

Proposal for amendment GRVA-07-03

Note: The modifications to GRVA-07-03 are marked in bold for new or strikethrough for deleted characters.

The terms of reference below are not based on those of the IWG on AEBS/LDWS

I. Proposal

A. Terms of Reference

1. The Informal Working Group (IWG) shall develop a draft regulatory proposal to revise UN-Regulation No. 131 with the aim to adapt the Regulation to the state of the art technology and to align it with new concepts which were developed for Advanced Emergency Braking Systems (AEBS) for M₁ and N₁ vehicles (UN Regulation No.152).
2. In particular the IWG shall address the following issues:
 - a. Assess the accident situation for heavy duty vehicles in regions where UN Regulation No. 131 is presently applied, looking at the effectiveness of the current performance requirements, differentiated between M₂/N₂-vehicles and M₃/N₃-vehicles.
 - b. Define state of the art performance requirements, especially for collisions involving stationary vehicles and/or objects, based on the results from the action item above.
 - c. Review the values for the target speed reduction for M₂ and N₂ vehicles (as requested in Annex 3 of UN-Regulation No. 131) before November 2021.
 - d. **Review AEBS on Car to Car (C2C), Car to Pedestrian (C2P) and Car to Bicycle (C2B) for heavy duty vehicles.** Incorporate new concepts from UN-Regulation No.152 on AEBS for M₁ and N₁ vehicles (e.g. definition of requirements for a range of parameters), **before November 2021 as far as possible.**
3. The IWG shall take full account of developments and work in full cooperation with other subsidiary Working Parties (GRs) of WP.29 and their IWGs.
4. The IWG should take into account existing data, research and voluntary standards available in the contracting parties in developing its proposals.
5. Text shall, to the fullest extent possible, be performance based and technology neutral.
6. The IWG shall deliver the complete regulatory text for AEBS for heavy duty vehicle requirements as revision of UN-Regulation No. 131 for the February 2022 session of GRVA.

B. Rules of Procedure

1. The IWG shall report to GRVA and is open to all participants of WP.29.
2. Two Co-Chairs and a Secretary will manage the IWG.
3. The Co-Chairs may invite experts (at their discretion), including non-participants of WP.29, to assist in the development of technical standards.
4. The working language of the IWG will be English.

5. All documents and/or proposals must be submitted to the Secretary of the relevant group in a suitable electronic format in advance of the meeting. The group may refuse to discuss any item or proposal which has not been circulated five working days in advance to the meeting.
6. An agenda and related documents will be circulated to all members of the IWG in advance of all scheduled meetings.
7. Decisions will be reached by consensus. When consensus cannot be reached, the Co-Chairs of the group shall present the different points of view to GRVA. The Co-Chairs may seek guidance from GRVA as appropriate.
8. The progress of the IWG will be reported routinely to GRVA – wherever possible as an informal document and presented by the Co-Chairs.
9. All documents shall be distributed in digital format. Meeting documents should be made available to the Secretary for publication on the dedicated website.
10. Final decision on proposals rests with WP.29 and the Contracting Parties.

II. Justification

- 1. Japan also has a strong interest in enhancing road traffic safety especially for further protection of VRUs such as pedestrians and cyclists. We particularly consider that AEBS for heavy duty vehicles is one of the significant and effective technology to mitigate the impact of collisions with vehicles and VRUs, therefore support the proposal for establishing the new IWG from Germany (GRVA-07-03).**
- 2. In addition to enhancing technical requirements based on the current UN-Regulation No. 131, Japan is willing to engage in making technical standard on AEBS (CtC, CtP, and CtB) for heavy duty vehicles by incorporating from UN-Regulation No. 152 on AEBS for M₁ and N₁ vehicles, considering the evaluation of the current state of the technology. Japan believes that the result of this IWG will contribute to all the CPs and stakeholders, which wish to decrease more serious accidents especially involving VRUs.**