

Submitted by the Secretariat

**Informal document GRSP-70-34-Rev.1**  
 (70<sup>th</sup> GRSP, 6-10 December 2021  
 agenda item 24(i))

## Decisions submitted to silence procedure following formal meetings with remote participation Of the Working Party on Passive Safety (GRSP), 10 December 2021

Documentation referenced in the below draft decisions is available under:

<https://unece.org/info/Transport/Vehicle-Regulations/events/359805>

Decision No.	Agenda item	Decision
1	1	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/2021/17) proposed for the seventieth session, the running order (GRSP-70-10-Rev.2), virtual meeting guidelines (GRSP-70-08) and the annotations (GRSP-70-16-Rev.2).
2	23	GRSP elected Mr M. Koubek (USA) as Chair and Mr. H. G. Kim (Rep. of Korea) as Vice Chair for the GRSP sessions scheduled for 2022
3	8	GRSP adopted ECE/TRANS/WP.29/GRSP/2021/24 as amended by GRSP-70-14. The secretariat was requested to submit the proposal as draft Supplement 2 to the 06 series of amendment to UN Regulation No. 22 (Protective helmets), for consideration and vote at the June 2021 sessions of WP.29 and to the AC.1.
4	14	GRSP adopted ECE/TRANS/WP.29/GRSP/2021/23, not amended. The secretariat was requested to submit the proposal as draft Supplement 4 to the 01 series of amendment and as Supplement 1 to the 02 series of amendments to UN Regulation No. 137 (Frontal impact with focus on restraint systems) for consideration and vote at the June 2022 sessions of WP.29 and to the AC.1.
5	16	GRSP agreed to revise ECE/TRANS/WP.29/2021/29, Proposal for Supplement 2 to UN Regulation No. 153 (Fuel system integrity and electric power train safety at rear-end collision), through a small drafting group of interested experts and resume consideration on a revised proposal on this subject at its May 2022 session.
6	24(g)	GRSP noted that since 1999 over 2300 lateral impact barriers produced (used by Technical Services for type approval testing) had a parameter (front plate elongation break requirement) not complying with the requirement requested by UN Regulation No. 95. GRSP requested its experts to investigate and report at its May 2022 session on the consequences of non-compliance of the barriers that had possibly led to non-compliance to UN Regulation No. 95 of 20 years of vehicle production.
7	6	GRSP agreed to resume discussion on a revised version of ECE/TRANS/WP.29/GRSP/2021/20 (UN Regulation No. 16), updating drawings of fixtures of booster seats, at its May 2022 session requiring more evidence in crash situation in real vehicles, in side impact and offset configuration
8	6	GRSP agreed to resume discussion on a revised version of ECE/TRANS/WP.29/GRSP/2021/25 (UN Regulation No.16), on the extension of the support-leg, at its May 2022 session requesting more evidence in real crash.
9	6	GRSP requested a study reservation on ECE/TRANS/WP.29/GRSP/2021/19 (UN Regulation No. 16), concerning the safety-belts of seat positions equipped with the lower ISOFIX anchorages, and resume discussion at its May 2022 session.
10	6	GRSP agreed to resume discussion ECE/TRANS/WP.29/GRSP/2019/15 (UN Regulation No.16), on frontal air-bag in rear seats, on the basis of a possible revised proposal.
11	6	GRSP agreed to resume discussion on the proposal from the expert from Finland to introduce three-points safety belts on buses on the basis of more broader data.
12	11	GRSP adopted ECE/TRANS/WP.29/GRSP/2021/7 as amended by GRSP-70-05 (UN Regulation No. 129). The secretariat was requested to submit the proposal as draft Supplement 6 to the 03 series of amendment to UN Regulation No. 129 (Enhanced Child Restraint Systems) for consideration and vote at the June 2022 sessions of WP.29 and to the AC.1.
13	11	GRSP agreed to resume discussion on a revised version of ECE/TRANS/WP.29/GRSP/2021/26 (UN Regulation No. 129), on the extension of the support-leg, at its May 2022 session requesting more evidence in real crash.

14	11	GRSP endorsed in principle, as a pragmatic solution, the proposal from the expert from CLEPA introducing the neck tension force limits based on measured type-approval monitoring data as proposed in GRSP-68-05. GRSP requested to continue share information at its May 2022 session on this subject awaiting an official proposal from the expert from CLEPA based on GRSP-68-05.
15	15	GRSP adopted ECE/TRANS/WP.29/GRSP/2021/27 not amended. The secretariat was requested to submit the proposal as draft Supplement 2 to the original version of UN Regulation No. 145 (ISOFIX anchorage systems, ISOFIX top-tether anchorages and i-size) for consideration and vote at the June 2022 sessions of WP.29 and to the AC.1.
16	9	GRSP adopted GRSP-70-26. The secretariat was requested to submit the proposal as draft Supplement 2 to the 03 series of amendments to UN Regulation No. 100 (Electric power trained vehicles) for consideration and vote at the June 2022 sessions of WP.29 and to the AC.1.
17	7	GRSP agreed to resume consideration at its next sessions on the basis of GRSP-70-27 and accident data (UN Regulation No. 17), and GRSP-70-27 will be kept as an informal document for the May 2022 session.
18	7	The expert from OICA withdrew ECE/TRANS/WP.29/GRSP/2020/12 and GRSP agreed to remove this subject (height of head restraints/low roof construction) from the agenda of the next session
19	2(a)	The informal task force on Amendment 3 reported it had not reached an agreement by the time of the December 2021 session of GRSP. Therefore, GRSP is not able to recommend Amendment 3 to AC.3 at this time.
20	10	GRSP adopted ECE/TRANS/WP.29/2021/28 as amended by GRSP-70-21-Rev.1. The secretariat was requested to submit the proposal as draft 03 series of amendments to UN Regulation No. 127 (Pedestrian safety) for consideration and vote at the June 2022 sessions of WP.29 and to the AC.1.
21	10	GRSP agreed to distribute GRSP-70-17 (superseding ECE/TRANS/WP.29/2019/18) with an official symbol at its May 2022 session.
22	6	GRSP adopted ECE/TRANS/WP.29/2021/18 as amended by GRSP-70-31. The secretariat was requested to submit the proposal as draft 05 series of amendments to UN Regulation No. 12 (Steering mechanism) for consideration and vote at the June 2022 sessions of WP.29 and to the AC.1.
23	3	GRSP agreed to extend the mandate of the IWG on Hydrogen and Fuel Cells Vehicles until December 2022.
24	12	GRSP adopted ECE/TRANS/WP.29/2021/21 not amended. The secretariat was requested to submit the proposal as draft 02 series of amendments to UN Regulation No. 135 (Pole Side Impact) for consideration and vote at the June 2022 sessions of WP.29 and to the AC.1.
25	2(b)	GRSP agreed that the Informal Working Group on Deployable Pedestrian Protection Systems shall finish its work under the mandate given by AC.3 without getting occupied and distracted with other side discussions.
26	2(b)	GRSP, agreed, that the request by Japan to allow optional alternatives (e.g. physical or numerical) could be temporarily resolved by including the statement in both the preamble (Part A) and in the text of Regulation (Part B) in brackets. This to give to Contracting Parties further time to consider and a final decision on removing those brackets could be made when the draft is reviewed by GRSP in May 2022.
27	13	GRSP adopted ECE/TRANS/WP.29/2021/22 as amended by GRSP-70-24. The secretariat was requested to submit the proposal as draft 02 series of amendments to UN Regulation No. 136 (Electric vehicle L) for consideration and vote at the June 2022 sessions of WP.29 and to the AC.1.
28	13	GRSP noted that removable Rechargeable Electric Energy Storage System approval does not seem to cover replacement units. Following the request of the expert from EC GRSP asked CPs to reflect whether or not this should be facilitated in the future and to report at the next GRSP sessions.
29	24(h)	GRSP endorsed with no amendments ECE/TRANS/WP.29/2021/148 on vehicle whole life compliance.
30	18	GRSP agreed the ad hoc group of experts on female occupant protection can continue to review existing research/share ongoing research and when a decision would be reached an IWG would perhaps be needed.
31	20	GRSP agreed that there are no need to make a decision on questions raised by the expert from Rep. of Korea on safety issues related to autonomous vehicles (GRSP-70-15) and that these should first be considered by GRVA and its sub-groups.
32	22	GRSP agreed that status of priorities of GRSP (contained in GRSP-70-11) doesn't need to be updated until the next submission of priorities in December 2022, since this reflects plans for 2021,

		and it isn't a document that needs updating every time GRSP would make progress on an issue. The document GRSP-70-11 accurately reflects the 2021 priorities submitted by GRSP to WP.29.
33	24(a)	GRSP requested non-European Contracting Parties to the 1958 Agreement to report about their intention to continue/discontinue sales after 1 Sept 2023, of Child Restraint Systems type approved according to UN Regulation No. 44.

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