

Submitted by the experts from the European Commission the
United States of America, France, Japan, Sweden, Korea, OICA

Informal document **GRSP-66-39-Rev.5**

(66th GRSP, 10-13 December 2019
agenda item 32(h))

Work by GRs – Priorities and recurrent items

| GRSP | | | | | | | |
|------------------------|---|---|--|-----------------------|--|-----------|----------------------------------|
| Priority/ recurrent | Title | Tasks / Deliverables | References | Allocations / IWGs | Timeline | Initiator | Comments |
| Short term | | | | | | | |
| Priority | Child restraint systems | Amendment of scope Harmonization and improvement of test tools | ECE/TRANS/WP.29/GRSP/2019/28 | EC | Finalise in GRSP 66 th meeting, WP.29 June 2020 | EC | To be finalised |
| Priority | Update of UN crash regulations following revised EU GSR | Depending on GRSP 66 th meeting outcome if further work is needed or is transmitted to WP.29 June 2020 | ECE/TRANS/WP.29/GRSP/2019/29 ECE/TRANS/WP.29/GRSP/2019/30 ECE/TRANS/WP.29/GRSP/2019/37 ECE/TRANS/WP.29/GRSP/2019/38 GRSP-66-09 | TF - EU GSR Revision | Finalise in GRSP 66 th meeting at the latest, WP.29 June 2020 | EC | To be finalised |
| Priority | Head restraints | Transposition of GTR7 in UN R17 | ECE/TRANS/WP.29/GRSP/2019/27 New consolidated working document for 67 th session of GRSP | Ad hoc group on R17 | Finalise in GRSP 67 th meeting at the latest, WP.29 November 2020 | EC | To be finalised |
| Priority | Electric vehicles safety | Transposition of GTR20 in UN R94, R95, R100, [R136] R137 [and R146], [possibly in R12 (t.b.c.)] | N/A | Ad hoc group on R100 | Finalise in GRSP 67 th meeting at the latest, WP.29 November 2020 | JPN, EC | Side meetings of EVS IWG Phase 2 |
| Medium term | | | | | | | |

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| Priority | Deployable pedestrian protection systems | Inclusion in GTR9 Harmonization and improvement of test tools | ECE/TRANS/WP.29/AC.3/45 ECE/TRANS/WP.29/AC.3/45/Rev.1 | IWG-DPPS | 06/2020 | KOR | Ongoing |
| Priority | Head impact zone enlargement | Inclusion in GTR9 | N/A | T.b.d. | WP.29 June 2021 | EC, JPN | To be started |
| Priority | Deployable pedestrian protection systems and head impact zone enlargement | Transposition in UN R127 | N/A | N/A | WP.29 June 2021 | EC, JPN | To be started |
| Priority | Hydrogen safety material compatibility and new tank concepts | Inclusion in GTR13 'phase 2' | ECE/TRANS/WP.29/AC.3/49 | IWG-HFCV | WP.29 November 2021 | JPN, KOR, EC | Ongoing |
| Priority | Hydrogen safety material compatibility and new tank concepts | Transposition in UN R134 [and R146] | N/A | T.b.d. | | EC, JPN | To be started if agreed by GRSP |
| Priority | Electric vehicles safety | GTR20 Phase 2 | | IWG-EVS | Proposal at December 2021 GRSP | US, EC, CN, JP | Ongoing |
| Priority | Children in buses | New reg | 2019/22 and GRSP-66-06 | IWG-STCBC | WP29 march 2023 | SP | Ongoing |
| Long term | | | | | | | |
| Priority | Helmets | 07 series of amdt Phase 2 of IWG | 2019/25 and GRSP-66-22 | IWG PH (mandate to be proposed) | 2022 ? | FR IT | To be started if agreed by GRSP |

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| Potential | Airbags jackets | New reg | (EN 1621-4) | IWG ? | 2023 ? | FR ? | |
| | Improvement of crash safety of Motor caravans? | | Crash tests on Motor caravan has been performed in Sweden revealing major shortcomings in crash safety. | | | | Motor caravans is typical of category M1-SA with exemptions from several requirement in the EU regulations. As regulations is under update to follow GSR it is motivated to look into and question the exemption from safety requirements in Annex 11 of 2007/46/EU. |
| | Improve safety for wider range of population using crash test dummies and test methods more representative of the population? | | Study is being finalized in Sweden on if crash test dummies today do represent population (man, women, age, length, mass) in a good way. Sweden are willing to present the result of the study in GRSP May 2020. | | | SE?, (EC has earlier expressed support to look at this) | In order to give better protection for the wider range of population, representation of women, elderly and other aspects of population need more attention in the design and test of safety systems. |
| Priority | Passive safety with regard to new seating | Collect available information and data describing the expected | Link to GRVA and 179 th WP29 session | GRSP | Depending from the identified | To be defined | Automated/autonomous vehicles are seen to |

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| | configurations in Automated vehicles | <p>future seating position configurations related to highly automated and autonomous vehicles.</p> <p>Create a common understanding on the readiness of new systems over time and related regulatory needs and timeline</p> <p>Identify a step-wise “regulatory approach” to enable the above identified solutions.</p> | <p>recommendation WP29-179-23 WP29-179-25</p> | <p>Taskforce to collect existing data/info</p> <p>IWG to develop regulation proposals</p> | “regulatory timeline” | | <p>offer significant benefits in road safety</p> <p>It is expected that higher levels of automation will be available in the near future allowing occupants to aim for new seating configurations, e.g. improved comfort, working environment or improved communication.</p> |
| Priority | Passive safety with regards vehicles Frontal impact, N1 and THOR (UNR No. 137) | New series of amendment to UNR No. 137 | N/A | T.b.d. | WP.29 | JPN, EC | To be started |
| | Quadracycles L7 occupant protection | New reg ? / Task?, t.b.d(e.g. harmonization of dimension, doors, interior fittings, seats and seat best anchorages, frontal impact etc.) | GRSP-66-20 | T.b.d. | | | |

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