**Minutes of the 36th Session of Informal Group on IWVTA (Phase 2)**

Date & Time: 9:00 -12:20 (CET), June 16 (Wednesday), 2021

Venue: webinar

Participants: Chair of IWVTA IWG (Japan/NTSEL),

China/CATARC, EC, France/UTAC, Germany/KBA, NL/RDW, Japan/MLIT/JASIC, UK/VCA, UNECE Secretariat, IWVTA-GRPE Ambassador, ETRTO, OICA (total: 26 participants)

**Agenda item 1. Adoption of the agenda**

* The provisional agenda (IWVTA-36-02-rev.3) was approved.

**Agenda item 2. Adoption of the report of the 35th IWVTA IWG meeting**

* The report of the 35th IWVTA IWG meeting (IWVTA-36-01) was approved without any modifications.

**Agenda item 3. Report from DETA IWG**

* The Chair of DETA IWG reported on the outcome of the 41st DETA IWG meeting held two days before. (refer to WP.29-184-13, and -14)

**Agenda item 4. Follow-up of GRPE request to remove UN R154” WLTP” and forthcoming UN R “RDE” from the list of candidates for IWVTA Phase 2**

* GRPE-IWVTA Ambassador stated that the request to remove UN R154” WLTP” and UN R “RDE” from the list of candidates for IWVTA Phase 2 was withdrawn at the 83rd GRPE session. (refer to IWVTA-36-08)
* The representative of Japan supported the inclusion of UN R154 in UN R0, explaining that adding emission regulations, even though partially, would be beneficial to harmonization of vehicle regulations.
* The representative of EC accepted the inclusion of WLTP in IWVTA but pointed out that there was no equivalence with EU WVTA which would require UN R154+ UN R” RDE” +UN R83/08.
* IWVTA IWG agreed to include UN R154 and UN R “RDE” (once it has entered into force) in Annex 4 of UN R0.

As for the other GRPE request to seek guidance on how to include provisions related to Repair and Maintenance Information and [access to vehicle] On-Board Diagnosis in UN R0;

* The representative of OICA was not sure whether or not this would fit into UN Framework.
* EC would discuss this issue internally and take it up with IWVTA IWG, if necessary.

**Agenda item 5. Draft update for UN Regulations in Annex 4, Section I of UN R0/04**

* IWVTA IWG agreed to remove square brackets on UN R154 and submit proposal for 04 series of amendments to UN Regulation No.0 (IWVTA-36-05) to WP.29 at its 184th session.

(refer to WP.29-184-07)

**Agenda item 6. Brain storming session: Measures to increase attractiveness of IWVTA**

* The Chair invited IWVTA IWG members to come up with more concrete proposal to increase attractiveness of IWVTA by the next IWVTA meeting in November.
* Refer to Table 1. below for action items identified at agenda item 6.

**Agenda item 7. UN R117; Request for guidance and potential development of a new transitional provisions**

* ETRTO explained the background, objective and proposed transitional provisions of UN R117/03 series of amendments. (refer to IWVTA-36-09)
* As for C2/C3 new tires, ETRTO intends to continue to grant type approvals according to UN R117/02 even after the entry into force of UN R117/03 in order to avoid cost increase stemming from the change in tire molding for marking. It is noted C2 and C3 tires are not affected by the changes introduced by 03 series of amendments.
* ETRTO decided to reconsider the transitional provisions based on the comments received.
* Some of the comments made during the session;
* ETRTO proposal shown on slide 5 might be in contradiction to the 1958 Agreement. (OICA)
* The references to the C1 on slide 5 could be removed at least in the first para. (EC, OICA)

**Agenda item 8. AOB**

* IWVTA IWG agreed that posting Q&A documents on Rev.3 of the 1958 Agreement and on IWVTA on noticeable place of WP.29 webpage is important.
* The Chair requested UNECE Secretariat to find a suitable place for Q&A documents to be posted.
* Next meeting: November 12 (Friday) 2021
* The representative of OICA kindly offered to host the meeting in case physical meeting would be feasible in November.

**Action Items**

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| Agenda item | Outcome, Agreement, Action item, etc. |
| 4. GRPE request to remove UN R154 and UN R “RDE” from the list of candidates for IWVTA | - GRPE withdrew request to remove UN R154 and UN R “RDE” from the list of candidates for IWVTA at its 83rd session.- IWVTA IWG took note of the fact that there was no equivalence with EU WVTA which would require UN R154+ UN R” RDE” +UN R83/08. |
| 5. draft Update of UN Regulations in Annex 4, UN R0/04 | **Agreement 1**: IWVTA IWG agreed to remove square brackets on UN R154 and submit proposal for 04 series of amendments to UN Regulation No.0 (IWVTA-36-05) to WP.29 at its 184th session. (refer to WP.29-184-07) |
| 6. Measures to increase attractiveness of IWVTA | - refer to table 1 for action items on this agenda item. |
| 7. UN R117; Request for guidance and potential development of a new transitional provisions | - ETRTO decided to reconsider the transitional provisions based on the comments received during the meeting. |
| 8. AOB | **Action item 1**: UNECE Secretariat was requested to find a suitable place for Q&A documents on the Rev.3 of the 1958 Agreement and on IWVTA to be posted.- Next meeting: November 12 (Friday) 2021 |

Table 1: action items identified at agenda item 6 “Potential measures to increase attractiveness of IWVTA”

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|  | the reasons why IWVTA certificate is not applied | Potential measures to stimulate IWVTA application | Action items |
| 1. | IWVTA certification process seems to be time-consuming. | Bundle whenever possible the requirements and avoid the request for double information.As an example, item 25 addresses UN R 48 and this UN R48 approval certificate covers all separate lighting component approvals. Since all component lamp approvals are required for the UN R48 approval, there is no need to repeat all these separate component approvals. within, allow to leave all the separate lamps blank within the list of approval numbers | **Action item 2**:OICA would submit a proposal to streamline IWVTA certification process by the next meeting |
| 1-2 | IWVTA does not distinguish technical changes from administrative changes within the series of amendments.Annex 4 requires the latest series of amendments of the various UN Regulations for U-IWVTA. Even when there is no technical change required within these amendments (and therefore no change to the vehicle), extensions need to be applied for. This is time-consuming administrative work for suppliers, manufacturers, technical services and approval authorities | For example, the latest series of amendments for UN R 6, 7, 38, 87, 119, 123, 23, 4, 77 are required for the U-IWVTA. However, they do not contain any new/changed technical requirements. The only new text in these amendments was that these UN Regulations would not be applicable any more when the UN R148-150 enters into force.Without any technical changes of a regulation, there is no change of the technical equipment of the vehicles and thus no technical need to apply for extensions. | **Action item 3\***:IWVTA IWG members are invited to come up with an idea to solve this issue by the next meeting. |
| 2 | The actual level of minimum requirements for IWVTA in the various Contracting Parties is not clear. | Provide a clear overview of the contracting parties including their requirements regarding U-IWVTA or L-IWVTA. As discussed by WP29 in 2018 (see WP29/2018/1142, §86-88), the intention was to provide clear and relevant information for L-IWVTA. The application "[data sharing](https://apps.unece.org/WP29_application/)" on the WP29 website however does not provide sufficient information as to the version of the UN Regulation that is accepted in the different CPs as a minimum requirement. | **Action item 4**:Japan would improve the document IWVTA-26-08 which describes the way to fill in the list for L-IWVTA by the next meeting. |
| 3. | Even with U-IWVTA certificate, vehicles cannot be placed on market. Country-specific certification will be necessary in addition. | OICA would welcome better information on the national approval process in the various Contracting Parties. The national procedures/processes and/or additional national requirements how to register vehicles approved to UN R0 are not always clear.As an example, the relationship in the EU between the General Safety Regulation and UN R0 is not clearly solved. | **Action item 5**:OICA are invited to come up with an idea to solve this issue by the next meeting. |
| 4. | In order to obtain U-IWVTA, the latest version of UN Regulation is required as applicable, even though that latest version is not required in any Contracting party. | OICA believes that the IWG-IWVTA should reflect on the basic concept of UN R0 that U-IWVTA systematically requires the latest versions of existing UN Regulations and also includes new Regulations recently in force, even if no Contracting Party requires these. | **Action item 6\***:IWVTA IWG members are invited to come up with an idea to solve this issue by the next meeting. |

 \*: Action item 3 and Action item 6 have the close relation with each other.