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Chair's notes on the Working Party on General Safety Provisions meeting in lieu of its 119th session

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I. Attendance

1. The Working Party on General Safety Provisions (GRSG) met from 6 to 9 October 2020 online and without interpretation (informal in lieu of its 119th session), hosted from Geneva. The meeting was chaired by Mr. A. Erario (Italy). Experts from the following countries participated in the work, following Rule 1 of the Rules of Procedure of the World Forum for Harmonization of Vehicle Regulations (WP.29) (ECE/TRANS/WP.29/690/Rev.1): Belgium, Canada, China, Czech Republic, Finland, France, Germany, Hungary, India, Italy, Japan, Netherlands, Poland, Republic of Korea, Russian Federation, San Marino, South Africa, Spain, Sweden, Switzerland, Turkey, United Kingdom of Great Britain and Northern Ireland and United States of America. Experts from the European Commission participated. Experts from non-governmental organizations participated: American Automotive Policy Council (AAPC), International Body and Trailer Building Industry (CLCCR), European Association of Automotive Suppliers (CLEPA), International Motorcycle Manufacturers Association (IMMA), Liquid Gas Europe (LGA), International Association for Natural Gas Vehicles (NGV Global), International Organization of Motor Vehicle Manufacturers (OICA), SAE International and World Bicycle Industry Association (WBIA).

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRSG/2020/18, Add.1 and Rev.1
Informal documents: GRSG-119-01, GRSG-119-04, GRSG-119-14, GRSG-119-29 and Rev.1

2. The secretary of GRSG presented the guidelines for virtual meeting participation (GRSG-119-14).

3. The Chair of GRSG introduced delegates with the special procedure for decisions at the informal meeting replacing the 119th session (GRSG-119-04), established as a result of international travel restrictions and limitations for personal meetings at the Palais des Nations in Geneva, which had been in force as a result of the COVID-19 pandemic.

4. GRSG considered and adopted the proposed agenda (ECE/TRANS/WP.29/GRSG/2020/18, Add.1 and Rev.1) for the 119th session, in its Rev.1 version, which contains modifications to the initially envisaged and agreed upon agenda that were imposed as a result of the COVID-19 pandemic, as contained in its consolidated version (GRSG-119-29 and Rev.1).

5. GRSG also adopted the running order (GRSG-119-01) as proposed by the Chair.

6. The informal documents distributed during the session are listed in Annex I to this report. The GRSG informal working groups are listed in Annex III.

III. Amendments to regulations on buses and coaches (agenda item 2)

Documentation: Informal documents: GRSG-119-08 and GRSG-119-11

7. The expert from France, Chair of the IWG on Behaviour of M₂ and M₃ vehicles' general construction in case of Fire Event (BMFE) introduced document GRSG-119-08, containing an overview of proceedings of the 10th meeting of the IWG on BMFE, the group's activities and progress in the development of amendments to UN Regulations Nos. 107 and 118, and the schedule for upcoming sessions of the IWG.

8. GRSG expressed supported for the IWG on BMFE intension to request extension of its mandate by one year at the WP.29 November 2020 session, and endorsed the revised terms of reference of the group (GRSG-119-11).

A. UN Regulation No. 107 (M₂ and M₃ vehicles)

Documentation: ECE/TRANS/WP.29/GRSG/2020/19
ECE/TRANS/WP.29/GRSG/2020/20
Informal documents: GRSG-119-09, GRSG-119-18
and GRSG-119-19

9. The expert from France, Chair of the IWG on BMFE introduced document ECE/TRANS/WP.29/GRSG/2020/19, a proposal to amend UN Regulation No. 107 and document GRSG-119-09 containing modifications to ECE/TRANS/WP.29/GRSG/2020/19 related to alarm initiation based on a temperature reference, opening of all power-operated doors for emergency evacuation and provisions for 'Safety Information Cards'.

10. The expert from OICA presented document GRSG-119-18, with suggested modifications to the transitional provisions contained in the proposal to amend UN Regulation No. 107 (ECE/TRANS/WP.29/GRSG/2020/19).

11. The expert from Spain introduced document ECE/TRANS/WP.29/GRSG/2020/20, a proposal to amend UN Regulation No. 107 on provisions guaranteeing that vehicle remains stopped whilst lifts or ramps are being used.

12. The expert from OICA presented document GRSG-119-19 containing suggested modifications to ECE/TRANS/WP.29/GRSG/2020/20.

13. GRSG adopted ECE/TRANS/WP.29/GRSG/2020/19, as amended by GRSG-119-09 and GRSG-119-18, and ECE/TRANS/WP.29/GRSG/2020/20, as amended by GRSG-119-19, the proposals for the 09 series of amendments to UN Regulation No. 107, and agreed to submit them for consideration and vote at the March 2021 sessions of WP.29 and AC.1. The secretariat was requested to merge the proposals into one unified document containing the 09 series of amendments to UN Regulation No. 107, for consideration by WP.29 and AC.1 at their March 2021 sessions.

14. The Secretary of GRSP informed GRSG on the outcome of recent meetings of the IWG on Safer Transport of Children in Buses and Coaches (STCBC), providing a status report (GRSP-67-08) and information on progress towards the development of a UN Regulation under the 1958 Agreement, which is planned to be delivered to GRSP for consideration in 2022.

15. The expert from Germany informed GRSG that the next session of the IWG on STCBC would take place on 29 October 2020, where results of testing carried out would be presented to participants. The report on these activities would be delivered to GRSP and GRSG at their upcoming sessions.

16. The Chair of GRSG invited delegates to update GRSG on national initiatives concerning autonomous urban shuttles. The expert from France informed GRSG that France had been working on developing a definition for autonomous urban shuttles.

B. UN Regulation No. 118 (Burning behaviour of materials)

Documentation: ECE/TRANS/WP.29/GRSG/2020/21
Informal documents: GRSG-119-10, GRSG-119-13, GRSG-119-22 and
GRSG-119-31

17. The expert from France, as Chair of the IWG on BMFE, introduced document ECE/TRANS/WP.29/GRSG/2020/21, a proposal to amend UN Regulation No. 118 and document GRSG-119-10, containing modifications to ECE/TRANS/WP.29/GRSG/2020/19 related to the declaration of the adhesive agents that can be used without deterioration of the burning behaviour of the material.

18. The expert from OICA introduced document GRSG-119-22 containing suggested modifications to ECE/TRANS/WP.29/GRSG/2020/21.

20. The expert from CLEPA presented document GRSG-119-31 containing further suggested modifications to ECE/TRANS/WP.29/GRSG/2020/21.

21. GRSG adopted ECE/TRANS/WP.29/GRSG/2020/21, the proposal for amendments to UN Regulation No. 118, as amended by GRSG-119-10, GRSG-119-22 and GRSG-119-31 and agreed to submit it for consideration and vote at the March 2021 sessions of WP.29 and AC.1.

22. The expert from Spain introduced document GRSG-119-13, a proposal for amendments to UN Regulation No. 118. GRSG considered the informal document and requested its submission as an official document for consideration at the April 2021 session of GRSG.

IV. Amendments to safety glazing regulations (agenda item 3)

Documentation: ECE/TRANS/WP.29/GRSG/2020/3
Informal document: GRSG-119-30

23. The expert from the Republic of Korea, Chair of IWG on Panoramic Sunroof Glazing (PSG), and the expert from Germany, Secretary of the IWG on PSG, introduced document GRSG-119-30, which contained a report on activities of the IWG since May 2015 until expiry of its mandate in April 2020. The activities of the IWG on PSG concluded with the development of a draft new Mutual Resolution No. [4] (ECE/TRANS/WP.29/GRSG/2020/3), which was developed to address the risk of breakage of panoramic sunroof glazing during normal usage in vehicles and to seek solutions.

24. The expert from German, Secretary of the IWG on PSG, introduced the proposal for a new Mutual Resolution No. [4] (ECE/TRANS/WP.29/GRSG/2020/3), which sets limits for the ceramic printed design area of panoramic sunroof glazing.

25. GRSG endorsed ECE/TRANS/WP.29/GRSG/2020/3, the proposal for a draft Mutual Resolution No. [4] and agreed to submit it for consideration and vote to WP.29 and AC.3 at their March 2021 sessions.

26. GRSG thanked the participants of the IWG on PSG for the work carried out throughout the groups mandate. The Chair of the IWG on PSG thanked, the Co-Chair, the Secretary as well as all experts who took part in the work of the group and congratulated on the milestones achieved.

A. UN Global Technical Regulation No. 6 (Safety glazing)

27. GRSG agreed to postpone deliberations under this agenda item to its April 2021 session.

B. UN Regulation No. 43 (Safety glazing)

28. GRSG agreed to postpone deliberations under this agenda item to its April 2021 session.

V. Awareness of the proximity of Vulnerable Road Users (agenda item 4)

Documentation: ECE/TRANS/WP.29/2020/121
ECE/TRANS/WP.29/2020/122

29. The Chair of GRSG recalled that proposals for a new UN Regulation on uniform provisions concerning the approval of devices for reversing motion and motor vehicles with regard to the driver's awareness of vulnerable road users behind vehicles (ECE/TRANS/WP.29/2020/121) and for a new UN Regulation on uniform provisions concerning the approval of motor vehicles with regard to the Moving Off Information System for the Detection of Pedestrians and Cyclists (Moving Off Information Systems (MOIS)) (ECE/TRANS/WP.29/2020/122) would be considered by WP.29 and AC.1 at their November 2020 sessions.

30. The expert from OICA recalled document GRSG-118-32, considered at the 118th session of GRSG, containing the position of the organization concerning the proposed UN Regulation on MOIS. Re-emphasizing that OICA did not want to delay the adoption of the proposed new UN regulation, he reiterated the position of OICA expressed at 118th session of GRSG, which indicated that at the time there were no systems in the market which are designed to fulfil the MOIS requirements. “The current overall practical technology maturity level is strongly based on to-be-validated theoretical and functional analyses. Therefore, industry highlighted the aspect of current technology performance limitation under real life conditions, as mentioned in paragraph 0.7 of the draft regulation introduction. OICA cannot guarantee that, at the time of entry into force of the draft regulation on uniform provisions concerning the approval of motor vehicles with regard to the Moving Off Information System for the Detection of Pedestrians and Cyclists (document GRSG-118-06): i) the available technology (sensors and software algorithm), when installed in the vehicles, is robust enough under all real-life conditions; ii) the available technology (sensors and software algorithm), when installed in the vehicles, reaches a satisfying balance between HMI efficiency and driver’s acceptance.”

A. UN Regulation No. 46 (Devices for indirect vision)

Documentation: ECE/TRANS/WP.29/GRSG/2020/6
Informal document: GRSG-119-26

31. The expert from Italy introduced a proposal for amendments to UN Regulation No. 46 (GRSG-119-26) on amendments of definitions to cover 'free form' mirrors. GRSG adopted the official proposal (ECE/TRANS/WP.29/GRSG/2020/6) and agreed to submit it for consideration and vote at the March 2021 sessions of WP.29 and AC.1, as supplement 9.

B. UN Regulation on Blind Spot Information Systems (BSIS)

Documentation: ECE/TRANS/WP.29/2020/105
Informal documents: GRSG-119-05 and GRSG-119-06

32. The expert from the IWG VRU-Proxi introduced document GRSG-119-05, “Future Ideas for Regulation 151”, and document GRSG-119-06, containing suggestions for amending UN Regulation No. 151.

33. GRSG reviewed GRSG-119-06 and, upon a technical discussion and comments from experts from France, Germany, the European Commission and OICA, agreed to consider an updated version of the document at its April 2021 session.

34. GRSG reviewed ECE/TRANS/WP.29/2020/105 and confirmed its submission for consideration and vote at the November 2020 sessions of WP.29 and AC.1.

VI. UN Regulation No. 58 (Rear underrun protective devices) (agenda item 5)

Documentation: Informal document: GRSG-119-15

35. The expert from the Netherlands presented a proposal for an amendment of Part II and III of a type of rear underrun protective device (RUPD) pursuant to UN Regulation No. 58 (GRSG-119-15), addressing platform lift systems and access ramps in M, N₁, N₂ category vehicles.

36. GRSG decided to continue consideration of document GRSG-119-15 at the April 2021 meeting of the group, based on a revised version pending further consultations on its content.

VII. UN Regulation No. 66 (Strength of superstructure (buses)) (agenda item 6)

Documentation: ECE/TRANS/WP.29/GRSG/2020/22
Informal document: GRSG-119-32

37. The expert from the Russian Federation introduced the draft proposal for Supplement 11 to the 02 series of amendments to UN Regulation No. 66 (GRSP-119-32), and the background of its development.

38. GRSG considered the proposal for amendments to UN Regulation No. 66 (ECE/TRANS/WP.29/GRSG/2020/22) and, upon technical discussion and comments from experts from Belgium, Japan, Italy, the European Commission and OICA, decided to reconsider the proposal at its April 2021 session, on the basis of an updated draft.

39. The expert from the Russian Federation invited experts to deliver their comments to the proposal for amendments to UN Regulation No. 66 (ECE/TRANS/WP.29/GRSG/2020/22) to sergey.maslennikov@nami.ru.

VIII. Amendments to gas-fuelled vehicle regulations (agenda item 7)

A. UN Regulation No. 67 (LPG vehicles)

Documentation: ECE/TRANS/WP.29/GRSG/2020/9
ECE/TRANS/WP.29/GRSG/2020/23
Informal document: GRSG-119-25

40. The expert from Italy introduced a proposal for amendments to UN Regulation No. 67 (ECE/TRANS/WP.29/GRSG/2020/9), to add a new profile - as defined by ISO 19825:2018 - of a new LPG filling unit denominated «J15» (together with the new denomination as «K15» of the existing "Euro connector"), therein updating the Regulation to allow the use of this new connector, the same way as the existing ones, as described detail in GRSG-119-25.

41. GRSG adopted ECE/TRANS/WP.29/GRSG/2020/09, the proposal for amendments to UN Regulation No. 67, and agreed to submit it for consideration and vote at the March 2021 sessions of WP.29 and AC.1.

42. The expert from Liquid Gas Europe introduced the proposal for amending UN Regulation No. 67 (ECE/TRANS/WP.29/GRSG/2020/23). He highlighted a correction that was required in the title of the document, which when modified should read: Proposal for Supplement 03 to the 02 series of amendments to UN Regulation No. 67 (LPG vehicles).

43. GRSG adopted ECE/TRANS/WP.29/GRSG/2020/23, proposal for amendment to UN Regulation No. 67, as amended during the session, and agreed to submit it for consideration and vote at the March 2021 sessions of WP.29 and AC.1.

B. UN Regulation No. 110 (CNG and LNG vehicles)

Documentation: Informal documents: GRSG-119-16, GRSG-119-20
and GRSG-119-21

44. The expert from the Netherlands introduced document GRSG-119-16, containing a proposal for amendments to UN Regulation No. 110, proposing the introduction of requirements related to the state-of-the-art test requirements and harmonization with ISO 15500 and NGV 3.1 components used in LNG/CNG systems.

45. GRSG considered document GRSG-119-16 and requested its submission as an official document for consideration at the April 2021 session of GRSG.

46. The expert from OICA introduced GRSG-119-21, a proposal for amendments to UN Regulation No. 110, related to the definition of “Excess flow valve” to differentiate between pressure-equalization type and shut-off type excess flow valves, and to CNG system requirements, as elaborated in GRSG-119-20.

47. Following detailed technical discussions, including comments from representatives from the Netherlands, Sweden and NGV Global, GRSG requested the submission of a revised version of GRSG-119-20, based on further consideration and discussions among interested stakeholders, as an official document for consideration at the April 2021 session of GRSG, inviting interested stakeholders to deliver their remarks and comments to OICA.

IX. UN Regulation No. 93 (Front underrun protective devices) (agenda item 8)

Documentation: ECE/TRANS/WP.29/2020/83

48. The Chair of GRSG recalled the outcome of the discussion under agenda item 9 of the July 2020 session of GRSG (ECE/TRANS/WP.29/GRSG/97, paras. 33-36), concerning the development of amendments to UN Regulation No. 93, reminding that, as a first step, a proposal (ECE/TRANS/WP.29/2020/83) would be considered by WP.29 at its November 2020 session, while the second step would require additional consideration.

49. The expert from the European Commission provided an update on the development of an additional proposal to amend UN Regulation No. 93, informing GRSG that consultations and exchange of information among Contracting Parties were underway on outstanding matters.

X. UN Regulation No. 116 (Anti-theft and alarm systems) (agenda item 9)

Documentation: ECE/TRANS/WP.29/GRSG/2020/24
ECE/TRANS/WP.29/GRSG/2020/25
ECE/TRANS/WP.29/GRSG/2020/26
ECE/TRANS/WP.29/GRSG/2020/27
ECE/TRANS/WP.29/GRSG/2020/28
ECE/TRANS/WP.29/GRSG/2020/29
ECE/TRANS/WP.29/GRSG/2020/30
Informal documents: GRSG-119-17 and GRSG-119-28

50. The expert from OICA informed GRSG about the progress of work and discussions that had taken place at meetings of the Task Force on Key Definition (GRSG-119-28), related to the definition and other aspects of “Digital Key”. She explained the need to further develop the proposal for amendments to UN Regulation No. 116 (ECE/TRANS/WP.29/GRSG/2020/24), as there was still a need to reach consensus on several open matters, as listed in GRSG-119-28. In this respect, the aim of the Task Force was to submit a revision of the official document (ECE/TRANS/WP.29/GRSG/2020/24) to the April 2021 session of GRSG. She invited delegates to submit proposals and comments to the Task Force.

51. GRSG decided to continue consideration of document ECE/TRANS/WP.29/GRSG/2020/24, concerning the definition of keys, on the basis of a revised proposal, at its April 2021 session.

52. The expert from OICA introduced documents ECE/TRANS/WP.29/GRSG/2020/25, ECE/TRANS/WP.29/GRSG/2020/26 (as amended by GRSG-119-17), ECE/TRANS/WP.29/GRSG/2020/27, ECE/TRANS/WP.29/GRSG/2020/28, ECE/TRANS/WP.29/GRSG/2020/29 and

ECE/TRANS/WP.29/GRSG/2020/30, on new UN Regulations (on Devices Against Unauthorized Use, on Immobilizers, and on Vehicle Alarm Systems) and on amendments to UN Regulations Nos. 18, 97 and 116 related to the splitting of the existing regulation into

three new UN Regulations and the subsequent administrative adjustments to the existing ones.

53. GRSG adopted the documents introduced by the expert from OICA and agreed to submit them for consideration and vote at the March 2021 sessions of WP.29 and AC.1.

XI. UN Regulation No. 125 (Forward field of Vision of Drivers (agenda item 10))

Documentation: ECE/TRANS/WP.29/GRSG/2020/11
ECE/TRANS/WP.29/GRSG/2020/31
ECE/TRANS/WP.29/GRSG/2020/32
Informal documents: GRSG-119-23 and GRSG-119-33

54. The expert from the European Commission recalled discussions by GRSG experts under the agenda item 11 at the 118th session of GRSG (see: ECE/TRANS/WP.29/GRSG/98), which resulted in the deferral of consideration of the proposal for Supplement 2 to the 01 series of amendments to Regulation No. 125 (ECE/TRANS/WP.29/GRSG/2020/11) and of document GRSG-118-26 amending the official proposal, to the current session of GRSG. The objective of the proposal was to extend the scope of the UN Regulation No. 125 to allow for the possibility to apply field of vision prescriptions to N₁ category vehicles.

55. The expert of OICA introduced the updated proposal for Supplement 2 to the 01 series of amendments to Regulation No. 125 (ECE/TRANS/WP.29/GRSG/2020/31 (based on ECE/TRANS/WP.29/GRSG/2020/11 as amended by GRSG-118-26)), and document GRSG-119-23 amending the proposal.

56. Following detailed technical discussions, including further comments from experts from Germany, Japan, the Netherlands, United Kingdom of Great Britain and Northern Ireland, the European Commission and OICA, GRSG decided to defer considerations related to amendments to UN Regulation No. 125, based on a revised text of ECE/TRANS/WP.29/GRSG/2020/31 and incorporating GRSG-119-23, to its April 2021 session.

57. The expert from France presented the proposal for Supplement 3 to the 01 series of amendments to UN Regulation No. 125 (ECE/TRANS/WP.29/GRSG/2020/32), containing proposed amendments to UN Regulation No. 125 concerning specifications for defrosting/demisting conductors also outside zone A.

58. GRSG adopted document ECE/TRANS/WP.29/GRSG/2020/32, and agreed to submit it for consideration and vote at the March 2021 sessions of WP.29 and AC.1.

59. The expert from OICA, secretary of the GRSG Task Force on Forward Vision Assistance (TF-FVA) introduced GRSG with to the proceedings of the Kick-off Meeting of the TF-FVA (GRSG-119-33), which took place in September 2020 and was chaired by the expert from the Netherlands. He invited interested delegates to contact him if they would like to take part in the activities of the TF-FVA.

XII. UN Regulation No. 0 (International Whole Vehicle Type Approval) (agenda item 11)

60. GRSG agreed to postpone deliberations under this agenda item to its April 2021 session.

XIII. Consolidated Resolution on the construction of vehicles (R.E.3) (agenda item 12)

Documentation: ECE/TRANS/WP.29/GRSG/2020/14
ECE/TRANS/WP.29/GRSG/2020/33

Informal document: GRSG-119-24

61. The expert from OICA introduced GRSG-119-24, amending the proposal for amendments to the Consolidated Resolution on the Construction of Vehicles (R.E.3) (ECE/TRANS/WP.29/GRSG/2020/14).

62. The expert from CLEPA supported the proposal of OICA to delete paragraph 1.17 and the experts from Japan, Germany and the Netherlands supported the proposal of OICA to delete paragraph 2.10 proposed in ECE/TRANS/WP.29/GRSG/2020/14.

63. GRSG decided to defer considerations related to amendments to R.E.3 to its April 2021 session. Towards that end, the secretariat was requested to prepare a revised and consolidated version, based on revised and supplemented texts of document ECE/TRANS/WP.29/GRSG/2020/14, as amended by GRSG-119-24, and in alignment with the amendments to R.E.3 adopted by WP.29 at its June 2020 session, for consideration at the April 2021 session of GRSG.

64. The expert from IMMA introduced document ECE/TRANS/WP.29/GRSG/2020/33, containing a proposal for amendments R.E.3, with the objective to differentiate bodied quadricycles from the wide variety of vehicles of Category L7 covered by the definition in paragraph 2.1.7. of R.E.3, in view of enhancing the passive safety of bodied heavy quadricycles for the transport of passengers.

65. The expert from the Republic of Korea welcomed the proposal from IMMA and expressed support for the L7 vehicle category specification, and the safety requirements stepwise approach, as proposed. The expert expressed concerns regarding the dimension criteria of L7 vehicle category. He recalled that, according to UN Regulations, category M₁ vehicles are defined as vehicles used for the carriage of passengers, comprising not more than eight seats in addition to the driver's seat, and regardless of length, width and height. The expert explained that in the Republic of Korea, passenger vehicles are classified as small, medium and large size vehicles, according to the engine displacements, length, width and height. Additionally, he continued, L7 vehicle weight and battery weight, and power rates, are also relevant for vehicle classification in the Republic of Korea. Therefore, in some cases, the L7 vehicle dimensions as proposed in the draft amendments to R.E.3, as a result of which motorcycles may be larger than small size passenger motor vehicles, may cause confusion in terms of classifications as defined in the Republic of Korea. He explained that existing regulations on the classification of vehicles in the Republic of Korea are referenced in numerous laws and that their amending would have complex implications. He concluded by emphasizing that the Republic of Korea does not oppose the proposal from IMMA, but that implementing the specification of L7 vehicle category, as proposed in ECE/TRANS/WP.29/GRSG/2020/33, would be difficult in the market of the Republic of Korea.

66. The expert from Japan also expressed concern regarding the content of the proposal for amendments to R.E.3, in particular with regard to the proposed maximum speed of category L7 vehicles with an enclosed driving and passenger compartment accessible via maximum three sides, as it exceeded the maximum speed defined in several countries' national legislations.

67. The expert from IMMA emphasized that the proposal contained in ECE/TRANS/WP.29/GRSG/2020/33 relates to the defining a specific group within the existing definition of L7, stating that the definition of L7 itself is not modified in the proposal. He stated that the proposal for dimensions and maximum speed was seen as an overarching framework, without intention to modify national and regional classification criteria, but rather to facilitate such requirements at regional level.

68. Based on the requests from Japan and the Republic of Korea, GRSG decided to continue consideration of ECE/TRANS/WP.29/GRSG/2020/33, on amendments to the Consolidated Resolution on the Construction of Vehicles (R.E.3), at its April 2021 session, and invited delegations to clarify their positions on this matter.

XIV. Event Data Recorder (agenda item 13)

Documentation: ECE/TRANS/WP.29/2020/100
ECE/TRANS/WP.29/2020/123
Informal documents: GRSG-119-02 and Rev 1., GRSG-119-03 and Rev.1, GRSG-119-07 and GRSG-119-27

69. The expert from Netherlands, Co-Chair of IWG on Event Data Recorder (EDR) / Data Storage Systems for Automated Driving (DSSAD) introduced GRSG-119-27 containing a status report of the activities of IWG. He reported on activities between July and September 2020, which included two sessions of the IWG on EDR/DSSAD, three session of the Sub-Group on EDR, and eight sessions of Task-Forces on definitions, ‘overwriting’ specifications and data elements, as well as the progress achieved.

70. GRSG recommended the IWG on EDR/DSSAD to request the extension of its mandate at the WP.29 November 2020 session.

71. Following detailed technical discussions, including comments from China, Netherlands, the United Kingdom of Great Britain and Northern Ireland, the European Commission, AAPC and OICA, GRSG endorsed GRSG-119-02/Rev.1 and GRSG-119-03/Rev.1, and asked the IWG on EDR/DSSAD to continue in its activities with respect to further developing the content of those documents.

72. GRSG decided to hold an additional session in early January 2021, for the purpose of considering revised versions of documents GRSG-119-02/Rev.1 and GRSG-119-03/Rev.1, pending further consultations on the documents content within the IWG on EDR/DSSAS.

73. GRSG agreed to request AC.2 to recommend to WP.29 and AC.1 a deferral of the scheduled consideration of document ECE/TRANS/WP.29/2020/100, Guidance on Event Data Recorder (EDR) Performance Elements Appropriate for Adoption in 1958 and 1998 Agreement Resolutions or Regulations, and document ECE/TRANS/WP.29/2020/123, a proposal for a new UN Regulation on Event Data Recorder, to their March 2021 sessions, in order to allow further consultations on the documents content.

XV. Exchange of views on Vehicle Automation (agenda item 14)

Documentation: GRSP-118-27

74. The expert from OICA recalled document GRSG-118-27, “the table of GRSG Regulations – Review for automated driving”, presented at the 118th session of GRSG, containing a table of UN Regulations under the auspices of GRSG that may require amending as a result of the introduction of automation technologies in vehicles, in particular concerning the concept and role of the “driver”.

75. The expert from Germany highlighted the regulations listed in GRSG-118-27 that would require GRSG consideration with respect to the definition of driver in the context of vehicle automation.

76. The experts from OICA and Finland stated that in the context of vehicle automation, definition of new categories of vehicles may need to be considered within R.E.3, asserting the case of autonomous shuttles as an example.

77. The Secretary of GRVA updated GRSG on the activities of GRVA and WP.29 regarding vehicle automation, recalling the adoption by WP.29 of UN Regulations Nos. 155, 156 and 157 at its June 2020 session. He also recalled that, at the September 2020 session of GRVA, Contracting Parties submitted amendments proposal for UN Regulation No. 157 on Automated Lane Keeping System (ALKS), to extend the scope to heavy vehicles, to extend the speed up to 130 km/h, and to allow lane changes. He recalled that matters related to vehicle automation should be discussed under the umbrella of the Framework document on automated/autonomous vehicles, and invited GRSG to, in the process of discussing amendments to the Framework document, provide inputs concerning vehicle categories and their precise definitions.

78. Upon review and discussion, GRSG decided to continue consideration of document GRSG-118-27, as part of the agenda of the April 2021 session of the group. The Chair of GRSG underlined that, when examining amendments to GRSG regulations, due consideration should be taken with regard to mentions of the “driver” in those regulations for the purpose of evaluating whether modifications to the definition are called for in the context of vehicle automation. He further stated that GRSG would consult AC.2 whether the Framework document can incorporate the matter of vehicle categories as one of the priorities.

XVI. Election of officers (agenda item 15)

79. In compliance with Rule 37 of the Rules of Procedure (TRANS/WP.29/690 as amended by Amendments 1 and 2), GRSG called for the election of officers on Wednesday, 9 October 2019. Mr. A. Erario (Italy) was unanimously re-elected as Chair and Mr. K. Hendershot (Canada) as Vice-Chair for GRSG sessions scheduled for 2021.

XVII. Other business (agenda item 16)

A. Draft amendment proposal to UN Regulation No. 39 (Speedometer and odometer)

Documentation: Informal document: GRSG-119-12

80. The expert from France introduced the proposal for an amendment to UN Regulation No. 39 (GRSG-119-12) on speedometer and odometer. GRSG considered the proposal and recommended its further development based on discussions among experts, requesting the secretariat to submit a revised version of the proposal as an official document for consideration at the April 2021 session of GRSG.

B. Update of the UNECE Road Map on Intelligent Transport Systems (ITS)

Documentation: Informal document: GRSG-119-34

81. The secretariat introduced the activities regarding the update of the UNECE Road Map on Intelligent Transport Systems (ITS). Following decision No. 18 of the Inland Transport Committee, at its eighty-second session in February 2020, the secretariat was requested to, in cooperation with ITC subsidiary working parties, initiate activities to prepare a revision of the ECE Road Map on Intelligent Transport Systems. As a first step, the secretariat to the World Forum on Harmonization of Vehicle Regulations (WP.29) held a meeting with the Co-chairs of the Informal Working Group on Intelligent Transport Systems, which operates under the World Forum, to define the necessary actions to implement decision No. 18 of the ITC. The Co-Chairs provided input for a first draft revision of the ITS Road Map after which consultations among ITC working parties and subsidiary bodies were launched. Namely, the document and revision process had been presented to all ITC working parties and subsidiary bodies as they held their sessions during summer and autumn of 2020. The proposed system for updating the ITS Roadmap was to use an online platform, Google docs, through which interested parties could access the document and work on it in a collaborative manner. The draft document, as downloaded from Google docs on 9 October 2020, was accessible through the link listed on the first page of GRSG-119-34. The secretariat invited interested stakeholders to provide their contributions to the revision process through Google docs. The aim was to have a draft revised ITS Roadmap ready for presentation to the November 2020 session of the Inland Transport Committee (ITC) Bureau, as a leadup to tabling it at the ITC session in February 2021.

Annex I

[English only]

List of informal documents considered during the meeting**List of informal documents (GRSG-119-...) distributed during the meeting (English only)**

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>	<i>Agenda item</i>
1	(GRSG Chair) Running order of the 119th virtual session of GRSG (6-9 Oct 2020)	(e)	1
2 and Rev.1	(IWG on EDR/DSSAD) Proposal to amend document ECE/TRANS/WP.29/2020/100 – (EDR performance elements)	(f)	13
3 and Rev.1	(IWG on EDR/DSSAD) Proposal to amend document ECE/TRANS/WP.29/2020/123 – (draft EDR UN Regulation)	(f)	13
4	(Chair) Proceedings of the 119th session of GRSG	(e)	1
5	(Germany) Suggestion for an amendment of UN Regulation No. 151 (Blind Spot Information Systems)	(e)	4b
6	(Germany) Future Ideas for Regulation 151	(e)	4b
7	(IWG on EDR/DSSAD) Data Elements/Format Under Consideration	(e)	13
8	(IWG on BMFE) Overview of activities of the IWG on BMFE since the 118th session of GRSG	(e)	2
9	(IWG on BMFE) Proposal for 09 series of amendments to UN Regulation No. 107 (General construction of M ₂ & M ₃ vehicles)	(a)	2a
10	(IWG on BMFE) Proposal for 04 series of amendments to UN Regulation No. 118 (Burning behaviour of materials)	(a)	2b
11	(IWG on BMFE) Proposal for revision of the ToR and RoP of the GRSG IWG on BMFE	(a)	2
12	(France) Suggestion for amendment of UN Regulation No. 39 (Speedometer and odometer)	(c)	16
13	(Spain) Proposal for Supplement 2 to the 03 series of amendments and Supplement 5 to the 02 series of amendments to Regulation No. 118 (Burning behaviour of materials)	(c)	2b
14	(Secretariat) Virtual meeting participation guidelines	(e)	1
15	(The Netherlands) Proposal for amendments to Regulation No. 58.03 (Rear Underrun Protection Device)	(e)	5
16	(The Netherlands) Proposal for amendments to Regulation No. 110 – (CNG and LNG vehicles)	(c)	7b
17	(OICA) Proposal for changes to document ECE/TRANS/WP.29/GRSG/2020/26 (Draft New Regulation on Immobilizers)	(a)	9
18	(OICA) Proposal for changes to document ECE/TRANS/WP.29/GRSG/2020/19 UN Regulation No. 107 (General construction M ₂ & M ₃)	(a)	2a
19	(OICA) Proposal for changes to document ECE/TRANS/WP.29/GRSG/2020/20 UN Regulation No. 107 (General construction M ₂ & M ₃)	(a)	2a
20	(OICA) Proposal for Amendments to UN Regulation No. 110	(e)	7b
21	(OICA) Proposal to amend UN Regulation No. 110 – Shut off Valve	(c)	7b
22	(OICA) Proposal for changes to document ECE/TRANS/WP.29/GRSG/2020/21 UN Regulation No. 118 (Burning behaviour of Materials)	(a)	2b
23	(OICA) Proposal for changes to document ECE/TRANS/WP.29/GRSG/2020/21 (Proposal for Supplement 2 to the 01 series of amendments to UN Regulation No. 125 (Forward field of vision of drivers))	(c)	10
24	(OICA) Proposal for changes to document ECE/TRANS/WP.29/GRSG/2020/14 (Consolidated Resolution R.E.3)	(c)	12
25	(Italy) J15 LPG FILLING UNIT (UN Regulation No. 67 (LPG vehicles))	(e)	7a

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>	<i>Agenda item</i>
26	(Italy) Reg. ECE 46/06 IT proposal for amendments (doc. ECE/TRANS/WP.29/GRSG/2020/6)	(e)	4a
27	(IWG on EDR/DSSAD) IWG on EDR/DSSAD Status Report	(e)	13
28	(OICA) GRSG Task force on Key definition	(e)	9
29 and Rev.1	(Secretariat) Consolidated agenda	(e)	1
30	(IWG on PSG) Progress Report	(e)	3
31	(CLEPA) Proposal for amending working document ECE/TRANS/WP.29/GRSG/2020/21 concerning a Proposal for the 04 series of amendments to UN Regulation No. 118 (Burning behaviour of materials)	(a)	2b
32	(Russian Federation) Proposal for Supplement 11 to the 02 series of amendments to UN Regulation No. 66 (Strength of superstructure (buses))	(e)	6
33	(GRSG TF on FVA) GRSG TF on FVA – Kick off Meeting notes	(e)	10
34	(Secretariat) Update of the UNECE Roadmap on ITS	(e)	16
35	(Secretariat) Items for decision under silence procedure	(e)	
GRSG-118-27	(OICA) Table of GRSG Regulations - Review for automated driving	(f)	16

Notes:

- (a) Adopted/endorsed with no change for consideration at WP.29.
- (b) Adopted/endorsed with possible changes for consideration at WP.29.
- (c) Resume consideration on the basis of an official document.
- (d) Transmitted to GRVA for further consideration.
- (e) Consideration completed or to be superseded.
- (f) Adopted/endorsed for continued consideration on the basis of a new version.

Annex II

GRSG informal working groups

<i>Informal working group</i>	<i>Chair</i>	<i>Secretary</i>
Panoramic Sunroof Glazing (PSG)	Mr. S. B. Eom (Republic of Korea) (co-chaired by Mr. Th. Fuhrmann-Baecker (Germany)) Tel: +82 31 3690217 email: sbeom@ts2020.kr	Mr. S. Müller von Kralik (CLEPA) Tel: +49 89 85794 1625 email: Bianca.Reatr@webasto.com
Awareness of Vulnerable Road Users Proximity (VRU-Proxi)	Mr. Y. Matsui (Japan) (Chair) Mr. P. Broertjes (EC) (Vice-Chair) Tel: +81 422 41 3371 email: ymatsui@ntsel.go.jp Tel: +32 2 299 49 33 email: peter.broertjes@ec.europa.eu	Mr. Johan Broeders (OICA) Tel: ++31 40 214 5033 email: johan.broeders@daftrucks.com
Behaviour of M ₂ and M ₃ vehicles' general construction in case of Fire Event (BMFE)	Mr. F. Herveleu (France) (Chair) Tel: +33 1 69 80 34 07 email: fabrice.herveleu@utacceram.com	Mr. O. Fontaine (OICA) Tel: +33 1 43 59 00 13 email: ofontaine@oica.net
Event Data Recorder and Data Storage System for Automated Driving (EDR/DSSAD)	Mr. T. Guiting (Netherlands)* Mr. Niikuni (Japan)* Ms. J. Doherty (US)*	Mr. O. Fontaine (OICA)

* Co-Chairs of IWG

Annex III

Decisions adopted under silence procedure

Remote informal meeting of the Working Party on General Safety Provisions (GRSG), 6-9 October 2020.

The list of decisions had been circulated to Contracting Parties for a 10 days silence procedure on 22 October 2020. As silence had not been broken, the decisions were considered adopted on 02 November 2020.

Documentation referenced in the below draft decisions is available under:
<http://www.unece.org/index.php?id=53516>

Decision No.	Agenda Item	Decision
1	2	GRSG supported the IWG on BMFE requesting the extension of its mandate by one year at the WP.29 November 2020 session.
2	2a	GRSG adopted ECE/TRANS/WP.29/GRSG/2020/19 as amended by GRSG-119-09 and GRSG-119-18 and, ECE/TRANS/WP.29/GRSG/2020/20 as amended by GRSG-119-19, proposals for the 09 series of amendments to UN Regulation No. 107, and agreed to submit them for consideration and vote at the March 2021 sessions of WP.29 and AC.1. The secretariat shall merge the proposals into a single one for the 09 series of amendments to UN Regulation No. 107, for consideration by WP.29 and AC.1 at their March 2021 session.
3	2b	GRSG adopted ECE/TRANS/WP.29/GRSG/2020/21, proposal for amendment to UN Regulation No. 118, as amended by GRSG-119-10, GRSG-119-22 and GRSG-119-31 and agreed to submit it for consideration and vote at the March 2021 sessions of WP.29 and AC.1.
4	2b	GRSG considered document GRSG-119-13, proposing amendments to UN Regulation No. 118, and requested its submission as an official document for consideration at the April 2021 session of GRSG.
5	3	GRSG adopted ECE/TRANS/WP.29/GRSG/2020/3, a proposal on a draft Mutual Resolution No. [4] and agreed to submit it for consideration and vote to WP.29 and AC.3 at their March 2021 sessions.
6	4a	GRSG adopted ECE/TRANS/WP.29/GRSG/2020/6, proposal for amendment to UN Regulation No. 46, and agreed to submit it for consideration and vote at the March 2021 sessions of WP.29 and AC.1.
7	4b	GRSG reviewed GRSG-119-06, "Future Ideas for Regulation 151" and agreed to keep in on the agenda of the April 2021 session of GRSG.
8	5	GRSG decided to continue consideration of document GRSG-119-15, a proposal for amendments to UN Regulation No. 58, on the agenda of the April 2021 meeting of the group, based on a revised version pending further consultations on its content in the meantime.
9	6	GRSG decided to keep document ECE/TRANS/WP.29/GRSG/2020/22, a proposal for Supplement 11 to the 02 series of amendments to UN Regulation No. 66, on the agenda of the April 2021 meeting of the group, pending further consultations on its content in the meantime.
10	7a	GRSG adopted ECE/TRANS/WP.29/GRSG/2020/09, proposal for amendment to UN Regulation No. 67, and agreed to submit it for consideration and vote at the March 2021 sessions of WP.29 and AC.1.
11	7a	GRSG adopted ECE/TRANS/WP.29/GRSG/2020/23, proposal for amendment to UN Regulation No. 67, as amended during the session, and agreed to submit it for consideration and vote at the March 2021 sessions of WP.29 and AC.1.
12	7b	GRSG considered document GRSG-119-16, proposing an amendment to UN Regulation No. 110, and requested its submission as an official document for consideration at the April 2021 session of GRSG.
13	7b	GRSG considered document GRSG-119-20, proposing an amendment to UN Regulation No. 110. Based on further consideration and discussions among interested stakeholders,

		GRSG requested its submission in a revised version as an official document for consideration at the April 2021 session of GRSG.
14	9	GRSG decided to continue consideration of document ECE/TRANS/WP.29/GRSG/2020/24, concerning the definition of keys, on the basis of a revised proposal, at its April 2021 session
15	9	GRSG adopted documents ECE/TRANS/WP.29/GRSG/2020/25, 26 (as amended by GRSG-119-17), 27, 28, 29 and 30, on three new UN Regulations (on Devices Against Unauthorized Use, on Immobilizers, and on Vehicle Alarm Systems) and on amendments to UN Regulations Nos. 18, 97 and 116, and agreed to submit it for consideration and vote at the March 2021 sessions of WP.29 and AC.1.
16	10	GRSG decided to defer considerations related to amendments to UN Regulation No. 125, based on a revised text of ECE/TRANS/WP.29/GRSG/2020/31 and incorporating GRSG-119-23, to its April 2021 session.
17	10	GRSG adopted ECE/TRANS/WP.29/GRSG/2020/32, a proposal for amendments to UN Regulation No. 125, and agreed to submit it for consideration and vote at the March 2021 sessions of WP.29 and AC.1.
18	12	GRSG decided to defer consideration related to amendments to the Consolidated Resolution on the Construction of Vehicles (R.E.3) based on revised and supplemented texts of documents ECE/TRANS/WP.29/GRSG/2020/14, as amended by GRSG-119-24, to its April 2021 session.
19	12	GRSG decided to continue consideration of ECE/TRANS/WP.29/GRSG/2020/33, on amendments to the Consolidated Resolution on the Construction of Vehicles (R.E.3), at its April 2021 session.
20	13	GRSG decided to hold an additional session in early January 2021, for the purpose of considering revised versions of documents GRSG-119-02/Rev.1 and GRSG-119-03/Rev.1, pending further consultations on the documents content within the IWG on EDR/DSSAS. GRSG recommended that the IWG on EDR/DSSAD requests the extension of its mandate at the WP.29 November 2020 session. GRSG agreed to request AC.2 to recommend to WP.29 and AC.1 the deferral of the scheduled consideration of document ECE/TRANS/WP.29/2020/100, Guidance on Event Data Recorder (EDR) Performance Elements Appropriate for Adoption in 1958 and 1998 Agreement Resolutions or Regulations, and document ECE/TRANS/WP.29/2020/123, a proposal for a new UN Regulation on Event Data Recorder, to their March 2021 sessions, in order to allow further consultations on the documents content.
21	14	GRSG decided to continue consideration of document GRSG-118-27, Table of GRSG Regulations – Review for automated driving, on the agenda of the April 2021 meeting of the group.
22	15	Mr Antonio Erario, from Italy, was elected as Chair for the GRSG sessions in 2021. Mr. Kyle Hendershot, from Canada, elected as Vice-Chair for the GRSG sessions in 2021.
23	16	GRSG considered GRSG-119-12, a proposal on amendments to UN Regulation No. 39, recommended its further development based on discussions among delegates, and requested the secretariat to submit a revised version as an official document for consideration at the April 2021 session of GRSG.