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| Submitted by the European Union and Japan | Informal document **WP.29-175-28**(175th WP.29, 18-22 June 2018,agenda item 17) |

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

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

Draft programme of work (PoW) under the 1998 Agreement

| *Ia. Existing UN GTRs - High priority* |  |  |  |  |  |
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| **UN GTR** | **Title** | **GR** | **Version** | **Reason** | **Organsiation of work** | **Reference documents** | **Expected time needed to finalise** | **Status** |
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| **UN GTR No. 3** | **Motorcycle brake systems** | **GRRF** | Amendment 3 | Reflect UN Reg. No. 78 | IWG: None Sponsor: Italy |   AC.3/47 | March 2018 | GRRF is expected to resume discussion on this item at its September 2018 session |
|  |  |  |  |  |  |  |  |  |
| **UN GTR No. 7** | **Head restraints** | **GRSP** | Phase 2 | Amend UN Reg. No. 17 (in parallel) | IWG: Yes (UK) Sponsor: Japan | AC.3/25/Rev. 1 GRSP/2015/34 | End of 2018 | GRSP is expected to resume discussion addressing all issues. AC.3 will be reported on current stuation at its June 2018 session.  |
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| **UN GTR No. 9** | **Pedestrian safety** | **GRSP** | Phase 2 | Improve harmonisation, increase safety | IWG: Yes (Germany, Japan) Sponsor: Germany, Japan | AC.3/24 GRSP/2018/2 | December 2018 | The official proposal will be submitted at the November 2018 session of AC3. |
| Amendment 3 | Reflect UN Reg. No. 127 | IWG: NoSponsor: Netherlands | AC.3/31 GRSP/2012/2GRSP/2014/5 |  | GRSP will consider a proposal concerning points of contact of headform impactors addressing the Phase 2 of the UN GTR. |
|  | Amendment 4 |  | IWG: Yes (Korea)Sponsor: Korea | AC.3/45/Rev. 1 | November 2018 | 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. |
| **UN GTR No. 11** | **Test procedure for pollutant emissions in CI engines in tractors & NRMM** | **GRPE** |   | Reflect amendments of UN Reg. No.96  |   |   |   | Work expected to start in 2018, after amendment of UN Reg. No. 96 which is adapted to the new EU Regulation on NRMM (Stage V) |
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| **UN GTR No. 13** | **GTR on Hydrogen & fuel cell vehicles** | **GRSP** | Phase 2 |  Reflect UN Reg. No. 134 |  IWG: Yes Chair ;USAJAPANVice-Chair: Korea, ChinaSponsor:EU, Japan, Korea, China | AC.3/49 | End of 2020 | A proposal of authorization to develop the Phase 2 of the UN GTR was adopted by AC.3 at its March 2017 session. |
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| **UN GTR No. 15** | **World harmonised light vehicle test procedures (WLTP)** | **GRPE** | Amendment 4 | Reflect EU legislation on WLTP |  IWG: Yes(Netherlands)Sponsor: Japan, EU |  AC.3/44WP.29/2018/71 | December 2019 | The official proposal has been submitted at the June 2018 session of AC3. |
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| **UN GTR No. 16** | **Tyres** | **GRRF** | Amendment 2 |  | IWG: Yes (Russia) Sponsor: Russia |   AC.3/48 | November 2018  | GRRF is expected to resume discussion on this item at its September 2018 session |
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| **UN GTR No. 19** | **Evaporative emissions in passenger cars (WLTP EVAP)** | **GRPE** | Amendment 1  | Reflect EU legislation on WLTP | IWG: Yes (Netherlands) Sponsor: Japan, EU. |  AC.3/44WP.29/2018/73WP.29/2018/73/Add.1  |  December 2019 | The official proposal has been submitted at the june 2018 session of AC3. |
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| **UNGTR No. 20** | **Electrical Vehicle Safety (EVS)** | **GRSP** | Phase 2 |   | IWG: Yes (USA) Sponsor: China, Japan, USA, EU | AC.3/50AC.3/50/Corr.1 |  End of 2021 | New UN GTR(Phase 1 of EVS) adopted at WP.29 March 2018 session. AC.3 endorsed the authorization to develop Phase 2 of the UN GTR at its March 2018 session. |
| **UN GTR No. [x]** | **Real DrivingEmissions(RDE)** | **GRPE** |  |  | IWG: Yes Chair ;EUVice-Chair: Japan, KoreaSponsors:Eu, Japan, Korea  |  WP.29/2018/80 | November 2019 | A proposal of authorization to develop a new UN GTR will be considered by AC.3 at its June 2018 session. |

| *Ib . Existing GTRs - Low priority* |  |  |  |  |  |
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| **UN GTR** | **Title** | **GR** | **Version** | **Reason** | **Organsiation of work** | **Reference documents** | **Expected time needed to finalise\*** | **Status** |
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| **UN GTR No 2** | **Measurement procedures for 2-wheelers (WMTC)** | **GRPE** | Amendment 4 |   | IWG: EPPR (EU) Sponsor: EU | AC.3/36/ Rev.1  |  2019 | The official proposal would be submitted for consideration at the GRPE session in January 2019. |
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| **UN GTR No. 4** | **Test procedure gas-fuelled engines (WHDC)** | **GRPE** | Amendment 4 |   |   |   |   | "There is need for extra validation of methodology regarding hybrids" - Please check |
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| **UN GTR No. 6** | **Safety glazing materials vehicles & veh equipment** | **GRSG** | Amendment 2 |   | IWG: Yes (Korea) Sponsor: Korea | AC.3/41 | June 2018 | AC.3 extended the mandate of the IWG on PSG until June 2018. On 30 January 2018, AC.3 established in the Global Registry Corrigendum 2 to UN GTR No. 6 (clarifying the scope). |
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| **UN GTRNo. 15** | **World harmonised light vehicle test procedures (WLTP)** | **GRPE** | n/a | Reflect EU legislation on WLTP | IWG: EVE (USA, Japan, China) Sponsor: Canada, China, Japan, USA, EU |  AC.3/46 | November 2019 | GRPE was informed about the ongoing work by the IWG on EVE as part B of the mandate. |
| **UN GTR No. [x2]** | **Quiet Road Transport Vehicles (QRTV)** | **GRB** |   | Reflect UN Reg No. 138 | IWG: Yes (USA); Vice-Chair: Japan Secretariat: EC | AC.3/33 |  | Informal group restarted in May 2018. |

| *Ic. Existing GTRs - No activities identified for PoW* |  |  |  |
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| **UN GTR** | **Title** | **GR** | **Version** | **Reason** | **Organsiation of work** | **Reference documents** | **Status** |
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| **UN GTR No. 5** | **Technical requirements for OBD systems** | **GRPE** |   |   |   |   |   |
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| **UN GTR No. 8** | **Electronic stability control** | **GRRF** |   |   |   |   |   |
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| **UN GTR No. 10** | **Off-cycle emissions (OTC)** | **GRPE** |   |   |   |   |   |
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| **UN GTR No. 12** | **Motorcycle controls, tell-tales & indicators** | **GRSG** |   |   |   |   |   |
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| **UN GTR No. 14** | **Pole side impact (PSI)** | **GRSP** |   |   | IWG: Yes (Australia) Sponsor: Australia |   |  |
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| **UN GTR No. 17** | **Crankcase and evaporative emissions of 2 or 3-wheeled motor vehicles**  | **GRPE** |   |   |   |   |  |
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| **UN GTR No. 18** | **On-board diagnostics (OBD) for 2 or 3-wheeled motor vehicles**  | **GRPE** |   |   |   |   |  |
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| *II. New Priorities* |  |  |  |  |  |
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| **Title** | **Group** | **Organsiation of work** | **Reference documents** | **Time horizon for starting work\*** | **Comments** |
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| **Framework Regulation on automated/autonomous vehicles** | **New GR? ITS/AD?** | (IWG ACSF) |   | MT (tbc) | Could possibly also take the form of a UNECE Regulation. [ACSF: Automatically Commanded Steering Function] |
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| **Cyber security** | **IG ITS/AD** | TF CS/OTA |   | ST | It is not decided yet whether to regulate cyber security issues in ITS/AD IWG and TF. Could possibly also take the form of a UNECE Regulation. Work of Task Force on Cyber Security (CS) and Over-the-Air (OTA) updates is ongoing |
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| **Advanced Emergency Braking Systems (AEBS)** | **GRRF** | IWG AEBS |   | MT (tbc) | Some work done on truck & bus collisions against moving and stationary obstacles (see UN Reg 131). Activity launched as an informal group on AEBS for cars (needed for the future revision of GSR) |
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| **Line Keeping Assist Systems (LKAS)** | **GRRF** | (IWG ACSF) |   | MT (tbc) | WP29 aleady 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. |
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| **Event Data Recorders (EDR)** | **GRSG?** |   |   | MT (tbc) | Should be compatible with highly automated vehicle requirments. |
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| **Longitudinal control (ACC, preventive braking)** | **GRRF?** |   |   | tbd | Could possibly also take the form of a UNECE Regulation. Longitudinal control not regulated today except AEBS for Heavy Duty Vehicles (HDV) |
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| **Driver availability recognition** | **ITS/AD?GRSG?** |   |   | MT (tbc) | Should be compatible with highly automated vehicle requirements. |

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