



Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

Working Party on Passive Safety

Sixty-eighth session

Geneva, 7–11 December 2020 (online)

Report of the Working Party on Passive Safety on its sixty-eighth session

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I. Attendance

1. The Working Party on Passive Safety (GRSP) virtually held its sixty-eighth session from 7 to 11 December 2020 in Geneva.¹ The meeting was chaired by Mr. Martin Koubek (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) (ECE/TRANS/WP.29/690/Rev.1): Canada, China, Czechia, Finland, France, Germany, India, Israel, Italy, Japan, Netherlands, Norway, Poland, Republic of Korea, Russian Federation, South Africa, Spain, Sweden, Switzerland, Turkey, United Kingdom of Great Britain and Northern Ireland, United States of America and Viet Nam. The European Commission (EC) participated. Experts from the following non-governmental organizations participated: International Motor Vehicle Inspection Committee (CITA), Consumers International (CI), European Association for the Coordination of Consumer Representation in Standardization (ANEC), European Association of Automotive Suppliers (CLEPA), Federation International de l'Automobile (FIA), Federation Internationale de Motocyclisme (FIM), Global New Car Assessment Programme (Global NCAP), International Motorcycle Manufacturers Association (IMMA), International Organization of Motor Vehicle Manufacturers (OICA) and World Bicycle Industry Association (WBIA).
2. Annex I of this report lists the informal documents distributed during the session.

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRSP/2020/11
Informal documents GRSP-68-01-Rev.1, GRSP-68-04 and GRSP-68-17

3. GRSP considered and adopted the agenda (ECE/TRANS/WP.29/GRSP/2020/11) proposed for the sixty-eighth session, the running order (GRSP-68-01-Rev.1), virtual meeting guidelines (GRSP-68-17) and the annotations (GRSP-68-04). GRSP informal working groups are listed in Annex IV of this report.

III. UN Global Technical Regulation No. 9 (Pedestrian safety) (agenda item 2)

A. Proposal for Amendment 3

Documentation: Informal documents GRSP-65-17

4. Concerning the issue of different heights of the vehicle from adjustable suspension systems, the expert from Germany requested to resume consideration on this issue (GRSP-65-17) at the May 2021 session of GRSP. GRSP agreed with the request from the expert from Germany and noted that amendment 3 would be completed at the March 2021 session of the Executive Committee of the 1998 Agreement (AC.3) with the incorporation of provisions concerning the revised headform test. Thus, GRSP noted that a possible amendment incorporating the adjustable suspension systems would be a new one following the endorsement of a new request of authorization to develop the work submitted by a Technical Sponsor.

B. Proposal for Amendment 4

Documentation: Informal documents GRSP-68-14

5. The expert from the Republic of Korea introduced GRSP-68-14, providing the progress report of the Informal Working Group on Deployable Pedestrian Protection Systems (IWG-DPPS). He explained that due to the limitation caused by the COVID-19 pandemic,

¹ GRSP experts participated remotely. Simultaneous interpretation was available into the official UNECE languages.

the IWG had still open issues and the finalization of a proposal would be expected by May 2022 session of GRSP.

IV. UN Global Technical Regulation No. 13 (Hydrogen and Fuel Cell Vehicles) (agenda item 3)

6. The expert from the United States of America, on behalf of the co-sponsors (Japan, Republic of Korea and the European Union) informed GRSP about the work progress of IWG on Hydrogen and Fuel Cell Vehicles (HFCV) UN GTR No. 13, Phase 2 by referring to the statement he gave during the November 2020 session of AC.3 (ECE/TRANS/WP.29/1155, para. 168). GRSP noted that the AC.3 endorsed the extension of the mandate of the IWG on HFCV until June 2022.

V. UN Global Technical Regulation No. 20 (Electric vehicle safety) (agenda item 4)

7. The expert from the United States of America, on behalf of the co-sponsors (China, Japan, European Union and the members of IWG GTR No. 20, Phase 2) reported on the progress of the IWG meeting of Electric Vehicle Safety (EVS) - GTR, Phase 2. Likewise for agenda item 3, he referred to the statement he gave during the November 2020 session of AC.3 (ECE/TRANS/WP.29/1155, para. 177). GRSP noted that IWG plans were to discuss the mandate extension.

VI. UN Regulation No. 12 (Steering mechanism) (agenda item 5)

8. GRSP noted that the expert from the Netherlands would introduce a proposal at the May 2021 session of GRSP to introduce requirements concerning post-crash electrical safety as was agreed for UN Regulation No. 94 (Frontal collision).

VII. UN Regulation No. 16 (Safety-belts) (agenda item 6)

Documentation: ECE/TRANS/WP.29/GRSP/2019/15
Informal documents GRSP-66-08 and GRSP-66-14

9. Referring to the proposal tabled (ECE/TRANS/WP.29/GRSP/2019/15 and GRSP-66-14 amending it) by the expert from the International Organization of Motor Vehicle Manufacturers (OICA), GRSP agreed to defer discussion on the subject of an alternative (at the choice of the manufacturer) airbag switch-off for frontal airbags in combination with rearward-facing child restraint systems in the rear seat at its May 2020 session. This is with the aim of allowing dialogue between interested parties whose meetings would possibly finalize a proposal by February 2021.

10. The expert from Finland reiterated his proposal (GRSP-66-08) on the possibility to have three-point safety-belts in M₂ and M₃ categories of vehicles. The expert from OICA argued that provisions on the fitting of safety-belts for buses are already in place in UN Regulations Nos. 16 and 80 (Strength of seats and their anchorages (buses)). The expert from EC clarified that for buses only the two-point belt fitting was mandatory on non-exposed seats. However, EC expert recommended that mandatory fitting of three-point safety-belts should be coupled by mandatory fitting of safety-belts reminders. The expert from Spain confirmed the statement of the expert from EC and informed GRSP that during the discussions within the IWG on how to secure children in buses, the group highlighted problems related to the use of two-point safety-belts. The expert from OICA recommended a real-world accident data approach to avoid lengthy discussion without any reasonable solution in sight. The expert from the Netherlands also recommended verifying accident data to provide basis for discussion. Finally, GRSP agreed to resume discussion on this subject at its May 2021 session.

VIII. UN Regulation No. 17 (Strength of seats) (agenda item 7)

Documentation: ECE/TRANS/WP.29/GRSP/2020/12
Informal document GRSP-68-31-Rev.1

11. The expert from OICA introduced ECE/TRANS/WP.29/GRSP/2020/12 to clarify the test procedure for the height of head restraints in the case of vehicles having a low roof construction. He added that the current provisions were design restrictive and that the proposal was addressing only integrated head restraints. However, the expert from Japan expressed the following concerns through a presentation (GRSP-68-31-Rev.1) to the proposal:

(a) The range of exempted vehicles addressed exemption applicable to bucket-type seats. However, considerations from the expert from Japan shows that this exemption could be applied to any integrated headrest seat. Therefore, not only sport-vehicles but also vehicles with high hoods and low roofs (e.g., low roof sedans, high and/or long hood vehicles and SUVs) would be exempted at manufacturer's choice.

(b) Safety risk to tall occupants. Specifically, in the case of an occupant taller than the average, the safety level of the occupant in the event of a collision would likely decrease.

12. The expert from OICA further argued that the proposal would guarantee safety performances since all other static requirements would remain in place and by foreseeing dynamic tests in case of application of this exemption provision. He reminded GRSP that the current provisions required a lower limit of the head restraint height to guarantee the safety performance of taller passengers. The expert from the Netherlands and Germany requested a time reservation to ECE/TRANS/WP.29/GRSP/2020/12. Finally, GRSP agreed to resume discussion on this subject at its May 2021 session.

IX. UN Regulation No. 22 (Protective helmets) (agenda item 8)

Documentation: ECE/TRANS/WP.29/GRSP/2020/19
Informal documents GRSP-68-09 and GRSP-68-15

13. The expert from Israel, explaining the point of view of the "motorcycle helmet communication", introduced ECE/TRANS/WP.29/GRSP/2020/19 through a presentation (GRSP-68-15), proposing a temporary solution to the 06 series of amendments to the UN Regulation. He also proposed at the same time a revised definition of accessories allowed to be fitted in type approved helmets. He clarified that this temporary solution should be followed by a new proposal delivered by the IWG and asked that IWG consider some examples for communication accessories requirements as well as for helmets in his presentation. The expert from Sweden introduced GRSP-68-09, amending ECE/TRANS/WP.29/GRSP/2020/19. She expressed concerns that the issue was affecting the validity of type approval originally granted and she questioned who would bear this responsibility. The expert from the Netherland argued that the Israeli proposal was not acceptable because it was opened to any kind of accessories to be implemented on the helmet. The expert from Republic of Korea supported the proposal tabled by the expert from Israel. The expert from Germany stated that the proposal was a good basis to start discussion, but it was premature to draw specific conclusions. He explained that current requirements of the UN Regulation were aimed at limiting the use of aftermarket products, whose liability was not in the purview of helmet manufacturers. He suggested that GRSP experts engage in their discussions stakeholders from the helmet aftermarket industry (e.g: camera industry). The expert from Spain clarified that accessories should be intended to integrate the securing functionalities of the helmet (e.g.: tear-off films of inner visors, electronic devices and their support. The expert from Italy clarified that the IWG activities were suspended due to the lack of research results that would allow Phase 2 of the UN Regulation to begin and that this issue was not included in the scope of the IWG. Therefore, GRSP agreed to establish an ad hoc group of interested experts to discuss and devise at the earliest convenience a solution on this issue. The experts from France, Republic of Korea, The Netherlands, Israel, Italy, Germany, Spain and from the European Association of Automotive Suppliers (CLEPA)

stated their availability to participate to the activities of the ad-hoc group. GRSP, also agreed to resume discussion on this agenda item on the basis of the outcome of the ad-hoc group.

X. UN Regulation No. 44 (Child Restraint Systems) (agenda item 9)

Documentation: Informal documents GRSP-68-24, GRSP-68-27 and GRSP-68-33

14. Referring to the request made by the Administrative Committee for the Coordination of Work of WP.29 (WP.29/AC.2) (see ECE/TRANS/WP.29/1155, para. 30), GRSP resumed discussion on the belt-guide device type approved as Child Restraint System (CRS) according to UN Regulation No. 44 by the Type Approval Authority of Poland. The expert from the Netherlands introduced a presentation (GRSP-68-24), showing additional test results performed on the belt-guide. He added that the tests confirmed the conclusion laid out in document GRSP-67-05, introduced at the July 2020 session of GRSP and in addition showed that the device does not conform to the dynamic test requirements when tested with the P10 dummy. Therefore, he stated:

(a) The belt-guide was not in the scope of the UN Regulation and could not be type approved; as such, the type approval should be withdrawn.

(b) The device did not meet several requirements, both technical and with regard to instructions for users and therefore approval should not have been granted.

(c) The car design determines the level of protection for a great deal of cases and may result in submarining and/or in injuries in the abdominal area, since the device sold as a child restraint does not offer adequate protection or guidance in this respect.

(d) The device could offer better protection than the adult belt itself but lacks the additional protection of a CRS.

(e) Since approval of this device was issued erroneously, it shall be withdrawn, and Market Surveillance Authorities should be informed.

The expert of the Netherlands further added that for the time being he was not requesting an arbitration process according to Schedule 6 of the 1958 Agreement, because a parallel investigation is being conducted at the European Commission level. The expert from Poland introduced GRSP-68-27 arguing against the conclusions of GRSP-68-24 and providing clarifications on the belt-guide dynamic test performances. He stated:

(a) During last year there had been numerous different unsubstantiated allegations against the belt guide, e.g.: submarining (GRSP-50-09 and GRSP-50-25), vertical component (GRSP-65-20), risk of abdominal injury. However, he added these allegations were not demonstrated.

(b) Type-approval tests according to the UN Regulation requirements were conducted by Polish technical service – PIMOT in 2017, which conducted more than 160 tests by using dummies required by the UN regulation (P3, P6 and P10 type), showing satisfactory results.

He concluded that in December 2019, after comparative tests with other CRS showed problems with other type-approved CRS, the discussion in GRSP should be broadened to focus on other CRS as well. The expert from Spain, stated that the focus should be on the interpretation that a belt-guide and similar devices cannot be separately approved as a CRS.

15. The Chair of GRSP proposed that a conclusive test of the belt-guide device witnessed by all interested parties hosted by an agreed-upon technical service or laboratory be considered as a basis for taking a final decision. Initially some experts provided an indication of informal agreement expressed in support of this approach. However, when the Chair asked to GRSP experts if the results were conclusive and if they would accept the results and act accordingly, no response was received from GRSP. The expert from the Netherlands disagreed with this approach arguing that it would only further delay a closure on this issue, stating that it was not a matter of difference in interpretation, as several requirements of UN Regulation No. 44 (04 series of amendments) are simply not met. The expert from the

Netherlands subsequently introduced GRSP-68-33, which contains a list of statements/actions (see below), and requested a vote on this document.

- (a) The belt-guide device does not meet the requirements of the legislation;
- (b) There is no possibility to bring this device in line with the requirements of the legislation;
- (c) There is no legal base for the approval E20 44R-04 4013;
- (d) Therefore, the approval is invalid;
- (e) GRSP is urging Poland to withdraw the approval.

16. The experts from France, Germany, Italy, Republic of Korea, Russian Federation, Spain, Sweden, Switzerland, United Kingdom of Great Britain and Northern Ireland endorsed the proposal from the Netherlands, while the expert from Poland opposing it. In the meantime, the expert from Japan, stated that notwithstanding the fact that no official test was conducted on the device by Japan, in his opinion this device was not compliant with UN Regulation No. 44.

17. Referring to the request of AC.2 (see para. 14 above), GRSP adopted by simple majority GRSP-68-33 (as reproduced in Annex II to the report) and agreed to report to WP.29 at its March 2021 session on the outcome of discussion, and agreed to remove this subject from the agenda of the May 2021 session for the time being.

XI. UN Regulation No. 95 (Lateral collision) (agenda item 10)

Documentation: ECE/TRANS/WP.29/GRSP/2020/13
Informal document GRSP-68-20

18. The expert from OICA introduced ECE/TRANS/WP.29/GRSP/2020/13, to clarify transitional provisions on possibilities given by earlier series of amendments were maintained valid. GRSP adopted ECE/TRANS/WP.29/GRSP/2020/13, not amended and requested the secretariat to submit the proposal as the draft Supplement 1 to the 05 series of amendment to UN Regulation No. 95, for consideration and vote at the June 2021 sessions of WP.29 and AC.1.

19. GRSP considered GRSP-68-20, tabled by the expert from Japan to amend the current scope of the UN Regulation. He explained that the proposal was an additional amendment to an amendment adopted by GRSP and tabled by the expert from EC on behalf of the task force to align the UN Regulation to the revised General Safety Regulation of the European Union (see ECE/TRANS/WP.29/GRSP/66 para. 31). He explained that the mass limit for passenger vehicles (M_1 categories) was not justified and inconsistent with the current definition of M_1 vehicles (which currently has no mass limitation). The expert from EC agreed with the expert from Japan, explaining that was not the original intention to impose this mass limit. The expert from France raised a study reservation to the proposal. The expert from OICA expressed concerns to the proposal since M_1 vehicles might have a high mass because derived from N_2 , or M_2 . He added that such vehicles (e.g.: motor caravans) were currently exempted as a general rule due to the higher seating reference point (R-point). He added that the proposal would include these types of vehicles and asked clarifications if the proposal would be considered a new series of amendments or a supplement. The expert from Germany agreed that full consideration should be given of motor caravans and raised a study reservation. GRSP agreed to resume discussion on this subject at its May 2021 session of GRSP and requested the secretariat to distribute GRSP-68-20 with an official symbol.

XII. UN Regulation No. 127 (Pedestrian safety) (agenda item 11)

Documentation: ECE/TRANS/WP.29/GRSP/2019/18
ECE/TRANS/WP.29/GRSP/2020/9
Informal document GRSP-68-18

20. The expert from Germany reiterated his proposal (ECE/TRANS/WP.29/GRSP/2019/18) and referred to agenda item 3(a) (see paragraph 4). The expert from OICA introduced GRSP-68-18 as a counterproposal of

ECE/TRANS/WP.29/GRSP/2019/18, tabled by the expert from Germany. He explained that the proposal was reflecting the latest stage of discussions aimed at clarifying the issue that vehicle height has an influence on the test results of headform and legform tests. He also suggested to encompass this issue with ECE/TRANS/WP.29/GRSP/2020/9. GRSP recalled that this last proposal was prepared by the experts of the Drafting Task Force to align the UN Regulation with the revised General Safety Regulation of the European Union that would enlarge the head impact zone to include the windscreen area. The expert from Republic of Korea suggested that the impact test speed ratio should be aligned to that one identified by the IWG-DPPS (see para. 5 above). Finally, GRSP agreed to resume discussion to the proposals of amendments to the UN Regulation at its May 2021 session.

XIII. UN Regulation No. 129 (Enhanced Child Restraint Systems) (agenda item 12)

Documentation: ECE/TRANS/WP.29/GRSP/2020/15
ECE/TRANS/WP.29/GRSP/2020/16
ECE/TRANS/WP.29/GRSP/2020/18
Informal documents GRSP-68-02-Rev.2, GRSP-68-05, GRSP-68-10, GRSP-68-11-Rev.2, GRSP-68-13, GRSP-68-25-Rev.1 and GRSP-68-26

21. The expert from CLEPA introduced:

(a) ECE/TRANS/WP.29/GRSP/2020/15 and GRSP-68-02-Rev.2 amending it, to provide to consumers information on a digital form.

(b) ECE/TRANS/WP.29/GRSP/2020/16 and GRSP-68-25-Rev.1 amending it, concerning the test report template and dimension assessment method.

(c) ECE/TRANS/WP.29/GRSP/2020/18 and GRSP-68-11-Rev.2 amending it, to clarify that specific vehicle-belted Enhanced Child Restraint Systems (ECRS) maybe fitted with a support leg, top tether and lower tether attachments.

22. GRSP adopted ECE/TRANS/WP.29/GRSP/2020/15, ECE/TRANS/WP.29/GRSP/2020/16 and ECE/TRANS/WP.29/GRSP/2020/18, all as amended by Annex III to the report and requested to submit them, as whole package, as draft Supplement 5 to the 03 series of amendments to UN Regulation No. 129, for consideration and vote at the June 2021 sessions of WP.29 and AC.1.

23. GRSP resumed discussion on limit values on the chest vertical acceleration of Q-dummies during the dynamic testing of ECRS, on the basis of GRSP-68-05 tabled by the expert from CLEPA. The expert from CLEPA introduced the proposal through a presentation (GRSP-68-10) showing GRSP that collection and analysis of data monitoring was progressing. He further encouraged Contracting Parties to the 1958 Agreement to provide data to support the analysis and the proposed limits. The expert from Spain introduced a presentation (GRSP-68-26), showing the test results conducted by her technical service on the effects of dummy type Q1.5 chin-thorax contact in measuring upper neck forces. GRSP noted that further data collection was needed and agreed to resume discussion on this topic at its May 2021 session.

24. The expert from Spain introduced GRSP-68-13, aimed at not considering the maximum dimension for specific vehicle built-in ECRS. The expert from CLEPA raised a time reservation on the proposal. Finally, GRSP agreed to resume discussion on this topic at its May 2021 session on the basis of a revised proposal by the experts from Spain, CLEPA and OICA.

XIV. UN Regulation No. 134 (Hydrogen and Fuel Cell Vehicles (HFCV)) (agenda item 13)

Documentation: ECE/TRANS/WP.29/GRSP/2020/17

25. GRSP resumed consideration on a proposal (ECE/TRANS/WP.29/GRSP/2020/17) tabled by the expert from the Netherlands aimed at identifying hydrogen-fuelled buses which would be consistent with already existing regulated identification for Liquid Petroleum Gas,

Compressed Natural Gas and Liquid Natural Gas fuelled buses. GRSP adopted the proposal not amended and requested the secretariat to submit ECE/TRANS/WP.29/GRSP/2020/17 as draft 01 series of amendments to UN Regulation No. 134, for consideration and vote at the June 2021 sessions of WP.29 and AC.1.

26. The expert from OICA also noted that further discussions on the UN Regulation would be needed to solve a number of inconsistencies concerning heavy-duty vehicles (trucks and buses). GRSP agreed to resume discussion on this subject at its May 2021 session on the basis of a proposal tabled by the expert from OICA.

XV. UN Regulation No. 135 (Pole side impact) (agenda item 14)

27. GRSP agreed to defer discussion on this subject at its May 2021 session on the basis of a similar proposal announced under agenda item 5 (see para. 8 above) tabled by the expert from the Netherlands.

XVI. UN Regulation No. 137 (Frontal impact with focus on restraint systems) (agenda item 15)

Documentation: ECE/TRANS/WP.29/GRSP/2020/14
Informal document GRSP-68-06

28. GRSP noted a similar proposal introduced under agenda item 10 (see para. 18 above) resumed discussion on a proposal (ECE/TRANS/WP.29/GRSP/2020/14) GRSP adopted ECE/TRANS/WP.29/GRSP/2020/14, not amended and requested the secretariat to submit the proposal as the draft Supplement 1 to the 02 series of amendment to UN Regulation No. 137, for consideration and vote at the June 2021 sessions of WP.29 and AC.1.

29. The expert from the Republic of Korea introduced GRSP-68-06, concerning the Korean New Car Assessment Programme results on Micro-Mobility/Quadracycles (L₇ Category vehicles). He suggested that it would be difficult to introduce new impact test requirements for L₇ vehicles to ensure crash safety at same level equivalent of small passenger vehicles at this stage. He confirmed that Micro-Mobility can comply with other requirements such as door latch, seat strength, safety-belt anchorages and electrical safety after impact. He concluded that GRSP should consider developing requirements for major components of Micro-Mobility as a first step and wished to start cooperation with Japan and with IMMA on overall Micro-Mobility safety. GRSP agreed to resume discussion on this subject at its May 2021 session.

XVII. Mutual Resolution No. 1 (Agenda item 16)

Documentation: Informal documents GRSP-54-05, GRSP-68-07, GRSP-68-08-Rev.1, GRSP-68-12 and GRSP-68-23

30. The expert from United Kingdom introduced GRSP-68-23, representing the development of Mutual Resolution No. 1, Addendum 1 and concerning the Biomechanical Rear Impact Dummy-II (BIORID-II) UN dummy as part of test tools in UN GTR No. 7 and UN Regulation No. 17 (10 series of amendments) for use in rear impact assessment. He recommended that consideration on this proposal would be made together with GRSP-54-05 (Draft addendum 1 to M.R.1), introduced at the fifty-fourth session of GRSP (see ECE/TRANS/WP.29/GRSP/54, para. 4). He recommended GRSP to provide comments on GRSP-68-23 and GRSP-54-05 before 31 January 2021 for consideration in the final document to be submitted to the May 2021 session of GRSP. It was noted that copyrights were expected to be removed from drawings when the proposal would be finally adopted by WP.29 and AC.3. GRSP agreed with the recommendation of the expert from the United Kingdom and agreed to resume discussion at its May 2021 session.

31. The expert from Germany introduced GRSP-68-12, advocating the development of an addendum to the M.R.1 to include Q dummies, used in UN Regulation No. 129. He also suggested the establishment of a task force to develop the work M.R.1. GRSP agreed with the suggestion of the expert from Germany. GRSP noted that the task force would start early

2021 led by the expert from Germany and by the expert from CLEPA. Moreover, the expert from CLEPA clarified that the approach to develop the work would follow the proposal of Addendum to the M.R.1, developed by the expert from United Kingdom of Great Britain and Northern Ireland.

32. The experts from Sweden gave two presentations (GRSP-68-08-Rev.1; GRSP-68-07), showing the results of a study whether female occupants have the same protection level as male occupants. Swedish experts also explained the issue of the lack of average female crash test dummies. She concluded that the study had shown that: (a) crash related injury risks are higher in females (especially whiplash), (b) females are poorly represented by existing crash test dummies, (c) information about body size (stature and mass) should be included in traffic injury databases and (d) injury data need to be reported for females and males separately. GRSP agreed to resume discussion on this issue at its May 2021 session.

XVIII. Securing of children in buses and coaches (agenda item 17)

Documentation: Informal document GRSP-68-03

33. The expert from Spain, on behalf of IWG on safer transport of children in buses and coaches informed GRSP about the progress of the group (GRSP-68-03). She explained that the group was examining different configurations of testing (e.g.: seating position, Q dummies with or without CRS, types of CRS) considering bus requirements (UN Regulations No. 80 and 107). She explained that the group was aiming at having a proposal by the December 2022 session of GRSP. The expert from the Russian Federation would like to propose to use the impulse mentioned in UN Regulations Nos. 44 and 129 for the frontal impact for vehicles of category M₂ since these vehicles have lower mass compared to M₃. For the M₃ category of vehicles, the Russian Federation proposed to use the impulse used in UN regulation No. 80. The EC representative explained that a study was currently underway in the European Union focusing on appropriate crash test pulses through all vehicle categories and direction of impacts. He announced that he likely would present the outcome of the study at the May 2021 session of GRSP. GRSP agreed to resume discussion on this subject at its May 2021 session.

XIX. Exchange of views on vehicle automation (agenda item 18)

34. The representative of the United States of America reminded GRSP about the special session of the Working Party on Automated/autonomous and Connected Vehicles (GRVA) on 14-15 December. He explained that slight modifications were introduced on framework document ECE/TRANS/WP.29/2019/34/Rev.2, endorsed by the World Forum, on priority topics for automated and connected vehicles. He reiterated that crashworthiness remained relevant and that the framework document would be implemented by related topics stemming from the activities of GRSP. GRSP agreed to resume discussion on this subject based on a possible proposal to be developed by the expert from Germany with the experts from OICA and other concerned parties.

XX. Strategy of the Inland Transport Committee (agenda item 19)

Documentation: Informal document WP.29-182-16

35. GRSP noted WP.29-182-16, distributed at the November 2020 session of WP.29, mapping the implementation of Inland Transport Committee strategy by WP.29 and its subsidiary body.

XXI. List of priority work of GRSP (agenda item 20)

Documentation: Informal document GRSP-67-06-Rev.1

36. GRSP agreed not updating GRSP-67-06-Rev.1 for the time being and resume its consideration at the May 2021 session. The Chair summarized briefly the main priority

groups: Crashworthiness, Occupant protection and Electric vehicle safety, but he also highlighted the importance of GRSP's work in the area of Pedestrian safety.

XXII. Election of officers (agenda item 21)

Documentation: Informal document GRSP-68-30

37. In compliance with Rule 37 of the Rules of Procedure (TRANS/WP.29/690/Rev.1), GRSP called for the election of officers. The representatives of the Contracting Parties, present and voting, unanimously elected Mr. M. Koubek (United States of America) as Chair and Mr. H.G. Kim (Republic of Korea) as Vice-Chair for the sessions of GRSP scheduled in the year 2021 (GRSP-68-30).

38. GRSP noted the proposal for candidacy of a second Vice-Chair from Spain (Mr. Victor Calzadilla), which was received on the morning of the first day of the meeting. The Chair expressed his concerns not to the person but to the procedural aspects of the proposal, and what precedent it may set for the future. The experts from Germany, Japan, Netherlands, Russian Federation, Sweden, Switzerland, United Kingdom of Great Britain and Northern Ireland and United States of America agreed to consult before AC.2 about the expansion of the number of vice-chairs in GRSP. The Chair was requested to seek guidance to AC.2 on this subject at its March 2021 session.

XXIII. Other business (agenda item 22)

A. Exchange of information on national and international requirements on passive safety

Documentation: Informal document GRSP-68-19

39. The expert from Japan introduced a presentation (GRSP-68-19) on various issue considered by his country to promote transportation policy in addition to traffic safety. He underlined that the need and preferences from users on small-sized mobility. GRSP agreed on the same conclusion reached under agenda item 15 (see para. 29 above).

B. UN Regulation No. 0 (International Whole Vehicle Type Approval)

40. The expert from Japan, GRSP ambassador of IWVTA, informed GRSP about the Amendment 3 to UN Regulation No. 0 at the November 2020 session of WP.29 (see ECE/TRANS/WP.29/2020/101). He also informed GRSP about minor amendments to the general guidelines for transitional provisions (ECE/TRANS/WP.29/1044/Rev.2).

C. Highlights of the November 2020 session of WP.29

Documentation: Informal document GRSP-68-21

41. The Secretary reported on the highlights (GRSP-68-21) of the 182nd session of WP.29 (ECE/TRANS/WP.29/1155).

D. Three-dimensional H-point machine

42. The expert from Spain informed about the progress of the IWG on 3D H-point machine. He announced his intention to submit a proposal of amendment to the Consolidated Resolution 3 (R.E.3) to the May 2021 session of GRSP. However, GRSP noted that the IWG had the objective to harmonise specifications and include them in Mutual Resolution No. 1, whereby both UN Regulations and UN GTRs would refer to. The expert from OICA, and CLEPA expressed their wish to participate to the activities of the IWG and being kept informed about the next meetings.

E. Intelligent transport systems

Documentation: Informal document GRSP-68-32

43. GRSP was informed by the proposal of Road Map on Intelligent Transport Systems that would be presented to the ITC February 2021 session (GRSP-68-32). The secretary of GRVA requested comments of GRSP experts to be sent to his attention by Monday 14 December 2020.

F. Children left in cars

44. The expert from EC asked to expert from Italy to provide an update on the measures adopted in his country to cope with this issue. The expert from Italy informed GRSP that no data was available yet. He also clarified that technical solution were currently subjected to fiscal incentives and not covered by legislation. GRSP agreed to resume discussion on this subject on the basis of information provided by the expert from Italy.

G. UN Regulation No. 100 (Electric power trained vehicles)

45. The expert from OICA informed GRSP about his statement at the November 2021 session of WP.29, about the scope of UN Regulation No. 100, 03 series of amendments, to be fully aligned to UN GTR No. 20 (see ECE/TRANS/WP.29/1155, para. 103). The expert from OICA informed GRSP about his study on this issue and he announced a possible proposal to the next session of the IWG-EVS or to the May 2021 session of GRSP.

H. UN Global Technical Regulation No. 7 (Head Restraints)

46. GRSP referred the discussion on this subject to agenda item 16 (see para. 30 above).

I. UN Regulation No. 145 (ISOFIX anchorage systems, ISOFIX top tether anchorages and i-size))

Documentation: Informal document GRSP-68-16

47. The expert from the Netherlands introduced GRSP-68-16 to clarify the issue of ISOFIX anchorages on seats that are permanently rearward facing. The expert from OICA asked more discussion to develop the proposal. GRSP agreed to resume discussion on this subject, at its May 2021 session, on the basis of the outcome of a group of interested parties involving the experts from Germany, Sweden, CLEPA and OICA.

J. UN Regulation No. 136 (Electric vehicles of category L (EV-L))

Documentation: Informal document GRSP-68-22

48. The expert from IMMA introduced a presentation (GRSP-68-22) about the need of dedicated requirements for swappable Rechargeable Electric Energy Storage Systems (REESS). He clarified that swappable REESS might be mounted in different vehicle models, having different mounting positions. He added that to ensure safe operation of a swappable REESS in different orientations and avoid multiple testing for each vehicle design he would propose to introduce dedicated stricter testing conditions into the UN Regulation. GRSP agreed to resume discussion on this subject on the basis of a possible proposal from IMMA.

K. Provisional agenda for the next session

Documentation: Informal document GRSP-68-28

49. GRSP noted the proposal of agenda for its sixty-ninth session (GRSP-68-28) scheduled to be held in Geneva from 17 May (2.30 p.m.) to 21 May (12.30 p.m.) 2021. GRSP noted that the deadline for the submission of official documents to the secretariat is 19

February 2021, twelve weeks prior to the session. GRSP agreed to the following provisional agenda:

1. Adoption of the agenda.
2. UN Global Technical Regulation No. 9 (Pedestrian safety):
 - (a) Proposal for Amendment 4.
3. UN Global Technical Regulation No. 13 (Hydrogen and Fuel Cell Vehicles).
4. UN Global Technical Regulation No. 20 (Electric vehicle safety).
5. UN Regulation No. 12 (Steering mechanism).
6. UN Regulation No. 16 (Safety-belts).
7. UN Regulation No. 17 (Strength of seats).
8. UN Regulation No. 22 (Protective helmets).
9. UN Regulation No. 44 (Child Restraint Systems).
10. UN Regulation No. 95 (Lateral collision).
11. UN Regulation No. 127 (Pedestrian safety).
12. UN Regulation No. 129 (Enhanced Child Restraint Systems).
13. UN Regulation No. 134 (Hydrogen and Fuel Cell Vehicles).
14. UN Regulation No. 135 (Pole side impact (PSI)).
15. UN Regulation No. 136 (Electric vehicle L)
16. UN Regulation No. 137 (Frontal impact with focus on restraint systems).
17. UN Regulation No. 145 (ISOFIX anchorage systems, ISOFIX top tether anchorages and i-size)).
18. Mutual Resolution No. 1.
19. Securing of children in buses and coaches.
20. Exchange of views on vehicle automation.
21. Strategy of the Inland Transport Committee.
22. List of priority work of GRSP.
23. Other business:
 - (a) Exchange of information on national and international requirements on passive safety;
 - (b) UN Regulation No. 0 (International Whole Vehicle Type Approval);
 - (c) Highlights of the March 2021 session of WP.29;
 - (d) Three-dimensional H-point machine;
 - (e) Intelligent transport systems;
 - (f) Children left in cars.

L. Decision submitted to silence procedure

Documentation: ECE/EX/2020/L.12
Informal document GRSP-68-29-Rev.2

50. GRSP agreed on the main decision list GRSP-68-29-Rev.2, as reproduced in Annex V to this report, taken during the session for approval by silence procedure of 72 hours by the participating delegations to the session as part of the special procedures established for the COVID-19 pandemic period (ECE/EX/2020/L.12).

Annex I

[English only]

List of informal documents (GRSP-68-...) distributed without an official symbol during the session

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
01/ Rev.1	GRSP/Chair	1	E	Running order of the 68th session of GRSP	(a)
02/ Rev.2	Japan/CLEPA	12	E	Proposal for Supplement 5 to the 03 series of amendments to UN Regulation No. 129 (Enhanced Child Restraint Systems)	(d)
03	Spain	17	E	Status Report of the Informal Working Group on Safer Transport of Children in Buses and Coaches (IWG IWG-STCBC)	(a)
04	GRSP/Chair	1	E	Annotated agenda	(a)
05	CLEPA	12	E	Proposal for the 04 series of amendments to UN Regulation No. 129 (Enhanced Child Restraint Systems)	(c)
06	Rep. of Korea	16	E	KNCAP results of Micro-Mobility (L7 Category vehicles)	(a)
07	Sweden	16	E	What can we do in GRSP to get the same protection level for female occupants as for male?	(a)
08/ Rev.1	Sweden	16	E	Does female occupants have the same protection level as male occupants?	(a)
09	Sweden	8	E	Proposal for Supplement 1 to the 06 series of amendments to UN Regulation No. 22 (Protective helmets)	(a)
10	CLEPA	12	E	Explanatory presentation to CLEPA neck load limits proposal	(a)
11/ Rev.2	CLEPA	11	E	Proposal for Supplement 5 to the 03 series of amendments	(d)
12	Germany	16	E	Dummies into UN Mutual Resolution No. 1	(a)
13	Spain	12	E	Proposal for Supplement 5 to the 03 series of amendments to UN Regulation No. 129 (Enhanced Child Restraint Systems)	(c)
14	Rep. of Korea	2(b)	E	Status of Informal Working Group on Deployable Pedestrian Protection Systems (IWG-DPPS)	(a)
15	Israel	8	E	UN Regulation No. 22, 06 series of amendments	(a)
16	The Netherlands	22(i)	E	Proposal for supplement 1 to UN Regulation No. 145 (ISOFIX anchorage systems, ISOFIX top tether anchorages and i-size))	(a)

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
17	Secretariat	1	E	Virtual meeting guidelines	(a)
18	OICA	14	E	Proposal for the 03 series of amendments to UN Regulation No. 127 (Pedestrian safety) – document ECE/TRANS/WP.29/GRSP/2019/18	(c)
19	Japan	22(a)	E	Initiatives and Approaches to Small-sized Mobility	(a)
20	Japan	8	E	Proposal for Supplement 1 to the 04 series of amendment and Supplement 1 to the 05 series of amendments to UN Regulation No. 95 (Lateral collision)	(b)
21	Secretariat	22(c)	E	Highlights of WP.29 November 2020 session	(a)
22	IMMA	22(j)	E	Updates to UN Regulation No. 136 (Electric vehicles of category L (EV-L))	(a)
23	United Kingdom	16	E	Draft Mutual Resolution No. 1 Addendum 1	(a)
24	The Netherlands	9	E	Belt guide device	(a)
25/ Rev.1	CLEPA	12	E	Proposal for Supplement 5 to the 03 series of amendments to UN Regulation No. 129 (Enhanced Child Restraint Systems)	(d)
26	Spain	12	E	Effects of Q1.5 chin-thorax contact in measuring upper neck force	(a)
27	Poland	9	E	Smart Kid Belt - Clarification to SKB dynamic test performance	(a)
28	GRSP/Chair	22(k)	E	Provisional agenda for the May 2021 session of GRSP	(b)
29/ Rev.2	GRSP/Chair	22(l)	E	Decisions submitted to silence procedure following formal meetings with remote participation - Of the Working Party on Passive Safety (GRSP), 10 December 2020	(a)
30	GRSP/Chair	21	E	Election of officers for the year 2021	(d)
31/ Rev.1	Japan	7	E	Japan comments regarding the test procedure for the height of head restraints in the case of vehicles having a low roof construction	(a)
32	Secretariat	22(e)	E	Draft revisions of the ECE Road Map on Intelligent Transport Systems	(a)
33	The Netherlands	9	E	Invalid Approval E20 44R 044013 belt-guide	(d)

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 an informal document.
- (d) Adopted and to be submitted to WP.29.

Annex II

Invalid Approval E20 44R 044013 belt-guide

Adopted text based on GRSP-68-33 (see paragraph 17 of this report)

A. History

GRSP fiftieth session minutes (December 2011) (see ECE/TRANS/WP.29/GRSP/50, para. 30).

Discussion on the approval issued on a belt-guide device comparable to that one type approved by Poland.

Approval was withdrawn.

Related Documents:

GRSP-50-09 (CLEPA)

GRSP-50-25 (CLEPA)

GRSP-50-34 (FRANCE/GERMANY)

GRSP-51-31 (NL)

GRSP-66-30 (SPAIN)

GRSP-66-38 (JAPAN)

GRSP-67-05 (NL)

GRSP-67-36 (Consumer International/ANEC)

GRSP-68-24 (NL)

And also:

<https://www.adac.de/rund-ums-fahrzeug/tests/kindersicherheit/smart-kid-belt/>

<https://www.which.co.uk/news/2020/11/dont-buy-this-potentially-dangerous-child-car-seat-accessory/>

General German Automobile Club (ADAC) and Consumer International carried out tests in a car body using Q dummies, confirming the findings in GRSP-68-24 and the sensitivity of the belt-guide device type approved by Poland potentially resulting in abdominal injuries.

B. Statements

- (a) The belt-guide is a comfort device; behaviour of the system is very similar to the situation with adult belt only.
- (b) UN Regulations Nos. 44 (04 series of amendments) and 129 both have a simplified test procedure consisting of static and dynamic test requirements.
- (c) Limitation for the used test buck and test dummies (P and Q dummies).
- (d) Even dummy on the test bench, just wearing the adult safety-belt, for both procedures and dummies, will result in a "pass" with regarding compliance with the dynamic requirements only.
- (e) A CRS needs to offer protection in all kinds of crashes. Not only 0-degree forward direction on a test bench.

- (f) Not a difference in interpretation. Several requirements in UN Regulations Nos. 44 (04 series of amendments) are simply not met.
- (g) Why talk for several years before reaching a conclusion?
- (h) Proposal to carry out more tests according to ECE R44.04. Why? The outcome is known. Only creating more delay.
- (i) The Netherlands seeks support from Contracting Parties to include a clear statement in the meeting minute of GRSP sixty-eight session that would include:
 - (i) The device does not meet the requirements of the legislation;
 - (ii) There is no possibility to bring this device in line with the requirements of the legislation;
 - (iii) There is no legal base for the approval E20 44R-04 4013;
 - (iv) Therefore the approval is invalid;
 - (v) GRSP is urging Poland to withdraw the approval.

Annex III

Draft amendments to UN Regulation No. 129 (Enhanced Child Restraint Systems)

Amendments adopted to ECE/TRANS/WP.29/GRSP/2020/15 (see paragraph 22 of this report)

...

Insert new paragraph 14.2.11., to read:

"14.2.11. For Enhanced Child Restraint Systems which do not provide a paper form of the user instructions with the Enhanced Child Restraint System the following information shall be clearly visible on the exterior of the packing in the language of the country:

"IMPORTANT – A PHYSICAL PAPER USER GUIDE IS NOT INCLUDED WITH THIS PRODUCT.

THE USER GUIDE CAN BE FOUND BY FOLLOWING THE QR CODE*

THE USER GUIDE CAN BE FOUND BY FOLLOWING THIS WEBLINK XXXXXX

"

...

Paragraph 14.4.2., amend to read:

"14.4.2. A weblink **and** QR code with the product to where a digital version of the information detailed in paragraph 14.3. can be found. The website linked from the weblink **and** QR code shall be written in the language of the country where the ECRS is sold or, on the top page of the website, a language selection shall be available. The digital version shall be edited in a printable format **and available for the life time of the product, at least 10 years counted from the time when production is definitely discontinued. A statement, added to the approval documentation, confirming that this information will be available for at least 10 years after the production has been discontinued, shall be provided by the manufacturer. The consumer shall not be required to enter any personal data into the website before being able to access the digital user guide;**"

...

Amendments adopted to ECE/TRANS/WP.29/GRSP/2020/16 (see paragraph 22 of this report)

...

Paragraph 7.3.2., amend to read:

"7.3.2. The certification and measuring procedures shall correspond to those specified in the latest version of ISO 6487-2015; the measuring equipment shall correspond to the specification of a data channel with a channel filter class (CFC) 60."

...

Paragraph 7.5., amend to read:

"7.5. The measuring procedures shall correspond to those defined in the latest version of ISO 6487 **with the SAE J211 sign convention**. The channel frequency class shall be:

Table 10

<i>Type of measurement</i>	<i>CFC(F_H)</i>	<i>Cut-off frequency (F_N)</i>
Trolley acceleration	60	see ISO 6487 Annex A-2015
Belt loads	60	see ISO 6487 Annex A-2015
Chest acceleration	180	see ISO 6487 Annex A-2015
Head acceleration	1 000	1 650 Hz
Upper neck force	1 000	1 650 Hz
Upper neck moment	600	1000 Hz
Chest deflection	600	1000 Hz
Abdominal pressure	180	see ISO 6487 Annex A-2015

"

Amendments adopted to ECE/TRANS/WP.29/GRSP/2020/18 (see paragraph 22 of this report)

Paragraph 2.7.3., amend to read:

"2.7.3. "Specific *vehicle Belted*" is a category of Integral Enhanced Child Restraint System connected to specific vehicle types by using the vehicle safety belt, **possibly in combination with other attachment methods.**"

...

Paragraph 6.1.2.4., amend to read:

"6.1.2.4. For the "Specific vehicle Belted" category, this shall be primarily by means of the adult safety-belt, **possibly in combination with other attachment methods that use vehicle anchorage points and/or floor contact surfaces (e.g. top tethers, support legs or other). Any attachment points required for securing rearward facing Enhanced Child Restraint System shall be checked according to Annex 24.**"

...

Annex IV

[English only]

List of GRSP informal working groups

<i>Informal working group</i>	<i>Chair</i>	<i>Expiry date of the mandate [pending WP.29 decision]</i>	<i>Secretary</i>
Harmonized side impact dummies	Mr. David SUTULA (USA) Phone: +1 202 366 32 73 Fax: +1 202 493 29 90 Email: david.sutula@dot.gov	Suspended	
Head Restraints (GTR7-Phase 2)	Mr. Bernard FROST (UK) Phone: +44(0)207 9442107 Fax: +44(0)207 9449623 Email: bernie.frost@dft.gsi.gov.uk	Dissolved	OICA
UN GTR No. 9 on Pedestrian Safety Deployable – Pedestrian Protection Systems (DPPS)	Mr. Jin Seop PARK (Republic of Korea) Email: jspark@kotsa.or.kr	June 2021	OICA
UN GTR No. 20 (EVS) – Phase 2	Mr. Martin KOUBEK (USA) and vice-chaired by EC, Japan, and China) Phone: +1 202 366 4026 Email: martin.koubek@dot.gov	December 2021	Japan
Three-dimensional H-point machine	Mr. Luis MARTINEZ (Spain) Phone: +34 91 336 53 00 Fax: +34 91 336 53 02 Email: luis.martinez@upm.es	[...]	
UN GTR No. 13 (HFCV) – Phase 2	Mr. Martin KOUBEK (USA)(co-chaired by Japan and vice-chaired by China and Republic of Korea) Phone: +1 202 366 4026 Email: martin.koubek@dot.gov	June 2022	[...]
Protective helmets	Mr. Luca ROCCO Phone: +39 06 4158 3268 Fax: +39 06 4158 3253 Email: luca.rocco@mit.gov.it	Suspended	
Securing children in buses and coaches	Ms. Marta ANGLES Phone: +34 977 166 020 Fax: ++34 977 166 009 Email: mangles@idiada.com]	March 2023	

Annex V

Decisions submitted to silence procedure following formal meetings with remote participation of the Working Party on Passive Safety (GRSP), 11 December 2020

Adopted text based on GRSP-68-29-Rev.2 (see paragraph 50 of this report)

Agenda item	Document No (link)	Decision
1	http://www.unece.org/fileadmin/DAM/trans/doc/2020/wp29grsp/ECE-TRANS-WP.29-GRSP-2020-11e.pdf http://www.unece.org/fileadmin/DAM/trans/doc/2020/wp29grsp/GRSP-68-01r1e.pdf http://www.unece.org/fileadmin/DAM/trans/doc/2020/wp29grsp/GRSP-68-17e.pdf http://www.unece.org/fileadmin/DAM/trans/doc/2020/wp29grsp/GRSP-68-04.pdf	In accordance with Chapter III, Rule 7 of the Rules of Procedure (TRANS/WP.29/690/Rev.1) of the World Forum for Harmonization of Vehicle Regulations (WP.29), GRSP considered and adopted the agenda (ECE/TRANS/WP.29/GRSP/2020/11) proposed for the sixty-eighth session, the running order (GRSP-68-01-Rev.1), virtual meeting guidelines (GRSP-68-17) and the annotations (GRSP-68-04).
9	http://www.unece.org/fileadmin/DAM/trans/doc/2020/wp29grsp/GRSP-68-33e.pdf	Concerning the discussion on belt-guide, type approved by Poland, the expert from the Netherlands requested to resume discussion on this issue questioning the validity of this type approval and requested to vote on a list of actions reproduced in document GRSP-68-33. The request was adopted by the majority of the experts of Contracting Parties with the exception of the expert from Poland.
10	http://www.unece.org/fileadmin/DAM/trans/doc/2020/wp29grsp/ECE-TRANS-WP.29-GRSP-2020-13e.pdf	GRSP adopted ECE/TRANS/WP.29/GRSP/2020/13, not amended, to clarify the transitional provisions of the 05 series of amendments to UN Regulation No. 95 (Lateral Collision). The secretariat was requested to submit the proposal as draft Supplement 1 to the 05 series of amendment to UN Regulation No. 95, for consideration and vote at the June 2021 sessions of WP.29 and to the AC.1.]
12	http://www.unece.org/fileadmin/DAM/trans/doc/2020/wp29grsp/ECE-TRANS-WP.29-GRSP-2020-15e.pdf http://www.unece.org/fileadmin/DAM/trans/doc/2020/wp29grsp/GRSP-68-02r2e.pdf http://www.unece.org/fileadmin/DAM/trans/doc/2020/wp29grsp/ECE-TRANS-WP.29-GRSP-2020-16e.pdf http://www.unece.org/fileadmin/DAM/trans/doc/2020/wp29grsp/GRSP-68-25r1e.pdf http://www.unece.org/fileadmin/DAM/trans/doc/2020/wp29grsp/ECE-TRANS-WP.29-GRSP-2020-18e.pdf http://www.unece.org/fileadmin/DAM/trans/doc/2020/wp29grsp/GRSP-68-11r2.pdf	GRSP adopted: (a) ECE/TRANS/WP.29/GRSP/2020/15, as amended by GRSP-68-02-Rev.2, to provide instructions to consumers in a digital form; (b) ECE/TRANS/WP.29/GRSP/2020/16, as amended by GRSP-68-25-Rev.1, on the test report template and dimension assessment method; (c) ECE/TRANS/WP.29/GRSP/2020/18, as amended by GRSP-68-11-Rev.2, to clarify that specific vehicle belted ECRS may be fitted with a support leg, top tether and lower tether attachments. The secretariat was requested to submit the proposals, as a full package, as draft Supplement 5 to the 03 series of amendment to UN Regulation No. 129 (Enhanced Child Restraint Systems), for consideration and vote at the June 2021 session of WP.29 and to the AC.1.
13	http://www.unece.org/fileadmin/DAM/trans/doc/2020/wp29grsp/ECE-TRANS-WP.29-GRSP-2020-17e.pdf	GRSP adopted ECE/TRANS/WP.29/GRSP/2020/17, not amended, to identify hydrogen-fuelled buses and trucks which were consistent with the existing regulated identification for Liquid Petroleum Gas, Compressed Natural Gas and Liquid Natural Gas fuelled buses.

		The secretariat was requested to submit the proposals, as draft 01 series of amendments to UN Regulation No. 134 (Hydrogen and Fuel Cell Vehicles (HFCV)), for consideration and vote at the June 2021 session of WP.29 and to the AC.1.
15	http://www.unece.org/fileadmin/DAM/trans/doc/2020/wp29grsp/ECE-TRANS-WP.29-GRSP-2020-14e.pdf	GRSP adopted ECE/TRANS/WP.29/GRSP/2020/14, not amended, to clarify the transitional provisions of the 02 series of amendments to UN Regulation No. 137 (Frontal impact with focus on restraint systems). The secretariat was requested to submit the proposal as draft Supplement 1 to the 02 series of amendment to UN Regulation No. 137, for consideration and vote at the June 2021 sessions of WP.29 and to the AC.1.
21	http://www.unece.org/fileadmin/DAM/trans/doc/2020/wp29grsp/GRSP-68-30e.pdf	In accordance with Rule 37 of the Rules of Procedure (ECE/TRANS/WP.29/690/Rev.1) GRSP elected the Chair and Vice-Chairs of the sessions scheduled for the year 2021.