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World Forum for Harmonization of Vehicle Regulations

Working Party on Passive Safety

**REPORT OF THE WORKING PARTY ON PASSIVE SAFETY
ON ITS FORTY-FIFTH SESSION
(Geneva, 25 - 29 May 2009)**

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I. ATTENDANCE

1. The Working Party on Passive Safety (GRSP) held its forty-fifth session from 25 (afternoon) to 29 (morning only) May 2009 under the chairmanship of Mrs. S. Meyerson (United States of America). Experts from the following countries participated in the work following Rule 1(a) of the Rules of Procedure of the World Forum for Harmonization of Vehicle Regulations (WP.29) (TRANS/WP.29/690 and Amend.1): Canada; China; Czech Republic; France; Germany; Hungary; India; Italy; Japan; Netherlands; Norway; Poland; Republic of Korea; Russian Federation; Spain; Sweden; Switzerland; United Kingdom of Great Britain and Northern Ireland and United States of America. An expert from the European Commission (EC) participated. Experts from the following non-governmental organizations participated: International Organization of Motor Vehicle Manufacturers (OICA); European Association of Automotive Suppliers (CLEPA); Consumers International (CI); Foundation for the Automobile and Society (FIA Foundation) and International Standard Organization (ISO).

2. The informal documents distributed during the session are listed in Annex I to this report.

II. ADOPTION OF THE AGENDA (Agenda item 1)

Documentation: ECE/TRANS/WP.29/GRSP/2009/1, Informal document No. GRSP-45-01

3. GRSP agreed to insert a new agenda item 20(b) and adopted the agenda proposed for the forty-fifth session (ECE/TRANS/WP.29/GRSP/2009/1) as well as the running order (GRSP-45-01).

III. GLOBAL TECHNICAL REGULATION No. 1 (Door locks and door retention components) (Agenda item 2)

A. Proposal for draft amendments (Agenda item 2(a))

Documentation: ECE/TRANS/WP.29/GRSP/2009/2, ECE/TRANS/WP.29/GRSP/2008/3, ECE/TRANS/WP.29/GRSP/2008/4, ECE/TRANS/WP.29/GRSP/2008/20

4. The expert from United States of America informed GRSP that a new proposal of amendments encompassing all those submitted so far, including the latest changes introduced during the rulemaking procedure to transpose the global technical regulation (gtr) No. 1 in the final rule, would be submitted at the next session of GRSP. It was agreed to defer the discussion of this agenda item at the December 2009 session of GRSP.

IV. GLOBAL TECHNICAL REGULATION No. 7 (Head restraints) (Agenda item 3)

A. Proposal for draft amendments (Agenda item 3(a))

Documentation: Informal document No. GRSP-45-21 and GRSP-45-24

5. The expert from United Kingdom, introduced the draft report (GRSP-45-21) of the last meeting of interested experts on the development of head restraints gtr Phase 2 held in Geneva

on 26 May 2009, during the GRSP session. He added that the subjects identified during the meeting to be developed by a future informal group were the height of head restraints, low and higher speed dynamic test (inter alia: define test conditions, mechanism of whiplash injury, evaluate dummies and indicators of human body injuries) and evaluate the effects on reduction of injury and cost-effectiveness of the proposals. He added that GRSP-45-21 would be the basis to provide information to WP.29 and to the Executive Committee of the 1998 Agreement (AC.3) at their June 2009 sessions. GRSP invited all experts to provide further comments one week prior to the WP.29 June session, so that the draft report would reflect the expectations of experts.

6. The expert from Japan complemented GRSP-45-21 with a presentation (GRSP-45-24), outlining the pending issues and a possible schedule for the Phase 2 of the gtr.

V. GLOBAL TECHNICAL REGULATION No. 9 (Pedestrian safety) (Agenda item 4)

A. Flexible legform impactor (Agenda item 4(a))

Documentation: Informal documents Nos. GRSP-45-08, GRSP-45-09, GRSP-45-10, GRSP-45-11 and GRSP-45-26

7. The expert from Japan introduced the latest status report on the flexible pedestrian legform (Flex-PLI) prepared by the Flex-PLI technical evaluation group (GRSP-45-26). Concerning the incorporation of the Flex-PLI in the Phase 2 of the gtr, the expert from Japan introduced GRSP-45-08, GRSP-45-09, GRSP-45-10 and GRSP-45-11. He explained that they were introduced to GRSP for information only, as an anticipation of the future proposal of amendments to gtr No. 9 that would be likely submitted by his country at WP.29 and AC.3 November 2009 sessions.

B. Proposal for draft amendments (Agenda item 4(b))

Documentation: ECE/TRANS/WP.29/GRSP/2009/3, ECE/TRANS/WP.29/2009/80, Informal documents Nos. GRSP-45-25, GRSP-45-31, GRSP-45-32

8. The expert from OICA gave a presentation of ECE/TRANS/WP.29/GRSP/2009/3, aimed at introducing some editorial corrections to gtr No. 9. GRSP adopted the proposal not amended and requested the secretariat to submit it to WP.29 and AC.3 for consideration at their November 2009 sessions as Corrigendum 1 to gtr No. 9.

9. The expert from Germany made a presentation (GRSP-45-25) aimed at clarifying ECE/TRANS/WP.29/2009/80, regarding the introduction in the gtr of a tolerance of the geometric criteria that determine the exemption of flat front vehicles (approved as categories 1-2 and 2 or as category 1-1 with a gross vehicle mass exceeding 2.5 t which are derived from category 2). The expert from Japan gave a presentation of GRSP-45-31 to inform GRSP that a proposal of amendment to ECE/TRANS/WP.29/2009/80 would be introduced by his country at WP.29 and AC.3 June 2009 sessions. He also introduced GRSP-45-32 showing data of pedestrian accidents occurring in his country. The expert from the Republic of Korea expressed some concerns regarding the future relaxation of this tolerance, even though in principle he supported the proposal tabled by the expert from Germany. GRSP agreed to resume discussion of this agenda item at its

December 2009 session, awaiting the decision of AC.3 on ECE/TRANS/WP.29/2009/80 at its June 2009 session.

VI. SIDE IMPACT (Agenda item 5)

A. Exchange of views on side impact (Agenda item 5(a))

10. The expert of the United States of America informed that the National Highway Traffic Safety Administration (NHTSA) was asking for international cooperation on the development of advanced frontal, side and rear impact dummies in order to leverage limited resources and harmonize their use as test devices in worldwide regulations. She informed that a meeting to discuss this issue had been set by NHTSA on June 16 by the International Congress Centre in Stuttgart on the occasion of the Enhanced Safety of Vehicles (ESV) conference.

VII. CRASH COMPATIBILITY (Agenda item 6)

A. Exchange of views on vehicle crash compatibility (Agenda item 6(a))

Documentation: Informal documents No. GRSP-45-17

11. The expert from France introduced the results of the investigation (GRSP-45-17), carried out in the framework of the bilateral agreement between the French government and NHTSA, to evaluate whether the use of the progressive deformable barrier (PDB) in frontal crash test could differentiate compatibility performances between vehicles.

12. GRPS agreed to resume consideration of this agenda item at its December 2009 session awaiting further outcome of this investigation.

VIII. HYDROGEN AND FUEL CELL VEHICLES - SUBGROUP ON SAFETY (HFCV-SGS) (Agenda item 7)

A. Sub-group on safety (HFCV-SGS) (Agenda item 7(a))

13. The expert from the United States of America informed GRSP of the progress of the sub-group on Safety (SGS). She stated that an overall positive development was seen in the group and that the three main areas as outlined in the action plan had been discussed: fuel system integrity/leakage, electrical safety and storage system. She informed that to advance effectively in the discussion, the drafting task force of the group streamlined the agenda of the sixth meeting of SGS group in Beijing (26-29 May 2009) by avoiding design specific requirements as much as possible and removing unjustified provisions. GRSP noted that the next meeting of SGS was planned for 21-23 September 2009 in Ottawa.

IX. REGULATION No. 11 (Door latches and hinges) (Agenda item 8)

A. Alignment to gtr No. 1 (Door locks and door retention components) (Agenda item 8(a))

Documentation: Informal documents Nos. GRSP-45-04 and GRSP-45-14

14. The expert from EC introduced GRSP-45-04 aiming at extending the scope of Regulation No. 11 to vehicles of categories N₂ and N₃. GRSP agreed to resume consideration of this agenda item at its December 2009 session, on the basis of a revised proposal voluntarily prepared by the EC expert taking into account GRSP-45-14 and the comments received by the experts.

X. REGULATION No. 12 (Steering mechanism) (Agenda item 9)

A. Proposal for draft amendments (Agenda item 9(a))

Documentation: ECE/TRANS/WP.29/GRSP/2009/4, ECE/TRANS/WP.29/GRSP/2009/11

15. GRSP adopted ECE/TRANS/WP.29/GRSP/2009/11, not amended and ECE/TRANS/WP.29/GRSP/2009/4 as amended below. GRSP requested the secretariat to submit both proposals to WP.29 and to the Administrative Committee of the 1958 Agreement (AC.1), for consideration at their November 2009 sessions as draft Corrigendum 3 to Revision 3 to Regulation No. 12.

Paragraph 5.4.1., amend to read:

"5.4.1. of a steering **control** equipped with an airbag,"

XI. REGULATION No. 14 (Safety-belt anchorages) (Agenda item 10)

A. ISOFIX anchorages (Agenda item 10(a))

Documentation: ECE/TRANS/WP.29/GRSP/2008/22, ECE/TRANS/WP.29/GRSP/2009/5, Informal document Nos. GRSP-45-13 and GRSP-45-27

16. GRSP adopted ECE/TRANS/WP.29/GRSP/2009/5 as amended below. The secretariat was requested to submit the adopted proposal to WP.29 and to AC.1, for consideration at their November 2009 sessions as draft Supplement 1 to the 07 series of amendments to Regulation No. 14. GRSP also considered GRSP-45-13 (superseding ECE/TRANS/WP.29/GRSP/2008/22). The proposal did not receive the support of GRSP. It was agreed to resume discussion of this subject on the basis of a revised proposal jointly prepared by the experts from Germany and OICA.

"5.3. Minimum number of belt and ISOFIX anchorages to be provided"

Paragraph 5.3.1., amend to read:

"5.3.1. Any vehicle in categories M and N (except those vehicles of categories M2 or M3 which belong to Classes I, H or A 1/) shall be equipped....."

17. Finally, GRSP considered GRSP-45-27 tabled by the expert from the United Kingdom aimed at finding a solution regarding the mandatory fitting of ISOFIX position systems at the second seat row when it is not deep enough to accommodate child restraints systems. The proposal did not receive the support of GRSP. It was agreed to resume consideration of this subject at the December 2009 session of GRSP on the basis of a revised proposal.

XII. REGULATION No. 16 (Safety-belts) (Agenda item 11)

A. Proposal for draft amendments (Agenda item 11(a))

Documentation: ECE/TRANS/WP.29/GRSP/2009/6, ECE/TRANS/WP.29/GRSP/2009/12, ECE/TRANS/WP.29/GRSP/2009/13, Informal document No. GRSP-45-18

18. The expert from CLEPA gave a presentation (GRSP-45-18) to introduce ECE/TRANS/WP.29/GRSP/2009/6. GRSP adopted the proposal not amended. GRSP considered and adopted also ECE/TRANS/WP.29/GRSP/2009/13, not amended. The secretariat was requested to submit both proposals to WP.29 and to AC.1, for consideration at their November 2009 sessions as draft Corrigendum 1 to Revision 6 to Regulation No. 16.

19. GRSP resumed consideration of ECE/TRANS/WP.29/GRSP/2009/12, tabled by the expert from the Russian Federation, proposing the deletion of the current possibility for the Contracting Parties to the 1958 Agreement to require at the national level the installation of safety-belts in Class II buses. The proposal did not receive the support of GRSP. Since the proposal raised legal implications, GRSP agreed to seek guidance from WP.29 at its June 2009 session.

XIII. REGULATION No. 17 (Strength of seats) (Agenda item 12)

A. Proposal for draft amendments (Agenda item 12(a))

Documentation: Informal documents Nos. GRSP-45-12 and GRSP-45-20

20. GRSP noted GRSP-45-12 and GRSP-45-20 and agreed to discuss them under agenda item 12(b).

B. Alignment with gtr No. 7 (Head restraints) (Agenda item 12(b))

Documentation: ECE/TRANS/WP.29/GRSP/2009/7, Informal documents Nos. GRSP-45-06, GRSP-45-19, GRSP-45-22 and GRSP-45-23

21. The expert from Japan introduced through a comparison table (GRSP-45-22) ECE/TRANS/WP.29/GRSP/2009/7 and GRSP-45-06, proposing the transposition of gtr No. 7 into Regulation No. 17 and the use of the biofidelic rear impact dummy (BioRID) II into the dynamic test performance requirements. The expert from CLEPA introduced GRSP-45-19, in order to take strictly the requirements of gtr No. 7 into Regulation No. 17 and delete those which have not been taken over in the gtr. GRSP initiated the discussion of GRSP-45-23, consolidating the proposal of

amendments submitted so far (ECE/TRANS/WP.29/GRSP/2009/7, GRSP-45-06, GRSP-45-19, GRSP-45-12 and GRSP-45-20). The expert from OICA argued that in his opinion a discussion of these proposals was premature, taking account of the possible further development of Phase 2 of gtr No. 7 and considering that the development of Regulation No. 17 cannot be separated from the gtr discussion. He suggested as a first step to amend Regulation No. 17, to transpose the initial proposal of alignment with the gtr (ECE/TRANS/WP.29/GRSP/2008/11) and to suspend dynamic requirements, until an informal group would be established and specifications would be provided with the development of a suitable dummy.

22. GRSP agreed to resume discussion of this agenda item at its December 2009 session and requested the secretariat to distribute GRSP-45-23 with an official symbol for consideration.

XIV. REGULATION No. 22 (Protective helmets) (Agenda item 13)

A. Safety helmets assessment and rating programme (SHARP) (Agenda item 13(a))

23. GRSP noted that no further outcome from the rating programme (SHARP) introduced in the United Kingdom had been provided.

24. Referring to the decision of WP.29/AC.2 at its last March 2009 session (ECE/TRANS/WP.29/1072 para. 14), GRSP started to consider the possibility to develop alternative and less stringent requirements in order to allow construction of helmets more suitable for emerging economies and tropical weather. As a first exchange of views, some experts opposed lowering safety requirements of Regulation No. 22, which in their opinion is ensuring the best quality of helmets at the global level. The expert from Italy reminded that Contracting Parties to the 1958 Agreement, or those countries that have adopted Regulation No. 22 on national basis, were free to enforce former series of amendments of the Regulation in order to cope with domestic needs. The expert from the Russian Federation urged to devise provisions for safety helmets tailored for children. In this regard, GRSP noted the intention of the expert from Malaysia to introduce this issue at the next WP.29 June 2009 session and likely at the December 2009 session of GRSP.

25. GRSP agreed to resume consideration of this agenda item at its December 2009 session awaiting further guidance from WP.29 at its June 2009 session.

XV. REGULATION No. 29 (Cabs of commercial vehicles) (Agenda item 14)

A. Proposal for draft 03 series of amendments (Agenda item 14(a))

Documentation: ECE/TRANS/WP.29/GRSP/2007/2, ECE/TRANS/WP.29/GRSP/2007/14, ECE/TRANS/WP.29/GRSP/2007/15, ECE/TRANS/WP.29/GRSP/2009/8, Informal documents Nos. GRSP-45-02 and GRSP-45-07

26. The expert from the Russian Federation made a presentation of GRSP-45-07, introducing necessary refinements in the proposed test methodology. In his proposal of amendments to Regulation No. 29 he also suggested that for N₁ and N₂ vehicles with a gross vehicle mass less than 7.5 tons, the test requirements of the 02 series of amendments to Regulation No. 29 remained

applicable. He also informed that he would not object to the deletion of the optional rear wall test, if GRSP would decide it. The secretary of the informal group on cab truck strength, introduced GRSP-45-07, having similar basis but suggesting a unique new 03 series of amendments to the Regulation for all N categories of vehicles. The expert from India undertook to provide a proposed amendment to the specification of the existing manikin for the assessment of the survival space. In the meantime, GRSP endorsed ECE/TRANS/WP.29/GRSP/2009/8, tabled by the expert from Sweden, proposing a complementary justification to his proposal (ECE/TRANS/WP.29/GRSP/2007/15) of amendments to Regulation No. 29.

27. GRSP endorsed the proposal regarding test provisions referring to a unique series of amendments and agreed to resume the discussion of this agenda item at its December 2009 session on the basis of a revised proposal, voluntarily prepared by the secretary of the informal group on cab truck strength. Interested experts were invited to provide further comments in due time to the secretary of the informal group in order to distribute the revised proposal with an official symbol for consideration at the December 2009 session of GRSP.

XVI. REGULATION No. 44 (Child restraint systems (CRS)) (Agenda item 15)

A. Proposal for draft amendments (Agenda item 15(a))

Documentation: ECE/TRANS/WP.29/GRSP/2009/9, Informal document No. GRSP-45-29 and Rev.1.

28. GRSP adopted ECE/TRANS/WP.29/GRSP/2009/9, not amended. The secretariat was requested to submit the adopted proposal to WP.29 and to AC.1, for consideration at their November 2009 sessions as draft Corrigendum 3 to Revision 2 to Regulation No. 44.

29. The Chairman of the informal group on child restraints systems (CRS) introduced GRSP-45-29 and Rev.1, reporting on the work progress of the group on the new draft Regulation. He clarified that the new Regulation would be applied to ISOFIX Universal Integral child restraint systems with a classification based on standing height and maximum permissible weight (Child + CRS). He added that for a certain period of time (to be defined), Regulation No. 44 would not be replaced by the new Regulation in order to allow type approval of universal child restraints. GRSP agreed to seek guidance from WP.29 at its June 2009 session, regarding administrative provisions to avoid in the future a double type approval of the same product respectively according to Regulation No. 44 and to the new Regulation.

30. GRSP agreed to resume the discussion on this subject at its December 2009 session awaiting further proposals from the informal group on child restraints.

XVII. REGULATION No. 94 (Frontal collision) (Agenda item 16)

A. Proposal for draft amendments (Agenda item 16(a))

Documentation: Informal documents Nos. GRSP-45-15 and GRSP-45-16

31. The expert from France introduced the last outcomes (GRSP-45-15) after six years of tests in different continents conducted on the progressive deformable barrier (PDB), aimed at replacing the current one in Regulation No. 94. Some experts raised concerns on the potential misuse of the barrier using stiffer vehicles. The expert from the United Kingdom outlined the main outstanding issues of the PDB barrier to be solved before including it in Regulation No. 94. Inter alia he mentioned that the safety benefits of the PDB had still to be demonstrated and the potential for negative effects on self protection needed to be resolved. He suggested that the full benefit of the PDB may only be realized as part of further measures concerning vehicle-to-vehicle compatibility. The expert from France explained that the main attempt of his proposal was to harmonize the level of severity between heavier and lighter vehicles.

32. The expert from Japan introduced GRSP-45-16 showing the results of a crash test program on light and heavy cars using the test conditions of Regulation No. 94 and PDB barrier. Amongst other results, he concluded that no improvement of occupant protection would be expected by replacing the current barrier with the PDB.

33. GRSP agreed to resume the discussion of this agenda item at its December 2009 session awaiting further inputs from the informal group on frontal impact.

XVIII. BUSES AND COACHES (Agenda item 17)

A. Frontal collision of buses and coaches (Agenda item 17(a))

34. The expert from Spain informed GRSP that new outcome on the work activity of European Enhanced Vehicle Committee (EEVC) on this subject would be provided at the December 2009 session of GRSP.

35. The expert from Italy, Chairman of GRSG, informed GRSP about the ongoing activity in his group regarding the new draft Regulation on this subject. He stated that as a general approach it was agreed to cover driver's protection as a first step, and secondly to integrate in the new Regulation the outcome of the research activities of EEVC. He underlined that a final decision on this two step approach would be taken at the next GRSG session. The expert from Germany informed that the intention of his country was to propose the same test energy level of the revised version of Regulation No. 29 into the tests of the new Regulation in order to ensure an adequate set of safety provisions for driver and crew. He added that this approach was supported by the industry, otherwise a further period of 4-5 years should elapse awaiting research outcome from EEVC.

36. GRSP agreed to resume consideration of this agenda item at its December 2009 session.

B. Restraining of children travelling in buses and coaches (Agenda item 17(b))

37. GRSP agreed to resume consideration of this agenda item at its December 2009 session awaiting a synopsis from the expert of the United States of America of the final rule on the fitting of safety belts on school buses and about legislative initiatives in Japan.

C. Safety of wheelchair users in buses and coaches (Agenda item 17(c))

38. The expert from Italy informed GRSP that GRSG had solved major problems on this issue, incorporating specific provisions in Regulation No. 107. Accordingly GRSP agreed to remove this item from the agenda of the next session.

D. Safety on board of sleeper coaches (Agenda item 17(d))

39. GRSP agreed to remove this item from the agenda of the next session due to the lack of new information on this subject.

**XIX. PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 100
(Construction and functional safety of battery electric vehicles) (Agenda item 18)**

Documentation: Informal documents Nos. GRSP-45-03 and GRSP-45-28

40. The Chairman of the Electric Safety informal group introduced the latest status report (GRSP-45-28) on the activities of the group. With regard to the 1958 Agreement, he added that the group had agreed to submit a proposal for amendments (GRSP-45-03) to Regulation No. 100 concerning electric safety provisions of vehicle in-use. He concluded that further activities of the informal group would revolve on post-crash requirements as well as on their incorporation, altogether vehicle in-use provisions, in the draft HFCV gtr.

41. GRSP agreed to resume consideration of this subject at its next session in December 2009 and requested the secretariat to distribute GRSP-45-03 with an official symbol.

**XX. DRAFT REGULATION ON PEDESTRIAN SAFETY (1958 Agreement)
(Agenda item 19)**

Documentation: ECE/TRANS/WP.29/GRSP/2009/10, Informal documents GRSP-45-30 and GRSP-45-33

42. The expert from OICA introduced ECE/TRANS/WP.29/GRSP/2009/10 and GRSP-45-30 proposing the transposition of gtr No. 9 (Pedestrian safety) into a new Regulation annexed to 1958 Agreement. The proposal received general support from GRSP. However, regarding the scope GRSP preferred to wait for the conclusion of the discussion regarding the proposed amendment to the gtr. Moreover, some experts expressed concerns about the introductory provisions of the new Regulation. GRSP agreed to request guidance of WP.29 in this matter.

43. GRSP agreed to resume consideration of this agenda item at its next session. GRSP

requested the secretariat to distribute GRSP-45-33 with an official symbol for consideration at its December 2009 session, encompassing ECE/TRANS/WP.29/GRSP/2009/10 and the comments received by GRSP, as well as GRSP-45-30.

XXI. OTHER BUSINESS (Agenda item 20)

A. Exchange of information on national and international requirements on passive safety (Agenda item 20(a))

44. The expert from Germany informed GRSP of the 21st Enhanced Safety of Vehicles conference (ESV) that would be held in Stuttgart (Germany) in June 15 - 18, 2009. (For details on the final program see website: <http://www.esv2009.com/Final-Program.74.0.html>)

B. Regulation No. 80 (Strength of seats and their anchorages (buses)) (Agenda item 20(b))

Documentation: Informal document No. GRSP-45-05

45. The expert from EC introduced GRSP-45-05 aimed at bringing in line provisions of Regulation No. 80 with those of Regulation No. 17 and, in addition, to ban side-facing seats in certain categories of vehicles.

46. GRSP agreed to resume discussion of this agenda item at its December 2009 session and requested the secretariat to distribute GRSP-45-05 with an official symbol at the next session.

XXII. PROVISIONAL AGENDA FOR THE NEXT SESSION

47. For its forty-sixth session, scheduled to be held in Geneva from 8 (14.30h) to 11 (12.30h) December 2009, GRSP agreed that the Chairperson, in collaboration with the secretariat, would prepare the provisional agenda. GRSP noted that the deadline for submission of official documents to the secretariat was set on 11 September 2009, twelve weeks prior to the session.

Annex

LIST OF INFORMAL DOCUMENTS DISTRIBUTED DURING THE SESSION (GRSP-45-...)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
01.	GRSP Chairperson	1	E	Running order of the provisional agenda of GRSP	(a)
02.	Secretary of GRSP Cab Strength informal group	14(b)	E	Regulation No. 29 (Cab of a commercial vehicle) - Proposal for a Revision to Regulation No. 29, incorporating the draft 03 series of amendments	(b)
03.	ELSA Chairman	18	E	Proposal for a Revision to Regulation No. 100 (Uniform provisions concerning the approval of vehicles with regard to specific requirements for the electric power train)	(a)
04.	European Commission	8	E	Proposal for draft amendments to Regulation No. 11 (Door latches and hinges)	(c)
05.	European Commission	20(b)	E	Proposal for draft amendments to Regulation No. 80	(b)
06.	Japan	12(b)	E	Regulation No. 17 (Seat strength) - Proposal for draft amendments to ECE/TRANS/WP.29/GRSP/2009/7	(b)
07.	Russian Federation	14(a)	E	Proposal for revision of Regulation No. 29 (Cab of commercial vehicles)	(a)
08.	Japan	4(a)	E	gtr No. 9 (Pedestrian safety) - Japanese comments on proposed amendments	(a)
09.	Japan	4(a)	E	gtr No. 9 (Pedestrian safety) - Proposal for draft amendments	(a)
10.	Japan	4(a)	E	gtr No. 9 (Pedestrian safety) - Consolidated text of the proposal for draft amendments	(a)
11.	Japan	4(a)	E	gtr No. 9 (Pedestrian safety) - Summary of the proposal for draft amendments	(a)
12.	The Netherlands	12(a)	E	Proposal for amendments to Regulation No.17 (Seat strength)	(b)
13.	Germany	10(a)	E	Proposal for draft amendments to Regulation No. 14 (Safety-belt anchorages)	(a)
14.	Czech Republic	14(a)	E	Proposal of draft amendments to the 03 series of amendments of Regulation No. 11 (Door latches and door retention components)	(c)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
15.	France	16(a)	E	Answers about issues on proposed amendments to Regulation No. 94 (Frontal impact)	(a)
16.	Japan	16(a)	E	Performance as test procedures of the PDB and offset deformable barrier (ODB) tests for light and heavy cars	(a)
17.	France	6(a)	E	Evaluation of advanced compatibility - Frontal structures using the progressive deformable barrier	(a)
18.	CLEPA	11(a)	E	Regulation No. 16 (Safety belts) - Overview on ECE/TRANS/WP.29/GRSP/2009/6	(a)
19.	The Netherlands	12(a)	E	Proposal for draft amendments to Regulation No. 17 (Seat strength)	(b)
20.	CLEPA	12(b)	E	Regulation No. 17 (Seats strength) - Proposal for draft amendments to ECE/WP.29/GRSP/2009/7	(b)
21.	United Kingdom	3(a)	E	Draft report of the discussion concerning a possible amendment to gtr No. 7 (Head restraints)	(a)
22.	Japan	12(b)	E	Comparison of proposed amendments to Regulation No. 17 (Seat strength)	(a)
23.	GRSP Chairperson	12(b)	E	Draft amendment of gtr No. 7 (Head restraints) - Proposed amendments to ECE/TRANS/WP.29/GRSP/2009/7	(b)
24.	Japan	3(a)	E	Gtr No.7 (Head restraints) - Terms of References difference between phase 1, dynamic backset, and phase 2 proposal	(a)
25.	Germany	4(b)	E	Proposed amendment to gtr No 9 (Pedestrian safety) - Exemption of Flat Front Vehicles (FFV)	(a)
26.	Japan	4(a)	E	Status Report on flexible pedestrian legform impactor technical evaluation group (Flex-TEG) activities	(a)
27.	United Kingdom	10(a)	E	Proposal for draft amendments to Regulation No.14 (Safety-belts anchorages)	(a)
28.	ELSA Chairman	18.	E	Proposal of amendments to Regulation No. 100 (Protection against electric shock)	(a)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
29/Rev.1	CRS informal group Chairman	15(a)	E	Regulation No. 44 (CRS) - 45th GRSP session status report of informal group on CRS	(a)
30.	OICA	19	E	Proposed amendments to the draft UNECE Regulation on pedestrian safety ECE/TRANS/WP29/GRSP/2009/10	(b)
31.	Japan	4(b)	E	gtr No. 9 (Pedestrian safety) - Proposal for draft amendments to TRANS ECE/TRANS/WP.29/2009/80	(a)
32.	Japan	4(b)	E	gtr No. 9 (Pedestrian safety) - Situations that caused accidents injuring pedestrians, vulnerable road users	(a)
33.	GRSP Chairperson	19.	E	Draft UNECE Regulation on pedestrian safety - Proposed amendments to ECE/TRANS/WP.29/GRSP/2009/10	(b)

Notes:

- (a) Consideration completed or superseded
- (b) Continue consideration at the next session with an official symbol
- (c) Continue consideration at the next session as informal document
- (d) Adopted and to be submitted to WP.29
