Economic Commission for Europe
Inland Transport Committee
World Forum for Harmonization of Vehicle Regulations
174th session
Geneva, 13-16 March 2018
Item 17 of the provisional agenda
Exchange of information on new priorities
to be included in the programme of work

Draft programme of work (PoW) under the 1998 Agreement

Note by the secretariat *

This document reproduces the feedback of working groups and Contracting Party representatives during the fifty-second session of the Executive Committee of the 1998 Agreement (AC.3) (ECE/TRANS/WP.29/1135, para. 114). It is based on WP.29-173-20 and it supersedes ECE/TRANS/WP.29/2017/144. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to AC.3 for consideration at their March 2018 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2016–2017 (ECE/TRANS/254, para. 159 and ECE/TRANS/2016/28/Add.1, cluster 3.1), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.
### Draft programme of work (PoW) under the 1998 Agreement

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

<table>
<thead>
<tr>
<th>UN GTR</th>
<th>Title</th>
<th>GR</th>
<th>Version</th>
<th>Reason</th>
<th>Organization of work</th>
<th>Reference documents</th>
<th>Expected time needed to finalise</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>UN GTR No. 3</td>
<td>Motorcycle brake systems</td>
<td>GRRF</td>
<td>Amendment 3</td>
<td>Reflect UN Reg. No. 78</td>
<td>IWG: None Sponsor: Italy</td>
<td></td>
<td>March 2018</td>
<td>Draft request for authorization to develop Amendment 3 to UN GTR No. 3 adopted by AC.3 in November 2016</td>
</tr>
<tr>
<td>UN GTR No. 7</td>
<td>Head restraints</td>
<td>GRSP</td>
<td>Phase 2</td>
<td>Amend UN Reg. No. 17 (in parallel)</td>
<td>IWG: Yes Sponsor: Japan</td>
<td>AC.3/25/Rev. 1/GRSP/2015/34</td>
<td>End of 2018</td>
<td>GRSP considered an informal proposal, addressing all issues, including draft Addendum 1 to the M.R.1 at its December 2016 session. AC.3 agreed to extend the mandate of the IWG until March 2017.</td>
</tr>
</tbody>
</table>
### Ia. Existing UN GTRs - High priority

<table>
<thead>
<tr>
<th>UN GTR No.</th>
<th>Pedestrian safety</th>
<th>GRSP Phase 2</th>
<th>Improve harmonisation, increase safety</th>
<th>IWG: Yes (Germany, Japan)</th>
<th>Sponsor: Germany, Japan</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td>AC.3/24 2016/115</td>
<td>Phase 2 (new leg form impactor) is finalised, waiting for USA vote. Amendments to phase 1 and 2 (clarifications and bumper test zone) idem. The new work on deployable systems (by Korea, OICA for pop-up bonnets, external airbags, etc.) still under development, to be finalized by end of 2017, but probably one more year needed.</td>
</tr>
</tbody>
</table>

**Amendment 3**

| Reflect UN Reg. No. 127 | IWG: ?? Sponsor: EC | AC.3/31 GRSP/2014/2 GRSP/2014/5 | Done. This concerns phase 2 as well as the amendments to phase 1 and 2 which are already transposed into UN Reg. No. 127 | GRSP considered a revised proposal concerning points of contact of headform impactors at its December 2016 session addressing the Phase 1 and 2 of the UN GTR. |
### Ia. Existing UN GTRs - High priority

<table>
<thead>
<tr>
<th>UN GTR No.</th>
<th>Test procedure</th>
<th>GRPE</th>
<th>Reflect amendments of UN Reg. No.96</th>
<th>Work expected to start in 2018, after amendment of UN Reg. No. 96 which is adapted to the new EU Regulation on NRMM (Stage V)</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>CI engines in tractors &amp; NRMM</td>
<td>GRPE</td>
<td>Phase 2</td>
<td>End of 2020</td>
</tr>
<tr>
<td>13</td>
<td>Hydrogen &amp; fuel cell vehicles</td>
<td>GRSP</td>
<td>Phase 2</td>
<td>End of 2020</td>
</tr>
<tr>
<td>15</td>
<td>World harmonised light vehicle test procedures (WLTP)</td>
<td>GRPE</td>
<td>Amendment 3</td>
<td>Reflect EU legislation on WLTP</td>
</tr>
<tr>
<td>16</td>
<td>Tyres</td>
<td>GRRF</td>
<td>Amendment 2</td>
<td>IWG: Yes (Russia)</td>
</tr>
</tbody>
</table>
| [x1]       | Evaporative emissions in passenger cars (WLTP EVAP) | GRPE | UN GTR | Reflect EU legislation on WLTP | IWG: ??? (Japan, EU) | End 2018 (tbc) | New UN GTR adopted at WP.29 June 2017 session. Note that sealed tanks have been included in the newly adopted (as informal document) EVAP UN GTR (June 2017 GRPE conference). On semi-sealed tanks, the work will continue.
**Ia. Existing UN GTRs - High priority**

<table>
<thead>
<tr>
<th>UN GTR No.</th>
<th>Electrical Vehicle Safety (EVS)</th>
<th>GRSP</th>
<th>Phase 1 and Phase 2</th>
<th>IWG: Yes (China, Japan, USA, EU)</th>
<th>Sponsor: China, Japan, USA, EU.</th>
<th>AC.3/32</th>
<th>GRSP in May gave a green light to WP29 to proceed with a vote. Adoption of the new GTR is foreseen at WP.29 November 2017 session. Phase 2 (long-term research items) mandate expected to be approved by WP29 in November 2017.</th>
</tr>
</thead>
<tbody>
<tr>
<td>[x2]</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>UN GTR</td>
<td>Title</td>
<td>GR</td>
<td>Version</td>
<td>Reason</td>
<td>Organisation of work</td>
<td>Reference documents</td>
<td>Expected time needed to finalise*</td>
</tr>
<tr>
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</tr>
<tr>
<td>UN GTR No 2</td>
<td>Measurement procedures for 2-wheelers (WMTC)</td>
<td>GRPE</td>
<td>Amendment 4</td>
<td>IWG: EPPR (Sweden)</td>
<td>Sponsor: EU</td>
<td>AC.3/36</td>
<td>AC.3 recommended, in March 2015, that the IWG continue to work on the creation of a new specific UN GTR.</td>
</tr>
<tr>
<td>UN GTR No. 4</td>
<td>Test procedure gas-fuelled engines (WHDC)</td>
<td>GRPE</td>
<td>Amendment 4</td>
<td>IWG: Yes (Germany, Korea)</td>
<td>Sponsor: Korea</td>
<td>AC.3 noted the request by GRSG to further update the Term of References and the need to extend the mandate of the IWG on PSG until June 2018. Awaiting technical investigation results</td>
<td></td>
</tr>
<tr>
<td>UN GTR No. 6</td>
<td>Safety glazing materials vehicles &amp; veh equipment</td>
<td>GRSG</td>
<td>?</td>
<td>IWG: Yes (Germany, Korea)</td>
<td>Sponsor: Korea</td>
<td>AC.3/41</td>
<td>Continue research on certain environmental requirements for electric vehicles. Awaiting input from WLTP phase2. For the moment the activities related to the electrified vehicles (determination of max power, battery durability, etc.) are still being dealt with mainly by the EVE IWG, which is external to WLTP. When and how this work will become an amendment to the UN GTR No. 15 or a separate UN GTR is still unclear.</td>
</tr>
<tr>
<td>UN GTR No. 15</td>
<td>World harmonised light vehicle test procedures (WLTP)</td>
<td>GRPE</td>
<td>n/a</td>
<td>Reflect EU (USA, Japan, China)</td>
<td>Sponsor: China, Japan, USA, EU</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Ic. Existing GTRs - No activities identified for PoW

<table>
<thead>
<tr>
<th>UN GTR No.</th>
<th>UN GTR No.</th>
<th>Title</th>
<th>GR</th>
<th>Version</th>
<th>Reason</th>
<th>Organisation of work</th>
<th>Reference documents</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Technical requirements for OBD systems</td>
<td>GRPE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Electronic stability control</td>
<td>GRRF?</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Off-cycle emissions (OTC)</td>
<td>GRPE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Motorcycle controls, tell-tales &amp; indicators</td>
<td>GRE?</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Pole side impact (PSI)</td>
<td>GRSP</td>
<td>IWG: Yes (Australia)</td>
<td></td>
<td></td>
<td>No new information was provided at the March 2016 session of AC.3.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Crankcase and evaporative emissions of 2 or 3-wheeled motor vehicles</td>
<td>GRPE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Still to be notified!</td>
<td></td>
</tr>
</tbody>
</table>
### Existing GTRs - No activities identified for PoW

<table>
<thead>
<tr>
<th>UN GTR No.</th>
<th>On-board diagnostics</th>
<th>GRPE</th>
<th>UN GTR Grp.</th>
<th>Still to be notified!</th>
</tr>
</thead>
<tbody>
<tr>
<td>18</td>
<td>(OBD) for 2 or 3-wheeled motor vehicles</td>
<td>Still to be notified!</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>UN GTR No.</th>
<th>Quiet Road Transport Vehicles</th>
<th>GRB</th>
<th>Reflect UN Reg No. 138</th>
<th>IWG: Yes (USA); Vice-Chair: Japan Secretariat: EC</th>
<th>UN GTR draft dated 19 Nov. 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>[x3]</td>
<td>(QRTV)</td>
<td></td>
<td></td>
<td>Due to the effective date of USA rule further extension to 5 September 2017, the USA expert informed that the next QRTV GTR will be after that date. Further clarifications are expected to be addressed by National Highway Traffic Safety Administration (NHTSA) - USA in the WP29, November 2017 session.</td>
<td></td>
</tr>
</tbody>
</table>
### II. New Priorities

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

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

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