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Inland Transport Committee
World Forum for Harmonization of Vehicle Regulations
Working Party on General Safety Provisions
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**Report of the Working Party on General Safety Provisions on
its 121st session**
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I. Attendance

1. The Working Party on General Safety Provisions (GRSG) met for its 121st session from 12 to 16 April 2021, online, 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): Australia, Belgium, Canada, China, Czech Republic, Finland, France, Germany, Hungary, India, Italy, Japan, Netherlands, Norway, Republic of Korea, Russian Federation, 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), Fédération Internationale de l'Automobile (FIA), International Motorcycle Manufacturers Association (IMMA), International Organization for Standardization (ISO), Liquid Gas Europe (LGA), International Association for Natural Gas Vehicles (NGV Global), International Organization of Motor Vehicle Manufacturers (OICA), and World Bicycle Industry Association (WBIA).

II. Opening statements

2. The Deputy Executive Secretary of UNECE, Mr. Dmitry Mariyasin, welcomed participants from all over the world to the 121st session of GRSG.

3. He highlighted the importance of road safety, recalling that 1.36 million persons were killed and some 50 million severe injured by road crashes in 2020. He underlined that the achievement of Sustainable Development Goal (SDG) target 3.6, aiming at halving the number of road fatalities and serious injuries, required concerted efforts from all road safety stakeholders. He recalled that in July 2020 the United Nations General Assembly had proclaimed the Second Decade of Action for Road Safety, 2021 to 2030, reinforcing SDG 3.6 target, adding that work dedicated to achieving SDG 11.2 calling for safe, affordable, accessible and sustainable transport in cities and communities was also crucial.

4. The Deputy Executive Secretary highlighted that the work done at GRSG on setting highest safety standards for, especially buses and coaches, as well as the work related to the protection of vulnerable road users, cyclists and pedestrian, through the introduction of active systems for warning drivers of the presence of these vulnerable in close vicinity of heavy duty vehicles, was highly important for reaching the SDG targets.

5. He stated that, through its work on global harmonization of requirements for the certification of vehicles and their parts, GRSG not only largely contributed to improvements in global road safety, but also provided, through the international regulatory framework of the UN Vehicle Agreements, a level playing field for the global automotive sector, an industry producing 90 million vehicles annually and securing 50 million jobs worldwide.

6. He recognized that the work of GRSG had a direct impact on the daily life of people around the world, making road traffic more safe and environmentally friendly with safer, more efficient, and less polluting vehicles and safer public transport.

7. The Deputy Executive Secretary reflected on the agenda of the 121st session of GRSG, which addressed topics covering both traditional elements but also latest technical developments such as field of vision assistance systems. He concluded his statement by wishing delegates a fruitful discussion and the achievement of good results during the 121st session of GRSG.

8. The Chair of GRSG thanked Mr. Dmitry Mariyasin for addressing GRSG delegates. He stated that GRSG will continue to contribute to improving road safety and in cooperation with all Working Parties under WP.29, and WP.29 itself, strive to, through carrying out work within respective mandates, play a leading role towards the achievement of all road safety related SDG goals and their targets.

III. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRSG/2021/2 and Rev.1
Informal documents: GRSG-121-01, GRSG-121-27,
and GRSG-121-43

9. GRSG considered and adopted the proposed agenda (ECE/TRANS/WP.29/GRSG/2021/2 and Rev.1, and GRSG-121-27) for the 121st session, adding an additional item, 16 C. on UN Regulation No. 34 (Prevention of fire risk).

10. GRSG adopted the running order (GRSG-121-01) for the 121st session, as proposed by the Chair.

11. The informal documents distributed during the session are listed in Annex I to this report. The GRSG informal working groups (IWG) are listed in Annex II.

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

12. 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-121-25, containing an overview of activities of the IWG and the four meetings (11th-14th sessions) held since October 2020, the group's activities and progress of work, and the schedule for upcoming sessions of the IWG.

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

Documentation: Informal documents: GRSG-121-02, GRSG-121-03, GRSG-121-25,
GRSG-121-26 and GRSG-121-33

13. The expert from France, Chair of the IWG on BMFE introduced document GRSG-121-26, a proposal to amend UN Regulation No. 107, aimed at increasing the safety of M₂ and M₃ vehicles in case of fire by improving their general construction with regard to evacuation time, specifically to improve glass breaking devices efficiency.

14. GRSG considered document GRSG-121-26, proposing amendments to UN Regulation No. 107, and requested its submission as an official document for consideration at the October 2021 session of GRSG.

15. The expert from Spain, Chair of the IWG on Safer Transport of Children and Buses and Coaches (IWG-STCBC) that is working under the mandate of the Group of Experts on Passive Safety (GRSP), presented the latest activities of the IWG (GRSP-68-03). He 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). He stated that the progress of the work in terms of the initially envisaged timeline had been delayed due to COVID-19 circumstances.

16. The secretary of GRSP thanked the Chair of the IWG on STCBC on introducing the topic. He informed GRSG about discussions that took place at GRSP upon presentation of the report of the activities of the IWG on STCBC at the December 2020 session of GRSP (ECE/TRANS/WP.29/GRSP/68, para. 33).

17. The expert from OICA presented the position paper of OICA regarding the activities of the IWG on STCBC (GRSG-121-02). He recapped the activities of the IWG that had been in progress, introduced OICA's observations concerning the work of the IWG and presented a list of questions in this respect that OICA had drafted for GRSG consideration. The expert from OICA also introduced a presentation (GRSG-121-03), which expanded the observations of her organization regarding the activities of the IWG on STCBC and arguing on the consequences of considering UN Regulation No. 129 (Enhanced Child Restraint Systems (ECRS) provisions for installation of ECRS on buses (e.g. seat spacing and further

loss of seats in the vehicle) that in her opinion were not compatible with bus interior arrangements.

18. GRSG took note of the information presented by the expert from OICA. The Chair of GRSG thanked OICA for providing the organizations views on the activities and possible outcomes of the work of the IWG on STCBC. He invited GRSP to provide GRSG with their conclusions and recommendations in this respect, prior to moving forward in addressing the observations and questions put forward by OICA. He also suggested to consider the possibilities of built-in (incorporated into bus seats) child restraint systems to cope to some of the issues indicated by the expert from OICA.

19. The expert from CLEPA, secretary of the IWG on STCBC, presented document GRSG-121-33, which contained CLEPA's comments to the OICA position paper (GRSG-121-02). He also confirmed that the IWG on STCBC would consider the above-mentioned suggestion of the Chair of GRSG.

20. The expert from Germany called on, given the activities and responsibilities of GRSG in the context of regulating the construction of buses and coaches, a strong exchange and cooperation between the IWG on STCBC and GRSG, also in investigating the extent of the impact of the work of the IWG on STCBC in the context of UN Regulation No. 107. He also recalled GRSG that the issue of securing children on buses was a longstanding discussion held in GRSP. He added that experts of this Working Group agreed to resume discussion on this issue once that UN Regulation No. 129 had been finalized.

21. The expert from OICA called on the participation of GRSG experts in the work of the IWG on STCBC, underlining the relevance of UN Regulations under the purview of GRSG to the work of the IWG on STCBC and the expertise of GRSG experts in terms of the construction of buses and coaches.

22. Upon a further technical discussion, with comments from experts representing France, Germany, CLEPA and OICA, the Chair of GRSG invited experts of GRSG to actively participate in the work of the IWG on STCBC, and for the coordination of activities in this respect between GRSG and GRSP, in order to ensure the safest possible transport of children in buses and coaches, while simultaneously finding solutions to avoid major consequential impacts on the structure of buses and coaches. He invited the IWG on STCBC to update GRSG on the progress of its work at the next session of GRSG in October 2021.

23. The Chair of GRSG invited delegations to report on ongoing activities concerning consideration of specifications on autonomous shuttles with a view of reviewing the applicability of existing requirements or creating new categories of these vehicles. He recalled the presentation of France in this respect at the previous session of GRSG.

24. The expert from France introduced the status of the work concerning autonomous shuttles, outlining three levels of activities in this respect – the development of safety principles addressing the vehicle, the system, and the service. He stated that the drafting of national legislation concerning the first level, the vehicle, encompassing the validation and approval of autonomous urban shuttles, namely annexes on automated specifications and requirements, was in its final stages for. He stated the expectation that the legislation concerning the first level, the vehicle, would be in force by the end of 2021, that legislation addressing the second and third levels, the system and the service, had been in development, and that the achievement of the full applicable framework was expected during 2022.

25. GRSG took note on the update from the expert from France concerning the legislative framework for autonomous shuttles and invited national experts to update GRSG on their domestic activities in this respect at upcoming GRSG sessions.

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

Documentation: ECE/TRANS/WP.29/GRSG/2021/3

Informal documents: GRSG-121-04 and GRSG-121-05

26. The expert from Spain introduced document ECE/TRANS/WP.29/GRSG/2021/3, a proposal for Supplement 2 to the 03 and Supplement 5 to the 02 series of amendments to UN

Regulation No. 118, and document GRSG-121-05 amending the original proposal (ECE/TRANS/WP.29/GRSG/2021/3)

27. The expert from OICA introduced document GRSG-121-04 containing suggested additions to ECE/TRANS/WP.29/GRSG/2021/3, for the purpose of introducing M₃ class I vehicles into the current scope of UN Regulation No. 118, on a voluntary basis.

28. GRSG considered documents GRSG-121-04, GRSG-121-05 and ECE/TRANS/WP.29/GRSG/2021/3, proposals for amendments to UN Regulation No. 118, and upon detailed technical discussion with comments from the European Commission, France, Germany, Italy, the Netherlands, Spain, Switzerland, Sweden, the United Kingdom of Great Britain and Northern Ireland and OICA, requested the secretariat to submit ECE/TRANS/WP.29/GRSG/2021/3, as complemented by GRSG-121-04, as draft Supplement 2 to the 03 series of amendments to UN Regulation No. 118 to WP.29 and AC.1 for consideration and vote at their November 2021 sessions.

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

29. GRSG noted that no proposals were submitted for consideration under this agenda item.

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

30. GRSG noted that no proposals were submitted for consideration under this agenda item.

B. UN Regulation No. 43 (Safety glazing)

31. GRSG noted that no proposals were submitted for consideration under this agenda item.

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

Documentation: Informal documents: GRSG-121-11 and GRSG-121-40

32. The expert from the European Commission, Co-Chair of the GRSG IWG on awareness of Vulnerable Road Users proximity in low speed manoeuvres (VRU-Proxi), presented a proposal for the revised Terms of Reference and Rules of Procedure of the IWG, for the purpose of facilitating the completion of additional work within the IWG concerning a draft regulatory proposal on driver's visibility and system detection of VRUs.

33. The expert from OICA expressed concern that it would be challenging to meet the deadlines envisaged within the work of the IWG addressing Direct Vision. She also stated that there were opposing views within the IWG on approaches for Direct Vision. She emphasised that OICA urged GRSG to request that the IWG on VRU-Proxi make a transparent communication on the consequences of the proposed technical requirements on the future vehicle fleets. She invited the contracting parties members of GRSG to attend the meetings of the IWG on VRU-Proxi, or alternatively to provide guidance, and called on the Contracting Parties, members of GRSG, to clarify their positions about the proposed technical requirements for the 122nd session of GRSG in October 2021 (GRSG-121-40).

34. The expert from the European Commission, Co-Chair of the GRSG IWG on VRU-Proxi informed GRSG that the IWG was still discussing threshold values for N category vehicles concerning how far in front of or to the side of the cab of a truck should pedestrians be directly visible to the driver. He added that those threshold values were very important because a decision on those may impact the core design of cabs of the trucks. He added that the test protocol in this respect had also not been finalized yet. The expert urged Contracting Parties to provide their views on the matter of thresholds and blind spots and participate in

the work of the IWG. He announced that the IWG would prepare a state of play, to be presented at the next meeting of GRSG, including on what the test protocol is and what the effects of different thresholds are.

35. The expert from Germany stated that not all CPs had decided preferred threshold values. He added that it was too early for Germany to decide on threshold values because the test procedure had not been defined, as a result of which acceptable limits at the front and the side of the vehicle to detect a pedestrian could not be evaluated.

36. The Chair of GRSG emphasized that the IWG on VRU-Proxi should consider the consequence when proposing amendments to technical requirements. The IWG should reflect on possible solutions, to redesign the cabin, or to use technology that would help remove blind spots and have a situation that would require fewer changes to the cabin but more changes in the technology. He asked the IWG to provide possible alternatives, and urged Contracting Parties to actively participate and provide their inputs to the work of the IWG.

37. The expert from the European Commission, Co-Chair of the GRSG IWG on VRU-Proxi stated that the next meeting (18th) of the IWG on VRU-Proxi would be a two-day session, on 26 and 28 April 2021. He invited OICA to state their position at the meeting of the IWG. He also invited all CPs to take part in the meeting.

38. Following detailed technical discussions and comments from France, Germany, the United Kingdom of Great Britain and Northern Ireland, the European Commission and OICA, GRSG invited Contracting Parties to actively participate in the work of the IWG on VRU-Proxi, and adopted GRSG-121-11, the revised Terms of Reference and Rules of Procedures for the IWG on VRU-Proxi (Annex IV).

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

Documentation: Informal documents: GRSG-121-18 and GRSG-121-19

39. The expert from Germany introduced a proposal for amendments to UN Regulation No. 46 (GRSG-121-18), proposing amendments to the text in paragraphs 6.2.2.1.1. and 6.3.1.1., and with the aim of aligning the radii requirements for camera-monitor systems of UN Regulation No. 46 in line with the radii requirements of UN Regulation No. 26 and UN Regulation No. 61.

40. The expert from OICA presented a proposal for amendments to UN Regulation No. 46 (GRSG-121-19), with the aim to align requirements of the outer radius for a mirror system for indirect vision and a camera-monitor-device for indirect vision within UN Regulation No. 46. She invited the expert from Germany to develop a joint proposal for amendments to UN Regulation No. 46 for the October 2021 session of GRSG.

41. GRSG considered documents GRSG-121-18 and GRSG-121-19 proposing amendments to UN Regulation No. 46 and requested their submission as a consolidated official document for consideration at the October 2021 session of GRSG.

B. UN Regulation No. 151 on Blind Spot Information Systems (BSIS)

Documentation: ECE/TRANS/WP.29/GRSG/2021/4
Informal documents: GRSG-119-06 and GRSG-121-07

42. The expert from OICA, from the IWG on VRU-Proxi, presented a proposal for amendments to UN Regulation No. 151 (GRSG-121-07 amending ECE/TRANS/WP.29/GRSG/2021/4), concerning the approval of motor vehicles with regard to the Blind Spot Information Systems, to further quantify the dimension of the detection area near the front wheel.

43. GRSG adopted ECE/TRANS/WP.29/GRSG/2021/4, as amended by GRSG-121-07, proposal for Supplement 3 to UN Regulation No. 151, and requested the secretariat to submit it for consideration and vote at the November 2021 sessions of WP.29 and AC.1.

44. The expert from Germany, from the IWG on VRU-Proxi, recalled document GRSG-119-06, containing suggestions for amending UN Regulation No. 151, presented at the 119th session of GRSG. He updated GRSG on activities within the IWG on VRU-Proxi in assessing the availability of required technologies with respect to the suggestions for amending UN Regulation No. 151. He announced that a proposal would be submitted to GRSG at the October 2021 session.

45. GRSG took note of the information provided by the expert from Germany and invited him to further update GRSG on the progress of the work at the October 2021 session.

C. UN Regulation No. 158 (Reversing motion)

Documentation: ECE/TRANS/WP.29/GRSG/2021/5
Informal document: GRSG-121-08 and GRSG-121-09

46. The expert from OICA from the IWG on VRU-Proxi presented a proposal for amendments to UN Regulation No. 158 (GRSG-121-09, consolidating amendments proposed in ECE/TRANS/WP.29/GRSG/2021/5 and GRSG-121-08).

47. GRSG adopted ECE/TRANS/WP.29/GRSG/2021/5, as amended by GRSG-121-08, proposal amendments to UN Regulation No. 158, and agreed to submit it for consideration and vote at the November 2021 sessions of WP.29 and AC.1 (potentially as consolidated as in GRSG-121-09).

D. UN Regulation No. 159 (Moving Off Information Systems)

Documentation: ECE/TRANS/WP.29/GRSG/2021/6
Informal document: GRSG-121-10

48. The expert from OICA from the IWG on VRU-Proxi presented proposals for amendments to UN Regulation No. 159 (ECE/TRANS/WP.29/GRSG/2021/6 and GRSG-121-10).

49. GRSG considered documents GRSG-121-10 and ECE/TRANS/WP.29/GRSG/2021/6, proposals for amendments to UN Regulation No. 159, and requested the secretariat to submit ECE/TRANS/WP.29/GRSG/2021/6, as complemented by GRSG-121-10, as an official document to WP.29 and AC.1 for consideration and vote at their November 2021 sessions.

VII. UN Regulation No. 39 (Speedometer and Odometer) (agenda item 5)

Documentation: ECE/TRANS/WP.29/GRSG/2021/7
Informal documents: GRSG-121-20, GRSG-121-21, GRSG-121-29 and GRSG-121-35

50. The expert from France introduced the proposal for amendments to UN Regulation No. 39 (ECE/TRANS/WP.29/GRSG/2021/7), providing for the possibility for drivers to switch the odometer value from kilometres to miles and vice-versa.

51. The expert from OICA introduced document GRSG-121-21, proposing amendments to the proposal of France for amendments to UN Regulation No. 39 (ECE/TRANS/WP.29/GRSG/2021/7) and document GRSG-121-20 elaborating the rationale for the proposal contained in document GRSG-121-21.

52. The expert from the United Kingdom of Great Britain and Northern Ireland introduced document GRSG-121-29, also proposing amendments to the proposal of France for amendments to UN Regulation No. 39 (ECE/TRANS/WP.29/GRSG/2021/7).

53. The expert from France introduced GRSG-121-35, the consolidated proposal for amendments to UN Regulation No. 39, based on ECE/TRANS/WP.29/GRSG/2021/7,

GRSG-121-21 and GRSG-121-29, submitted jointly by France, the United Kingdom of Great Britain and Northern Ireland and OICA.

54. GRSG considered and discussed documents proposing amendments to UN Regulation No. 39 (ECE/TRANS/WP.29/GRSG/2021/7, GRSG-121-21, 29 and 35), and upon comments delivered by experts from Canada, Finland, France, Japan, the Netherlands, United Kingdom of Great Britain and Northern Ireland, the European Commission, IMMA and OICA, decided to resume consideration of the proposal based on an updated version, with the aim of including L category vehicles, at the October 2021 session of GRSG. GRSG invited interested parties to work towards developing the proposal based on the draft contained in document GRSG-121-35.

VIII. UN Regulation No. 55 (Mechanical couplings) (agenda item 5bis)

Documentation: Informal documents: GRSG-121-06 and GRSG-121-42

55. The expert from Finland presented a proposal for Corrigendum 1 to the 02 series of amendments to UN Regulation No. 55 (GRSG-121-06), in order to correct an internal reference within the text.

56. GRSG considered and endorsed document GRSG-121-06 proposing a corrigendum to UN Regulation No. 55, requesting its submission as an official document for consideration at the October 2021 session of GRSG.

57. The secretariat presented a proposal for amendments to UN Regulation No. 55 (GRSG-121-42). The secretariat informed GRSG that the respective proposal for a Corrigendum to Revision 2 of UN Regulation No. 55 (ECE/TRANS/WP.29/2019/21), adopted at the 177th session of WP.29, had not been notified by the UN Office of Legal Affairs (OLA) because it was interpreted by OLA as a duplication of what was already covered by ECE/TRANS/WP.29/2015/7. Furthermore, OLA reaffirmed that Revisions of UN Regulations are not considered as authentic treaty texts and therefore corrigenda to Revisions would not be notified by OLA and should be related to authentic texts only. Therefore, the secretariat explained, it was necessary to put forth the proposal contained in document GRSG-121-42, in order to amend UN Regulation No. 55 as proposed and adopted by WP.29 within document ECE/TRANS/WP.29/2019/21.

58. GRSG considered document GRSG-121-42, proposal for Supplement 10 to the 01 series and 02 to the 02 series of amendments to UN Regulation No. 55, and requested the secretariat to submit it as an official document to WP.29 and AC.1 for consideration and vote at its November 2021 sessions, with prior reconfirmation at the October 2021 session of GRSG.

IX. UN Regulation No. 58 (Rear underrun protective devices) (agenda item 6)

Documentation: ECE/TRANS/WP.29/GRSG/2021/15

59. 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 (ECE/TRANS/WP.29/GRSG/2021/15), adding access ramps to platform lift systems for M, N₁, N₂, N₃, O₃ and O₄ category vehicles.

60. GRSG adopted ECE/TRANS/WP.29/GRSG/2021/15, the proposal for supplement 3 to the 03 series of amendments to UN Regulation No. 58, and requested the secretariat to submit it as an official document to WP.29 and AC.1 for consideration and vote at their November 2021 sessions.

X. UN Regulation No. 66 (Strength of superstructure (buses)) (agenda item 7)

Documentation: ECE/TRANS/WP.29/GRSG/2020/22
Informal documents: GRSG-121-31 and GRSG-121-36

61. The expert from the Russian Federation introduced document GRSG-121-36, which contains responses of the Russian Federation to the comments from OICA to the updated proposal of the Russian Federation for an amendment to UN Regulation No. 66 (GRSG-121-31).

62. The expert from the Russian Federation introduced a proposal for amendments to UN Regulation No. 66 (ECE/TRANS/WP.29/GRSG/2020/22 as amended by GRSG-121-31), which aims to clarify the verifications after the performance of the strength test.

63. GRSG considered the proposal for amendments to UN Regulation No. 66 (ECE/TRANS/WP.29/GRSG/2021/22 as amended by GRSG-121-31). Upon technical discussion, comments, and support expressed for the proposal from the Russian Federation that aimed to enhance the safety of buses, by the experts from Belgium, France, Germany, Japan, Italy, the Netherlands, the European Commission and OICA, GRSG decided to revisit the proposal based on a revised version, pending consultations among experts, at its October 2021 session.

64. The expert from the Russian Federation thanked experts for expressing their positions and invited interested parties to deliver their comments to the proposal for amendments to UN Regulation No. 66 (GRSG-121-31) to s.maslennikov@autorc.ru.

XI. Amendments to gas-fuelled vehicle regulations (agenda item 8)

A. UN Regulation No. 67 (LPG vehicles)

Documentation: ECE/TRANS/WP.29/GRSG/2021/8

65. The expert from the Netherlands introduced a proposal for amendments to UN Regulation No. 67 (ECE/TRANS/WP.29/GRSG/2021/8), aiming to update the existing requirements on identification of LPG-fuelled buses and to introduce similar identification requirements for trucks.

66. Following detailed technical discussions, including further comments from experts from Italy, the Netherlands, Sweden, the United Kingdom of Great Britain and Northern Ireland, the European Commission, Liquid Gas Europe, NGV Global and OICA concerning applicable ISO standards and the colours of the markings for LPG-fuelled vehicles, as well as comments from the secretariat concerning publication of copyrighted materials and obtaining copyright waivers for inclusion of such material in documents submitted to WP.29 and subsidiary bodies and posted through the WP.29 website, GRSG adopted ECE/TRANS/WP.29/GRSG/2021/8, the proposal for the 04 series of amendments to UN Regulation No. 67, as amended during the session, and requested the secretariat to submit it as an official document to WP.29 and AC.1 for consideration and vote at their November 2021 sessions.

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

Documentation: ECE/TRANS/WP.29/GRSG/2021/9
ECE/TRANS/WP.29/GRSG/2021/10
Informal document: GRSG-121-22

67. The expert from the Netherlands introduced a proposal for amendments to UN Regulation No. 110 (ECE/TRANS/WP.29/GRSG/2021/9), aiming to update the existing requirements on identification of CNG- and LNG-fuelled buses and to introduce similar

identification requirements for trucks.

68. GRSG adopted ECE/TRANS/WP.29/GRSG/2021/9, the proposal for the 05 series of amendments to UN Regulation No. 110, as amended during the session, and requested the secretariat to submit it as an official document to WP.29 and AC.1 for consideration and vote at their November 2021 sessions.

69. The expert from OICA introduced a proposal for amendments to UN Regulation No. 110 (ECE/TRANS/WP.29/GRSG/2021/10, as amended by GRSG-121-22), with the aim of adding provisions for excess flow valves (EFV) which can shut off fuel flow at the time of operation, to specific components.

70. Following technical discussions and comments, GRSG adopted ECE/TRANS/WP.29/GRSG/2021/10, the proposal for supplement 3 to the 04 series of amendments to UN Regulation No. 110, as amended by GRSG-121-22 and in session, and requested the secretariat to submit it as an official document to WP.29 and AC.1 for consideration and vote at their November 2021 sessions.

XII. UN Regulation No. 93 (Front underrun protection) (agenda item 9)

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

71. 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) had been considered and adopted by WP.29 and AC.1 at their November 2020 session, while the second step would require additional consideration.

72. 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 and the industry were underway on outstanding matters, including front underrun protection of off-road vehicles, proposals for removing exemptions for N₂G and N₃G vehicles. He invited interested Contracting Parties and the industry to contact the European Commission for participating in the discussion on developing a proposal.

73. GRSG agreed to keep this item on the agenda of its next session in October 2021.

XIII. Amendments to Devices against Unauthorized Use, Immobilizers and Vehicle Alarm Systems (agenda item 10)

A. UN Regulation No. 116 (Anti-theft and alarm systems)

Documentation: ECE/TRANS/WP.29/GRSG/2021/11
Informal documents: GRSG-121-12 and GRSG-121-13

74. 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-121-13), related to the definition and other aspects of “Digital Key”. She further presented the proposal for the 01 series of amendments to UN Regulation No. 116 (ECE/TRANS/WP.29/GRSG/2021/11) as updated by document GRSG-121-12.

75. Following detailed technical discussions, including further comments from experts from France, Germany, Japan, the Netherlands, Spain, Sweden, Switzerland, the European Commission and OICA, particularly concerning the contents of paragraph 4.3.2. of the proposal (GRSG-121-12), GRSG adopted ECE/TRANS/WP.29/GRSG/2021/11, a proposal for the 01 series of amendments to UN Regulation No. 116, as amended by GRSG-121-12 and in session (remove square brackets), and requested the secretariat to submit it as an

official document to WP.29 and AC.1 for consideration and vote at their November 2021 sessions.

B. UN Regulation No. [161] (Devices against Unauthorized Use)

Documentation: Informal document: GRSG-121-37

76. GRSG considered document GRSG-121-37, proposing supplements to UN Regulation No. [161], for the purpose of aligning the text of UN Regulation No. [161] with the text of UN Regulation No. 116, and requested the secretariat to issue it as an official document for the October 2021 session of GRSG, pending further consultations on their content among experts.

C. UN Regulation No. [162] (Immobilizers)

Documentation: Informal document: GRSG-121-38

77. GRSG considered document GRSG-121-38, proposing supplements to UN Regulation No. [162], for the purpose of aligning the text of UN Regulation No. [162] with the text of UN Regulation No. 116, and requested the secretariat to issue it as an official document for the October 2021 session of GRSG, pending further consultations on their content among experts.

D. UN Regulation No. [163] (Vehicle Alarm systems)

Documentation: Informal document: GRSG-121-39

78. GRSG considered document GRSG-121-39, proposing supplements to UN Regulation No. [163], for the purpose of aligning the text of UN Regulation No. [163] with the text of UN Regulation No. 116, and requested the secretariat to issue it as an official document for the October 2021 session of GRSG, pending further consultations on their content among experts.

XIV. UN Regulation No. 125 (Forward field of Vision of Drivers (agenda item 11))

Documentation: ECE/TRANS/WP.29/GRSG/2021/12
ECE/TRANS/WP.29/GRSG/2021/13
Informal documents: GRSG-121-15 and Rev.1, GRSG-121-23 and GRSG-121-24 and Rev.1

79. The expert from the Netherlands, on behalf of the Task Force on Field of Vision Assistants (FVA), introduced a proposal for amendments to UN Regulation No. 125 (ECE/TRANS/WP.29/GRSG/2021/12 as amended by GRSG-121-15), containing among others, new definitions on obstruction and on the FVA, prescriptions to be considered for obstruction evaluation, prescriptions to allowed obstructing FVA, information to be presented during the driving task, and transitional provisions for the 02 series of amendments.

80. GRSG adopted ECE/TRANS/WP.29/GRSG/2021/12, the proposal for the 02 series of amendments to UN Regulation No. 125, as amended by GRSG-121-15 and in session (remove square brackets in paras. 12.1. to 12.4.) and requested the secretariat to submit it as an official document to WP.29 and AC.1 for consideration and vote at their November 2021 sessions.

81. The expert from the Netherlands introduced the draft Terms of Reference for the Informal Working Group on Field of Vision Assistants (IWG-FVA) (GRSG-121-24). He explained that the envisaged task of this Informal Working Group (IWG) were to further review the impact of Forward Field of Vision Assistants to the driver, to investigate the possibilities to objectify and update the provisions for the type-approval process, to develop a proposal for GRSG on a new Regulation and/or alternatively a further amendment of the existing UN Regulation No. 125, and to consider during its work existing standardisation,

and existing or ongoing research activities on FVA Systems.

82. The expert from OICA proposed a modification to the draft ToR of the IWG on FVA, in including a new item 6 within the Operational Principles.

83. The expert from Germany stated that the formation of the new IWG on FVA was welcomed and inquired whether motorcycle helmets could be added as an additional topic to the work of the IWG (in the context of displays on visors).

84. The expert from the Netherlands supported the proposal from Germany and added that the participation of L category vehicle industry and motorcycle helmet industry representatives in the work of the IWG on FVA would be encouraged in this case.

85. The expert from OICA supported the positions of Germany and the Netherlands with respect to the participation of L category vehicle and motorcycle helmet industry representatives in the work of the IWG on FVA.

86. The expert from IMMA informed GRSG that it was premature for L category vehicle industry representatives to participate in the work of the IWG on FVA, and as such to reflect it in the draft ToR. She stated that the possible applicability of FVA systems in L category vehicle may be evaluated at a later stage.

87. GRSG adopted GRSG-121-24/Rev.2 the Terms of Reference of the IWG on FVA, including the new item 6 of the Operational Principles, with the mandate of the group envisaged until April 2023 (Annex V).

88. The expert from OICA update GRSG on the status of exchanges between Contracting Parties and OICA members on the extension of the scope of UN Regulation No. 125 and partitioning systems (GRSG-121-23). He recalled discussions that took place concerning this matter at the 118th and 119th sessions of GRSG. OICA recommend GRSG to postpone consideration on a proposal for amendments to expend the extension of scope of the Regulation until the "European Forum" (former Type Approval Authorities Meeting) released their conclusions on ISO 27956:2009 interpretations, and also asked EU Members States at GRSG whether there are national laws/incentives that require the driver/worker to be protected from a load.

89. The expert from the European Commission stated that a document would be tabled at the next session of GRSG with a proposal to extend the scope of UN Regulation No. 125 to N₁ category vehicles.

90. GRSG decided to resume discussions on the proposal for amendments to UN Regulation No. 125 (ECE/TRANS/WP.29/GRSG/2021/13), related to extending the scope of the Regulation to include additional categories of vehicles, at its October 2021 session, and invited experts from EU Members States that participate in GRSG to contact OICA concerning the questions contained in document GRSG-121-23.

XV. Event Data Recorder (agenda item 12)

Documentation: ECE/TRANS/WP.29/2020/100/Rev.1
Informal documents: GRSG-121-16, GRSG-121-28 and
GRSG-121-32

91. The expert from Netherlands, Co-Chair of IWG on Event Data Recorder (EDR) / Data Storage Systems for Automated Driving (DSSAD) introduced GRSG-121-16 containing a status report of the activities of IWG. He reported on activities between January and April 2021, which included one session of the IWG on EDR/DSSAD and one session of the Sub-Group on EDR. He recalled that the discussions at the 183rd session of WP.29 concerning the work of the IWG, reminding that at that session WP.29 and AC.1 adopted the proposals for a new UN Regulation on EDR, the 01 series of amendments to it and extended the mandate for the IWG until December 2022. He outlined the workplan of the IWG and upcoming activities. He added that the IWG would initiate activities related to heavy-duty vehicles during the third quarter of 2021, stating the expectation that a proposal for WP.29 may be ready by 2024.

92. The expert from OICA inquired on the possibility of splitting the IWG into two, one to address EDR and the other to address DSSAS.
93. The expert from the Netherlands, Co-Chair of IWG on EDR/DSSAD, reconfirmed that the group would continue as one group while holding dedicated sessions on the two topics.
94. The expert from the United States of America, Co-Chair of IWG on EDR/DSSAD, clarified that activities regarding heavy-duty vehicles would be initiated within the IWG during the third quarter of 2021, while the drafting of a new UN Regulation in this respect would depend on the position of all participants concerning the need for such a regulation.
95. The GRSG took note of the information provided by the Co-Chairs of the IWG on EDR/DSSAD and invited experts to actively participate in the work of the group.
96. The expert from Canada, Co-Chair of IWG on EDR/DSSAD, presented the activities of the IWG concerning Heavy Vehicle Event Data Recorders (HVEDR), which discussed the feasibility of equipping HVEDR in motor coaches, buses and school buses, outlined research carried out in Canada in this respect and consequential recommendations, and sought feedback from interested parties on developing an UN Regulation governing their requirements (GRSG-121-28).
97. The expert from the Netherlands, Co-Chair of IWG on EDR/DSSAD, thanked the expert from Canada for sharing the research findings and expressed interest in further exchange or information and research findings concerning the application of HVEDR at the upcoming sessions of the IWG.
98. The expert from the United States of America, Co-Chair of IWG on EDR/DSSAD, also thanked the expert from Canada for sharing the findings of research carried out and looked forward for further discussions within the IWG, underlining that the United States of America could not support an initiative for drafting of a UN Regulation concerning HVEDR as there was no national mandate for such an activity at the time.
99. GRSG took note of the discussion concerning HVEDR and the work of the IWG on EDR/DSSAD in this respect, and expressed support for continued work on the subject matter based on consensus among Contracting Parties.
100. The expert from the European Commission presented a proposal for amendments to UN Regulation No. 160, with the aim to add requirements for recording additional data elements by EDRs of vehicles fitted with an Automated Driving System. He stated that the purpose of the proposal was not to seek its immediate endorsement from GRSG, but to table ideas and stimulate further discussions among stakeholders.
101. The expert from CLEPA stated that elements within the proposal elements would require software and possibly hardware changes and that it would be necessary to further discuss the it within the IWG on EDR/DSSAD.
102. The expert from AAPC also called on further discussions concerning the proposal at the IWG on EDR/DSSAD. He also reflected on the relevance of the proposal for the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) as it addresses automation issues.
103. The representative of Japan underlined the need for discussing on this proposal within the IWG on EDR/DSSAD as well as in coordination with the GRVA IWGs on Functional Requirements for Automated and Autonomous Vehicles (FRAV) and on Validation Method for Automated Driving (VMAD), and among Contracting Parties of both the 1958 and 1998 Agreements.
104. The expert from OICA also stressed that the document requires further discussion within the IWG on EDR/DSSAD, as well as in the Sub-Group on DSSAD.
105. The expert from the United States of America, Co-Chair of IWG on EDR/DSSAD, concurred with previous speakers that the document should be taken back to the IWG for further discussions, in particular with respect to the definitions included in the proposals as there are issues that are being worked through in the GRVA IWG on FRAV, and that the

IWG on EDR/DSSAD needed to cooperate with the IWGs on FRAV and VMAD on the definitions.

106. GRSG agreed to forward document GRSG-121-32 to the IWG on EDR/DSSAD, and took note that a revised proposal would potentially be tabled at the next session of GRSG in October 2021.

XVI. UN Regulation No. 0 (International Whole Vehicle Type Approval) (agenda item 13)

107. The expert from OICA enquired whether UN Regulations Nos. [161], [162] and [163] would be included in the UN Regulation No. 0, the IWVTA annex.

108. The GRSG invited the IWG on IWVTA to reflect on the matter and report to GRSG at its upcoming sessions, as well as Contracting Parties to consider their position in this respect.

109. GRSG agreed to postpone further deliberations under this agenda item to its October 2021 session.

XVII. Consolidated Resolution on the construction of vehicles (R.E.3) (agenda item 14)

Documentation: ECE/TRANS/WP.29/GRSG/2021/14
ECE/TRANS/WP.29/GRSG/2020/33
Informal documents: GRSG-121-30 and GRSG-121-34

110. The secretary of GRSG introduced the proposal for amendments to the Consolidated Resolution on the construction of vehicles (R.E.3) (GRSG-121-30), a consolidated text based on ECE/TRANS/WP.29/GRSG/2020/14 as amended by informal document GRSG-119-24 and decisions taken at the 119th GRSG session (ECE/TRANS/WP.29/GRSG/98 para. 63). It also included ECE/TRANS/WP.29/2020/82, adopted by AC.1 in June 2020.

111. Following comments from the Netherlands, Switzerland and OICA, GRSG adopted ECE/TRANS/WP.29/GRSG/2021/14, the proposal for amendments to the Consolidated Resolution R.E.3, as amended by GRSG-121-30 and in session, and requested the secretariat to submit it as an official document to WP.29 for consideration and vote at its November 2021 session.

112. The expert from IMMA recalled the presentation, at the 120th session of GRSG, of 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. He stated that a conference call had been organized thereafter with representatives of IMMA, Japan and the Republic of Korea, during which significant regional differences had been identified due to which specific elements of the proposal would need to be studied in detail before a revised proposal could be put forth to GRSG. He stated the IMMA, Japan and the Republic of Korea had agreed to request GRSG to postpone further discussions therefore on this amendment to the next session in October 2021.

113. GRSG took note of the information and agreed to postpone discussions and the consideration of the proposal for amendments to R.E.3 (ECE/TRANS/WP.29/GRSG/2020/33) to the October 2021 session.

114. The expert from Japan thanked IMMA on coordinating activities concerning the proposed amendment to R.E.3, stating that as it contained passive safety requirements, those related elements should be considered within the scope of work of GRSP as well.

115. The expert from CLCCR held a presentation on Advanced axles in trailers, addressing new technologies to reduce CO₂ emissions for vehicle combinations, with the aim of launching discussions within GRSG on the subject matter. The presentation contained

information on the state of the art of the development of independently driven trailer axels using a dedicated electric power source, highlighting that electric trailer propulsion offers a wide range of applications (recuperation, acceleration, support start/stop manoeuvres) which could contribute to lowering CO₂ emissions of vehicles. He explained that the introduction of such technology in the market would require the amendment of the definition of trailers in R.E.3 and in the Special Resolution No. 1 concerning the common definitions of vehicle categories, masses, and dimensions (S.R.1), as well as its alignment in several relevant UN Regulations (Nos. 13 and 100). He asked GRSG experts for feedback concerning the potential amendment of the relevant definitions, inquired concerning interest in possible discussions on the subject matter among interested stakeholders, and proposed that CLCCR put forth a proposal in this respect at the October 2021 session of GRSG.

116. Following comments and feedback from France, Germany, the Netherlands and the European Commission, addressing potential safety implications that the new technology poses in terms of the interaction of the trailed and the towing vehicle, GRSG invited interested stakeholders to work with CLCCR on this topic towards potentially tabling a proposal that would allow the emerging technology to be aligned with UN Regulations at the upcoming sessions of GRSG.

XVIII. Exchange of views on Vehicle Automation (agenda item 15)

Documentation: Informal document: GRSG-118-27

117. The expert from OICA recalled document GRSG-118-27, “the table of GRSG Regulations – Review for automated driving”, presented at the 118th and 120th 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”. She proposed the inclusion of Automated/Autonomous Shuttles for future discussions at GRSG under this agenda item, to consider how those vehicles may be categorized.

118. The expert from AAPC supported the proposed examination of vehicle categorization in the context of technological developments allowing automation of commercial vehicles, including definitions in S.R.1 and R.E.3.

119. GRSG decided to continue consideration of document GRSG-118-27, as part of the agenda of the October 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 due consideration should be given to corresponding revisions of Resolutions that contain relevant definitions, to make update them and render compatible for automated driving.

120. The Secretary of GRVA updated GRSG on the activities of GRVA and WP.29 regarding vehicle automation, recalling the progress report on activities related to Automated Driving Systems and Advanced Driver Assistant Systems (WP.29-183-14), which outlined recent GRVA activities under the Framework Document on Automated/Autonomous Vehicles as well as activities on the maintenance of existing regulatory provisions. He highlighted the need for continued cooperation among all WP.29 subsidiary bodies on matters related to vehicle automation, under the leadership and coordination of the Executive Committee for the Coordination of Work (AC.2).

XIX. Other business (agenda item 16)

A. Reverse warning sound issues

Documentation: Informal document: GRSG-121-14

121. On behalf of the Task Force on Reverse Warning Sound (TF-RW), working under the Group of Experts on Noise and Tyres (GRBP), the expert from Switzerland introduced the status report of the TF-RW given at the 73rd session of GRBP (GRSG-121-14). He explained that the document dealt mainly with noise issues but also contained safety related aspects relevant for the work of GRSG on slide 13, concerning reverse acoustic warning devices. The expert informed GRSG that the TF-RW had changed the designation of Device(s) for reversing motion to Devices for the means of rearward vision and detection, which would have repercussions on the text of UN Regulation No. 158 that was developed by the IWG on VRU-Proxi.

122. The expert from Switzerland invited GRSG experts to deliver any comments with respect to the information provided to the Chair of the TF-RW (Mr. Hiroyuki Houzu - houzu@ntsel.go.jp) or the Secretary of the TF-RW (Mr. Manfred Klopotek - manfred.klopotek@scania.com). He informed GRSG that the next meeting of the TF-RW would take place on 29 April 2021, while the next GRBP session was scheduled for September 2021.

123. GRSG welcomed the information provided by the expert from Switzerland on behalf of the TF-RW and invited interested parties to submit comments through their representatives at the TF-RW.

B. Subjects under consideration by GRSG within the Programme of Work of the World Forum for Harmonization of Vehicle Regulations

Documentation: ECE/TRANS/WP.29/1157

124. The Chair of GRSG recalled the subjects under consideration by GRSG, main priorities, contained in the Table 6 of the document Amendment proposal to Programme of Work of the World Forum for Harmonization of Vehicle Regulations and its Subsidiary Bodies by the European Commission (Annex V of ECE/TRANS/WP.29/1157). He underlined that it was a document in development and under discussion, that it was based on input from Contracting Parties and GRs, and that the aim was to adopt a final version at the June 2021 session of WP.29. He invited GRSG experts to review the document and submit their inputs and those of their delegations to WP.29 with regard to the main priorities of work.

C. UN Regulation No. 34 (Prevention of fire risk)

Documentation: Informal document: GRSG-121-41

125. The expert of OICA introduced a proposal for amendments to UN Regulation No. 34 (GRSG-121-41), that aims avoid double approval with regard to fire risks by deleting the impact tests for M1 and N1 vehicles from UN Regulation No. 34. She explained that those vehicles were covered within the scope of UN Regulations Nos. 94, 95 and 153, stating that UN Regulation No. 153 covered the prevention of fire risks more appropriately than UN Regulation No. 34 as it covered fuel safety as well as electric vehicle and hydrogen safety. She invited Contracting Parties to forward their comments to the proposal to OICA.

126. GRSG considered document GRSG-121-41, proposing amendments to UN Regulation No. 34, and requested its submission as an official document for consideration at the October 2021 session of GRSG.

Annex I

[English only]

List of informal documents considered during the meeting**List of informal documents (GRSG-121-...) distributed during the meeting (English only)**

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up Agenda</i>
1	(GRSG Chair) Running order of the 121st virtual session of GRSG (12-16 Apr 2021)	(e) 1
2	(OICA) UN Regulation No. 107 (General construction M2 & M3) Position paper on provisions for the safe transport of children in buses and coaches	(e) 2(a)
3	(OICA) IWG Safer Transport of Children in Buses and Coaches	(e) 2(a)
4	(OICA) Proposal for Supplement 2 to the 03 series of amendments to UN Regulation No. 118 (Burning behaviour of materials)	(a) 2(b)
5	(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)	(e) 2(b)
6	(Finland) Proposal for Corrigendum 1 for the 02 series of amendments to UN Regulation No. 55 (Mechanical couplings)	(c) 5bis
7	(VRU-Proxi) Proposal for amending working document ECE/TRANS/WP.29/GRSG/2021/4 concerning a proposal for Supplement 3 to UN Regulation No. 151 (Blind Spot Information Systems)	(a) 4(b)
8	(VRU-Proxi) Proposal for amendment to UN Regulation No. 158 (Reversing motion)	(e) 4(c)
9	(VRU-Proxi) Tracking of amendments to UN Regulation No. 158 (Reversing motion)	(a) 4(c)
10	(VRU-Proxi) Proposal for amendment to UN Regulation No. 159 (Moving Off Information System)	(a) 4(d)
11	(VRU-Proxi) Revised Terms of Reference and Rules of Procedure of the GRSG informal working group on awareness of Vulnerable Road Users proximity in low speed manoeuvres (VRU-Proxi) (para. 16)	(g) 4
12	(TF Key) Proposal updating ECE/TRANS/WP.29/GRSG/2021/11 (Proposal for the 01 series of amendments to UN Regulation No. 116 (Anti-theft and alarm systems))	(b) 10(a)
13	(TF Key) GRSG/Task-Force on KEY DEFINITION	(e) 10(a)
14	(Switzerland) Status report by Task Force on Reverse Warning Sound issues	(e) 16(a)
15	(Netherlands) Proposal for the 02 series of amendments to Regulation No. 125	(e) 11
15/Rev.1	(Netherlands) Proposal for the 02 series of amendments to Regulation No. 125	(b) 11
16	(IWG EDR/DSSAD) IWG on EDR/DSSAD Status Report	(e) 12
17	(OICA) Proposal for Supplement 2 to the 03 series of amendments to UN Regulation No. 118 (Burning behaviour of materials)	(a) 2(b)
18	(Germany) Proposal for Supplement 10 to the 04 series of amendments to UN Regulation No. 46 (Devices for indirect vision)	(c) 4(a)
19	(OICA) Proposal for amendments to UN Regulation No. 46 (Devices for indirect vision)	(c) 4(a)
20	(OICA) UN Regulation No. 39 Odometer display and units	(e) 5
21	(OICA) Proposal for Amendments to document ECE/TRANS/WP.29/GRSG/2021/7 (UN Regulation No. 39)	(e) 5
22	(OICA) Proposal for Amendments to document ECE/TRANS/WP.29/GRSG/2021/10 (UN Regulation No. 110)	(b) 8(b)
23	(OICA) UN Regulation No. 125 - Partitioning system	(e) 11
24	(TF on FVA) Draft Terms of Reference for the Informal Working Group on Field of Vision Assistants (IWG-FVA)	(e) 11
24/Rev.1	(TF on FVA) Draft Terms of Reference for the Informal Working Group on Field of Vision Assistants (IWG-FVA)	(e) 11
25	(BMFE) Behaviour of M2 & M3 general construction in case of Fire Event	(e) 2(a)
26	(BMFE) Suggestion for amendment of UN Regulation No. 107 (M2 and M3 vehicles)	(c) 2(a)

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up Agenda</i>	
27	(Secretariat) Consolidated agenda	(e)	1
28	(Canada) Heavy Vehicle Event Data Recorders	(e)	12
29	(UK) Proposal for amendments to amend UN Regulation No. 39	(e)	5
30	(Secretariat) Proposal for amendments to ECE/TRANS/WP.29/GRSG/2021/14	(b)	14
31	(Russian Federation) Proposal for Supplement [XX] to the 02 series of amendments to UN Regulation No. 66 (Strength of superstructure (buses))	(e)	7
32	(European Commission) Proposal for Supplement 1 to the UN Regulation No. 160 (Event Data Recorder) and to the 01 series of amendments to UN Regulation No. 160	(d)	12
33	(CLEPA) Children in Buses and Coaches CLEPA Comments on Informal Document GRSG-121-02	(e)	2(a)
34	(CLCCR) Advanced axles in trailers - New technologies to reduce CO2 emissions for vehicle combinations	(e)	14
35	(UK, France, OICA) Proposed change to UN Regulation No. 39 amendments covered in ECE/TRANS/WP.29/GRSG/2021/7	(f)	5
36	(Russian Federation) Responses from the Russian Federation to OICA comments on the updated proposal for an amendment to UN Regulation No. 66 (GRSG-121-31) submitted by the Russian Federation	(e)	7
37	(OICA) Proposal for a Supplement to UN Regulation No. [161] [new] UN Regulation on uniform provisions concerning the protection of motor vehicles against unauthorized use and the approval of the device against unauthorized use (by mean of a locking system)	(c)	10(b)
38	(OICA) Proposal for a Supplement to UN Regulation No. [162] [new] UN Regulation on uniform technical prescriptions concerning approval of immobilizers and approval of a vehicle with regard to its immobilizer	(c)	10(c)
39	(OICA) Proposal for a Supplement to UN Regulation No. [163] [new] UN Regulation on uniform provisions concerning the approval of vehicle alarm system and approval of a vehicle with regard to its vehicle alarm system	(c)	10(d)
40	(OICA) OICA statement on document GRSG-121-11	(e)	4
41	(OICA) Proposal for Amendments to UN Regulation No. 34 (Prevention of fire risk)	(c)	16(c)
42	(Secretariat) Proposal for Supplement 10 to 01 series of amendments and Supplement 2 to 02 series to UN Regulation No. 55 (Mechanical couplings)	(a)	5bis

Notes:

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

Annex II

[English only]

GRSG informal working groups

<i>Informal working group</i>	<i>Chair</i>	<i>Secretary</i>
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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
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Annex III

Revised Terms of Reference and Rules of Procedures of the GRSG informal working group on awareness of Vulnerable Road Users proximity in low speed manoeuvres (VRU-Proxi)

A. Terms of Reference

1. The informal working group (IWG) shall develop a draft regulatory proposal that will enhance the driver's ability to detect vulnerable road users (VRU). It shall consider:

- (a) the approval of vehicles with regard to the direct Field of Vision (FOV) of the vehicle driver,
- (b) the approval of systems for the detection of VRU and their installation on the vehicles,
- (c) the approval of devices for indirect vision, and their installation on the vehicles.

It shall not cover intervening systems such as those intervening on the braking system or the steering system.

The IWG shall primarily focus on low speed manoeuvres in any direction based on accident data.

2. When developing the regulatory proposal, the IWG should take into account existing technology, data and research. Furthermore, it should consider pre-existing standards as well as national and international legislations covering the same scope.

3. The group shall focus on vehicles of categories M and N.

The IWG shall consider the relevance of addressing the vehicles of category O.

4. The target completion dates for the work of the IWG shall be:

- (a) Forward motion:
 - Vehicle turning:
 - Completion of the proposal by Germany on new provisions for Blind Spot Information Systems (BSIS): 115th session of GRSG (October 2018); **Status: completed in UN Regulation No. 151;**
 - **Possible completion of alternative testing procedure, depending on the evaluation of the feasibility of the alternative testing procedure, to be decided by the IWG: [123rd] session of GRSG (April 2022);**
 - Vehicle driving straight or taking off from standstill (M₂, M₃, N₂, N₃): 118th session of GRSG (April 2020) e.g. CMS or detection system; **Status: completed in UN Regulation No. 159.**
 - **Vehicle taking off from standstill (M₁, N₁): Completion of the proposal by Japan on new provisions for awareness of VRU: [123rd] session of GRSG (April 2022);**
- (b) Reversing motion (e.g. Camera Monitoring Systems (CMS) or detection system): 118th session of GRSG (April 2020); **Status: completed in UN Regulation No. 158.**
- (c) Direct vision: [122nd] session of GRSG (October 2021).
- (d) **General issues (e.g. component approvals) regarding point (a), (b) and (c) until the [126th] session of GRSG (October 2023).**

5. The IWG is expected to propose to GRSG a draft regulatory proposal on driver's visibility and system detection of VRU. The adoption process remains under the responsibility of GRSG, WP.29 and AC.1 in line with the administrative procedures as defined in the 1958 Agreement.

The IWG is expected to take into account the work performed by other Working Parties subsidiary to WP.29.

B. Rules of Procedure

1. The IWG is a subsidiary body of GRSG and is open to all Contracting Parties to the Agreements administered by WP.29, vehicle manufacturers and their suppliers, Technical Services and the participants of all Working Parties (GRs) subsidiary to WP.29.

Additional experts may attend on a case by case basis, invited per a consensual decision of the IWG. These experts shall not be part of the decision process.

2. A Chairman, a co-chairman and a Secretary will manage the IWG.

(a) The chairmanship shall be under the responsibility of Japan;

(b) The co-chairmanship shall be under the responsibility of European Commission;

(c) The secretariat shall be under the responsibility of OICA.

3. The working language of the IWG will be English.

4. All documents and/or proposals shall be submitted to the Secretary of the group in a suitable electronic format in advance of the meeting. The group may refuse to discuss and endorse any item or proposal which has not been circulated 10 working days prior to that meeting.

5. An agenda and related documents will be made available on the website by the Secretary, in advance of all scheduled meetings.

6. Decisions will be reached by consensus. When consensus cannot be reached, the Chair of the group shall present the different points of view to GRSG. The Chair may seek guidance from GRSG, as appropriate.

7. The progress of the IWG will be routinely reported to GRSG – wherever possible as an informal document and presented by the Chair, the Co-chair, the Secretary or their representative(s).

8. All working documents should be distributed in digital format. Meeting documents should be made available to the Secretary for publication on the website of WP.29.

Annex IV

Draft Terms of Reference for the Informal Working Group on Field of Vision Assistants (IWG-FVA)

A. Introduction

During the 117th session of GRSG in October 2019, the expert from OICA introduced GRSG-117-27 on a Field of Vision Assistant (FVA) including augmented reality. GRSG experts engaged in active discussion highlighting both pros and cons of such technology. Recognising the need for regulatory action, GRSG agreed to keep this item on the agenda and invited the expert from OICA to come up with a related proposal for the next session of GRSG.

During the 118th session of GRSG in July 2020, the expert of OICA introduced document ECE/TRANS/WP.29/GRSG/2020/12, a proposal for the 02 series of amendments of UN Regulation No. 125. Following a detailed discussion by GRSG experts, the Chair of GRSG recommended that further discussions are held between interested stakeholders to advance the proposal contained in document ECE/TRANS/WP.29/GRSG/2020/12 and invited delegates to provide comments to the proposal. To support this further work, a dedicated Task Force would be established. GRSG agreed to keep the document on the agenda for the October 2020 session.

The Netherlands provided the Chair of the Task Force, OICA the Secretary. The intention was to develop a new series of amendments to UN Regulation No. 125 covering new definitions and a test procedure for a Field of Vision Assistant while amending the corresponding paragraphs in the current text of UN Regulation No. 125 and adding some procedure-specific paragraphs where needed.

The members of the group agreed to find a solution to guarantee the safety of such systems already entering the market.

The Task Force on Field of Vision Assistant met during:

- 8 September 2020 (Teams)
- 21 October 2020 (Teams)
- 13 November 2020 (Teams)
- 18 December 2020 (Teams)
- 9 February 2021 (Teams)
- 12 March 2021 (Teams)

Representatives from Contracting Parties but also from stakeholders participated in the discussions, among others e.g. the Netherlands, Germany, European Commission, Japan, Spain, France, OICA and CLEPA.

Working Document ECE/TRANS/WP.29/GRSG/2021/12 amended and updated by GRSG-121-15r1 was prepared by the Task Force and submitted to GRSG to be discussed during the 121st session.

However, during the discussion within the TF-FVA, participants felt the need to further develop more detailed requirements taking into account the current state of play of these systems. Besides, the scope of the current UN Regulation No. 125 is limited to M₁ and N₁ category of vehicles whereas it was noted that the same requirements on FVA should also apply to categories of vehicles N₂/N₃ and M₂/M₃. IWG on FVA may, at a later stage, evaluate the possible application to L category of vehicles and helmets used on those vehicles. This creates the need to split the existing Regulation into 2 separate UN Regulations: one for physical obstructions like the A-pillars, and one for interference in the field of vision reducing perception of light transmittance.

The Netherlands supported by the Task Force therefore request GRSG as well as WP.29 and AC.2 to transform the TF-FVA into an Informal Working Group on Field of Vision Assistants (IWG-FVA).

B. Objective of the proposal

The task of this Informal Working Group (IWG) is:

- To further review the impact of Forward Field of Vision Assistants to the driver.
- To investigate the possibilities to objectify and update the provisions for the type-approval process.
- To develop a proposal for GRSG on a new Regulation and/or alternatively a further amendment of the existing UN Regulation No. 125.
- The IWG shall consider during its work existing standardisation, existing or ongoing research activities on FVA Systems.

C. Operating principles

1. The Informal Working Group on Field of Vision Assistants (IWG-FVA) is a sub-group of GRSG and is open to all participants of GRSG including Contracting Parties and Non-Governmental Organisations to the 1958 and 1998 Agreements.
2. The IWG-FVA will be sponsored by the Netherlands. A Chair (the Netherlands) and a Secretary (OICA) will manage the informal working group.
3. The official language of the informal working group will be English.
4. All documents must be submitted to the Secretary of the group in a suitable electronic format and will be posted on the website of the IWG-FVA prior to the meetings. The group may postpone discussion of any item or proposal, which was not provided five (5) working days in advance of the scheduled meeting.
5. The Secretary of the group will aim at distributing the meeting minutes to the IWG members within fifteen (15) working days after the meeting of the group.
6. The Chair of the group or his representative will report back to GRSG on the progress of work on a regular basis.
7. Decisions and proposals of the group shall be reached by consensus. When consensus cannot be reached, the Chair of the group or his representative shall present the different points of view to GRSG. The Chair may seek guidance from GRSG as appropriate.
8. Sessions shall be held in agreement with the majority of the participants. Sessions may be in person or virtual using web-based technology.
9. A provisional agenda shall be provided by the Secretary in advance to each meeting and will be finalized in accordance with the participants of the IWG-FVA. The first item upon the provisional agenda for each session shall be the adoption of the agenda and roll call.
10. The second item on the provisional agenda will be the discussion, matters arising and adoption of the minutes of the previous session.

D. Work plan and time schedule

April 2021	Finalization of proposal for ToR during the 121st session of GRSG
June 2021	Ask for mandate to start IWG in WP.29 and AC.2
December 2022	Finish the work of the IWG-FVA
April 2023	Submit proposal for a new Regulation (and/or an amendment of the existing UN Regulation No. 125) to GRSG.

Annex V

[English only]

Decisions adopted under silence procedure

121st session of the Working Party on General Safety Provisions (GRSG), 12-16 April 2021.

The list of decisions had been circulated to Contracting Parties for a 72 hours silence procedure on 19 April 2021. As silence had not been broken, the decisions were considered adopted on 22 April 2021.

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

Decision No.	Agenda Item	Decision
1	1	GRSG adopted the annotated provisional agenda (ECE/TRANS/WP.29/GRSG/2021/2 and Rev.1).
2	2a	GRSG considered document GRSG-121-26, proposing amendments to UN Regulation No. 107, and requested its submission as an official document for consideration at the October 2021 session of GRSG.
3	2b	GRSG considered documents GRSG-121-04 and ECE/TRANS/WP.29/GRSG/2021/3, proposals for amendments to UN Regulation No. 118 and requested the secretariat to submit ECE/TRANS/WP.29/GRSG/2021/3, as complemented by GRSG-121-04, as an official document to WP.29 and AC.1 for consideration and vote at their November 2021 sessions.
4	4	GRSG adopted GRSG-121-11, the revised Terms of Reference and Rules of Procedures for the IWG on VRU-Proxi.
5	4a	GRSG considered documents GRSG-121-18 and GRSG-121-19 proposing amendments to UN Regulation No. 46, and requested their submission as a consolidated official document for consideration at the October 2021 session of GRSG.
6	4b	GRSG adopted ECE/TRANS/WP.29/GRSG/2021/4, as amended by GRSG-121-07, proposal for Supplement 3 to UN Regulation No. 151, and agreed to submit it for consideration and vote at the November 2021 sessions of WP.29 and AC.1.
7	4c	GRSG adopted ECE/TRANS/WP.29/GRSG/2021/5, as amended by GRSG-121-08, proposal amendments to UN Regulation No. 158, and agreed to submit it for consideration and vote at the November 2021 sessions of WP.29 and AC.1 (perhaps as consolidated as in GRSG-121-09).
8	4d	GRSG considered documents GRSG-121-10 and ECE/TRANS/WP.29/GRSG/2021/6, proposals for amendments to UN Regulation No. 159, and requested the secretariat to submit ECE/TRANS/WP.29/GRSG/2021/6, as complemented by GRSG-121-10, as an official document to WP.29 and AC.1 for consideration and vote at their November 2021 sessions.
9	5bis	GRSG considered and endorsed document GRSG-121-06 proposing a corrigendum to UN Regulation No. 55, requesting its submission as an official document for consideration at the October 2021 session of GRSG.
10	6	GRSG adopted ECE/TRANS/WP.29/GRSG/2021/15, proposal for supplement 3 to the 03 series of amendments to UN Regulation No. 58, and requested the secretariat to submit it as an official document to WP.29 and AC.1 for consideration and vote at their November 2021 sessions.
11	10a	GRSG adopted ECE/TRANS/WP.29/GRSG/2021/11, a proposal for the 01 series of amendments to UN Regulation No. 116, as amended by GRSG-121-12 and in session (remove square brackets), and requested the secretariat to submit it as an official document to WP.29 and AC.1 for consideration and vote at their November 2021 sessions.

Decision No.	Agenda Item	Decision
12	11	GRSG adopted ECE/TRANS/WP.29/GRSG/2021/12, a proposal for the 02 series of amendments to UN Regulation No. 125, as amended by GRSG-121-15 and in session (remove square brackets in paras. 12.1.-12.4.), and requested the secretariat to submit it as an official document to WP.29 and AC.1 for consideration and vote at their November 2021 sessions.
13	11	GRSG decided to resume discussions on the proposal for amendments to UN Regulation No. 125 (ECE/TRANS/WP.29/GRSG/2021/13), related to extending the scope of the Regulation to include additional categories of vehicles, at its October 2021 session.
14	11	GRSG adopted GRSG-121-24/Rev.2, the Terms of Reference of the IWG on Field of Vision Assistance (FVA), with the mandate of the group envisaged until April 2023.
15	8a	GRSG adopted ECE/TRANS/WP.29/GRSG/2021/08, a proposal for the 04 series of amendments to UN Regulation No. 67, as amended during the session, and requested the secretariat to submit it as an official document to WP.29 and AC.1 for consideration and vote at their November 2021 sessions.
16	8b	GRSG adopted ECE/TRANS/WP.29/GRSG/2021/09, a proposal for the 05 series of amendments to UN Regulation No. 110, as amended during the session, and requested the secretariat to submit it as an official document to WP.29 and AC.1 for consideration and vote at their November 2021 sessions.
17	8b	GRSG adopted ECE/TRANS/WP.29/GRSG/2021/10, a proposal for supplement 3 to the 04 series of amendments to UN Regulation No. 110, as amended by GRSG-121-22 and in session, and requested the secretariat to submit it as an official document to WP.29 and AC.1 for consideration and vote at their November 2021 sessions.
18	14	GRSG adopted ECE/TRANS/WP.29/GRSG/2021/14, a proposal for amendments to the Consolidated Resolution R.E.3, as amended by GRSG-121-30 and in session, and requested the secretariat to submit it as an official document to WP.29 for consideration and vote at its November 2021 sessions.
19	5	GRSG considered documents proposing amendments to UN Regulation No. 39 (ECE/TRANS/WP.29/GRSG/2021/7, GRSG-121-21, 29 and 35), and decided to resume consideration of the proposal based on an updated version, with the aim of including L category vehicles, at the October 2021 session of GRSG.
20	5bis	GRSG considered document GRSG-121-42, proposal for Supplement 10 to the 01 series and 02 to the 02 series of amendments to UN Regulation No. 55, and requested the secretariat to submit it as an official document to WP.29 and AC.1 for consideration and vote at its November 2021 sessions, with prior reconfirmation at the October 2021 session of GRSG.
21	10b, c & d	GRSG requested the secretariat to issue documents GRSG-121-37, GRSG-121-38 and GRSG-121-39, proposing supplements to UN Regulations Nos. 161, 162 and 163, respectively, as official documents for the October 2021 session of GRSG, pending further consultations on their content among experts.
22	7	GRSG considered the proposal for amendments to UN Regulation No. 66 (ECE/TRANS/WP.29/GRSG/2021/22 as amended by GRSG-121-31), and decided to revisit the proposal based on a revised version, pending consultations among experts, at its October 2021 session.
23	16c	GRSG considered document GRSG-121-41, proposing amendments to UN Regulation No. 34, and requested its submission as an official document for consideration at the October 2021 session of GRSG.
24	12	GRSG considered informal document GRSG-121-32, and agreed to forward it to the IWG on EDR/DSSAD.