cyber risks and threats in order to assure vehicle safety in case of cyber-attacks and detailed guidance or measures for how to meet these principles/objectives. The paper provides recommendations on how the outputs may be used. This includes how it may be taken forward as a regulation or a resolution and, where applicable timelines, for delivery. The representative of the TFCS sought the position of and guidance from WP.29/AC.2 with respect to the presented paper and options proposed in it concerning the development of a resolution or regulation under the 1958 Agreement concerning cyber security and over-the-air issues.

19. WP.29/AC.2 considered the proposed ways forward, acknowledging the merits of a resolution-only process, but raised concerns about the legal application of this approach. WP.29/AC.2 reflected on a possible step-wise approach with the option of establishing a regulation but using the resolution as the technical provisions – at least as a first step. WP.29/AC.2 suggested this should be considered further by the IWG on ITS/AD on Thursday.

20. The secretariat and the representative of the United Kingdom presented proposals on the future strategic direction of the work under the 1958 Agreement. Based on preliminary discussions, WP.29/AC.2 decided to hold initial consultations in a Task Force that would consider strategic issues, including for example the (re)distribution of activities within WP.29 subsidiary working groups in order to accommodate new priorities. Contracting Parties were invited to take part in the preliminary discussions on Tuesday, 14 November 2017 from 5.30 p.m. to 6.30 p.m. in room XII of the Palais de Nations.

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

*Documentation:* ECE/TRANS/WP.29/2017/119  
ECE/TRANS/WP.29/2017/1/Rev.2  
Informal documents: WP.29-173-01, WP.29-172-02 and  
WP.29-172-03

21. The secretariat presented the draft Programme of Work and Biennial Evaluation 2018-2019 (ECE/TRANS/WP.29/2017/119) which provides the mandate for the work of WP.29 and its subsidiary bodies (GRs) for the coming biennium.

22. WP.29 adopted the Programme of Work and Biennial Evaluation 2018-2019 based on document ECE/TRANS/WP.29/2017/119.

23. The secretariat presented the programme of work, which includes a strategic introductory part on the main priorities of the work of WP.29 vehicle automation, powertrain electrification and enhancement of environmental protection. The priorities would include further development in the implementation of the 1958, 1997 and 1998 Agreements, the main horizontal activities and the main topics addressed by the subsidiary

bodies of WP.29 (ECE/TRANS/WP.29/2017/1/Rev.2). The World Forum noted the revised programme of work and documentation.

24. The secretariat presented the list of Working Parties and Chairs (WP.29-173-01). The secretariat also presented the envisaged tasks of WP.29 staff for the year 2018 (WP.29-173-03).

25. The World Forum took note of WP.29-173-02 on the draft 2018 calendar for WP.29 and its subsidiary bodies, and WP.29-173-03 that describes the activities that are to be performed by the World Forum secretariat staff members during 2018.

26. The 2018 calendar for WP.29 and its subsidiary bodies and the list of Working Parties and Chairs are reproduced in Annex III and IV to this report.

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

*Documentation:* ECE/TRANS/WP.29/2017/145

27. The World Forum noted the ongoing discussion of the ITS-AD informal group and welcomed its contribution to the work of WP.29.

28. WP.29 agreed to defer consideration of ECE/TRANS/WP.29/2017/145 (still containing text in square brackets) to the March 2018 session.

29. The World Forum also agreed that the group should develop a new Regulation for cyber security that created a sufficiently flexible approach to ensure the Regulation remained relevant given the rapid pace of progress in this field. There was general agreement that the informal group's work on a Resolution should be embraced within the new Regulation where possible, including utilising references to other standards bodies where this is practical. WP.29 noted that an approach, similar to that proposal for cyber security, would be adopted for over-the-air and wired software updates. The Working Party endorsed the extension to the task force's mandate until June 2018 in order to allow adequate time to develop the new regulations.

30. The World Forum further noted the proposals from OICA and Catapult for developing a new concept to certify automated driving technology, compatible with both type approval or self certification systems. The working party noted the contributions from the United Kingdom and OICA, which set out a complementary approach for assessing the self-driving functions. The World Forum agreed to the informal group's request to establish a new informal group to take this work forward.

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

### **A. Working Party on Lighting and Light-Signalling (GRE) (Seventy-seventh session, 4-7 April 2017) (agenda item 3.1)**

*Documentation:* ECE/TRANS/WP.29/GRE/77

31. The World Forum recalled the oral report of the Chair of GRE given during the 172nd session (ECE/TRANS/WP.29/1131, paras. 33-36) and approved the report.

### **B. Working Party on General Safety Provisions (GRSG) (112th session, 24-28 April 2017) (agenda item 3.2)**

*Documentation:* ECE/TRANS/WP.29/GRSG/91

32. The World Forum recalled the oral report of the Chair of GRSG given during the 172nd session (ECE/TRANS/WP.29/1131, paras. 37-39) and approved the report.

**C. Working Party on Passive Safety (GRSP)  
(Sixty-first session, 8-12 May 2017) (agenda item 3.3)**

*Documentation:* ECE/TRANS/WP.29/GRSP/61

33. The World Forum recalled the oral report of the Chair of GRSP given during the 172nd session (ECE/TRANS/WP.29/1131, paras. 40-41) and approved the report.

**D. Working Party on Pollution and Energy (GRPE)  
(Seventy-fifth session, 6-9 June 2017) (agenda item 3.4)**

*Documentation:* ECE/TRANS/WP.29/GRPE/75 and Add.1-2

34. The World Forum recalled the oral report of the Chair of GRPE given during the 172nd session (ECE/TRANS/WP.29/1131, paras. 42-47) and approved the report.

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

**1. Working Party on Noise (GRB) (Sixty-sixth session, 4-6 September 2017) (agenda item 3.5.1)**

35. The GRB Chair reported on the results achieved by GRB during its sixty-sixth session (ECE/TRANS/WP.29/GRB/64).

36. In particular, he mentioned that GRB had adopted amendment proposals to Regulation No. 51, but would review their legal form (supplement or a new series of amendments) at its next session in January 2018. He explained that, in December 2017, the secretariat would submit the adopted text to the March 2018 sessions of WP.29 and AC.1, upon the understanding that any possible modifications that were decided by GRB in January 2018, could exceptionally be submitted to WP.29 as a corrigendum or an addendum to the original WP.29 document.

37. He further informed the delegates that GRB was preparing a new draft Regulation on reversing alarm and would cooperate with GRSG on the scope of this Regulation for various vehicle categories in conjunction with other safety devices for moving backward, like rear view cameras and parking sensors.

38. WP.29 noted that GRB had re-elected Mr. S. Ficheux (France) as Chair and Mr. A. Bocharov (Russian Federation) as Vice-Chair for the year 2018.

**2. Working Party on Brakes and Running Gear (GRRF) (Eighty-fourth session, 19-22 September 2017) (agenda item 3.5.2)**

39. The representative from the United Kingdom, on behalf of the GRRF Chair, reported on the results achieved by GRRF during its eighty-fourth session (ECE/TRANS/WP.29/GRRF/84).

40. He further informed that GRRF decided to establish an IWG on AEBS with its Terms of Reference reproduced in Annex II to the GRRF report. WP.29 gave its consent for establishing this IWG.

41. He also informed that GRRF updated the Terms of Reference of the IWG on ACSF as reproduced in Annex VI to the GRRF report. WP.29 gave its consent for this update.

42. WP.29 noted that GRRF had elected Mr. B Frost (UK) as Chair of GRRF and Mr. H. Morimoto (Japan) as Vice-Chair for the year 2018.

### **3. Working Party on General Safety Provisions (GRSG) (113th session, 10-13 October 2017) (agenda item 3.5.3)**

43. The GRSG Chair reported on the results achieved during the 113th session of GRSG (ECE/TRANS/WP.29/GRSG/92).

44. WP.29 noted that GRSG had re-elected Mr. A. Erario (Italy) as Chair and Mr. K. Hendershot (Canada) as Vice-Chair for the year 2018.

### **4. Working Party on Lighting and Light-Signalling (GRE) (Seventy-eighth session, 24-27 October 2017) (agenda item 3.5.4)**

45. The GRE Chair reported on the results of the seventy-eighth session of GRE (ECE/TRANS/WP.29/GRE/78).

46. He briefed WP.29 on the progress in preparing a new UN Regulation on Light-Signalling Devices (LSD) and on a new approach of streamlining the traditional approval markings in the new LSD Regulation which covers many devices and where the most stringent requirements for various devices may correspond to different series of amendments. Given the fact that DETA and the Unique Identifier (UI) might not be available upon the entry into force of the new UN Regulations, the new UN Regulations will include a fall-back solution for approval markings, in addition to the UI, until the availability of the UI. He also mentioned that GRE had adopted amendments to UN Regulation No. 128 (LED light sources) and to the Consolidated Resolution on the common specification of light source categories (R.E.5) with the aim to introduce LED light sources for forward lighting applications.

47. WP.29 gave its consent for extending the mandate of the Informal Working Group on Visibility, Glare and Levelling (IWG VGL) until the end of 2018 and noted that GRE had re-elected Mr. M. Loccufier (Belgium) as Chair and Mr. D. Rovers (Netherlands) as Vice-Chair for the year 2018.

## **VI. 1958 Agreement (agenda item 4)**

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

*Documentation:* Informal document: WP.29-173-22

48. The secretariat informed the World Forum about the latest update of the status of the 1958 Agreement (ECE/TRANS/WP.29/343/Rev.25) that contains the information received by the secretariat up to 8 November 2017, and which will be soon available on the WP.29 website at: [www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29fdocsts.html](http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29fdocsts.html). WP.29 noted that Contracting Parties should notify the secretariat about any amendments needed to the status document.

49. The secretariat, following the discussions of the June 2017 session, informed delegates about finalizing the development of the web-based application that had been established in the Sustainable Transport Division for the exchange of information between the Contracting Parties and the secretariat on information relevant to Part 1 and Annex 1 of ECE/TRANS/WP.29/343/Rev.25 (Status of the 1958 Agreement) aiming at replacing paper notification of the above-mentioned information.

50. The representative of the Russian Federation presented the activities of the Russian Federation concerning the designation of Technical Services according to the relevant provisions of the Revision 3 of the 1958 Agreement (WP.29-173-22). He also informed WP.29 about the new "E 22" form: for the communication form, the certificate of the technical service and the official correspondence. He mentioned on the facts of identifying falsified communications on the type approval. The mechanism for confirming legitimacy

with direct requests to the Administrative Bodies of the Contracting Parties was very difficult and would take a long time.

50 bis. He reported on the difficulties faced by many Contracting Parties due to the lack of a central database for the consultation of approval documentation and suggested that the bodies issuing communications on the type approval organize national electronic registries databases on their official websites with the possibility of full access and viewing of these documents by the bodies of the Contracting Parties (including authorized certification bodies and technical services): the database would be linked to DETA once DETA would be established. WP.29 agreed with the representative of the Russian Federation on the importance of having an electronic exchange of type approval documentation among Contracting Parties in practical situations described in the presentation and also mentioned the activities of WP.29 on DETA.

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

### **1. Reproduction and reference to private standards in UN Regulations, UN GTRs and Rules (agenda item 4.2.1)**

51. No new information was presented under this agenda item.

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

*Documentation:* ECE/TRANS/WP.29/2017/107  
ECE/TRANS/WP.29/2017/107/Corr.1  
ECE/TRANS/WP.29/2017/107/Add.1  
Informal document: WP.29-173-14

52. The representative of Japan, Chair of the IWG on IWVTA, presented the Draft General Guidelines for United Nation regulatory procedures and transitional provisions in UN Regulations (ECE/TRANS/WP.29/2017/107, Corr.1 and Add.1). These guidelines aim to streamline future work in the subsidiary bodies, to clarify the procedures following Revision 3 of the 1958 Agreement and to ensure "good regulatory practice" by providing clarifications to avoid divergence in the understanding of Revision 3 of the 1958 Agreement and the application of UN Regulations. The World Forum noted the intention of the IWG on IWVTA to further consider a number of amendments recommended by Contracting Parties and by the Working Parties for consideration at the next sessions of WP.29.

53. WP.29 adopted ECE/TRANS/WP.29/2017/107, Corr.1 and Add.1, as amended below:

*"Paragraph 6.1., shall be deleted.*

*Remove all square brackets in the document, and keep the proposed text."*

53 bis. The representative of the Russian Federation noted that the proposal to delete item 6.1. would require additional elaboration verifying legal consequences, therefore the Russian Federation reserved its position on the issue.

54. The representative of OICA introduced WP.29-173-14 to raise concerns that the new rules for extensions to existing type approvals under paragraph 31(b) of the guideline document were developed after the most recent amendments to UN Regulations, which therefore obviously could not take into account these new Rules. As a result, recently adopted Supplements, could unexpectedly have a retroactive impact on some vehicle type approvals when these are extended. He proposed that Supplements to UN Regulations

adopted by AC.1 at its March and June 2017 sessions should not be subject to paragraph 31 of the guidelines.

54 *bis.* WP.29 noted the proposal from OICA but did not support it.

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

*Documentation:* ECE/TRANS/WP.29/2017/108  
ECE/TRANS/WP.29/2017/109  
Informal documents: WP.29-173-17, WP.29-173-18

55. The representative of Japan, Chair of the IWG on IWVTA, introduced the draft UN Regulation No. 0 on uniform provisions concerning the International Whole Vehicle Type Approval (ECE/TRANS/WP.29/2017/108). He reported on the latest amendments to Annex 4 listing the UN Regulations covered by IWVTA (WP.29-173-18). He highlighted that other UN Regulations were in the process of being reviewed by the relevant Working Parties and that would be included in near future. Thus, he presented the draft Terms of References and Rules of Procedure for Phase 2 of the IWG on IWVTA (WP.29-173-17).

56. WP.29 welcomed the submission of draft UN Regulation No. 0 and acknowledged the work progress made by the IWG. The World Forum considered ECE/TRANS/WP.29/2017/108 and recommended its submission to AC.1 for voting.

57. The representative of Japan also introduced the explanation document to UN Regulation No. 0 (ECE/TRANS/WP.29/2017/109). WP.29 considered and adopted the document.

58. WP.29 adopted the revised Terms of References and Rules of Procedure for Phase 2 of the IWG on IWVTA, as reproduced in Annex V to this report.

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

*Documentation:* ECE/TRANS/505/Rev.3  
ECE/TRANS/WP.29/2017/131  
Informal documents: WP.29-172-27 and WP.29-173-16

59. The World Forum noted that Revision 3 of the 1958 Agreement (ECE/TRANS/505/Rev.3) entered into force on 14 September 2017.

60. The representative of Japan, Chair of the IWG on IWVTA, introduced the "Question and Answer" (Q&A) document on Revision 3 (ECE/TRANS/WP.29/2017/131) and WP.29-173-16 that clarifies Q&A No. 20. The World Forum adopted ECE/TRANS/WP.29/2017/131 as amended below:

*Q&A No. 20*, amend to read:

"A20 As from the entry into force of ...

**In addition to section 2(c) of paragraph 3 of Schedule 4, where this is deemed necessary, a Contracting Party may use in the approval number a sequence of up to six characters after the slash until Schedule 4 or the relevant UN Regulation (i.e. UN Regulation No.117) will be revised accordingly in the future.**

In addition ..."

61. The secretariat recalled the consideration by the Administrative Committee WP.29/AC.2 during the November 2016 and June 2017 sessions of the legal processing of new UN Regulations and amendments to existing UN Regulations which were adopted

before the entry into force of Revision 3 to the 1958 Agreement (ECE/TRANS/WP.29/1126, para. 63 and ECE/TRANS/WP.29/1131, para. 61). Thus, WP.29 had invited all Contracting Parties to raise their concerns on applying the procedures of Revision 3 for existing UN Regulations.

62. The World Forum considered the issue of implementing Article 15.3 of the amended 1958 Agreement (Revision 3) on the legal processing of new UN Regulations and amendments to existing UN Regulations which were adopted before the entry into force of Revision 3. Following an exchange of views and considering that no Contracting Party had raised concern on this subject, WP.29 recommended that for the legal processing of new UN Regulations and amendments to existing UN Regulations which were adopted before the entry into force of the amended 1958 Agreement, all Contracting Parties shall follow the procedures of Revision 3.

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

*Documentation:* Informal documents: WP.29-173-04, WP.29-173-13, WP.29-173-15

63. The secretariat updated WP.29 about developments on the hosting of DETA by UNECE and the discussion of the UNECE Executive Committee (EXCOM) related to financing DETA (WP.29-173-04). The representative of the European Union gave, on behalf of the Chair of the IWG on DETA, a status report of the activities of the group at its thirtieth meeting. The secretariat presented WP.29-173-15 on behalf of the Chair of the IWG, explaining (i) what DETA is, (ii) the link between DETA and the activities of the WP.29, (iii) the expected benefits, (iv) the potential additional features of DETA, and (v) three scenarios to organize the migration of DETA to UNECE. He explained that scenario one corresponded to a stand-alone project as presented in WP.29-173-04, scenario two was based on scenario one but with important savings realized in segmenting the project and obtaining additional human resources through a Junior Professional Officer financed by one Contracting Party (potentially Germany). Scenario three was presented by the representative of Germany (WP.29-173-13) and proposed to temporarily host and finance DETA under the condition that UNECE takes over DETA under regular budget at the latest from 2022 onwards<sup>2</sup> and that the industry covers the development costs of the Unique Identifier and the Declaration of Conformity. Scenario three would allow an implementation date of DETA by mid 2018.

63 *bis.* Germany also presented a proposal (WP.29-173-13) to rename DETA which will be considered at the next session of WP.29 in March 2018.

64. WP.29 preferred the scenario three and thanked Germany for its offer. The representative of OICA clarified that their possible commitment covered only a fair share of the development costs of the Unique Identifier and mentioned that other industries and governments would also benefit from this DETA development and therefore should also contribute. The representatives of IMMA and CLEPA stated on the question of sponsoring the development of the Unique Identifier as part of the DETA-project, that they were studying the question and could not make any commitment at this time. The representative of Germany hope but cannot assure that the offer can be maintained for the March 2018 session of WP.29. The Chair urged all Contracting Parties to the 1958 Agreement and all stakeholders to find a solution for the financing for DETA before the next session of WP.29 in March 2018.

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<sup>2</sup> Note by the secretariat: as UN Regular Budget is decided by Member States at the UN General Assembly, UNECE is not in the position to commit at this stage.

65. In parallel, WP.29 requested the secretariat and the IWG on DETA to reflect on the proposal made by the representatives of Australia, Austria and South Africa to explore ways to extend DETA with a feature allowing to charge users on a subscription basis, per download and/or upload of Type Approval documentation, as an alternative way to finance the hosting of DETA at UNECE, on the condition that this would not delay the installation of DETA at UNECE.

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

66. The World Forum considered the draft amendment under agenda item 4.6.1 and recommended its submission to AC.1 for voting, subject to the following correction:

67. In document ECE/TRANS/WP.29/2017/110, page 2, second last item replace the amendment "*Paragraph 6.19.8., footnote 14, delete.*" by "*Paragraph 6.19., footnote 14, delete.*"

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

68. The World Forum considered the draft amendments under agenda item 4.7.1 to 4.7.7 and recommended their submission to AC.1 for voting.

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

69. The World Forum considered the draft amendments under agenda items 4.8.1 and 4.8.3 to 4.8.11 and recommended their submission to AC.1 for voting.

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

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

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

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

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

72. 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.29/2017/108  
ECE/TRANS/WP.29/2017/132  
ECE/TRANS/WP.29/2017/133



73. The World Forum considered the draft proposals for new UN Regulations under items 4.12.1 to 4.12.3 and recommended their submission to AC.1 for voting.

74. The representative of the Republic of Korea announced his intention to abstain from voting at AC.1 on document ECE/TRANS/WP.29/2017/108 (new UN Regulation on IWVTA).

75. The representative of OICA reminded Contracting Parties to the 1958 Agreement which intend to apply the new UN Regulation on AECS to ensure the necessary infrastructure for the full application of the Regulation, once it enters into force.

76. The representative of Australia announced his intention to abstain from voting at AC.1 on document ECE/TRANS/WP.29/2017/133 (new UN Regulation on ISOFIX).

**M. Consideration of proposals for amendments to existing UN Regulations submitted by the Working Parties subsidiary to the WP.29 for consideration at its November 2017 session (agenda item 4.13)**

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

**VII. 1998 Agreement (agenda item 5)**

**A. 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.20  
Informal document: WP.29-173-10

78. The World Forum agreed that agenda items 5.1 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)**

*Documentation:* Informal document: WP.29-173-23

79. In the context of the opening statements by EUROMED, the representative of Morocco made a presentation of the regulatory framework of the type approval and periodic technical inspection in his country and gave an outlook on coming activities. WP.29 welcomed this presentation and encouraged Morocco to consider the accession to the Agreements managed by WP.29.

80. The representative of Uruguay informed WP.29 that in October of 2017, Uruguay had hosted a workshop on "Safer Cars" in Latin America, with the participation of experts from ECE, ECLAC, LATIN NCAP, and other six countries (Argentina, Brazil, Chile, Colombia, México and Paraguay). As an outcome of the workshop, the Group of Experts is trying to create a mechanism that would study the 1958 and 1998 Agreements, in order to be part of them in the near future. On that basis, and considering Uruguay was acting as a regional pivot, the Group would continue working on common schedules of new requirements for safer vehicles and the implementation of UN Regulations or GTRs on national regulations. The Latin America experts really appreciated the UNECE support, knowledge and the expertise transferred via Mr. E. Gianotti.

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

### **A. Status of the Agreement (agenda item 7.1)**

*Documentation:* ECE/TRANS/WP.29/1074/Rev.9  
Informal document: WP.29-173-06

81. WP.29 noted the consolidated document (ECE/TRANS/WP.29/1074/Rev.9) on the status of the Agreement including the status of the UN Rules annexed to the Agreement, the list of the Contracting Parties to the Agreement and of their Administrative Departments. No new Contracting Parties have acceded to the agreement since the 172nd session of WP.29, nor has the secretariat received new notification on Periodical Technical Inspection (PTI) authorities. The secretariat included in the document the certificates received from the Netherlands.

82. The Contracting Parties were reminded to notify the secretariat of any relevant update.

83. The representative of the Russian Federation, Co-Chair of the IWG on PTI, updated the World Forum on the work of the group (WP.29-173-06). He reported to the World Forum on the eighth meeting of the IWG on PTI that was held on 24 October 2017 in Brussels. He explained that the IWG on PTI decided to propose amendments to ECE/TRANS/WP.29/2017/134 under agenda item 7.4 as reproduced in WP.29-173-12. He recalled the proposal made by the representative of Finland and Sweden at the 172nd session of WP.29, that were similar to the earlier proposals presented by the Russian Federation (WP29-147-11 and WP29-165-07) aimed at including PTI relevant provisions in UN Regulations. He mentioned that the group had considerations related to the 1958 Agreement and the new concept “Whole Life Vehicle Compliance” was suggested. He reported on the considerations of the group as a follow-up on the presentation made by the representative of Switzerland on the tampering truck emissions tampering at the June 2017 session of WP.29 and possible benefits of PTI in this context.

84. WP.29 noted that the mandate of the IWG on PTI was about to expire and agreed to extend the mandate of the Group by two years. WP.29 noted the willingness of the Chair to present the updated terms of reference of the Group at the March 2018 session of WP.29.

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

85. No further proposals for amendments to Rules Nos. 1 and 2 have been submitted under this agenda item

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

*Documentation:* ECE/TRANS/WP.29/2017/92

86. The representative of the Russian Federation, Co-Chair of the IWG on PTI, informed WP.29 on the progress in submission of the proposed amendments to the 1997 Agreement ECE/TRANS/WP.29/2017/92 to the United Nations Secretary-General.

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

*Documentation:* ECE/TRANS/WP.29/2017/134  
ECE/TRANS/WP.29/2017/135  
Informal document: WP.29-173-12

87. The representative of the Russian Federation, Co-Chair of the IWG on PTI, presented ECE/TRANS/WP.29/2017/134 that proposes the establishment of a new Rule on Periodical Technical Inspections of motor vehicles using Compressed Natural Gas (CNG) and/or Liquefied Natural Gas (LNG) in their propulsion system, that would be annexed to the 1997 Agreement. He also introduced informal document WP.29-173-12 amending the proposal by adding vehicles using Liquefied Petroleum Gas (LPG). Some Contracting Parties indicated that they were still in the process of evaluating the proposal.

88. The representative of the Russian Federation, Co-Chair of the IWG on PTI, presented ECE/TRANS/WP.29/2017/135 that proposes the establishment of a new Rule on Periodical Technical Inspections, regarding minimum safety inspection requirements for hybrid and electric motor vehicles, to be annexed to the 1997 Agreement. Some Contracting Parties indicated that they were still in the process of evaluation of the proposal.

89. WP.29 recommended the submission of the two proposals to AC.4 for voting, noting that some European Contracting Parties would support, in principle, the proposals but felt not in the position to adopt these proposals due to possible inconsistencies with European Directives on PTI on these matters (not specifically addressing additional test items for gas fuelled vehicles and hybrid vehicles).

## **X. Other Business (agenda item 8)**

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

*Documentation:* Informal documents: WP.29-173-07

90. The representative of Switzerland presented WP.29-173-07, containing an update on circumstances in the detection of aftermarket manipulation of EURO IV, EURO V and EURO VI truck engines by the suppression of AdBlue injection, up to mid-September 2017. He explained that there were six heavy-duty truck control centres in Switzerland, that have controlled 14,245 vehicles from February to mid-November 2017. During that period, 199 vehicles were detected with irregularities in the pollutant control equipment - or about one per cent of all controlled vehicles. The representative of Switzerland provided information on the emission category engines and brands of vehicles that are most commonly detected to be manipulated, the countries of origin and the specific kind of manipulation that is most commonly detected. He explained that the number of detected manipulations had in recent months decreased as a proportion of total number of vehicles controlled, concluding that the activities of control centres have shown effect.

91. The Chair of WP.29 invited stakeholders to contact the Swiss delegation to contribute to the discussion and invited the Swiss delegation to give an update at the next WP.29 session in March 2018.

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

92. The representative of Finland, Ambassador of the WP.29 and WP.1 on Automated Driving, reported on the activities of WP.1 including automated vehicles. He informed WP.29 about relevant proceedings of the September 2017 session of WP.1. He informed WP.29 that the proposal on the consistency of Vienna Convention and the UN Vehicle Regulations was deferred to the next session of WP.1.

93. The Ambassador informed the World Forum about discussions that took place on "secondary activities" that can be performed by the driver when supported by automated driving technologies. He confirmed WP.29 that the WP.1 informal group of experts would prepare a document for discussions in this respect as activities at the national level were already initiated due to the approaching introduction on the market of vehicles equipped with SAE level 3 automation systems. He added that discussions also addressed Remote Control Parking (RCP), concluding that the functionality did not compromise road safety, even though the driver operating the vehicle would be located outside of the vehicle. He continued that the discussion on the RCP prompted more discussion on other situations where the driver might be outside of the vehicle and that it was decided that discussions on the subject would be continued at a later stage.

94. The Ambassador informed that World Forum on the decision of WP.1 to start working on a guidance document on highly and fully automated driving; the first version was expected to be adopted in 2018. He added that because of this ambitious deadline, WP.1 decided that a special session of WP.1 would be dedicated to this topic and would be held on 6-7 December 2017.

95. The Ambassador stressed the importance of continued close cooperation between WP.29 and WP.1 and their subsidiary expert groups as road safety concerns stemming from the technological evolution towards automated driving cannot be addressed without insight and expertise on vehicle technology and competence in road traffic safety.

96. The Chair of WP.29 encouraged the continued cooperation of WP.29 and WP.1 counterparts with regard to automation.

97. WP.29 also noted the information provided on the combined session of WP.1 and GRRF on 20 September 2017.

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

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

### **D. Consideration of proposals for a new mutual resolution (agenda item 8.4)**

*Documentation:* ECE/TRANS/WP.29/2017/136

99. The representative of the Netherlands, Chair of GRPE, presented the proposal for a new Mutual Resolution (M.R.3) of the 1958 and the 1998 Agreements concerning Vehicle Interior Air Quality (VIAQ) (ECE/TRANS/WP.29/2017/136).

100. WP.29 adopted the resolution and thanked GRPE for the work.

101. The representative of the Republic of Korea, Chair of the IWG on VIAQ, expressed his satisfaction with the outcome of the work on the Mutual Resolution, which started in 2013. He expressed his support of the document and his appreciation for the cooperation of delegates from China and OICA members in the endeavour. He announced the start of the second stage of the work on VIAQ under the leadership of the Russian Federation.

### **E. Consideration of proposals for amendments to the WP.29 Rules of procedure (agenda item 8.5)**

*Documentation:* ECE/TRANS/WP.29/2017/137

102. The secretariat presented the document “Proposals for amendments to the Rules of Procedure of the World Forum for Harmonization of Vehicle Regulations” (ECE/TRANS/WP.29/2017/137), which aims to define conditions for and facilitate the participation in WP.29 of NGOs that are still in the process of obtaining a consultative status with ECOSOC.

103. The World Forum adopted the amendments to the document "World Forum for Harmonization of Vehicle Regulations Terms of Reference and Rules of Procedure" (TRANS/WP.29/690, Amend. 1 and 2).

## **F. Safer vehicles as the third pillar of the global plan for the decade of action for road safety (agenda item 8.6)**

*Documentation:* Informal document: WP.29-173-08

104. The secretariat introduced WP.29-173-08 on activities under the purview of WP.29 carried out within the scope of the UNECE Road Safety Action Plan 2011-2020. The document would form part of an official document that would be submitted to ITC, along with relevant inputs from other Working Parties subsidiary to ITC, at its eightieth session in February 2018.

105. The Chair of the World Forum invited delegates to examine the document, provide any necessary feedback and input to the secretariat. He asked the secretariat to annex it to the report of this session and to submit it to the ITC 2018 session (Annex V).

## **G. Documents for publication (agenda item 8.7)**

*Documentation:* Informal document: WP.29-173-19

106. The secretariat presented WP.29-173-19, listing all of the adopted proposals of the 171st session of WP.29, which entered into force on 10 October 2017.

## **H. Election of officers for the year 2018 (agenda item 8.8)**

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

## **I. Tributes**

108. Learning that Mr. Claude Liesch (Luxembourg) would no longer attend the sessions, the World Forum acknowledged his continued support and highly valuable contributions during the last fifteen years of participation in WP.29 and wished him all the best in his future activities.

## **XI. Adoption of the report (agenda item 9)**

109. The World Forum adopted the report on its 173rd session and its annexes based on a draft prepared by the secretariat. The report included sections related to the sixty-seventh session of the Administrative Committee (AC.1) of the 1958 Agreement, to the fifty-first session of the Executive Committee (AC.3) of the 1998 Agreement and to the tenth session of the Administrative Committee (AC.4) of the 1997 Agreement.

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

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

110. Of the 54 Contracting Parties to the Agreement, 38 were represented and established AC.1 for its sixty-seventh session held on 15 November 2017.

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

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

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

<i>Amendments to existing Regulations</i>							
<i>Regulation No.</i>	<i>Subject of the Regulation</i>	<i>Contracting Parties</i>		<i>Document: ECE/TRANS/WP.29/...</i>	<i>Voting result: for/against/abstentions</i>	<i>Document status</i>	<i>Remark</i>
		<i>applying the Regulation</i>	<i>represented and voting</i>				
12	Steering mechanism	43	34	2017/118	34/0/0	Suppl. 5 to 04	*
14	Safety-belt anchorages	47	35	2017/128	35/0/0	08 series	*
16	Safety-belts	46	34	2017/120	34/0/0	Suppl. 10 to 06 Suppl. 2 to 07	*
17	Strength of seats	47	35	2017/122	35/0/0	Suppl. 4 to 08	*
43	Safety glazing	46	35	2017/111	35/0/0	Suppl. 6 to 01	*
44	Child Restraint Systems	43	33	2017/123	33/0/0	Suppl. 13 to 04	*
46	Devices for indirect vision	45	34	2017/113	34/0/0	Suppl. 05 to 04	*
48	Installation of lighting and light-signalling devices	45	34	2017/110 as amended by para. 67 above	34/0/0	Suppl. 10 to 06	*
49	Compression ignition and positive ignition (LPG and CNG) engines	44	33	2017/129	33/0/0	Suppl. 9 to 05	*
49	Compression ignition and positive ignition (LPG and CNG) engines	44	33	2017/130	33/0/0	Suppl. 5 to 06	*
110	CNG and LNG vehicles	48	35	2017/114	35/0/0	Suppl. 7 to 01	*
110	CNG and LNG vehicles	48	35	2017/115	35/0/0	Suppl. 1 to 02	*

121	Identification of controls, tell-tales and indicators	51	37	2017/116 and Corr.1	37/0/0	Suppl. 2 to 01	*
129	Enhanced Child Restraint Systems	52	37	2017/124	37/0/0	Suppl. 6	*
129	Enhanced Child Restraint Systems	52	37	2017/125	37/0/0	Suppl. 3 to 01	*
129	Enhanced Child Restraint Systems	52	37	2017/126	37/0/0	Suppl. 2 to 02	*
134	Hydrogen and Fuel Cell Vehicles (HFCV)	53	38	2017/127	38/0/0	Suppl. 3	*

Following the entry into force of Revision 3 of the 1958 Agreement the procedural arrangements for notification of established amendments to UN Regulations have been changed as outlined in Article 12 paragraphs 1 and 2

"1. Amendments to UN Regulations shall be established by the Administrative Committee as described in Article 1, paragraph 2 and in accordance with the procedure indicated in the Appendix.

An amendment to the UN Regulation, after having been established, shall be communicated by the Administrative Committee to the Executive Secretary of the United Nations Economic Commission for Europe. As soon as possible thereafter, the Executive Secretary of the United Nations Economic Commission for Europe shall give notification of this amendment to the Contracting Parties applying the UN Regulation and the Secretary-General.

2. An amendment to a UN Regulation will be considered to be adopted unless, within a period of six months from its notification by the Executive Secretary of the United Nations Economic Commission for Europe, more than one-fifth of the Contracting Parties applying the UN Regulation at the time of notification have informed the Secretary-General of their disagreement with the amendment. When an amendment to a UN Regulation is adopted, the Secretary-General shall as soon as possible declare the amendment as adopted and binding upon those Contracting Parties applying the UN Regulation."

To this effect each Contracting Parties will receive a notification of the established amendments to UN Regulations as listed in the table above.

<i>Corrigenda to existing Regulations</i>							
<i>Regulation No.</i>	<i>Subject of the Regulation</i>	<i>Contracting Parties</i>		<i>Document: ECE/TRANS/WP.29/...</i>	<i>Voting result: for/against/abstentions</i>	<i>Document status</i>	<i>Remark</i>
		<i>applying the Regulation</i>	<i>represented and voting</i>				
17	Strength of seats	47	35	2017/121	35/0/0	Corr. 1 to Rev. 5	*
43	Safety glazing	47	35	2017/112	35/0/0	Corr. 6 to Rev. 3	*
43	Safety glazing	47	35	2017/117	35/0/0	Corr. 1 to Rev. 4	*

<i>New Regulations</i>				
<i>Subject of the Regulation</i>	<i>Contracting Parties represented and voting</i>	<i>Document: ECE/TRANS/WP.29/...</i>	<i>Voting result: for/against/abstentions</i>	<i>Remark</i>
International Whole Vehicle Type Approval (IWVTA)	38	2017/108	37/0/1	**
Accident Emergency Call Systems (AECS)	38	2017/132	37/1/0	***
ISOFIX anchorage systems, ISOFIX top tether anchorages and i-Size seating positions	38	2017/133	37/0/1	****

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

\*\* The representative of the Republic of Korea abstained.

\*\*\* The representative of Malaysia objected.

\*\*\*\* The representative of Australia abstained.

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

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

*Documentation:* Informal document: WP.29-173-09

113. The fifty-first session of the Executive Committee (AC.3) was held on 15 November 2017 and chaired by the representative of Japan. The representatives of 12 of the 36 Contracting Parties to the Agreement attended Australia, Canada, China, the European Union (representing Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, the Netherlands, Romania, Slovakia, Slovenia, Spain, Sweden and the United Kingdom), India, Japan, Norway, the Republic of Korea, the Russian Federation, South Africa, Tunisia and the United States of America.

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

*Documentation:* ECE/TRANS/WP.29/1073/Rev.20  
Informal document: WP.29-173-10

114. AC.3 noted the information, as of 15 November 2017, on the status of the Agreement, of the Global Registry and of the Compendium of Candidates (ECE/TRANS/WP.29/1073/Rev.20), the status of the priorities (based on WP.29-173-10 as reproduced in Annex II to this report) of the 1998 Agreement and items on which the exchange of views should continue. AC.3 also noted that assistance could be obtained from the secretariat (Mr. E. Gianotti) about the obligations of Contracting Parties in the transposition process. Representatives were also reminded of their obligation to send the mandatory reports on the transposition process through their Permanent Missions in Geneva



via the "1998 AGREEMENT-MISSIONS List" electronic system to the secretariat to ensure updating of the status document, which is the monitoring tool of the Agreement.

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

### **A. Proposal for a new UN GTR on Electric Vehicle Safety (EVS) (agenda item 14.1)**

*Documentation:* ECE/TRANS/WP.29/2017/138  
ECE/TRANS/WP.29/2017/139  
ECE/TRANS/Wp.29/AC.3/32  
Informal document: WP.29-173-09

115. The representative of the United States of America noted that due to an internal review process, it was not possible for them to vote on this proposal. The representatives of Japan and the European Union could support this request and said that they looked forward to a positive vote at the next session. AC.3 agreed to defer this subject to its March 2018 session.

### **B. Proposal for Amendment 3 to GTR No. 15 (Worldwide harmonized Light vehicles Test Procedures (WLTP) (agenda item 14.2)**

*Documentation:* ECE/TRANS/WP.29/2017/140  
ECE/TRANS/WP.29/2017/141  
ECE/TRANS/WP.29/AC.3/44  
Informal document: WP.29-173-09

116. Submitted for consideration and vote, the proposal for Amendment 3 to the UN GTR No. 15 on the Worldwide harmonized Light vehicles Test Procedures (WLTP) (ECE/TRANS/WP.29/2017/140, ECE/TRANS/WP.29/2017/141, ECE/TRANS/WP.29/AC.3/44) was established in the UN Global Registry on 15 November 2017 by consensus vote of the following Contracting Parties present and voting: Australia, China, the European Union (representing Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, the Netherlands, Romania, Slovakia, Slovenia, Spain, Sweden and the United Kingdom), India, Japan, Norway, the Republic of Korea, the Russian Federation and South Africa.

117. The representatives from Canada, Malaysia, Tunisia and United States of America abstained from voting.

### **C. Proposal for Corrigendum 2 to Un GTR No. 6 (Safety Glazing) (agenda item 14.3)**

*Documentation:* ECE/TRANS/WP.29/2017/142  
Informal document: WP.29-173-09

118. Submitted for consideration and vote, the proposal for Corrigendum 2 to UN GTR No. 6 on Safety Glazing (ECE/TRANS/WP.29/2017/142) was established in the UN Global Registry on 15 November 2017 by consensus vote of the following Contracting Parties present and voting: Australia, Canada, China, the European Union (representing Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, the Netherlands, Romania, Slovakia, Slovenia, Spain, Sweden and the United Kingdom), India, Japan, Norway, the Republic of Korea, the Russian Federation, South Africa and the United States of America.

119. The representatives from Malaysia and Tunisia abstained from voting.

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

120. Contracting Parties did not, at this time, request consideration of this agenda item.

**XVIII. 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 16)**

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

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

*Documentation:* ECE/TRANS/WP.29/2017/144  
Informal documents: WP.29-173-20

122. The representative of the European Union introduced WP.29-173-20 (superseding ECE/TRANS/WP.29/2017/144) aimed at providing an overview of the priority of the programme of work of the development of UN GTRs or amendments to the existing ones. She finally invited AC.3 to provide more details on new UN GTR activities. The representative of the United States of America underlined that especially for the development of new UN GTRs, sponsors should be assigned. The representative from OICA agreed with most of the proposed subjects, but underlined that:

- (i) Harmonisation is crucial, but issues on the same subjects already being developed in the framework of the 1958 Agreement should continue to be conducted in parallel;
- (ii) Clarification was needed for the development of a UN GTR on Event Data Recorders (EDR); OICA supported this, but pointed out that there was a difference between EDR and data storage systems for automated vehicles and that the scope of the proposal should be clarified;
- (iii) Clarification of the exact objectives would be welcome on the proposals, especially the one on driver recognition systems.

123. AC.3 agreed in principle on the content of WP.29-173-20 and requested the secretariat to distribute it with an official symbol at its March 2018 session for final revision and endorsement.

124. The representative of Japan stated that, regarding a next step for this agenda, the highly automated driving issue should be discussed not only under the 1958 Agreement but also under the 1998 Agreement, and that there is high possibility for this item to become a new UN GTR activity according to the programme of work.

## **XX. Progress on the development of new UN GTRs and of amendments to established UN GTRs (agenda item 18)**

### **A. UN GTR No. 2 (Worldwide Motorcycle emissions Test Cycle (WMTC)) (agenda item 18.1)**

125. The representative of European Union, as technical sponsor for these activities, explained that the IWG on Environmental and Propulsion Performance Requirements (EPPR) under GRPE was working on the development of amendments to UN GTR No. 2. He explained that the work was ongoing but with some delays. He recalled that the initial road map contemplated the submission of a working document for the January 2018 session of GRPE, but that it had to be postponed to the session in June 2018 due to difficulties related to regional differences. He reported on the important results achieved at the meeting on 17 and 18 October 2017: (i) the agreement among the Contracting Parties of the scope of the UN GTR No. 2 in terms of fuel, (ii) the nearly completion of UN GTR No. 2 parts B1, B2 and B3 expected to be presented as an informal document for updating GRPE at its January 2018 session, while parts B4 and B5 of the proposed amendment to UN GTR No.2 would not be finalized before March 2018, (iii) the intention of the IWG to start working on a new GTR on OBD 2 in January 2018, (iv) the agreement of most of the CPs to start working on durability as a next topic, (v) the point raised on the transposition of UN GTR No. 2 into the UN Regulation to be carried on by the group in the medium-term.

126. He stressed that the workload implications of the transposition activity and informed AC.3 that it could not be initiated at that moment due to a lack of resources, but that GRPE would consider possibilities for initiating it. He conveyed the request of the GRPE for the appointment of a new GRPE Secretary for the group as soon as possible, and highlighted the importance of the role for good cooperation within the Working Party.

127. The representative of IMMA thanked the representative of European Union for the report on activities. He informed AC.3 that a discussion would be held on the possible introduction of a Vice-Chair to the IWG on EPPR to support the work of the group, and commended the secretariat of the IWG on their achievements.

### **B. UN GTR No. 3 (Motorcycle braking) (agenda item 18.2)**

128. The representative of Italy reported on the progress of work at GRRF on the harmonization of provisions of UN GTR No.3 and UN Regulation 78 according to the mandate (ECE/TRANS/WP.29/AC.3/47). He explained that GRRF had reviewed a formal proposal submitted by Italy and that the proposal had received some comments from Contracting Parties. He announced that GRRF would be in the position to review a revised proposal at its February 2018 session and that further information would be provided to the World Forum at the 174th session in March 2018.

### **C. UN GTR No. 6 (Safety glazing) (agenda item 18.3)**

129. The representative of the Republic of Korea reported on the progress of work of the IWG on Panoramic Sunroof Glazing (PSG) in developing an amendment to UN GTR No. 6. He announced that GRSG had adopted at its April 2017 session a Corrigendum to UN GTR No. 6. The proposal was adopted by AC.3 at the November 2017 session. He informed AC.3 that the last meeting of the IWG on PSG was held on 9 October in Geneva, during the 113th GRSG session and provided an overview of its proceedings. He stated that the next meeting of the IWG would take place in April 2018 during the 114th GRSG session.

130. The representative of the United States of America stated that the National Highway Traffic Safety Agency (NHTSA) research on sunroof glazing material is pending on securing of funding, the confirmation of which would be expected during 2018. He informed AC.3 that the time until the finalization of the decision on funding would be used to develop a detailed research plan.

#### **D. UN GTR No. 7 (Head restraints) (agenda item 18.4)**

131. The representative of Japan gave a status report of the work of the IWG on Phase 2 of UN GTR No. 7 on head restraints. He reported that the IWG anticipated meeting soon to discuss the related work on injury criteria and certification of the Biofidelic Rear Impact Dummy (BioRID). The representative of the United Kingdom explained that, resources permitting, the meeting would possibly be via WebEx by this year, or possibly early 2018.

#### **E. UN GTR No. 9 (Pedestrian safety) (agenda item 18.5)**

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

132. The representative of the United States of America informed AC.3 that his country agreed to remove the study reservation on Injury Assessment Reference Values (IARVs) to move Phase 2 forward to incorporate the Flexible Pedestrian Legform Impactor (FlexPLI) and the new improved bumper test area. He clarified that the IWG would convene at the end of November 2017 to consolidate a draft text of the amendment to the UN GTR for adoption at the December 2017 session of GRSP.

133. The expert from the Republic of Korea informed AC.3 on the progress of work of the Task Force (TF) to design provisions covering active deployable systems in the bonnet area. He added that a meeting of the TF was planned on 21 and 22 November in Berlin to provide an outcome of discussions at the December 2017 session of GRSP.

#### **F. UN GTR No. 13 (Hydrogen and Fuel Cell Vehicles (HFCV) – Phase 2) (agenda item 18.6)**

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

134. The representative of European Union, co-sponsor of the UN GTR on HFCV, informed AC.3 that the first meeting of the IWG of Phase 2 was held in October 2017 in Brussels. More than forty participants took part in the productive and successful meeting. He highlighted the involvement of Japan and the United States of America as Co-Chairs, and China and the Republic of Korea as Co-Vice-Chairs. He reaffirmed that the European Union would continue to contribute actively to the work of the IWG, and invited other Contracting Parties to participate actively in its activities.

135. The representative of Japan, Co-Chair of the IWG, expressed their commitment to continue collaboration on activities and announced that the next meeting of the group would be held in February 2018

136. The representative of the United States of America, Co-Chair of the IWG, thanked OICA for their work as secretary of the IWG. He informed AC.3 that the outcomes of the October Brussels meeting of the IWG included the drafting of the Terms of Reference for the IWG, which would be submitted to GRSP for review. In addition, during the meeting representatives of Contracting Parties and the industry reported on their activities with regard to hydrogen and fuel cell vehicles, namely regulations and industry standards, respectively. He confirmed that the next meeting of the IWG would be held in February, and hosted by the United States of America.

### **G. UN GTR No. 15 (Worldwide harmonized Light vehicle Test Procedures (WLTP) – Phase 2) (agenda item 18.7)**

137. As technical sponsor for this work, the representative of the European Union reported on the Phase 1b and Phase 2 activities addressing left-overs from Phase 1 and adding testing provisions for In Service Conformity, Conformity of Production, On Board Diagnosis, durability, low temperature tests and electrified vehicles carried out by the IWG on WLTP under GRPE. He explained that some of the task forces carrying out activities of the IWG suffered from a lack of necessary resources, which resulted in some task forces starting activities later than initially foreseen, and others in standby. As a result, the IWG on WLTP will ask for an extension of at least one year. The period of the requested extension would be determined at the GRPE session in January 2018.

138. The representative of the European Union requested assistance from the contracting parties in overcoming the lack of resources, noting that the problem of insufficient manpower was not trivial and could bring, if not properly addressed by all Contracting Parties, to the necessity of a revision of what is actually achievable in WLTP Phase 2.

139. The representative of Japan, Co-Chair of the IWG on WLTP, stated their commitment to the work of the IWG and echoed the request of the representative of the EU concerning assistance from Contracting Parties to overcome the lack of resources that was hampering the work of the group.

### **H. UN GTR No. 16 (Tyres) (agenda item 18.8)**

140. The representative of the Russian Federation, on behalf of the Chair of the IWG on Tyre GTR reported on the activities on Amendment 2 to UN GTR No. 16 (Tyres) and the results of the meeting held in Moscow in June 2017. He mentioned the attendance of experts from Japan, China, India and the tyre industry from Europe, USA and Japan. He informed delegates about the progress and the challenges, notably harmonization of the high-speed test and the need for a mandate extension of two years. He also reported on the last meeting held in Brussels on 2 and 3 November 2017, with the attendance of experts from India, Canada, USA, China, Japan but no experts from Europe. He informed AC.3 about the progress at the meeting and the proposal to incorporate the provisions from the Chinese tyre regulations as alternative requirements as specified by Art. 4.2. of the 1998 Agreement. He announced that the next meeting of the group expected to be held in Brussels on 4 and 8 June 2018.

141. AC.3 consented to the two years extension of the mandate.

### **I. Draft UN GTR on Electric Vehicle Safety (EVS) (agenda item 18.9)**

Documentation: ECE/TRANS/WP.29/2017/143

142. The representative of the United States of America, Chair of the IWG on EVS and of GRSP, informed AC.3 that the group had last met in September 2017, to plan work without discontinuation of Phase 2 of the UN GTR to address the long-term research issues. Thus, he introduced ECE/TRANS/WP.29/2017/143 prepared by the representatives of China, Japan, United States of America and the European Union to request authorization to start Phase 2 of the UN GTR.

143. AC.3 adopted ECE/TRANS/WP.29/2017/143 and requested the secretariat to prepare the corresponding AC.3 document.

## **J. Draft UN GTR on Quiet Road Transport Vehicles (QRTV) (agenda item 18.10)**

144. The expert from the United States of America, in his capacity as Chair of the IWG on Quiet Road Transport Vehicle GTR (QRTV GTR), recalled his statement at the previous session of AC.3 about the Final Rule, the Federal Motor Vehicle Safety Standard (FMVSS) on Minimum Sound Requirements for Hybrid and Electric Vehicles becoming effective. He reported that the Final Rule had become effective on 5 September 2017. He indicated that the role of the GTR of IWG on QRTV was to harmonize the corresponding FMVSS and UN Regulation. He informed AC.3 that the initial assessment of the IWG was that the two regulations were not significantly unsimilar, and that a meeting in cooperation with GRB would be convened in the near future to assess the exact differences between the two regulatory texts, including all relevant amendments to the UN Regulation and NHTSA documents. The meeting time would be announced upon coordination with the GRB Chair, with the aim to hold it before the WP.29 March 2018 session.

## **K. Electric vehicles and the environment (agenda item 18.11)**

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

145. The representative of Canada provided an update on the latest activities of the IWG on EVE, on behalf of the EVE leadership. He indicated that there had been two meetings of the IWG on EVE since the last WP.29 meeting: a teleconference on 12 September 2017 and the twenty-fourth meeting of the IWG on EVE on 24-25 2017 in Vienna. He thanked the Government of Austria for hosting the meeting.

146. He noted that the IWG on EVE had made significant progress on the three assigned areas of work: determination of electrified vehicle power, electrified vehicle durability and method of stating energy consumption. First, he explained that the group had already begun drafting the UN GTR for power determination of electrified vehicles and expects its delivery at the WP.29 session in November 2019. He stated that the laboratories that would conduct the validation test of the procedure (including in North America, Europe and Asia) had been identified. Second, he explained that the group had conducted preliminary battery life modelling using real world testing data. Third, he informed AC.3 that the IWG on EVE had made a presentation to the Group of Experts on Energy Efficiency (GEEE) on the development of a method to assess the energy consumption of electric vehicles on 1 November 2017. He stated that after the presentation, GEEE had expressed that the project was a good match with their mandate and that the group would explore if it could lead the project in the future with the support of the IWG on EVE and the Group of Experts on Cleaner Electricity Production.

147. He expressed the appreciation of the IWG on EVE to Mr. M. Gangonells and Mr. R. Hubert of the WP.29 secretariat for their assistance in facilitating the group's engagement with the GEEE group.

148. He noted the regular interaction between EVE and WLTP IWGs to ensure that work would be complimentary and to avoid duplication of efforts.

149. The representative of Canada informed AC.3 that the IWG on EVE would host the next meeting on 8 January 2018 in Geneva and a further two-day meeting at the end of March 2018 in Japan, to advance its work in its mandates.

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

### **A. Harmonization of side impact (agenda item 19.1)**

#### **1. Side impact dummies (agenda item 19.1 (a))**

150. The representative of the United States of America informed AC.3 that the IWG activities to harmonize the 50th percentile World Side Impact Dummy (SID) and 5th percentile female dummy had been delayed since its last meeting in 2015, due to a conflicting programme of work of NHTSA. Moreover, he explained that the next meeting would be convened early 2018 and would be announced by the Chair.

#### **2. Pole side impact (agenda item 19.1 (b))**

151. No subject was raised under this agenda item.

### **B. Specifications for the 3-D H-point machine (agenda item 19.2)**

152. The representative of Spain, on behalf of the Chair of the IWG, informed AC.3 that the IWG had continued its activities and announced that the Chair would report on the outcome of the IWG work at the December 2017 session of GRSP.

## **XXII. Other business (agenda item 20)**

### **C. Proposal for amendments to Special Resolution No. 2 (agenda item 20.1)**

*Documentation:* Informal documents: WP.29-173-05

153. The representative of OICA introduced WP.29-173-05, "Proposal to amend Special Resolution 2" (ECE/TRANS/WP.29/1124). He stated that OICA, representing the global auto industry, re-confirmed its strong support for Special Resolution 2 as an important step towards an improved functioning of the 1998 Agreement.

154. He noted that WP29-173-05 took into account comments made at the June 2017 AC.3 session. He added that his intention was to clarify the concepts of options and alternatives, based on the experience gained in the development of several existing global technical regulations. He emphasized the position of OICA that such clarification would constitute a further improvement and that it would help in the development of new or amended global technical regulations.

155. Due to the lack of time, AC.3 agreed to allocate more time to discuss it at its March 2018 session and to keep it still as an informal document.

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

## **XXIII. Establishment of the Committee AC.4 (agenda item 21)**

*Documentation:* Informal documents: WP.29-173-21

156. The Administrative Committee (AC.4) did not convene, as the quorum could not be established.

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

157. No further supplementary information was provided beyond agenda item 7.2.  
(see para. 79 above)

**XXV. Establishment of new Rules annexed to the 1997 Agreement  
(agenda item 23)**

*Documentation:* ECE/TRANS/WP.29/2017/134  
ECE/TRANS/WP.29/2017/135  
Informal documents: WP.29-173-12

158. No further supplementary information was provided beyond agenda item 7.4.  
(see paras. 81-83 above)

**XXVI. Other business (agenda item 24)**

159. No subject was raised under this agenda item.



## Annex I

**List of informal documents (WP.29-173-...) distributed  
without a symbol during the 173rd session**

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
01	Secretariat	2.2	E	WP.29, Working Parties, Informal Working Groups and Chairmanship	(b)
02	Secretariat	2.2	E	Draft calendar of meetings for 2018	(b)
03	Secretariat	2.2	E	Tasks to be performed by the members of the secretariat in 2018	(a)
04	Secretariat	4.5	E	Note on DETA following the call for donations sent by the ES to all CPs of the 1958 Agreement	(a)
05	OICA	20.1	E	Proposal to amend Special Resolution 2 (document ECE/TRANS/WP.29/1124)	(d)
06	IWG on PTI	7.1	E	Report to WP.29 about results of the 8th meeting of Informal Group on Periodical Technical Inspections	(a)
07	Switzerland	8.1	E	Manipulation on EURO IV, EURO V and EURO VI trucks by suppression of AdBlue injection; Detection of manipulated trucks – situation mid of September 2017	(a)
08	Secretariat	8.6	E	The Inland Transport Committee and Road Safety – progress report of the UNECE Road Safety Action Plan (2011–2020)	(b)
09	Secretariat	12, 14-14.3	E	Establishment of the Executive Committee (AC.3) of the 1998 Agreement Fifty-first session (item 12) Consideration and vote by AC.3 (item 14-14.3)	(a)
10	Secretariat	5.1, 13	E	Status of the 1998 Agreement of the global registry and of the compendium of candidates* Situation on priorities and proposals to develop UN GTRs as of 8 November 2017	(a)
11	Secretariat	1	E	Consolidated Annotated provisional agenda	(b)

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
12	IWG on PTI	7.4	E	Amendments to ECE/TRANS/WP.29/2017/134	(c)
13	Germany	4.5	E	Proposal for a DETA interim solution	(a)
14	OICA	4.2.2	E	Proposed amendments to "Guideline to Regulatory Procedures" (document ECE/TRANS/WP.29/2017/107)	(a)
15	IWG on DETA	4.5	E	DETA status – Ways forward	(a)
16	IWVTA Informal Group	4.4	E	Revision 3 of the 1958 Agreement – questions and answers	(b)
17	IWVTA Informal Group	4.3	E	WP.29 Informal Group on IWVTA (International Whole Vehicle Type Approval) Phase 2	(b)
18	IWVTA Informal Group	4.3	E	Report to 173rd WP.29 session from the 25th IWVTA Informal Group meeting	(a)
19	Secretariat	8.7	E	March 2017 session, adopted proposals and entry into force	(a)
20	Secretariat	17	E	Programme of work under 1998 Agreement	(a)
21	Secretariat	21, 23	E	Voting table of the tenth session of AC.4	(a)
22	Russian Federation	4.1	E	Presentation on the designation of Technical Services	(a)
23	Morocco	6	F	Regulatory framework for Type Approval and PTI	(a)
24	Euromed		E	Status in EuroMed Partner Countries and EuroMed Project Support	(a)
25	Euromed		E	The EU funded EuroMed Transport Support Project	(a)

*Notes:*

- (a) Consideration completed or to be superseded.
- (b) Adopted.
- (c) Continue consideration at the next session.

## Annex II

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

#### Situation on priorities and proposals to develop UN GTRs as of 8 November 2017

##### GRRF

<i>Item</i>	<i>Informal group (Yes-No)/ Chair &amp; Vice- Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/ WP.29/...)</i>	<i>Proposal for a draft gr (ECE/TRANS/WP.29/..)</i>	<i>State of play/Comments</i>
[Amendment 3] to UN GTR No. 3 (motorcycle brake systems)	-	Italy	2017/51	-	Request for authorization to develop Amendment 3 to GTR No. 3 adopted by AC.3 in March 2017
[Amendment 2] to UN GTR No. 16 (Tyres)	Yes/Russian Federation	Russian Federation	2017/52	-	Request for authorization to develop Amendment 2 to UN GTR No. 16 adopted by AC.3 in March 2017

##### GRSP

<i>Item</i>	<i>Informal group (Yes-No)/ Chair &amp; Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/ WP.29/...)</i>	<i>Proposal for a draft gr (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/2015/34 (Draft UN GTR)	GRSP is expected to resume discussion addressing all issues, including draft Addendum 1 to the M.R.1 at its December 2017 session.
Amendment 2 - Phase 2 of UN GTR No. 9 (Flex-PLI) (Pedestrian Safety)	Yes/ Germany/ Japan	Germany/ Japan	AC.3/24	GRSP/2014/15 (Draft UN GTR) GRSP/2017/3 GRSP/2015/2 GRSP/2014/16 (fifth progress report) GRSP/2015/2	GRSP will resume discussion at its December 2017 session on IARVs and on the draft UN GTR, altogether with a proposal addressing bumper test.

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

<i>Item</i>	<i>Informal group (Yes-No)/ Chair &amp; Vice-Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/ WP.29).../</i>	<i>Proposal for a draft gtr (ECE/TRANS/WP.29/..)</i>	<i>State of play/Comments</i>
Amendment 3 to UN GTR No. 9		Netherlands	AC.3/31	GRSP/2012/2 GRSP/2014/5	GRSP will consider a proposal concerning points of contact of headform impactors at its December 2017 session addressing the Phase 2 of the UN GTR.
Amendment 4 to UN GTR No. 9		Republic of Korea		AC.3/45	GRSP will resume consideration on possible proposal of amendment to the UN GTR to provide the test procedure for deployable systems of the outer surface to ensure an adequate protection of pedestrians.
Phase 2 of UN GTR No. 13 (HFCV)		Japan, Republic of Korea and the European Union		2017/56	A proposal of authorization to develop the Phase 2 of the UN GTR was adopted by AC.3 at its March 2017 session.
UN GTR No. 14 (PSI)	Yes/ Australia	Australia	AC.3/28		No new information was provided at the June 2017 session of AC.3.
UN GTR on EVS	Yes/USA/ EU/ Japan/ China	EU/ Japan/ USA/ China	AC.3/32	2017/138 (Draft UN GTR Phase 1) 2017/139 (Final report of the development of UN GTR on EVS) AC.3/32 (Authorization to develop Phase 1) 2017/143 (Request of authorization to develop Phase 2)	GRSP is expected to start Phase 2 by December 2017 concerning the long-term research. AC.3: i) Deferred the vote to establish in the Global Registry the UN GTR (Phase 1) at its December 2018 sessions and ii) endorsed the authorization to develop Phase 2.

**GRPE**

<i>Item</i>	<i>Informal group (Yes-No)/ Chair &amp; Vice- Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/WUN GTR P.29/...)/ Proposal for a draft (ECE/TRANS/WP.29/..)</i>	<i>State of play/Comments</i>
Amendments to UN GTR No. 2 (WMTC)	Yes/EU (EPPR)	EU	AC.3/36/Rev.1 (based on 2015/113)	AC.3 was informed about the ongoing work by the IWG on EPPR on the development of amendments to UN GTR No. 2.
Amend. 2 to UN GTR No. 15 (WLTP)	Yes/ Germany (WLTP)	EU/ Japan	AC.3/44 (based on 2016/73)	AC.3 noted that Amendment 2 to UN GTR No. 15 will be submitted for consideration at the June 2017 session.
New UN GTR on evaporative emission test procedure for WLTP (WLTP EVAP)	Yes/ Germany (WLTP)	EU/ Japan	AC.3/44 (based on 2016/73)	AC.3 noted that a new UN GTR on WLTP EVAP will be submitted for consideration at the June 2017 session.
Electric vehicles and the environment (EVE)	Yes/USA/ China/ Japan	Canada/ China/EU/ Japan/USA	AC.3/46 (based on 2016/11)	AC.3 was informed about the ongoing work by the IWG on EVE as part B of the mandate..

**GRB**

<i>Item</i>	<i>Informal group (Yes-No)/ Chair &amp; Vice- Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/ WP.29/...)/ Proposal for a draft UN GTR (ECE/TRANS/WP.29/...)</i>	<i>State of play/Comments</i>
Quiet Road Transport Vehicle	Yes/USA/ Japan	EU/Japan/ USA	AC.3/33 (Including ToR)	AC.3 expects a progress report of the ITWG on QRTV at its June 2017 session

**GRSG**

<i>Item</i>	<i>Informal group (Yes-No)/ Chair &amp; Vice- Chair</i>	<i>Tech. sponsor</i>	<i>Formal proposal (ECE/TRANS/ WP.29/...)/ Proposal for a draft UN GTR (ECE/TRANS/WP.29/...)</i>	<i>State of play/Comments</i>
Panoramic Sunroof Glazing (PSG)	Yes/Korea/ Germany	Korea	AC.3/41	AC.3 extended the mandate of the IWG on PSG until June 2018. AC.3 is also expected to establish in the Global Registry Corrigendum 2 to UN GTR No. 6 (clarifying the scope).

**Situation of subjects for exchange of views**

<i>Working Party</i>	<i>Item</i>	<i>Inf. group (Yes-No)/ Chair &amp; 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 5 percentile female dummy and noted that a redesign of the dummy might be necessary. AC.3 extended the mandate of the IWG until December 2017.
WP.29	ITS	No	---	---	No new information was provided to AC.3.
WP.29	Electric Vehicles and Environment	Yes	USA, Canada, China, EU	---	AC.3 received a status report from the IWG on EVE where the good coordination with the IWG on WLTP was highlighted. A report to GRPE at its June 2016 session is envisaged. AC.3 expects the results of part A of the mandate for its November 2016 session.
WP.29	New technology not yet regulated	No	No	---	Exchange of views took place on priorities for work on new technologies including automated driving functionalities, in-vehicle communications, cyber security and data protection

## Annex III

**World Forum for Harmonization of Vehicle Regulations (WP.29):  
Working Parties, Informal Working Groups and Chairmanship  
(02/11/2017)**

	<i>Informal working groups</i>	<i>Chairperson/ Vice-Chairperson</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
<b>WP.29</b>	<b>World Forum</b>	<b>Mr. A. Erario Mr. B. Kisulenko</b>	<b>Italy Russian Federation</b>	2018
	Intelligent Transport Systems (ITS)	Mr. H. Inomata Mr. I. Yarnold	Japan UK	2018
	Electronic Database for the Exchange of Type Approval documentation (DETA)	Mr. Paeslack	Germany	June 2019
	International Whole Vehicle Type Approval (IWVTA)	Mr. T. Onoda Ms. M. Teles Romao	Japan EC	June 2017
	IWVTA Subgroup on UN Regulation No. 0	Mr. T. Onoda	Japan	June 2017
	IWVTA Subgroup on 1958 Agreement	Ms. M. Teles Romao	EC	June 2017
	Enforcement Working Group	Mr. E. Wondimneh	USA	2018
	Periodic Technical Inspections (PTI)	Mr. P. Striekwold Mr. V. Komarov	Netherlands Russian Federation	November 2017
<b>GRB</b>	<b>Noise</b>	<b>Mr. S. Ficheux Mr. A. Bocharov</b>	<b>France Russian Federation</b>	2018
	Quiet Road Transport Vehicles (QRTV gtr)	Mr. E. Wondimneh Mr. I. Sakamoto	USA Japan	December 2018
	Additional Sound Emission Provisions (ASEP)	Mr. L.-F. Pardo Mr. D. Xie Mr. K. Okamoto	France China Japan	September 2019
<b>GRE</b>	<b>Lighting and Light-Signalling</b>	<b>Mr. M. Loccufier Mr. D. Rovers</b>	<b>Belgium Netherlands</b>	2018
	Simplification of the Lighting and Light Signalling Regulations (SLR)	<b>Mr. M. Loccufier</b>	<b>Belgium</b>	December 2018
	Visibility, Glare and Levelling	Mr. T. Targosinski	Poland	November 2017

	<i>Informal working groups</i>	<i>Chairperson/ Vice-Chairperson</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
<b>GRPE</b>	<b>Pollution and Energy</b>	<b>Mr. A. Rijnders</b> <del><b>Mrs. R.</b></del> <del><b>Urdhwareshe</b></del>	<b>Netherlands</b> <b>India</b>	2018
	Environmental and Propulsion Performance Requirements of L-category vehicles (EPPR)	Mr. A. Perujo	EC	December 2020
	Electric Vehicle and Environment (EVE)	Mr. M. Olechiw Mrs. C. Chen Mr. T. Niikuni	USA China Japan	November 2018
	Particle Measurement Programme (PMP)	Mr. G. Martini	EC	June 2019
	Vehicle Interior Air Quality (VIAQ)	Mr. J Lim  Mr. Y. GE	Republic of Korea China	November 2020
	Worldwide harmonized Light vehicles Test Procedures (WLTP Phase 2)	Mr. R. Cuelenaere Mr. D. Kawano	Netherlands Japan	December 2019
<b>GRRF</b>	<b>Brakes and Running Gear</b>	<b>Mr. B. Frost</b> <b>Mr. H.</b> <b>Morimoto</b>	<b>UK</b> <b>Japan</b>	2018
	Modular Vehicle Combinations (MVC)	Mr. A. Gunneriusson	Sweden	February 2019
	Agricultural Coupling Devices and Components (ACDC)	Mr. A Schauer	Germany	September 2017
	Automatically Commended Steering Functions (ACSF)	Mr. C. Theis <sup>3</sup> Mr. H. Morimoto	Germany Japan	September 2017
<b>GRSP</b>	<b>Passive Safety</b>	<b>Mr. N. Nguyen</b> <b>Mr. Jae-Wan</b> <b>Lee</b>	<b>USA</b> <b>Republic of</b> <b>Korea</b>	2018
	Harmonization of side impact dummies	Mr. D. Sutula	USA	December 2017
	UN GTR No. 7 on Head Restraints - Development of Phase 2	Mr. B. Frost	UK	June 2018
	Child Restraints Systems (CRS)	Mr. P. Castaing	France	December 2017
	UN GTR No. 9 on Pedestrian Safety – Development of Phase 2	Mr. R. Damm	Germany	December 2017

<sup>3</sup> Mr. C.Theis and Mr. H. Morimoto are Co-Chairs of the IWG on ACSF.



	<i>Informal working groups</i>	<i>Chairperson/ Vice-Chairperson</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
	Electric Vehicle Safety (EVS)	Mr. N. Nguyen	USA China and EC Vice-Chairs	December 2017
	Specification of the 3D-H machine	Mr. L. Martinez	Spain	Tbd
	Hydrogen and Fuel Cell Vehicles (HFCV)	Tbd	Tbd	December 2020
<b>GRSG</b>	<b>General Safety</b>	<b>Mr. A. Erario Mr. K. Hendershot</b>	<b>Italy Canada</b>	2018
	Panoramic Sunroof Glazing (PSG)	Mr. S. Eom Mr. T. Fuhrmann	Republic of Korea Germany	June 2018
	Awareness of Vulnerable Road Users proximity (VRU-Proxi)	<b>Mr. P. Broertjes Mr. Y. Matsui</b>	<b>EC Japan</b>	April 2021

**World Forum for Harmonization of Vehicle Regulations (WP.29):  
Administrative/Executive Committees and Chairmanship (16/11/2017)**

	<i>Committees</i>	<i>Chairperson/ Vice-Chairperson</i>	<i>Country</i>	<i>Expiry date of the mandate</i>
<b>AC.1</b>	<b>Administrative Committee of the 1958 Agreement</b>	<b>Mr. A. Erario Mr. B. Kisulenko</b>	<b>Italy Russian Federation</b>	<b>2019</b>
<b>AC.2</b>	<b>Administrative Committee for the coordination of work</b>	<b>Mr. A. Erario</b>	<b>Italy</b>	<b>2018</b>
<b>AC.3</b>	<b>Executive Committee of the 1998 Agreement</b>	<b>Mr. H. Inomata Mr. I. Yarnold Mr. E. Wondimneh</b>	<b>Japan UK USA</b>	N.a.
<b>AC.4</b>	<b>Administrative Committee of the 1997 Agreement</b>	<b>Mr. B. Kisulenko</b>	<b>Russian Federation</b>	N.a.

## Annex IV

## Calendar of Meetings of WP.29, GRs and COMMITTEES for 2018

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

<i>Month</i>	<i>Meeting (title and session No.)</i>	<i>Dates proposed</i>	<i>Schedule</i>	<i>Half-days</i>	<i>Interpretation</i>	<i>Salle</i>	<i>12 weeks deadline</i>	<i>Delegates</i>
JANUARY	Working Party on Pollution and Energy (GRPE) (76th session)	9-12	p.m./a.m.	6	Yes	XII	9.10.2017	150
JANUARY	Working Party on Noise (GRB) (67th session)	24-26	p.m./p.m.	5	Yes	XI	30.10.2017	80
FEBRUARY	Working Party on Brakes and Running Gear (GRRF) (86th session)	12-16	p.m./a.m.	8	Yes	XI	20.11.2017	130
MARCH	Administrative Committee for the Coordination of Work (WP.29/AC.2) (126th session)	12	a.m./p.m.	2	No	S4		35
MARCH	World Forum for Harmonization of Vehicle Regulations (WP.29) (174th); Admin. Committee of the 1958 Agreement (AC.1: 68th session); Executive Committee of the 1998 Agreement (AC.3: 52nd session); Admin. Committee of the 1997 Agreement (AC.4: 13th session)	13-16 (14 14-15 15)	a.m./a.m. (p.m. p.m./a.m. p.m.)	7	Yes	XII	4.12.2017	160
APRIL	Working Party on General Safety Provisions (GRSG) (114th session)	9-13	p.m./a.m.	8	Yes	VII	15.1.2018	120
APRIL	Working Party on Lighting and Light-Signalling (GRE) (79th session)	24-27	a.m./p.m.	8	Yes	XII	29.1.2018	100
MAY	Working Party on Passive Safety (GRSP) (63rd session)	14-18	p.m./a.m.	8	Yes	VII	19.2.2018	120
JUNE	Working Party on Pollution and Energy (GRPE) (77th session)	6-8	a.m./p.m.	6	Yes	XXIV	12.3.2018	150
JUNE	Administrative Committee for the Coordination of Work (WP.29/AC.2) (127th session)	18	a.m./p.m.	2	No	S4		35
JUNE	World Forum for Harmonization of Vehicle Regulations (WP.29) (175th session); Admin. Committee of the 1958 Agreement (AC.1: 69th session); Executive Committee of the 1998 Agreement (AC.3: 53rd session); Admin. Committee of the 1997 Agreement (AC.4: 14th session)	19-22 (20 20-21 21)	a.m./a.m. (p.m. p.m./a.m. p.m.)	7	Yes	XVI	26.3.2018	160
SEPTEMBER	Working Party on Noise (GRB) (68th session)	12-14	p.m./p.m.	5	Yes	V	18.6.2018	80
SEPTEMBER	Working Party on Brakes and Running Gear (GRRF) (87th session)	25-28	a.m./a.m.	7	Yes	XI	2.7.2018	130
OCTOBER	Working Party on General Safety Provisions (GRSG) (115th session)	9-12	a.m./a.m.	7	Yes	XII	16.7.2018	120
OCTOBER	Working Party on Lighting and Light-Signalling (GRE) (80th session)	23-26	a.m./a.m.	7	Yes	VII	30.7.2018	100
NOVEMBER	Administrative Committee for the Coordination of Work (WP.29/AC.2) (128th session)	12	a.m./p.m.	2	No	XXI		35
NOVEMBER	World Forum for Harmonization of Vehicle Regulations (WP.29) (176th session); Admin.	13-16 14	a.m./a.m. a.m.	7	Yes	XXI	20.8.2018	160

<i>Month</i>	<i>Meeting (title and session No.)</i>	<i>Dates proposed</i>	<i>Schedule</i>	<i>Half-days</i>	<i>Interpretation</i>	<i>Salle</i>	<i>12 weeks deadline</i>	<i>Delegates</i>
	Committee of the 1958 Agreement (AC.1: 70th session); Executive Committee of the 1998 Agreement (AC.3: 54th session); Admin. Committee of the 1997 Agreement (AC.4: 15th session)	14-15 15	p.m./a.m. p.m./a.m.					
DECEMBER	Working Party on Passive Safety (GRSP) (64th session)	11-14	a.m./a.m.	7	Yes	XVII	17.9.2018	120
		<b>TOTAL:</b> <b>109 half days =</b> <b>54.5 days</b>						

Except for the three sessions of the Administrative Committee (WP.29/AC.2) (without interpretation), all sessions are **PUBLIC**. The sessions scheduled "p.m./a.m." will begin in the afternoon, at 2.30 p.m. on the indicated date and are expected to last to 12.30 p.m. on the indicated date.

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

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

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

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

## Annex V

### **The Inland Transport Committee and Road Safety – progress report of the UNECE Road Safety Action Plan (2011–2020)**

#### **Note by the secretariat**

##### *Summary*

The UNECE secretariat has continued to make progress in our road safety related mandate supporting WP.1, SC.1, WP.29, WP.15, WP.24 and the Secretary-General's Special Envoy for Road Safety, amongst others. A cumulative update of our work from March 2012 to February 2017 is contained in the table annex.

#### **Introduction**

1. At its seventy-fourth session in 2012, the Inland Transport Committee (ITC) adopted the UNECE Action Plan for the UN Decade of Action for Road Safety (2011–2020) (ECE/TRANS/2012/4 and Corrs.1 and 2).
2. The Plan is directly aligned to the UN Global Plan for the Decade of Action for Road Safety (2011–2020), and aims to achieve the UNECE's overall road safety goals by addressing priority areas of work as well as implementing continuous and future actions for each goal in its geographical area and beyond. It includes actions, initiatives and measures for several UNECE Working Parties, with the Working Party on Road Traffic Safety (WP.1) being the main coordinating entity in the area of road safety.
3. At its seventy-seventh session in 2015, ITC was updated on the Plan (ECE/TRANS/2015/13).
4. The table annex is a cumulative update of the UNECE secretariat's progress made since 2012 in relation to each performance indicator in the Plan, including the period March 2015 to February 2017.

## Annex VI

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

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

### UNECE goals for the decade (2011–2020):

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

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

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

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
<b>OBJECTIVE 1: Boost Political Will and Support Government Strategies</b>						
Road Traffic Casualty Reduction Targets	Lead the global project of the UN Regional Commissions on "Improving Global Road Safety: Setting Regional and National Road Traffic Casualty Reduction Targets" (funded by United Nations Development Account [UNDA]). Published the global report.		Secretariat	2008–2009; 2010		Project completed and global report published.

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
	UNECE involvement in setting regional and national goals and targets in United Nations Special Programme for the Economies of Central Asia (SPECA) region (SPECA Thematic Working Group on Sustainable Transport, Transit and Connectivity .	Will monitor progress of meeting national goals and targets.	SPECA Programme Working Group (PWG) on Transport Border Crossings (TBC), Secretariat	2011–2016	Number of regional and national targets met; establishment of a national level road accident database.	One of seven SPECA countries has defined national road safety goals, four of seven countries have published road safety data. SPECA Road Safety Capacity Building Workshop, 11 September 2015, Almaty, Kazakhstan.  SPECA Road Transport and Road Safety Statistics workshop, 8 September 2016, Ashgabat, Turkmenistan. More than 35 participants from SPECA members and Eastern Europe discussed the methodology for collecting road transport and road safety statistics, as well as how best to make this information publicly available.
	Promote setting regional and national goals and targets in Organisation of the Black Sea Economic Cooperation (BSEC) region.		Secretariat	2012	Number of regional and national targets met.	Refer to the “Readiness Assessment to Implement the Decade of Action Plan” action below.
Political Commitment for Road Safety Demonstrated through National Development Framework: National Strategies, Nations Development Assistance Framework (UNDAF), Poverty Reduction Strategy Papers (PRSPs)	Three UNECE countries: Georgia, Serbia and Turkey with UNDAF country programmes have included a road safety element (3 out of 17 countries).	Subject to availability of resources and funding partnerships (with United Nations Children’s Fund [UNICEF] / World Health Organization [WHO] under the UNDAF country programmes [Georgia, Serbia and Turkey]), activities such as capacity-building workshops, awareness raising and road safety performance review in Georgia.	Secretariat	2017–2021	Number of national road safety strategies.	Georgian National Road Safety Plan for 2017 adopted.

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
		Will endeavour to incorporate road safety elements into UNDAF Country Programmes in the UNECE region.	Secretariat	2011–2020	Number of new countries with UNDAF country programmes incorporating a road safety element, and UNECE involvement.	Action underway.
Readiness Assessment to Implement the Decade of Action Plan	Prepared and presented a readiness assessment methodology for a pilot project to be used in BSEC countries for the implementation of the United Nations Decade of Action Plan. Assessment pilot launched through questionnaires.	Will implement readiness assessment plan in the BSEC Region in cooperation with BSEC Permanent International Secretariat (PERMIS) and national authorities of the BSEC member States.	Secretariat	2011–2013	BSEC sub-regional readiness assessment completed and published. Number of countries implementing a readiness assessment plan.	Assessment questionnaire prepared and disseminated. Five of 12 countries submitted completed questionnaires.
	Prepared a publication titled “Together with UNECE on the Road to Safety”		Secretariat	2015	Demand for publication	The publication was produced to offer the UNECE and the Inland Transport Committee’s contribution to the mid-term review of the Decade of Action for Road Safety. It was distributed at the Second Global High-level Conference on Road Safety.  WP.1 prepared a Road Safety Resolution for adoption by ITC and UNECE Commission (2017).  SC.1 prepared a Road Transport for adoption by ITC and UNECE Commission (2017)
		Will scale up the readiness assessment methodology beyond the BSEC Region.	Secretariat	2011–2020	Number of countries carrying out a readiness assessment and preparing / executing the implementation plan.	No relevant action in 2012–2014 by ECE, but TRACECA project has been following up on this.

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
Road Traffic Accident Statistics	Yearly updated, collected and disseminated data on road traffic accidents. Some indicators are derived from data in the UNECE database and disseminated online, such as: number of fatalities per million inhabitants, number of injured per million inhabitants, number of fatalities per 10,000 passenger cars, number of injured per 10,000 passenger cars; severity of road traffic accidents (fatalities per 1,000 accidents), distribution of killed/injured by road users.	Will improve international comparability and consider "Statistical performance indicators in road safety".	WP.6	2012–2013	Development and adoption of statistical performance indicators in road safety.	Indicators derived from data in the UNECE database and disseminated online.
	Developed appropriate and common methodologies and terminology for harmonizing road safety statistics to improve international comparability (Glossary of Transport Statistics).	Ongoing	WP.6	2012–2013	Development and adoption of statistical performance indicators in road safety.	Increased comparability of definitions used for "killed", "injured". Work underway to harmonize the definition of "seriously injured".



<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
	Developed and maintained the online UNECE Transport Statistics Database to ensure high-quality, relevant, user-friendly and timely transport statistics for road safety.	Ongoing	WP.6	2012–2013	Development and adoption of statistical performance indicators in road safety.	Improved online UNECE Transport Statistics Database with statistics and graphics.
	Contributed to the coordination of statistical activities of international organizations in the field of road safety statistics to promote good practices and consistency of disseminated data, minimize duplication of work and reduce the burden on UNECE member countries.	Ongoing	WP.6	2012–2013	Development and adoption of statistical performance indicators in road safety.	Streamlined Common Questionnaire based on user needs.
Road Traffic Accident Statistics (con't.)	Provided a forum for exchanging experiences and best practices and provided guidance on how to address statistical challenges, including the availability, quality and interchange of data on road traffic accident statistics.	Ongoing	WP.6	2012–2013	Development and adoption of statistical performance indicators in road safety.	Organized presentations and exchanges on the process of data collection from the time of the accident until the dissemination of data.

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
	WP.6 made special efforts to improve the available data on road traffic accidents through internet use; the Common Questionnaire developed jointly with ITF and Eurostat.	Will improve quality of road safety data, in particular through improving data quality for types of collision and the harmonization of the collisions methodology for data related to the accidents involving drugs and alcohol.	WP.6	2012–2013	Development and adoption of statistical performance indicators in road safety.	Organized a capacity-building workshop on transport statistics and road accidents in Kiev (November 2012).
Launch of the UN Decade of Action for Road Safety (2011–2020)	In collaboration with the Government of Serbia, organized the regional launch of the UN Decade of Action for Road Safety in Belgrade 27–29 April 2011) in partnership with the Ministry of the Interior the Ministry of Infrastructure, and the Road Safety Agency.	Will explore possibilities of organizing annual follow-up events to assess progress.	Secretariat	2011–2020	Number of follow-up events organized.	Organized a Regional Road Safety Capacity-Building Workshop in Belgrade, Serbia, in October 2014.
	In cooperation with United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) and United Nations Economic Commission for Latin America and the Caribbean (UNECLAC), organized a launch event for the United Nations Decade of Action for Road Safety		Secretariat	2011		Event organised in cooperation with UNESCAP and UNECLAC, and with the participation of the Deputy Administrator of National Highway Traffic Safety Administration, USA. Presentations highlighted key challenges in sustainable transport development in the regions with an emphasis on road safety. Discussion generated about UN road safety international legislation and the need for further regulatory work. Well attended by more than fifty diplomats and experts.

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
	at the United Nations Commission on Sustainable Development (CSD) in New York (May 2011) where the keynote speech was given by the United States of America (USA).					
Road Safety as an integral element of Sustainable Mobility	Published (2009) a paper titled "UNECE work in Support of Sustainable Development of Transport" for the eighteenth session of the Commission on Sustainable Development (CSD), which pointed out that sustainable development includes road safety.		Secretariat			Paper published. It underlined that Governments had a primary role in creating safe road traffic conditions, and that reliable national statistics and research were essential.  Internationally harmonized regulatory (such as the international transport agreements administered by the secretariat), technical and policy measures were needed to combat the negative effects of transport.
	Published (2011) a discussion paper with best practices titled "Transport for Sustainable Development in the UNECE region" for the nineteenth session of the CSD, in which road safety featured prominently. The paper was presented at the	Will promote public transport benefits.  Paper titled: Sustainable Urban Mobility and Public Transport in UNECE capitals (2014). <sup>4</sup>  A joint global paper in cooperation with the other Regional Commissions and	Secretariat	2012–2015	Public transport benefits discussion paper for the UNECE region prepared and published. The paper on "Transport for Sustainable Development in the UNECE region" is in strong demand when UNECE has a	Paper published covering challenges and best practices in inland transport. Challenges included young road users, motorcycles, silent vehicles, blind spots and black spots. Best practices included educational campaigns for young road users, enforcement of drink-driving laws, and northern European cooperation on traffic law enforcement. Paper noted that special attention was needed in regions which had experienced rapid economic growth and motorization.

<sup>4</sup> Added subsequent to the ITC's approval of the Plan in 2012.

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	UN Regional Commissions' side event at CSD-19.	relevant international professional organizations such as IRU, UIC, IRF under the title: Transport for Sustainable Development (2014–15). <sup>5</sup>			stand with publications on the occasion of different events, such as International Transport Forum, 10-year Review conference of the Almaty Programme of Action. <sup>6</sup>	
Road Safety as an integral element of Sustainable Mobility (con't.)	Conducted four regional workshops on sustainable urban mobility and integration of environment and health strategies in transport policies in the framework of the Transport, Health and Environment Pan-European Programme (THE PEP) administered by UNECE and WHO/Europe in Prague (2009), Skopje and Batumi (2010) and Kiev (2011). A cost-benefit analysis methodology for cycling was published by THE PEP and WHO Europe.	Will conduct two regional workshops on the same topics as part of THE PEP relay race planned for 2012 and 2013.	THE PEP	2012–2014	Approval of THE PEP relay race workshop series by UNECE and WHO/Europe member States at the four regional workshops. High-level Meeting in 2014.	Three additional workshops organized between 2012 and 2014: in Moscow (2012), Almaty (2013) and Kaunas (2014). All workshops endorsed by the Fourth High-level meeting in 2014. A ForFITS analysis for the city of Kaunas prepared.

<sup>5</sup> Added subsequent to the ITC's approval of the Plan in 2012.

<sup>6</sup> Added subsequent to the ITC's approval of the Plan in 2012.

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		A High-level Meeting on Transport, Health and Environment evaluating this workshop series and providing guidance on further action to take place in Paris in 2014.	THE PEP	2014	Quality and number of participants in the High-level Meeting.  Paris Declaration adopted	Fourth High-level Meeting on Transport, Health and Environment took place in 2014 with over 150 participants. An additional goal of the integration of Transport, Health and Environment priorities in spatial and urban planning added. Next (i.e. fifth) High-level Meeting to take place in Vienna in 2019.
National Road Safety Lead Agencies	Commissioned a discussion paper on potential road safety management and coordination structures.	Will promote and recommend framework to countries during WP.1 meetings and elsewhere.	WP.1	2011	Number of new countries implementing national road safety lead agencies.	The Secretariat commissioned several consultants to prepare papers related to road safety management and coordination structures within Europe and Central Asia. In addition, two interns prepared country profiles of the national road safety management systems of 24 countries.
		Will organize a subregional capacity-building workshop in Yerevan.	WP.1	2012	Number of participants and quality of capacity-building workshop.	Organized a Regional Road Safety Capacity-Building Workshop in Belgrade, Serbia, in October 2014, attended by approximately 100 participants who provided the feedback that the workshop was of a high quality.
Accession of United Nations Road Safety Conventions and Agreements	Monitoring the implementation of the United Nations Road Safety Conventions and Agreements:	Will develop implementation indicators for the United Nations Road Safety Conventions and Agreements.	WP.1, WP.29, SC.1, WP.15	2011–2020	Number of new Contracting Parties (CPs) to the United Nations Road Safety Conventions and Agreements and number of United Nations Regulations/United Nations Global Technical Regulations (GTRs) adopted on national basis by countries not yet CPs to any agreement.	

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	1949 Convention on Road Traffic (96 CPs); 1949 Protocol on Road Signs and Signals (39 CPs);					There were no new CPs to either.
	1950 European Agreement supplementing the 1949 Convention on Road Traffic and the 1949 Protocol on Road Signs and Signals (14 CPs);					There were no new CPs to either.
	1968 Convention on Road Traffic (70 CPs);					Five new CPs: Iraq, Qatar, Saudi Arabia, Turkey, Viet Nam (total 75 CPs).
	1968 Convention on Road Signs and Signals (62 CPs);					Three new CP: Cyprus, Republic of Moldova Viet Nam (total 65 CPs).
	1958 Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and /or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions (50 CPs);					Four new CPs: Egypt, Georgia, San Marino and Republic of Moldova (total 54 CPs).

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	1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles (33 CPs);					Three new CPs: Belarus, San Marino and Slovenia (total 36 CPs).
	1971 European Agreement supplementing the 1968 Convention on Road Traffic (33 CPs);					Three new CPs: Iraq, Kazakhstan, Turkey (total 36 CPs).
	1971 European Agreement supplementing the Convention on Road Signs and Signals (32 CPs);					Two new CPs: Cyprus and Republic of Moldova (total 34 CPs).
	1973 Protocol on Road Markings (25 CPs);					Four new CPs: Azerbaijan, Cyprus, Republic of Moldova, Kazakhstan (total 29 CPs).
	1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections (12 CPs);					There were no new CPs (total 12 CPs).
	1975 European Agreement on Main International Traffic Arteries (AGR) (37 CPs);					There were no new CPs.

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	1957 European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) (47 CPs);					Two new CPs (total 49 CPs): Tajikistan, Georgia.
	1970 European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR) (50 CPs).					One new CP: Tajikistan (total 51 CPs).
	Raised awareness and technical assistance for accession.	Will enhance national and regional capacity-building workshops and consultations to facilitate new accessions.	WP.1, WP.29, SC.1, WP.15, Secretary-General's Special Envoy for Road Safety	Continuous	Number of new CPs to the United Nations road safety conventions and agreements; Consistency between the United Nations road safety conventions and agreements, and the regional and national laws.	<p>The following global/regional events to raise awareness of the above UN international conventions and to provide technical assistance for accession were organized:</p> <p>(1) Europe-Asia Road Safety Forum in New Delhi, India, on 4 December 2013;</p> <p>(2) UN Road Safety Treaty Day in New York, USA, on 5 June 2014;</p> <p>(3) The Secretariat attended the Road Safety Congress in St. Petersburg, Russian Federation in September 2014;</p> <p>(4) ECE-ECA-ICAP Road Safety Workshop in Addis Ababa, Ethiopia, on 12-13 November 2014;</p> <p>(5) Workshop on issues of importance in the implementation of 1958, 1998 and 1997 Agreements, in Astana, Kazakhstan, on 18 February 2016;</p> <p>(6) Round table on Road Safety in Astana, Kazakhstan. Current state and ways to improve on 15 September 2016, with the support of the SG's Special Envoy for Road Safety;</p>



Areas	UNECE past and present actions	UNECE future actions	Responsible	Time frame	Performance indicators	Progress made since March 2012
						<p>(7) Road Safety workshop for Anglophone Africa, held in partnership with ECA and supported by the SG's Special Envoy for Road Safety. Workshop held in Nairobi, Kenya from 13-15 December 2016;</p> <p>(8) The SG's Special Envoy for Road Safety visited with government officials in 39 countries from May 2015 through February 2017 to advocate for improved road safety governance and accession to UN Road Safety Conventions. Brochures on the <a href="#">UN Road Safety Conventions</a><sup>7</sup> as well as on <a href="#">road safety within the SDGs</a><sup>8</sup> have been produced by the Secretariat, and disseminated by the Special Envoy during meetings with government around the world.</p> <p><b>(9) Road Safety Workshop for the Latin America, held in partnership with UNECE, ECLAC and Inter-American Development Bank and supported by the SG's Special Envoy for Road Safety. Buenos Aires on 13 and 14 March 2017. Active participation of over 150 government officials and experts from 17 countries in the region.</b></p> <p><b>(10) Regional Workshop on Motorcycle Safety, held in partnership with UNECE, ESCAP, Government of Malaysia and supported by the SG's Special Envoy for Road Safety. Kuala Lumpur, Malaysia on 7 April 2017.</b></p> <p><b>(11) Electric Vehicles UAE Conference. Presentation of the 1998 and 1958 Agreements with a focus on the draft UN GTR on Electric Vehicle Safety. Debate with middle east Country and Norway Representatives on the future of Electric Vehicles. 26-27 September 2017, Dubai.</b></p>

<sup>7</sup> [https://www.unece.org/fileadmin/DAM/road\\_Safety/Documents/UN\\_RS\\_Conventions\\_combined.pdf](https://www.unece.org/fileadmin/DAM/road_Safety/Documents/UN_RS_Conventions_combined.pdf)

<sup>8</sup> [https://www.unece.org/fileadmin/DAM/road\\_Safety/Documents/SDG\\_brochure\\_-\\_Special\\_Envoy\\_for\\_Road\\_Safety.pdf](https://www.unece.org/fileadmin/DAM/road_Safety/Documents/SDG_brochure_-_Special_Envoy_for_Road_Safety.pdf)

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						<p><b>(12) Vehicle Safety Workshop for the Latin America, held in partnership with UNECE, ECLAC, the Government of Uruguay and supported by the SG's Special Envoy for Road Safety. To outreach the 1998 and 1958 Agreement in the region. 11-12 October 2017, Montevideo.</b></p> <p>In addition, ECE staff attends regularly different international road safety events.</p>
More effective implementation of United Nations Road Safety Conventions and Agreements	Issued a report on the level of enforcement for the AETR agreement (2011).	Will enhance national and regional capacity-building workshops and consultations to promote better implementation. Will develop comprehensive implementation monitoring tools.	WP.1, WP.29, SC.1, WP.15; Secretariat	Continuous	Number of implementation monitoring tools for the United Nations road safety legal instruments. Application of the report to the AETR agreement.	<p>AETR Article 12, paragraphs 1 to 4, require CPs to adopt all appropriate measures to ensure observance of the provisions of the AETR Agreement, in particular by an adequate level of roadside checks and checks performed on the premises of undertakings annually covering a large and representative proportion of drivers, undertakings and vehicles of all transport categories within the scope of the Agreement.</p> <p>The secretariat will undertake a survey as per article 12, para 5, in 2015. No surveys undertaken due to lack of interest on part of AETR CPs.</p> <p>Close cooperation with the Euromed project and support of a development of a roadmap on accession and implementation of the AETR agreement. The AETR Road Map due to be printed in February 2017.</p> <p>UNECE-led global project of the UN Regional Commissions on "Strengthening the national road safety management capacities of selected developing countries and countries with economies in transition" (funded by United Nations Development Account [UNDA]). Project started in August 2015. Preparatory and fact-finding missions completed. Draft Road Safety Performance Review reports under preparation for four beneficiary countries (Albania, the Dominican Republic, Georgia and Viet Nam).</p>

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Review of existing United Nations Road Safety Conventions and Agreements to identify areas for modification	Will analyze how the principles of the Safe System approach can be incorporated into the work and into the United Nations Road Safety Legal Instruments.		WP.1, WP.29, SC.1, WP.15	2012–2013	Incorporated Safe System principles to road safety work and to UN Road Safety Legal Instruments.  AGR road safety audit	An amendment proposal from Sweden aimed at including a safe system approach into the Consolidated Resolution on Road Traffic (R.E.1) is under consideration by WP.1.  No AGR CP prepared to forward the amendment proposal to the Office of legal Affairs in NYC.
<b>OBJECTIVE 2: Protect Road Users</b>						
Protecting Vulnerable Road Users	Amendment of the 1968 Convention on Road Traffic (instructions for behaviour of pedestrians) focusing on improving pedestrian safety; amending the Convention on Signs and Signals concerning behaviour at pedestrian crossings; adopted regulation on pedestrian safety in 2008; made special reference to walking through THE PEP; and amending the consolidated resolution (RE.1).	Will develop guidelines for school bus operation.	WP.1	2011–2020	Publication of the guidelines; number of countries using the guidelines.	The issue of the potential development of guidelines for school bus operations was on the agenda during three WP.1 sessions (ECE/TRANS/WP.1/135, ECE/TRANS/WP.1/137, ECE/TRANS/WP.1/139), but in light of greater priorities and insufficient interest by WP.1 members, WP.1 decided not to pursue this issue (ECE/TRANS/WP.1/139).  WP.1 organized a roundtable on safety of two-wheeled vehicles, March 2015, Geneva  WP.1 to consider amendment proposals on vulnerable uses (following two workshops in New Delhi in 2016)
		Will adopt new biofidelic test tools in UN regulations to design vehicles to be more pedestrian friendly.	WP.29	2012–2013	Number of CPs applying the United Nations regulations.	A new UN Regulation No. 127 and an amendment introducing more biofidelic test tools adopted. Number of new CPs: 2 54 countries (apply the new UN regulation and amendment)  Total number of CPs: 54.

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		UN Vehicle Regulations in support of safety of children and young people <sup>9</sup>	WP.29 <sup>10</sup>			UN Regulations Nos. 107 on Buses and Coaches (kneeling buses and specific space for prams or pushchair), 16 on Safety Belts (ISOFIX systems), 44 on Child Restraint Systems (CRS) and 129 on Enhanced Child Restraint Systems (ECRS).
	Promoted safe cycling through THE PEP, and through the 1968 Convention on Road Traffic promoted safety for cyclists and their bicycles.	Ongoing	WP.1, THE PEP	2011–2020		At the Fourth High-level Meeting on Transport, Health and Environment of 14-16 April 2014 and the related Ministerial (Paris) Declaration – City in Motion: People First!, WP.1 received a Ministerial invitation to consider amendments to the 1968 Convention on Road Signs and Signals related to signs and signals for cyclists and pedestrians. Due to time constraints at WP.1's 69th (September 2014) session, this item has been postponed to its 70 <sup>th</sup> session (March 2015).
	Commissioned a discussion paper highlighting the benefits of the correct use of helmets and their specific construction (Regulation No. 22) for full head coverage to minimize impact in case of an accident.	Ongoing	WP. 29	2012	Number of CPs applying Regulation No. 22.	Number of new CPs: 4 Total number of CPs: 45 Publication of the UN Motorcycle Helmet Study in 2015
	Reached out to young road users by cooperating with the World Organization of the Scout Movement (WOSM), Road Safety Institute "Panos Mylonas", Irish Scouts and Hellenic Scouts.	Will conduct road safety and youth programme capacity-building events.	WP.1	2012–2014	Number of road safety youth capacity-building events.	Organized a "Scouting for Global Road Safety" event with the World Organization of the Scout Movement, Scouting Ireland, Scouts of Greece, and Road Safety Institute "Panos Mylonas" as part of the 2nd UN Global Road Safety Week in May 2013.

<sup>9</sup> Added subsequent to the ITC's approval of the Plan in 2012.

<sup>10</sup> Added subsequent to the ITC's approval of the Plan in 2012.

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		Will develop framework for cooperation with WOSM.			Future activities with WOSM though mutual cooperation.	A spirit of cooperation fostered and maintained through the two events organized between the Secretariat and WOSM which will facilitate future cooperation.
	Paid special attention to safe mobility and elderly road users by adopting provisions in United Nations UN Regulation No. 16 for safety-belts load limiters to reduce risk of thorax rib fracture injury.		WP.29	2011–2020	Number of increased CPs applying UN Regulation No. 16.	Number of new CPs: 3 Total number of CPs: 47 UN Regulation No. 107 on Buses and Coaches (kneeling buses and priority seats for passengers with reduced mobility).
	Promoted safety for disabled road users.		WP.1, WP.29 <sup>11</sup>			Time permitting, WP. 1 will look into this issue. UN Regulation No. 107 on Buses and Coaches (kneeling buses and priority seats for passengers with reduced mobility).
Fighting Driver's Fatigue		Will conduct a seminar on driver's fatigue.	WP.1	2011	Number of participants at the seminar.	A driver fatigue round table during the 62nd session of WP.1 (September 2011) organized.
	Focused on AETR agreement related to driving time and rest periods of professional drivers.	Will establish an AETR expert group.	SC.1	2012–2017	Successful amendment of AETR agreements.	Following UNECE Executive Committee approval to establish an AETR Group of Experts in September 2011, the group met for 14 sessions between March 2012 and February 2017. The Group has continued to discuss with the aim to reach agreement the amendment of article 22bis of the AETR Agreement and the introduction of provisions on the second generation smart tachograph into the Agreement. The Agreement was amended to make Algeria, Jordan, Morocco and Tunisia eligible to accede. This amendment entered into force on 5 July 2016.

<sup>11</sup> Added subsequent to the ITC's approval of the Plan in 2012.

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<b>OBJECTIVE 3: Make Vehicles Safer</b>						
Encourage member States to apply and promulgate motor vehicle safety regulations as developed by the World Forum for the Harmonization of Vehicle Regulations (WP.29) of the Inland Transport Committee.	<b>Developed 143 United Nations regulations and [20] United Nations GTRs and amendments to update them in line with technical progress.</b>	Will develop new United Nations regulations, United Nations GTRs and amendments on vehicle safety.	WP.29	2011–2020	Number of CPs applying United Nations regulations.	Number of new CPs to the 1958 Agreement: 4 Total number of CPs to the 1958 Agreement: 54 Number of new CPs to the 1998 Agreement: 1 Total number of CPs to the 1998 Agreement: 36.
	Participation of the secretariat at the workshop on regulatory cooperation between members of the World Trade Organization (WTO) Committee for the elimination to technical barriers to trade (TBT) on 9 November 2011. Countries participating were encouraged to apply the regulations developed by WP.29 and to accede to the 1958 and 1998 Agreements.	Monitor the follow-up of the participation of the secretariat at WTO Committee for the elimination of technical barriers	WP.29	2011–2020	Number of CPs applying United Nations regulations.	Number of new CPs to the 1958 Agreement: 4 Total number of CPs to the 1958 Agreement: 54 Number of new CPs to the 1998 Agreement: 1 Total number of CPs to the 1998 Agreement: 36.
Actions from Regional Economic Integration Organizations (REIO) / CPs to replace regional legislations with United Nations Regulations/United	Commission Regulation (EU) No. 407/2011 of 27 April 2011 includes 62 UN Regulations into Annex IV to Regulation (EC) No. 661/2009, concerning type-	Monitor the follow-up of the entry into force of the EU Regulation.	WP.29	2011–2020	Number of CPs applying United Nations regulations.	Number of new CPs to the 1958 Agreement: 4 Total number of CPs to the 1958 Agreement: 54 Number of new CPs to the 1998 Agreement: 1 Total number of CPs to the 1998 Agreement: 36

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Nations GTRs	approval requirements for the general safety of motor vehicles, which lists the United Nations regulations that apply on a compulsory basis.					
Passive and Active Safety	Drafted and adopted United Nations regulations and United Nations GTRs on: child restraints systems, whiplash injury prevention, frontal/lateral/rear crash protection, safety-belts and their anchorages, protection against electric shocks in electric and hybrid vehicles.	Will draft and adopt a new United Nations regulation on child restraint systems to improve child protection.	WP.29	2012	Number of CPs applying the United Nations regulation.	A new UN Regulation on Child Restraint Systems introducing new provisions on lateral impact and anti-rotation movements adopted. Supported by brochures and leaflets produced by UNECE to promote awareness at the global level (February 2016)  53 out of 54 CPs apply the United Nations Regulation.
	Regulations passed on Passive Safety (crash worthiness), Safety belts, 1970; Protective helmets, 1972; Child Restraint Systems (CRS), 1981; Frontal and lateral crash tests, 1995; Pedestrian safety, 2008; Hybrid and Electric safety, 2010.	Will amend current United Nations Regulation and United Nations GTR on head restraints to introduce new provisions to reduce whiplash injuries.	WP.29	2012	Number of CPs applying the United Nations Regulation.	Work still in progress. No changes to the number of CPs.

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		Will adopt new United Nations Regulation/United Nations GTR and amend existing ones to improve safety of electric/hybrid/hydrogen vehicles.	WP.29	2012	Number of CPs applying the new United Nations Regulation.	Amendments to UN Regulation No. 100 to cover electric vehicles of any kind adopted. 45 out of 54 CPs apply the United Nations Regulation. Number of new CPs: 4. <b>[New draft UN GTR [No. 20] on Electric Vehicle Safety (EVS)]</b>
			WP.29	2015	Number of CPs applying the new United Nations Regulation.	UN Regulation No. 136 to cover electric safety of Vehicles of Category L (Mopeds, motorcycles) 54 out of 54 CPs apply the United Nations Regulation. Number of new CPs: 3
		Will develop amendments to the United Nations Regulation on frontal collision with particular attention on protecting older occupants, female occupants and also focus on optimizing vehicles' structural interaction to improve self-protection and partner protection.	WP.29	2015	Number of CPs applying the United Nations regulations.	New United Nations Regulation No. 137 (on frontal impact with focus on restraint systems) adopted 53 out of 54 CPs apply the United Nations Regulation.
		Will establish new Regulations on: Child Restraint Systems, 2012; Pole side test, 2012; Hydrogen & Fuel Cell vehicles (HFCV) safety, 2012; Harmonization of dummies, 2013; Crash compatibility, 2015.	WP.29	2012–2015	Number of CPs applying the United Nations regulations.	A new UN GTR No. 14 on Pole Side impact adopted. 24 out of 34 CPs apply this UN GTR. UN GTR No. 13 on safety of hybrid/hydrogen vehicles adopted. 23 out of 36 CPs apply this UN GTR. New UN Regulation on safety of hybrid/hydrogen vehicles (not in force when publishing this document) adopted.



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Vehicle Design (Develop technical provisions on the construction of vehicles and their equipment)	Adopted new UN Regulation No. 130 on Lane Departure Warning System (LDWS). <sup>12</sup>	Will continue to update the UN regulations in line with technical progress.	WP.29	2012-2020	Number of CPs applying the United Nations Regulations.	54 out of 54 CPs apply this United Nations Regulation.
	Adopted new UN Regulation No. 131 on Advanced Emergency Braking System (AEBS). <sup>13</sup>	Will continue to update the UN regulations in line with technical progress.	WP.29	2012-2013	Number of CPs applying the United Nations regulations.	54 out of 54 CPs apply this United Nations Regulation.
	Drafted technical prescriptions on the burning behaviour parameters of materials used for buses and coaches.	Will apply Regulation No. 118 on Improve the fire safety level in buses and coaches.	WP.29	2 years for new buses and coaches	Number of countries applying Regulation No. 118/01.	50 out of 54 CPs apply the United Nations Regulation. Number of new CPs: 4
	Drafted technical prescriptions on superstructure of buses and coaches, the installation of fire suppression systems and improved accommodation / accessibility for passengers with reduced mobility.	Will apply Regulation No. 107 ensuring accessible seats for persons of reduced mobility.	WP.29	3 to 4 years for new buses and coaches	Number of countries applying Regulation No. 107/07.	48 out of 54 CPs apply the United Nations regulation. Number of new CPs: 4..
	Drafted technical prescriptions on indirect vision systems (mirrors & camera monitoring) in trucks and buses.	Will apply Regulation No. 46 for camera monitor systems replacing all mirrors in vehicles.	WP.29	2 years for new vehicles	Number of countries applying Regulation No. 46/03.	Work in progress. 41 out of 51 CPs apply the United Nations Regulation. Number of new CPs: 1.

<sup>12</sup> Action added subsequent to ITC's approval of the Plan in 2012.

<sup>13</sup> Action added subsequent to ITC's approval of the Plan in 2012.

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Vehicle Design (con't.)	Drafted technical prescriptions for vehicles' safety glazing materials including plastics.	Will apply Regulation No. 43 to reduced burn rate for rigid plastic panes.	WP.29	2 years for new vehicles	Number of countries applying Regulation No. 43/01.	45 out of 51 CPs apply the United Nations Regulation. Number of new CPs: 2.
Quiet Road Transport Vehicles (QRTV)	Drafted a first set of guidelines to be adopted on technical aspects of QRTV (inserted into the Consolidated Resolution on the Construction of Vehicles [R.E.3]).	Will adopt new United Nations GTR to ensure electric and hybrid vehicles audibility.	WP.29	2012–2013	Number of countries applying the United Nations Regulation.	Guidelines in R.E.3 inserted. Work in progress for a new GTR. No changes to the number of CPs.
	Drafted a new Regulation on QRTV under the 1958 Agreement	Will present the draft Regulation for adoption. Following its adoption and entry into force, will apply the Regulation	WP.29		Number of countries applying the United Nations Regulation.	A new UN Regulation No. 138 on Quiet Road Transport Vehicles (QRTV), provides for specific sound emissions of electric or hybrid vehicles when stationary or moving at low speeds. 53 countries started applying this Regulation as of its entry into force on 5 October 2016.
Periodical Technical Inspections Convention (1997)	Adopted of a new rule on roadworthiness.	Will conduct annual capacity-building workshops.	WP.29	2012	Number of capacity-building workshops conducted.	Work in progress for further amendments.
	Introduced safety regulation annex to the Agreement.		WP.29	2012–2013	Successful introduction of safety regulation annex to the Agreement.	Work in progress for further amendments. Preparation for additional requirements related to test equipment, training and skills of inspectors as well as supervision of test centres. Two new Contracting Parties Total number of Contracting Parties: 14

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
<b>OBJECTIVE 4: Improve Safety of Transport of Dangerous Goods</b>						
Safety of Transport of Dangerous Goods	Provided practical information of administrative or technical nature on implementation of conventions on website (ADR Chapter 1.9).	Ongoing and will further develop and expand with training/capacity-building material.	WP. 15	Continuous	Information available on UNECE Transport Division website and up to date	ADR road map developed and printed in 2013. Information available and regularly updated at <a href="http://www.unece.org/trans/danger/danger.html">http://www.unece.org/trans/danger/danger.html</a>  List of competent authorities for Inland transport added in 2017.
	Fostered cooperation between Contracting Parties (ADR Chapter 1.8).	Will continue fostering cooperation between CPs (ADR Chapter 1.8).	WP. 15	Continuous	Effective cooperation between CPs	Several multilateral agreements signed among CPs (more than 100 signatures in 2013, 78 signatures in 2014, 6 in 2015 and 28 in 2016).
	Providing specification on the safety obligations to the various participants in the carriage of dangerous goods (ADR Chapter 1.4).	Will be updated at request of CPs if necessary.	WP. 15	Continuous – Updates every 2 years when necessary	Enforcement measures enacted in national law (controls, penalties)	Amendments to Chapter 1.4 of ADR, adopted in 2013-2014 for entry into force on 1 January 2015.  Amendments to Chapter 1.4 of ADR, adopted in 2015-2016 for entry into force on 1 January 2015.
	Provided requirements for instructions in writing to be on-board vehicles carrying dangerous goods in order to inform drivers of the emergency action to be taken to protect themselves in case of accident (ADR Chapter 5.4).	Will continue to review.	WP. 15	Continuous – Updates every 2 years when necessary	Instructions available on UNECE website in all languages of CPs. Instructions available on board the vehicles in a language understood by the driver	Amendments to the instructions in writing, to take into account the use of electronic cigarettes and to improve user friendliness were adopted for entry into force on 1 January 2015.  Amendments to the instructions in writing, to take into account the carriage of polymerizing substances and the use of new labels for packages containing lithium batteries and to improve user friendliness were adopted for entry into force on 1 January 2017.
	Provided requirements for construction of vehicles intended for the carriage of dangerous goods, their approval and their periodic technical inspection (ADR Part 9).	Will continue to review (in light of safety techniques development and lessons learned from experience/accidents).	WP. 15	Continuous – Updates every 2 years when necessary	Number of ADR vehicle certificates issued or renewed every year	Several amendments to Part 9 of ADR, related to construction of vehicles intended for the carriage of dangerous goods, their approval and their periodic technical inspection were adopted in 2013-2014 for entry into force on 1 January 2015.

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						Several amendments to Part 9 of ADR, related to construction of vehicles intended for the carriage of dangerous goods, their approval and their periodic technical inspection were adopted in 2015-2016 for entry into force on 1 January 2017. The provisions for the construction and equipment of vehicles have been simplified. The provisions for electric systems for vehicles were revised to take into account technical progress and the availability of new electronic systems. New provisions were adopted to permit the use of gaseous fuels for some ADR vehicles.
	Provided requirements for construction, testing, approval and periodic inspection of transport equipment such as tanks, containers, packaging, etc (ADR Part 6).	Will continue to review (in light of safety techniques development and lessons learned from experience/accidents).	WP. 15	Continuous – Updates every 2 years when necessary	Effective application (measured by controls by CPs)	Several amendments to Part 6 of ADR, providing requirements for construction, testing, approval and periodic inspection of transport equipment, were adopted in 2013-2014 for entry into force on 1 January 2015.  Several amendments to Part 6 of ADR, providing requirements for construction, testing, approval and periodic inspection of transport equipment, were adopted in 2015-2016 for entry into force on 1 January 2017.
	Provided requirements for safe loading, stowage, segregation of dangerous goods in vehicles and freight containers, and their unloading (ADR Part 7).	Will continue to review (in light of safety techniques development and lessons learned from experience/accidents).	WP. 15	Continuous – Updates every 2 years when necessary	Effective application (measured by controls by CPs)	Several amendments to Part 7 of ADR, providing requirements for safe loading, stowage, segregation of dangerous goods in vehicles and freight containers, and their unloading, were adopted in 2013-2014 for entry into force on 1 January 2015.  Several amendments to Part 7 of ADR, providing requirements for safe loading, stowage, segregation of dangerous goods in vehicles and freight containers, and their unloading, were adopted in 2015-2016 for entry into force on 1 January 2017. New provisions were added to regulate the use of flexible bulk containers.

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	Provided requirements for the operation of vehicles carrying dangerous goods (speed limitation, use of parking brakes and wheel chocks, supervision...). (ADR Parts 8 and 9).	Will continue to review (in light of safety techniques development and lessons learned from experience/accidents).	WP. 15	Continuous – Updates every 2 years when necessary	Effective application (measured by controls by CPs)	Several amendments to Parts 8 and 9 of ADR, providing requirements for the operation of vehicles carrying dangerous goods (speed limitation, use of parking brakes and wheel chocks, supervision, etc., were adopted in 2013-2014 for entry into force on 1 January 2015.  Several amendments to Parts 8 and 9 of ADR, providing requirements for the operation of vehicles carrying dangerous goods (speed limitation, use of parking brakes and wheel chocks, supervision, etc., were adopted in 2015-2016 for entry into force on 1 January 2017.
Safety of Transport of Dangerous Goods (con't.)	The informal working group mandated by the Joint Meeting RID/ADR/ADN (WP.15/AC.1) considered information provided by telematics that could enhance the safety and security of the transport of dangerous goods and facilitate such transport, the cost/benefit analysis of utilizing telematics in road transport of dangerous goods and of the related technical requirements.	Ongoing work of the informal working group on the basis of the work programme adopted by the Joint Meeting: Proposals of amendments to ADR to include prescriptions for the use of telematics for the carriage of dangerous goods.	WP. 15	2010–2014	Adoption of amendments to RID/ADR/ADN for entry into force in 2017 or of guidelines for initial implementation on voluntary basis pending availability of all required technology in all CPs	Ongoing work. The informal working group on telematics met twice in 2013 and 2014.  An agreement on the system architecture was reached in 2013.  The informal working group met in October 2015 and made an impact assessment of the implementation of the proposed system architecture  Ongoing projects and tests in real conditions with the objective of delivering an interoperable system of transport telematics for the safe and secure transport of dangerous goods by road.
	Promoted the use of multimodal solutions through harmonization between ADR/RID/ADN.	Will continue to harmonize and facilitate intermodal transport solutions.	WP. 15	Continuous	ADR, RID and ADN fully harmonized	Common parts of RID/ADR/ADN as amended for entry into force on 1 January 2015 fully harmonized.  Common parts of RID/ADR/ADN as amended for entry into force on 1 January 2017 fully harmonized.

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	<p>Provided restrictions of dangerous goods through road tunnels – categorization of road tunnels and identification of dangerous goods prohibited in each category (ADR Section 1.9.5 and Chapter 8.6) and development of road signs and signals to ensure implementation of restrictions (cooperation WP.15/WP.1).</p>	<p>Will continue to review (in light of safety techniques development and lessons learned from experience/accidents).</p>	WP. 15	Continuous	<p>Effective categorization of road tunnels by ADR CPs, as shown by the display of relevant dangerous goods road signs and signals and as reported on the UNECE Transport Division website</p>	<p>Several amendments to Section 1.9.5 and Chapter 8.6 of ADR, providing restrictions of dangerous goods through road tunnels – categorization of road tunnels and identification of dangerous goods prohibited in each category, were adopted in 2013-2014 for entry into force on 1 January 2017.</p> <p>Several amendments to Section 1.9.5 and Chapter 8.6 of ADR, providing restrictions of dangerous goods through road tunnels – categorization of road tunnels and identification of dangerous goods prohibited in each category, were adopted in 2015-2016 for entry into force on 1 January 2017.</p>
	<p>Provided requirements for the training (initial training and refresher courses) and examination of drivers of vehicles carrying dangerous goods. (ADR Chapter 8.2). ADR training certificates issued by any CPs recognized by other Parties for carriage on their territory.</p>	<p>Will continue to review (in light of safety techniques development and lessons learned from experience/accidents).</p>	WP. 15	Continuous	<p>Number of ADR driver certificates issued or renewed every year</p>	<p>Discussions regarding the possibility of electronic examination for vehicle drivers and how the identification and supervision of the candidate can be guaranteed took place since 2015.</p> <p>The provisions related to the training and examination of vehicle drivers were amended to include electronic examinations and to ensure that the identification and supervision of the candidate can be guaranteed. The revised provisions were adopted in 2016 for entry into force on 1 January 2017.</p> <p>Since 1 January 2013, a new model of training certificate is used in the ADR CPs with security features to avoid the use of false certificates.</p> <p>In order to facilitate the work of control authorities, the models of certificates sent by the Competent Authorities are published by the secretariat on the UNECE website.</p>

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Safety of Transport of Dangerous Goods (con't.)	<p>Provided requirements for the training of persons, other than drivers, whose duties concern the transport of dangerous goods (ADR Chapter 1.3). Requirements for undertakings in the transport of dangerous goods by road to appoint a dangerous goods safety adviser responsible for helping to prevent the risk inherent in their activities (ADR Section 1.8.3). Requirements for dangerous goods safety adviser training (initial and refresher) and examinations (ADR Section 1.8.3).</p> <p>ADR CPs informed the UNECE secretariat of incidents or accidents involving dangerous goods in their territories. In accordance with 1.8.5 of ADR, the secretariat made this information available to other CPs.</p>	<p>Will continue to review (in light of safety techniques development and lessons learned from experience/accidents).</p> <p>In case of an incident or accident, WP.15 may propose appropriate additional safety requirements on the basis of the study of the causes and consequences.</p>	<p>WP. 15</p> <p>WP. 15</p>	<p>Continuous</p> <p>Continuous</p>	<p>Number of DGSA certificates issued or renewed every year, number of personnel trained by enterprises every year.</p> <p>Effective discussion by WP.15 of reported accidents/incidents. If deemed necessary, adoption of new requirements or of amendments to existing requirements on the basis of discussion of accident/incident reports.</p>	<p>Discussions regarding requirements for electronic examination of safety advisers, took place in the sessions of the working party since 2013. Emphasis made on the importance to Contracting Parties to be able to offer distant examination and at the same time comply with all the requirements in terms of adequate identification and supervision of the candidate.</p> <p>New requirements for electronic examination of safety advisers were adopted in 2016 for entry into force on 1 January 2017.</p> <p>New pilot database being developed and tested among CPs in order to facilitate reporting and distribution of information regarding incidents and accidents involving dangerous goods. Database should be hosted by the secretariat. Amendments to the ADR requirements for incident/accident reporting may be necessary in relation to the future use of the database.</p> <p>A road map on risk management in the context of inland transport of dangerous goods proposed.</p> <p>Ongoing work.</p>

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	<p>Provided requirements for hazard communication: requirements for marking, labeling and/or placarding of cargo and vehicles, and documentation requirements, in order to provide the necessary information for emergency response by emergency services in case of incidents/accidents (ADR Chapters 5.2 and 5.3)</p>	<p>Will continue to review (in light of safety techniques development and lessons learned from experience/accidents).</p>	WP. 15	Continuous	<p>Cargo and vehicles properly labeled / marked / placarded / documented (measured by controls by CPs).</p>	<p>Several new provisions and amendments to existing provisions related to lettering of marks, the mark of overpacks, environmentally hazardous substance mark, general provisions for labels and the elevated temperature substance mark were adopted in 2013-2014 for entry into force on 1 January 2015.</p> <p>Several new provisions and amendments to existing provisions related to lettering of marks, lithium battery mark and lithium battery label were adopted in 2015-2016 for entry into force on 1 January 2017.</p>
	<p>Organized and participated in awareness-raising or capacity-building seminars/workshops.</p>	<p>Will continue and further develop. Will develop a road map on how to set up the administrative structures required for implementation of ADR.</p>	WP. 15	Continuous	<p>Guidelines for the development of administrative and technical structures for proper implementation of ADR by CPs or countries wishing to apply ADR available in 2014.</p>	<p>ADR road map developed and printed in 2013. Since then, it has been distributed in all meetings and awareness-raising workshops that have taken place. WP.15 considered that the road map was useful not only for countries wishing to become CPs to ADR but also to existing CPs to ADR, for the implementation of ADR and observance of the rules and related administrative procedures.</p> <p>An electronic version of the Road Map was also published on the UNECE website.</p> <p>The secretariat participated in workshops, awareness-raising and capacity-building seminars related to ADR and its implementation.</p> <p>Among others, the UNECE-SPECA workshop on international transport of dangerous goods by road in Almaty (October 2013); the UN Treaty Day in New York (June 2014) and several workshops under EUROMED project in Morocco (February 2014), Algeria (April</p>



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						<p>2014), Israel (May 2014) and Tunisia (September 2014); HAZMAT 2013 conference in Australia (May 2013); IDGCA XII<sup>th</sup> International Conference “Multimodal Transportation of Dangerous Goods” Saint Petersburg (May 2013); Actions horizontales pour l’intégration et la coordination de la gestion de l’axe autoroutier, Barcelona (May 2014); Transport of dangerous goods, Mauritius (June 2012); UNEP-ICCA Project “Promoting Chemical Safety in the African Region” in Nairobi (June 2013); UN regulatory framework for the transport of dangerous goods, Medellin (February 2014) and Bogota (May 2014); and Technical advice to Government on the development of national legislation on the TDG, Guatemala (October 2014); ADR and work of the WP.15, Budapest (November 2014); ECA-ECE-ICAP Workshop: UN Road Safety Conventions and Approaches to Preventing Drink Driving, Addis Ababa (November 2014); Conference on transport of Dangerous goods – Management, Inspection and Intervention in Madrid (February 2015); ITC Workshop on United Nations Legal Instruments on Inland Transport (Geneva) (February 2015); Conference on hazardous materials and logistics in Shanghai (March 2015); Presentations on United Nations Legal Instruments on Inland Transport for Chinese delegation in Geneva (May 2015); Workshop for the Permanent Missions of Egypt, Jordan, Tunisia and Morocco (Geneva)(June 2015); Workshop in Addis Ababa (July 2015); Workshop for the Permanent Missions to the United Nations Office at Geneva (June 2015); Presentation on the transport of dangerous goods for Zambian delegation (Geneva) (October 2015); Workshop for delegation of Arab League countries (IRU, Geneva) (May</p>

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						2016); Workshop under EUROMED project in Egypt (May 2016); Workshop for Chinese delegation (Geneva) (September 2016) Workshop on transport of dangerous goods in Ecuador (October 2016); Advisory services in relation to the Road safety performance review project in Georgia (November 2016).  The timeframe of “2012–2013” has been amended to “Continuous”.
<b>OBJECTIVE 5: Make Technologies Work for Safer Mobility</b>						
Innovation – Intelligent Transport Systems (ITS)	Developed an ITS Strategy (Road Map).	Will promote ITS solutions to improve road safety	Secretariat, WP.1, SC.1, WP.5, WP.15, WP.24, WP.29	2011–2020	Published ITS Strategy Package: Background Paper, Strategic Note, Road Map. The ITS Road Map is implemented	Work underway. Workshop on innovation in intermodal transport and logistics held at the fifty-ninth session of WP.24.
	Updated existing regulations and create new ones to boost ITS solutions for road safety.	Will conduct capacity-building workshops.	WP.29	2011–2020	Number of capacity-building workshops conducted	(1) Joint secretariat and International Telecommunication Union (ITU) one day workshop entitled “Intelligent transport systems in emerging markets – drivers for safe and sustainable growth”. The workshop took place in Geneva, Switzerland on 27 June 2013, and was focused on ITS in emerging markets and its impact on road safety.  (2) Second joint secretariat and ITU event, “2014 Symposium on the future networked car”. The symposium concluded that standards; cybersecurity; software reliability; information and education; legal frameworks and liability should be addressed in a holistic manner with a wide range of actors.

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						<p>(3) Annual secretariat flagship workshop on Intelligent Transport Systems together with the Federal Public Service Mobility and Transport of Belgium in November 2014 in Brussels, “Towards a new and transportation culture: technology innovations for safe, efficient and sustainable mobility”.</p> <p>(4) Third joint secretariat and ITU event, "2015 Symposium on the future networked car". The symposium highlighted the potential of modern telecommunication technologies such as "4G" to address transport challenges e.g. road safety.</p> <p>(5) Annual secretariat flagship workshop on Intelligent Transport Systems together with the French Ministry of Ecology (MEDDE) in October 2015 in Bordeaux as parallel event to the 2015 ITS World Congress, "ITS for Sustainable Mobility and the Mitigation of Climate Change".</p> <p>(6) Fourth joint secretariat and ITU event, '2016 Symposium on the future networked car'. The symposium concluded that cyber security was a safety critical issue that needed to be tackled by international and national regulators.</p> <p>(7) Annual secretariat flagship workshop on Intelligent Transport Systems together with WP.1, Informal Working Group on ITS/AD and GRRF as first joint meeting of experts from WP.1 and WP.29 helped identify common issues and remaining challenges.</p>

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
		Will discuss the safety aspects of vehicle platooning.	WP.1	2011–2020	Discussion at WP.1.	Time permitting, WP.1 will look into this issue.
	Addressed issues related to Advanced Driver Assistance Systems (ADAS) through cooperation of WP.1 and WP.29.	Will conduct workshops to address issues and will make recommendations.	WP.1, WP.29	2011–2015	Amendment to 1968 Convention on Road Traffic.	Amendment proposal adopted by WP.1 at its 68 <sup>th</sup> session (March 2014) in relation to a definition of Driver Assistance Systems (ECE/TRANS/WP.1/145).  Informal Group of Experts on Automated Driving established by WP.1  A joint session between WP.1 and GRRF organized to discuss pressing in the automated driving area  Co-organized workshop on “Governance of the Safety of Autonomous Vehicles” in Stanford, October 2016
	Researched factors for improving safety for the transport of dangerous goods by monitoring and tracking systems, linking consignors, transport operators, emergency responders, enforcement and control authorities and regulators.		WP.15			Work underway.
Variable Message Signs (VMS)	Established an informal ad hoc group of experts on Variable Message Signs (VMS) to assess feasibility.		WP.1	2011–2015	Amendment to 1968 Convention on Road Traffic, 1968 Convention on Road Signs and Signals, and Consolidated Resolutions (RE.1, RE.2).	WP.1 concluded that no amendments were necessary.

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	Launched a study and discussion paper on VMS challenges (2011).		Secretariat	2012	Discussion paper on VMS challenges published.	Ongoing discussions concerning ECE/TRANS/WP.1/2012/1/Add.1
<b>OBJECTIVE 6: Make Roads Safer</b>						
Road Signs and Signals	Continuous update of Consolidated Resolutions of Road Traffic and the Consolidated Resolutions of Road Signs and Signals (RE.1, RE.2).	Will conduct global review of road signs and signals by WP.1.	WP.1	2011–2020	Publish a review of global road signs and signals.	Following UNECE Executive Committee approval to establish a Group of Experts on Road Signs and Signals (GE.2) in July 2013, the group met for 10 sessions between March 2014 and February 2017. During those sessions, the Group of Experts reviewed all signs of the sections A, B, C, D, E and F and by doing so formulated numerous recommendations to Contracting Parties as well for making changes in the Convention, including concrete amendment proposal to make the Convention's text consistent and clear. The Group has started in 2016 to work on implementation of eCoRSS that is electronic platform for the Convention.
Road Safety Audits in Infrastructure Development	Modification of AGR – appending Road Safety Audit annex (2011).	Will consult and cooperate with international financial institutions (IFI) to include road safety component in their lending programmes.	SC.1	2011–2020	Amendment to AGR coming into force; a reference to the United Nations road safety legal instruments is included in the IFI lending programmes.	No AGR CP was identified/willing to propose the AGR amendment during the 107th, 108th and 109 <sup>th</sup> annual sessions of SC.1 in 2012–2014.
Trans-European Motorways (TEM)	Incorporated a road safety chapter in the Revised TEM and Trans-European Railway (TER) Master Plans (2011).	Will conduct possible pilot activities for safe infrastructure in TEM (Turkey initially – workshop on best practices in road safety infrastructure).	Secretariat	2012–2013	Establishment of statistics database on the TEM network.	Road safety sub-chapter incorporated in the Revised TEM and TER Master Plan. Workshop on best practices in implementation of Road Infrastructure Safety Management on TEM Network held in Geneva on 14 April 2015.  Report RSA/RSI on the TEM Network adopted at 67th TEM Steering Committee meeting in Prague on 19-20 October 2016. The Report will be published in 2017.  Road safety data regularly collected by WP.6.

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Safety in Road Tunnels and Rail Tunnels	Developed recommendations (2002–2003) for minimum safety in rail tunnels and road tunnels.	Will review and update the existing recommendations for minimum safety in rail tunnels.	WP.24, WP.1	2012–2014	Publish updated recommendations.	Work completed in 2003. Given the continuing relevance of the 2003 recommendations, an updated set of recommendations is not yet necessary.
Safety at Road – Rail Level Crossings	Assessed safety at road-rail level crossings.	Will establish a multidisciplinary expert group to review safety at road-rail level crossings.	SC.2, WP.1 Secretariat, WP.6	2012–2016	Establishment of statistics database on the TER network.	<p>Following UNECE Executive Committee approval to establish a Group of Experts on Improving Safety at Level Crossings (GE.1) in July 2013, the group met for 9 sessions between January 2014 and December 2016. During its meetings, GE.1 has discussed about all the key factors for ensuring safety at level crossing and prepared a report presenting the Group's evaluation of safety at level crossing in UNECE member States and other selected countries. The Group also formulated numerous actionable recommendations in its report aimed at helping countries in improving safety. The Group also proposed in its report a strategic framework based on safe system approach for managing level crossings in a safe way with the aim to continuously improve their safety and achieve vision zero.</p> <p>In course of work, WP.6 has been invited to start collecting and publishing statistics on level crossing safety performance indicators from UNECE member States, and other interested countries.</p> <p>TER group yet to initiate work on the statistics database.</p> <p>“WP.24” in the responsibility column has been amended to “SC.2”.</p>

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	Cooperation with International Level Crossing Awareness Day (ILCAD); promotion of UNECE work at ILCAD events (Warsaw 2011)	Will continue ongoing activities in cooperation with ILCAD, as requested.	WP.1	2011–2020	Continued cooperation with ILCAD.	The secretariat partnered with the UIC to organize a roundtable on 2013 International Level Crossing Awareness Day to emphasize the importance of road safety at level crossings. The secretariat also partnered with the UIC and the Swiss Federal Office of Transport to produce a film “Saving lives at level crossings” on the occasion of ILCAD 2014.
<b>OBJECTIVE 7: Improve Cargo Safety</b>						
Safe packing and handling of intermodal transport units	International Maritime Organization (IMO), International Labour Organization (ILO) and UNECE adopted international guidelines (1997) for the packing of cargo in intermodal transport units (containers, trucks).	Started review of the 1997 Guidelines (joint work of IMO, ILO and UNECE – together with the industry and trade unions) to ensure coverage of all modes of land and sea transport.	WP. 24	2011–2013	New revised guidelines adopted by IMO, ILO and UNECE.	Guidelines endorsed by ITC in January 2014, IMO in July 2014 and ILO in November 2014. The CTU Code is now available in all official UN languages and other language versions are being put on the UNECE website.  The Working Party is considering next steps in this area with the aim of gathering statistical information on container related accidents.
<b>OBJECTIVE 8: Turn Road Safety Training, Education and Behaviour into Knowledge Management</b>						
Impact of Cultural Differences on Road Safety	Commissioned a discussion paper on the relevance of cultural differences on road safety.	Will publish discussion paper and make it available for consultation.	WP.1	2011	e-Published discussion paper and the number of participants in the e-discussion. <sup>14</sup>	Work completed
Professional drivers competence	Included in Consolidated Resolution on the Facilitation of International Road Transport (RE.4) best practices and guidelines for driver training competence and criteria to be met.	Will review whether revisions to RE.4 are necessary.	WP.1	2011–2020	Review of RE.4.	Time and resources permitting, SC.1 (which is the mandated body for RE.4) may look into this issue.

<sup>14</sup> Added subsequent to ITC’s approval of the Plan in 2012.

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		Will develop guidelines for professional driver's training in cooperation with IRU Academy.	WP.1	2011–2020	Development of guidelines.	Time and resources permitting, WP.1 may look into this issue.
Mutual Recognition of Driving Permits		Will review whether revisions are needed in mutual recognition of driving permits.	WP.1	2011–2020	Review of mutual recognition of driving permits.	At its 69th session, WP.1 adopted a proposal on suitable solutions for the mutual recognition of driving permits, and decided that the document should be formatted and distributed by the secretariat to Governments and entities responsible for the issuing of international driving permits. In response to this decision, a brochure has been prepared clarifying differences between the Convention and the EU Driving License Directive. (ECE/TRANS/WP.1/147, ECE/TRANS/WP.1/2014/8).
		Will review provisions on falsification of driving permits.	WP.1	2011–2020	Review of provisions related to falsification of driving permits.	Time and resources permitting, WP.1 may look into this issue.
<b>OBJECTIVE 9: Learn from Road Crashes</b>						
National Road Safety Databank		Will conduct a round table on policies and institutional structures.	WP.1	2011–2015	Number of participants attending the round table.	Organized a Regional Road Safety Capacity-Building Workshop in Belgrade, Serbia, in October 2014, attended by approximately 100 participants who provided the feedback that the workshop was of a high quality.
Multidisciplinary crash investigation (MDCI)	Continuous discussions at WP.1	Will prepare a discussion paper on MDCI best practices.	WP.1	2011–2013	Published discussion paper on MDCI best practices.	Discussions at WP.1 ongoing.
		Will prepare a best practice guidebook.	WP.1	2011–2013	Published guidebook.	Following the conclusions of discussions at WP.1 on MDCI (ECE/TRANS/WP.1/2013/6/Rev.1), WP.1 will consider incorporating a chapter in RE.1 on MDCI.



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Development of SafeFITS tool <sup>15</sup>	Development of ForFITS tool		Secretariat	2014-2020	Creation of a composite road safety index to benchmark performances of different countries fosters country abilities to improve road safety situation	As a highly sophisticated support for road safety decision makers, a road safety module of the For Future Inland Transport Systems Project (ForFITS) – SafeFITS will be developed with the primary objective to assist governments and decision makers to improve road safety and to assess and choose the most appropriate policies and measures to reach defined road safety targets. Model outputs will show effects of different national road safety policies and allow decision makers to select suitable targets in national road safety strategy.  Draft SafeFITS model is in the finalization stage (peer review) and preparation of web-application is on-going.

<sup>15</sup> Added subsequent to ITC's approval of the Plan in 2012.

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
<b>OBJECTIVE 10: Mitigate the Impact of Road Crashes</b>						
Insurance – Green Card System	Through RE.4 (annex to GC), included recommendations on the Green Card System.	Will expand the geographic coverage of green card systems.	SC.1	2011–2020	Number of new countries adopting the Green Card System.	In 2013, formal applications from Armenia and Azerbaijan were received and the Council of Bureaux (COB) commenced accession procedures. However, due to lack of response by Armenia to COB's correspondences, its accession to the Green Card system has not yet taken place. In the case of Azerbaijan, its confirmation of necessary changes to its relevant national law is still outstanding, accession has not yet taken place.  Economic Cooperation Organisation (ECO) is a ten-member organization (comprised of Afghanistan, Azerbaijan, Iran, Kazakhstan, Kyrgyz Republic, Pakistan, Tajikistan, Turkey, Turkmenistan, and Uzbekistan), out of which two members are also members of the Council of Bureaux (Iran & Turkey). ECO has adopted initiatives to set up a regional motor vehicle third party liability scheme (known as the White Card System with a Secretariat in Teheran), and is being assisted by COB.
		Will review effects of bottlenecks for global 3rd party liability insurance – in cooperation with other Regional Commissions.	SC.1	2011–2020	Review of bottlenecks and recommendations made.	Time permitting, SC.1 may look into this issue.
Improving Post-Crash Response and Care		Will prepare a discussion paper on post-crash response and care.	WP.1	2011–2020	Published discussion paper.	Time permitting, WP.1 may look into this issue.

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<b>OBJECTIVE 11: Raise Awareness, Fundraise, and Advocate for Road Safety</b>						
Campaigns and capacity-building	Engaged with the FIBA Basketball Community in cooperation with the Hellenic Basketball Federation and the Greek basketball champions, on the Declaration on “Team Work and Fair Play on the Basketball Court and on our Roads” the declaration on the “Respect the Rules” was signed by FIBA, FIBA Europe, UNECE and the Government of Poland. This was followed by similar campaigns in Turkey (2011 FIBA World Championship) and Lithuania (2011 EuroBasket).	Will continue developing similar joint FIBA-UNECE campaigns, including with NBA.	WP.1	2011–2020	Number of campaigns organized with FIBA; cooperation with NBA and number of campaigns organized.	Time and resources permitting, and interest from WP.1 members permitting, WP.1 may explore further partnerships with FIBA.
	Engaged in Youth Campaign “Scouting for Global Road Safety” with Scouts – partnered with the World Organization of the Scout Movement (WOSM) to promote road safety at the World Scouting Jamboree in August 2011 in Sweden through an international pilot project on road safety	Will conduct series of active learning road safety workshops.	WP.1	2011–2020	Number of workshops conducted and continued cooperation with WOSM.	Organized a “Scouting for Global Road Safety” event with the World Organization of the Scout Movement, Scouting Ireland, Scouts of Greece, and Road Safety Institute “Panos Mylonas” as part of the 2nd UN Global Road Safety Week in May 2013.

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
	involving Greece, Ireland and European partners.					
	Created a Road Safety Film to highlight road safety initiatives.		WP.1	2011	Number of visitors to the road safety film link on YouTube.	As at February 2017, there were over 2,000 views. Hosted and organized the 2017 Global Road Safety Film Festival (230 film submitted from across the world)
	Created a road safety poster signing campaign aimed at raising awareness of road safety issues. The signing of the poster by key road safety stakeholders demonstrates their commitment by pledging to work towards reducing casualties and deaths on the roads.	Will promote signing campaign during future conferences.	WP.1	2011–2020	Number of campaigns organized.	Organized four road safety poster signing campaigns. These included the Secretary-General's signing of a poster in 2014 while in Geneva, the signing of a poster during an event in Paris, France, in 2013 aimed at school children, and two poster signing events during the 2013 UN Global Road Safety Week.

<i>Areas</i>	<i>UNECE past and present actions</i>	<i>UNECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators</i>	<i>Progress made since March 2012</i>
		Will be involved in organizing United Nations Road Safety Week.	WP.1	2012–2020	Number of organized United Nations Road Safety Week events.	<p>The secretariat commemorated the second UN Global Road Safety Week in Geneva, Switzerland, with four key events and a number of supporting side events in May 2013.</p> <p>The key events included a symposium on regional perspectives on drinking and driving, an interactive youth and leaders session “Scouting for Global Road Safety”, a roundtable on 2013 International Level Crossing Awareness Day (7 May 2013) to emphasize the importance of road safety at level crossings, and a discussion forum on insurance and road safety.</p> <p>The supporting side events included two poster signing ceremonies, an exhibition showcasing the top entries from the third international children’s drawing contest on safety at level crossings organized by the International Union of Railways (UIC), and testing for driver fatigue using top-of-the-line testing equipment.</p> <p>In Italy, the secretariat partnered with the Italian Ministry of Infrastructure and Transport, ASTM-SIAS, QN-II Giorno and leStrade, to publicize the week through feature articles in a widely distributed local newspaper and magazine. The partners raised awareness of road safety amongst school children and the general public through the distribution of 230,000 specially commissioned bookmarks at local schools and motorway toll booths along approximately 1,300 km of motorways in Lombardia, Piemonte, Liguria, Valle d’Aosta, Emilia Romagna and Toscana.young</p>

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		Will engage in a targeted approach to fundraising for road safety activities, such as capacity-building; support implementation of the United Nations Decade of Action (2011–2020) activities in the UNECE region; and continue to engage in awareness-raising activities with partners.	WP.1	2011–2020	Amount of financial resources raised  Number of events that have been made possible due to donor-contribution (also in-kind)	<p>(1) In 2013 and 2014, the secretariat partnered with the International Centre for Alcohol Policies (ICAP) to organize three events. These included an international symposium on drinking and driving as one of four key events for the second UN Global Road Safety Week in May 2013; the launch in September 2013 of a joint e-book publication based on findings from the international symposium; and the organization of a ECE-ECA-ICAP Road Safety Workshop in Addis Ababa, Ethiopia, on 12-13 November 2014. Consultants' reports, travel of meeting participants and UNECE staff, production of ebook memory sticks and all other logistic and hospitality arrangements were funded by ICAP.</p> <p>(2) The secretariat partnered with the Italian Ministry of Infrastructure and Transport, ASTM-SIAS, QN-II Giorno and leStrade, to publicize the Global Road Safety Week in a widely distributed local newspaper and magazine and to distribute 230,000 specially commissioned bookmarks at local schools and motorway toll booths along approximately 1,300 km of motorways in Lombardia, Piemonte, Liguria, Valle d'Aosta, Emilia Romagna and Toscana.</p> <p>(3) In December 2013, the secretariat organized an inaugural "Europe - Asia Road Safety Forum" in New Delhi, India. The event was hosted by the Institute of Road Traffic Education, which provided the venue and hospitality, and the International Road Transport Union (IRU) sponsored the participation of national delegates from Central Asia.</p>

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						<p>(4) The secretariat partnered with the UIC and the Swiss Federal Office of Transport to produce a film on "Improving Lives at Level Crossings". The secretariat funded the first stage of concept development, and its partners funded the film production.</p> <p>The film completed and seen by over 70,000 viewers on Youtube (as of February 2017)</p> <p>(5) In June 2014, the UNECE organized a Road Safety Treaty Day in New York, with hospitality refreshments provided by the IRU.</p> <p>(6) The secretariat received USD 45,000 from the World Bank Global Road Safety Facility for the organization of a Regional Road Safety Capacity Building Workshop in Belgrade, Serbia, in October 2014.</p> <p>A proposal to establish UN Road Safety Fund prepared and discussed at various UNECE bodies</p>