



Economic and Social Council

Distr.: General
7 February 2022

Original: English, French, Russian

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

186th session

Geneva, 8-11 March 2022

Item 4.7.12 of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRVA

Proposal for Supplement 1 to UN Regulation No. 155 (Cyber Security and Cyber Security Management System)

Submitted by the Working Party on Automated/Autonomous and Connected Vehicles *

The text reproduced below was adopted by the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) at its eleventh session (see ECE/TRANS/WP.29/GRVA/11, para. 45). It is based on ECE/TRANS/WP.29/GRVA/2021/21. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their March 2022 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2022 as outlined in proposed programme budget for 2022 (A/76/6 (part V sect. 20) para 20.76), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



Paragraph 7.3.1., amend to read:

"7.3.1. The manufacturer shall have a valid Certificate of Compliance for the Cyber Security Management System relevant to the vehicle type being approved.

However, for type approvals first issued before 1 July 2024 and for each extension thereof, if the vehicle manufacturer can demonstrate that the vehicle type could not be developed in compliance with the CSMS, then the vehicle manufacturer shall demonstrate that cyber security was adequately considered during the development phase of the vehicle type concerned."

Paragraph 7.3.4., amend to read:

"7.3.4. The vehicle manufacturer shall protect the vehicle type against risks identified in the vehicle manufacturer's risk assessment. Proportionate mitigations shall be implemented to protect the vehicle type. The mitigations implemented shall include all mitigations referred to in Annex 5, Part B and C which are relevant for the risks identified. However, if a mitigation referred to in Annex 5, Part B or C, is not relevant or not sufficient for the risk identified, the vehicle manufacturer shall ensure that another appropriate mitigation is implemented.

In particular, for type approvals first issued before 1 July 2024 and for each extension thereof, the vehicle manufacturer shall ensure that another appropriate mitigation is implemented if a mitigation measure referred to in Annex 5, Part B or C is technically not feasible. The respective assessment of the technical feasibility shall be provided by the manufacturer to the approval authority."
