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Working Party on General Safety Provisions
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**Report of the Working Party on General Safety Provisions on
its 123rd session**
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I. Attendance

1. The Working Party on General Safety Provisions (GRSG) met online for its 123rd session from 28 March to 1 April 2022, 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, Czechia, Denmark, Finland, France, Germany, Hungary, India, Ireland, Italy, Japan, Latvia, Netherlands, Norway, Poland, 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), European Association of Automotive Suppliers (CLEPA), European Transport Safety Council (ETSC), International Association for Natural Gas Vehicles (NGV Global), International Body and Trailer Building Industry (CLCCR), International Motor Vehicle Inspection Committee (CITA), International Motorcycle Manufacturers Association (IMMA), International Organization for Standardization (ISO), International Organization of Motor Vehicle Manufacturers (OICA), Liquid Gas Europe (LGA), Society of Automotive Engineers (SAE) and World Bicycle Industry Association (WBIA).

II. Adoption of the Agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRSG/2022/1
Informal documents: GRSG-123-03 and GRSG-123-22

2. GRSG considered and adopted the agenda (ECE/TRANS/WP.29/GRSG/2022/1) proposed for the 123rd session, the running order (GRSG-123-03) and the annotations (GRSG-123-22). 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 XI of this report.

III. Amendments to Regulations on Buses and Coaches (agenda item 2)

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

Documentation: Informal documents: GRSP-70-02 and GRSG-123-14

3. The secretariat of GRSP introduced a presentation (GRSP-70-02) on the work progress of IWG on Safer Transport of Children in Buses and Coaches (IWG-STCBC) to GRSG. The expert from Germany added a clarification that the aim of IWG was a new UN Regulation concerning existing systems used in passenger cars and that the specific new Child Restraint System (CRS) would be not developed. He added that IWG favoured built-in CRS and booster cushions due to their lack of bulk. However, especially in the latter case, the problem of head containment would remain. He also stated that the belt length would be an issue since buses had not been structured to incorporate large rolls of belts to secure CRS. He finally announced that a proposal would be officially presented by IWG at the December 2022 session of GRSP.

4. The expert from Sweden introduced GRSG-123-14 on an accident involving a M₃ Class I vehicle articulated with a CNG propulsion system, which had collided with a height restriction portal. The expert from the United Kingdom confirmed that similar accidents occurred in his country with high buses against infrastructure (e.g. bridges). The expert from

the Netherlands added that accidents of this kind may involve vehicles with different propulsion and technology (e.g. electric vehicles), and confirmed the relevance of the issue. GRSG agreed in principle to resume discussion on this topic based on the final results of the investigation provided by the expert from Sweden.

5. The Chair of GRSG reiterated his invitation to experts to report on current activities regarding consideration of specifications on autonomous shuttles with the aim of reviewing the applicability of existing requirements or creating new categories of these vehicles, and asked if there were updates.

6. The expert from the European Commission confirmed that the work of autonomous shuttles is a subgroup of the motor vehicle working group, and that the current work of the Commission was to achieve a European approach. He invited GRSG experts to participate in the ongoing work on autonomous shuttles in the Commission, and emphasized the importance of contributions from GRSG experts in the ongoing work.

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

Documentation: ECE/TRANS/WP.29/GRSG/2022/2

7. The expert from OICA introduced ECE/TRANS/WP.29/GRSG/2022/2 to allow for the possibility of granting type-approvals to the M₃ Class I vehicle category (which are not yet part of the scope of UN Regulation No. 118). She explained that the proposal aimed to introduce M₃ Class I vehicles into the current scope of the UN Regulation on a voluntary basis. Moreover, she explained that this proposal would ensure that interpretations did not differ among Type Approval Authorities, and therefore provided the same level playing field for vehicle manufacturer's requests, especially in the case of tenders.

8. GRSG adopted ECE/TRANS/WP.29/GRSG/2022/2, not amended. The secretariat was requested to submit the proposal as Supplement 1 to the 04 series of amendment to UN Regulation No. 118 (Burning behaviour of materials), for consideration and vote at the November 2022 sessions of WP.29 and AC.1.

IV. Amendments to Safety glazing Regulations (agenda item 3)

9. GRSG noted that proposals had not been submitted for consideration under this agenda item.

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

10. GRSG noted that proposals had not been submitted for consideration under this agenda item.

B. UN Regulation No. 43 (Safety glazing)

Documentation: ECE/TRANS/WP.29/GRSG/2022/3
ECE/TRANS/WP.29/GRSG/2022/4
ECE/TRANS/WP.29/GRSG/2022/5

11. The expert from France introduced ECE/TRANS/WP.29/GRSG/2022/3 to clarify the classification of panes in "safety-glass faced with plastics material" and "glass-plastics", and ECE/TRANS/WP.29/GRSG/2022/4 to resolve a potential inconsistency in abrasion test requirements for flexible plastics other than the windscreen.

12. GRSG adopted ECE/TRANS/WP.29/GRSG/2022/3 and ECE/TRANS/WP.29/GRSG/2022/4, not amended. The secretariat was requested to combine the two documents for submission as a unique proposal of Supplement 10 to the 01 series of amendment to UN Regulation No. 43 (Safety glazing), for consideration and vote at the November 2022 sessions of WP.29 and AC.1.

13. The expert from OICA introduced ECE/TRANS/WP.29/GRSG/2022/5 to clarify the current definition of security glazing in UN Regulation No. 43. However, this does not pertain to the category of T vehicles – wheeled or tracked agricultural or forestry vehicles – which require a security glazing windscreen to protect the occupant from, for example, ruptured chainsaws (required in ISO 21876:2020).

14. GRSG noted that the current provisions of the UN Regulation did not allow type approval of the safety glazing of T vehicles. GRSG agreed to postpone full discussion of ECE/TRANS/WP.29/GRSG/2022/5 to its October 2022 session, while awaiting a full understanding of the solutions to test configurations of safety glazing of the T vehicle category that were coordinated by the experts from OICA, CLCCR and other interested parties.

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

Documentation: Informal document: GRSG-123-01-Rev.2

15. The expert from European Commission, on behalf of the IWG on awareness of Vulnerable Road Users Proximity in low-speed manoeuvres (VRU-Proxi), introduced the revised terms of reference of the IWG (ToR) GRSG-123-01-Rev.2. He also informed GRSG that Mr. R. Ladret Piciorus from EC would be the new IWG Chair. GRSG noted that IWG would deal with general issues (e.g. component approvals) in forward motion, reversing motion and direct vision until the 128th session of GRSG (October 2024). Finally, GRSG adopted the IWG ToR as reproduced in annex II to the report.

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

Documentation: ECE/TRANS/WP.29/GRSG/2022/8

16. GRSG noted the withdrawal of ECE/TRANS/WP.29/GRSG/2022/8 and agreed to not keep this agenda item at its next sessions since it was not planned that a new proposal would be tabled by the expert from Japan at this moment.

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

Documentation: ECE/TRANS/WP.29/GRSG/2022/9
Informal document: GRSG-123-10-Rev.1

17. The expert from Germany on behalf of IWG on VRU-Proxi introduced ECE/TRANS/WP.29/GRSG/2022/9 and GRSG-123-10-Rev.1 amending it. He explained that the proposal: would solve issues on some vehicle configurations for which BSIS may not work correctly (e.g. because of the vehicle body, the vehicle use), would allow more flexibility for system design and would pave the way for introducing automated brake functions.

18. GRSG adopted ECE/TRANS/WP.29/GRSG/2022/9 as amended by annex III to the report. The secretariat was requested to submit the proposal as draft Supplement 4 to the original version of UN Regulation No. 151 (Blind Spot Information Systems) to WP.29 and AC.1 for consideration and vote at their November 2022 sessions.

C. UN Regulation No. 158 (Reversing motion)

Documentation: ECE/TRANS/WP.29/GRSG/2022/10
Informal documents: GRSG-123-13, GRSG-123-15-Rev.1 and GRSG-123-31

19. The expert from Japan on behalf of IWG on VRU-Proxi introduced GRSG-123-15-Rev.1, superseding ECE/TRANS/WP.29/GRSG/2022/10 to clarify the type-approval testing

process. The expert from the United Kingdom argued that in paragraph 16.1.3.1., the current terminology "permanent" would potentially relieve the responsibility of drivers in case of an accident involving vulnerable road users. The experts from the Netherlands and the United Kingdom agreed. Therefore, GRSG discussed GRSG-123-31, to provide two alternative texts, among others, to paragraph 16.1.3.1. and also to avoid subjectivity of the term "obstruction" as proposed by the expert from France (second alternative sentence in square brackets). The expert from EC endorsed the sentence proposed by the expert from France. The expert from Japan proposed to further discuss the proposal within IWG.

20. GRSG adopted ECE/TRANS/WP.29/GRSG/2022/10 as amended by annex IV to the report (GRSG-123-15-Rev.1). The secretariat was requested to submit the proposal as draft Supplement 2 to the original version of UN Regulation No. 158 (Reversing motion) to WP.29 and AC.1 for consideration and vote at their November 2022 sessions. Moreover, GRSG agreed to submit GRSG-123-31 to IWG VRU-Proxi, for a possible amendment of paragraph 16.1.3.1. that would amend the draft Supplement 2 to the original version of UN Regulation No. 158. Consideration would eventually be at its October 2022 session.

21. The expert from Japan, on behalf of the Task Force on Reverse Warning Sound issues of the Working Party on Noise and Tyres (GRBP), introduced the status report (GRSG-123-13) of the Task Force on the draft new UN Regulation on reversing alarm, adopted by GRBP at its seventy-fifth session. He explained that the proposed draft of the new UN Regulation referred to UN Regulation No. 158 on the requirements for the pause switch. The expert from OICA remarked that inconsistent cross references to UN Regulation No. 10 should be resolved in UN Regulations Nos. 158, 161 and 162. The expert from OICA also proposed that the reference to UN Regulation No.158 mentioning the version of the UN Regulation, would be as a static reference. He suggested, in reference to slide 6 of GRSG-123-13 that:

"..., device(s) for means of rear visibility or detection as described in UN Regulation No. 158 **in its original version**, paragraph 1.3., allowing the driver to check the hazard area behind the vehicle, including when towing vehicle(s) of category O,...".

The expert from the Netherlands agreed with this issue, since UN Regulation No. 158 refers to compliance with the technical requirements and transitional provisions of UN Regulation No. 10, 05 series of amendments. The expert from OICA stated that the above-mentioned device would need to equip even trailers (vehicle category O). GRSG agreed to resume consideration of this issue at its October 2022 session.

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

Documentation: Informal documents: GRSG-123-11-Rev.1 and GRSG-123-32

22. GRSG noted GRSG-123-11-Rev.1 prepared by IWG VRU-Proxi allowing some vehicles to not fulfil the requirements of the Moving Off Information Systems (MOIS) as long as they are not ready to drive off, or during operation of incompatible auxiliary equipment, if agreed by the Type Approval Authority. GRSG note also GRSG-123-32 tabled by the expert from OICA to address the test tolerances of the subject vehicle and the test target only.

23. GRSG adopted GRSG-123-11-Rev.1 and GRSG-123-32 as reproduced in annex V to the report. The secretariat was requested to submit the proposals as separate documents, both as draft Supplement 2 to the original version of UN Regulation No. 159 (Moving Off Information System) to WP.29 and AC.1 for consideration and vote at their November 2022 sessions. At the same time, it was agreed to keep both official proposals to WP.29, in the agenda of the October 2022 session of GRSG for possible further development.

E. UN Regulation No. XXX (VRU in Front and Side Close Proximity)

Documentation: ECE/TRANS/WP.29/GRSG/2022/6
Informal documents: GRSG-123-17 and GRSG-123-18

24. The expert from Japan introduced, through presentation (GRSG-123-17), the new draft UN Regulation on awareness of VRU-Proxi who are in the front and lateral side proximity of vehicles (ECE/TRANS/WP.29/GRSG/2022/6 and GRSG-123-18 amending it).

25. GRSG adopted ECE/TRANS/WP.29/GRSG/2022/6 as amended by annex VI to the report. The secretariat was requested to submit the proposal as the draft new UN Regulation No. XXX (VRU in Front and Side Close Proximity) to WP.29 and AC.1 for consideration and vote at their November 2022 sessions. The expert from EC welcomed the proposal and clarified that this new UN Regulation would not become mandatory in the European Union in the near future, but most likely in a farther future.

26. GRSG agreed to consider a proposal of amendment (supplement/new series of amendments) at its October 2022 session, announced by the expert of the Russian Federation, to the new UN Regulation No. XXX (VRU in Front and Side Close Proximity).

F. UN Regulation No. XXX (VRU Direct Vision)

Documentation: ECE/TRANS/WP.29/GRSG/2022/7
Informal documents: GRSG-123-08, GRSG-123-09, GRSG-123-25, GRSG-123-26 and GRSG-123-30

27. The expert from EC introduced, through a presentation (GRSG-123-30), the draft new UN Regulation No. XXX of VRU-Proxi on Direct Vision (ECE/TRANS/WP.29/GRSG/2022/7 and GRSG-123-09 amending it). He underlined that the new draft UN Regulation would enhance the direct visibility of vulnerable road users from the driver seat, by reducing to the greatest possible extent the blind spots in front of and to the side of the driver. As a follow-up to the EC presentation, the expert from Germany remarked that driver's behaviour and skills to judge critical situations without technical assistance is increasingly important since more than 90 per cent of road accidents are estimated to result from some level of human error. Therefore, he introduced GRSG-123-08, to ensure among others, that automated vehicles are equipped with the technology to support the driver especially during low-speed manoeuvres. The expert from AAPC endorsed, in principle, the proposal but suggested replacing the term "automated vehicle" with "VRU collision system". The expert from the United States of America supported the proposal but suggested sending it to IWG on Functional Requirements for Automated Vehicles (FRAV) to verify the consistency with already defined terminology. The expert from the United Kingdom expressed concern for the late submission of the document introducing substantive changes to the draft UN Regulation and seemingly introducing alternative technology. He therefor suggested discussion of GRSG-123-08 at another stage. The expert from Germany suggested discussing the document with the Automated/Autonomous and Connected Vehicles Working Group (GRVA) to determine consistent definitions. The expert from EC replied that the approach proposed by GRSG-123-08 was not new and not endorsed by the majority of contracting parties because the IWG mandate was for a unique technology for direct vision. The experts from Denmark, France, the Netherlands and the United Kingdom supported the position of EC to adopt the draft UN Regulation and discuss GRSG-123-08 at the October 2022 session of GRSG. The expert from the Russian Federation assumed that the new UN Regulation would apply to large trucks and buses (M₃ and N₃ categories of vehicles) according to the design configuration of the vehicle. The expert from EC confirmed it and clarified that there were options and protocols for manufacturers to follow also for small buses and trucks (N₁, N₂, M₁ and M₂). The expert from OICA acknowledged the merit of the proposal. However, he pointed out the issue of lack of harmonization of the three-dimensional point machine to correctly implement the proposed UN Regulation. The expert from Sweden supported the draft new UN Regulation. However, in his view, application on long vehicles would be challenging particularly in view of the changes proposed in GRSG-123-08.

28. GRSG adopted ECE/TRANS/WP.29/GRSG/2022/7 as amended by annex VII to the report. The secretariat was requested to submit the proposal as draft new UN Regulation No. XXX (VRU Direct Vision) to WP.29 and AC.1 for consideration and vote at their November 2022 sessions.

29. GRSG agreed to send GRSG-123-08 to IWG VRU-Proxi for further elaboration and resume discussion at its October 2022 session for possible amendments to the official proposal to WP.29 of new UN Regulation No. XXX (VRU Direct Vision).

30. GRSG agreed to send GRSG-123-25 and GRSG-123-26, tabled by the expert from Spain, to IWG VRU-Proxi for further elaboration.

VI. UN Regulation No. 34 (Prevention of fire risk) (agenda item 5)

Documentation: ECE/TRANS/WP.29/GRSG/2021/19/Rev.1
ECE/TRANS/WP.29/GRSG/2022/19

31. The expert from OICA introduced ECE/TRANS/WP.29/GRSG/2022/19, to avoid double approval with regard to rear impact by removing the impact tests for M₁ and N₁ vehicles from UN Regulation No. 34 for those vehicles that are also in the scope of UN Regulation No. 153 (Fuel system integrity and electric power train safety at rear-end collision). At the same time, she introduced ECE/TRANS/WP.29/GRSG/2021/19/Rev.1 that removes categories M₁ and N₁ from the scope to avoid crash test duplications with UN Regulations Nos. 94, 95 and 153 as a new series 04 of amendments to the UN Regulation No. 34.

32. GRSG adopted ECE/TRANS/WP.29/GRSG/2022/19, not amended. The secretariat was requested to submit the proposal as draft Supplement 3 to the 03 series of amendment to UN Regulation No. 34 (Prevention of fire risks), for consideration and vote at the November 2022 sessions of WP.29 and AC.1.

33. GRSG adopted ECE/TRANS/WP.29/GRSG/2021/19/Rev.1, as amended below. The secretariat was requested to submit the proposal as draft 04 series of amendment to UN Regulation No. 34 (Prevention of fire risks), for consideration and vote at the November 2022 sessions of WP.29 and AC.1. It was further agreed to keep the document submitted to WP.29 on the agenda of the October 2022 session of GRSG for further revision.

Paragraph 1.2., amend to read:

"1.2. Part II (~~vacant~~ ~~and/or rear collision~~."

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

Documentation: ECE/TRANS/WP.29/GRSG/2021/23
Informal document: GRSG-123-29

34. The expert from the Russian Federation introduced GRSG-123-29 on the results of the meeting held on 12 December 2021 of the Task Force to amend the UN Regulation. GRSG agreed to reconvene the Task Force chaired by the Russian Federation with the participation of interested parties to fine-tune the proposal ECE/TRANS/WP.29/GRSG/2021/23 for amendments to UN Regulation No. 66, to be considered at its October 2022 session.

VIII. Amendments to Regulations on Gas-Fuelled Vehicles (agenda item 7)

A. UN Regulation No. 67 (LPG vehicles)

Documentation: ECE/TRANS/WP.29/GRSG/2022/11
Informal document: GRSG-123-06-Rev.1

35. The expert from Liquid Gas Europe introduced ECE/TRANS/WP.29/GRSG/2022/11 to correct the references to paragraphs in the text of the UN Regulation. GRSG adopted ECE/TRANS/WP.29/GRSG/2022/11, not amended. The secretariat was requested to submit the proposal as draft Supplement 2 to the 03 and for Supplement 1 to the 04 series of amendment to UN Regulation No. 67 (LPG vehicles), for consideration and vote at the November 2022 sessions of WP.29 and AC.1.

36. GRSG considered document GRSG-123-06-Rev.1 (proposal for Supplement 3 to the 03 and for Supplement 2 to the 04 series of amendment to the UN Regulation), to align the requirements of the UN Regulation to the most relevant standards. GRSG requested the secretariat to distribute it with an official symbol at its October 2022 session.

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

Documentation: ECE/TRANS/WP.29/GRSG/2022/12
ECE/TRANS/WP.29/GRSG/2022/13
Informal documents: GRSG-123-02-Rev.1, GRSG-123-24 and GRSG-123-28

37. GRSG considered the proposal for Supplement 1 to the 05 series of amendments to UN Regulation No. 110 (CNG and LNG vehicles) in GRSG-123-02-Rev.1 (superseding ECE/TRANS/WP.29/GRSG/2022/12) to overcome the lack of design qualification tests within UN Regulation No. 110 to determine that a temperature activated Pressure Relief Device (PRD) would consistently activate in a timely manner. GRSG agreed to resume discussion at its October 2022 session based on a new official proposal drafted by a Task Force coordinated by the expert of NGVA Europe. GRSG also agreed, in case a new proposal was not submitted by the deadline for official documents, that the secretariat would distribute GRSG-123-02-Rev.1 with an official symbol.

38. GRSG considered the proposal for Supplement 1 to the 05 series of amendments to UN Regulation No. 110 natural gas/liquified natural gas (CNG/LNG) vehicles in GRSG-123-28 (superseding ECE/TRANS/WP.29/GRSG/2022/13), to update the existing requirements for compressed CNG/LNG fuelled components. GRSG agreed to resume discussion at its October 2022 session on a new official proposal drafted by a Task Force coordinated by the expert of NGVA Europe.

39. Moreover, GRSG considered GRSG-123-24 to introduce a change of definition of working pressure for LNG, and to introduce a value for that pressure in annex 3B. GRSG finally agreed to resume discussion at its October 2022 session on a new official proposal drafted by a Task Force coordinated by the expert of NGVA Europe.

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

40. The Chair of GRSG recalled the outcome of the discussion at the previous sessions (ECE/TRANS/WP.29/GRSG/97, paragraphs 33 to 36 and ECE/TRANS/WP.29/GRSG/100, paragraphs 71. and 72.) and requested an update of the development of an additional proposal of amendments tabled by the expert from the European Commission.

41. The expert from the European Commission informed GRSG of an exchange of information among experts that led to the conclusion that the situation was more complex

than expected. Therefore, he announced that his organization would relinquish the initiative. However, he stated his readiness to support initiatives of this kind based on further data. He finally invited the expert from OICA to provide data, if needed. GRSG agreed to remove this item from the agenda of the October 2022 session unless new proposals were submitted by its experts.

X. Amendments to Regulations on Devices against Unauthorized Use, Immobilizers and Vehicle Alarm systems (agenda item 9)

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

42. GRSG noted that proposals were not submitted for consideration under this agenda item.

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

Documentation: ECE/TRANS/WP.29/GRSG/2022/14
Informal document: GRSG-122-19

43. The expert from OICA introduced ECE/TRANS/WP.29/GRSG/2022/14, to clarify the scope of the UN Regulation and to complement the text with the missing Supplement 7 to the original version of UN Regulation No. 116. GRSG adopted ECE/TRANS/WP.29/GRSG/2022/14, with the deletion of the amendment to paragraph 1. from the proposal. The secretariat was requested to submit the proposal as draft Supplement 3 to the original version of UN Regulation No. 161 (Devices against unauthorized use), for consideration and vote at the November 2022 sessions of WP.29 and AC.1.

44. GRSG considered GRSG-123-19, tabled by the expert from OICA to update the reference to UN Regulation No. 10 (amendments to UN Regulations Nos. 161 and 162) (see paragraph 21 above) and agreed to resume consideration on a new proposal at its October 2022 session.

45. The expert from Germany raised the issue of range definition and provisions for keyless devices. The expert from the Netherlands reminded GRSG that the short-range device provisions had been removed, so that unlimited range seemed allowed on digital keys. He therefore proposed a task force on the issue. The expert from OICA explained that the technology of traditionally keyless systems did not allow an exact positioning of the key, so that a range definition would exit the technology. She added that for this technology other provisions are available to prevent theft attacks (attacks as for example range extension of a car-key in a house to outreach the car parked in the nearby garage). She concluded that such provisions could be (list not exhaustive): motion sensor to stop the transmission when key was not in motion and switch on the key to stop the transmission. The GRSG Chair invited interested parties to contact the expert from Germany to coordinate solutions to be proposed at the October 2022 session of GRSG.

C. UN Regulation No. 162 (Immobilizers)

Documentation: ECE/TRANS/WP.29/GRSG/2022/15
Informal documents: GRSG-123-04-Rev.1 and GRSG-123-19

46. The expert from OICA introduced ECE/TRANS/WP.29/GRSG/2022/15 to clarify the scope of the UN Regulation and to complement the text with the missing Supplement 7 to the original version of UN Regulation No. 116. GRSG adopted ECE/TRANS/WP.29/GRSG/2022/15, not amended. The secretariat was requested to submit the proposal as draft Supplement 4 to the original version to UN Regulation No. 162 (Immobilizers) to WP.29 and AC.1 for consideration and vote at their November 2022 sessions.

47. GRSG adopted GRSG-123-04-Rev.1, as reproduced in annex VIII to the report. The secretariat was requested submit the proposal as draft Supplement 3 to the original version to UN Regulation No. 162 (Immobilizers) to WP.29 and AC.1 for consideration and vote at their June 2022 sessions.

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

Documentation: ECE/TRANS/WP.29/2022/16

48. The expert from OICA introduced ECE/TRANS/WP.29/GRSG/2022/16 to clarify the scope of the UN Regulation and to complement the text with the missing Supplement 7 to the original version of UN Regulation No. 116. GRSG adopted ECE/TRANS/WP.29/GRSG/2022/16, not amended. The secretariat was requested to submit the proposal as draft Supplement 2 to the original version to UN Regulation No. 163 (Vehicle Alarm systems) to WP.29 and AC.1 for consideration and vote at their November 2022 sessions.

XI. UN Regulation No. 125 (Forward field of vision of drivers) (agenda item 10)

Documentation: Informal documents: GRSG-123-05 and GRSG-123-23

49. GRSG noted and adopted GRSG-123-05 on aligning the scope of the 02 series of amendment to the UN Regulation to the 01 series of amendments. The secretariat was requested submit the proposal as draft Supplement 2 to the 02 series of amendments to UN Regulation No. 125 (Forward Field of Vision) to WP.29 and AC.1 for consideration and vote at their November 2022 sessions.

50. The expert from the Netherlands on behalf of IWG on Field of Vision Assistant (FVA) of Drivers, introduced the IWG status report (GRSG-123-23). He explained that the next phase of the work would plan a draft new UN Regulation on FVA for all vehicle categories and update UN Regulation No. 125 (splitting off the FVA section). He emphasized that experts from manufacturers should participate in the IWG activities. The GRSG Chair underlined that the scope of IWG activity was to enlarge the scope of the UN Regulation including interaction with other UN Regulations.

XII. Event Data Recorder (agenda item 11)

A. Guidance on Event Data Recorder Performance Elements Appropriate for Adoption in the 1958 and 1998 Agreement Resolutions or Regulations

Documentation: Informal documents: GRSG-123-20, GRSG-123-21-Rev.1 and GRSG-123-27

51. The expert from Netherlands on behalf of IWG EDR/DSSAD introduced the status report (GRSG-123-20) of the group. He clarified that the group's activities directly considered the following: (a) complete EDR common performance elements for the 1958/1998 Agreements, (b) EDR performance for Autonomous Driving systems and (c) finalize a new UN Regulation or amend UN Regulation No. 160 for common technical elements on EDR of heavy duty vehicles (trucks and buses). At the same time, he also explained the IWG subjects that were in cooperation with GRVA. He clarified that the timing indicated in GRSG-123-20 would be subject to the IWG programme plan. Furthermore, he introduced GRSG-123-21-Rev.1 that reviews the existing national/regional activities and proposes way forward for EDR at the global level.

52. GRSG agreed to send GRSG-123-21-Rev.1 as an informal document for information to the November 2022 session of WP.29. GRSG noted that a document on the Data Storage

system for Automated Driving Vehicles (DSSAD) may be also sent to that session of WP.29, pending the outcome of discussions of GRVA.

53. Moreover, the expert from China introduced GRSG-123-27 that suggested the way forward for full harmonization of EDR. He underlined that the first step of the process of EDR Guidance for 1958 and 1998 had been finalized and that the IWG was moving forward to the second step. To accelerate step 2 in EDR IWG, he suggested listing the existing national EDR regulations/standards into the compendium of candidates. The expert from the United States of America informed GRSG that the Code of Federal Regulation 49, part 563 had been established 15 years ago and would be revised soon. Thus, she suggested that discussion at AC.3 was premature, and she invited experts and representatives of contracting parties to continue exchanges of view on experience and recent implementation of National Regulations. The expert from the Netherlands suggested working in parallel on step 2 and eventually review the deadline for its completion. The expert from Japan endorsed the comments from the experts of the Netherlands and the United States of America. He valued the presentation from the expert from China, but he suggested continuing discussions within IWG. He further informed GRSG that his country had implemented UN Regulation No. 160 into its national legislation in September 2021 and was ready to incorporate the 01 series of amendments. However, he concluded that further harmonization would need time. The Chair of GRSG recapped that the expert from China might propose his National Standard in the Compendium of the 1998 Agreement. Conversely, other contracting parties to the 1998 Agreement considered this action premature.

B. UN Regulation No. 160 (Event Data Recorder (EDR))

54. GRSG noted that proposals had not been submitted for consideration under this agenda item.

XIII. UN Regulation No. 0 (International Whole Vehicle Type Approval) (agenda item 12)

Documentation: Informal document: GRSG-122-03

55. The expert from the Netherlands reminded GRSG of his past presentation (GRSG-122-03) which had proposed an extension of DETA to improve the use of the Unique Identifier (UI) for UN Regulations. The expert from CLEPA announced his intention to verify the impact of UI on each UN Regulation to be discussed at the next GRSG session. GRSG agreed in principle that all UN Regulations under its responsibility may use UI as an option to the E markings. It was further agreed that these UN Regulations would need further information implemented in the summary document or on the component itself (e.g. safety glazing).

XIV. Consolidated Resolution on the Construction of Vehicles (agenda item 13)

Documentation: ECE/TRANS/WP.29/GRSG/2022/17

56. The expert from CLCCR introduced ECE/TRANS/WP.29/GRSG/2022/17 to amend the consolidated Resolution on the Construction of Vehicles (R.E.3) by clarifying the definition of a trailer/semi-trailer in case one or more trailer axles may be driven by a propulsion type integrated into the trailer (e.g. electric engine) in combination with the motor vehicle. The expert from United Kingdom remarked on an inconsistency in the text of the proposal between the contribution to the propelling forces of the vehicle combination at all speeds and the speed limit of 15 km/h. The expert from the Netherlands added that amending R.E.3. and Special Resolution No. 1 (S.R.1) would be just a first step because a number of UN Regulations also need amendment (e.g. UN Regulations Nos. 13, 55 and 100) to allow for the introduction of such semi-trailers and full-trailers.

57. Finally, GRSG agreed to resume discussion on this subject at its October 2022 session on the basis of a revised proposal superseding ECE/TRANS/WP.29/GRSG/2022/17.

XV. Special Resolution No. 1 concerning the common definitions of vehicle categories, masses and dimensions (agenda item 14)

Documentation: ECE/TRANS/WP.29/GRSG/2022/18

58. The expert from CLCCR introduced a parallel proposal (see paragraph 55 above) ECE/TRANS/WP.29/GRSG/2022/17 to amend S.R.1., in the framework of the 1998 Agreement.

59. GRSG agreed to resume discussion on the amendment to S.R.1 based on a revised proposal superseding ECE/TRANS/WP.29/GRSG/2022/18. In the meantime, it was agreed that the revised proposal would need to be sponsored by a contracting party to the 1998 Agreement.

XVI. Exchange of Views on Vehicle Automation (agenda item 15)

Documentation: Informal document: GRSG-123-35

60. The Chair of GRSG reminded the experts of the group about request of WP.29 to all GRs to perform a screening of the UN Regulations and UN GTRs of relevance which were linked to drivers, to accommodate for automated/autonomous driving (see ECE/TRANS/WP.29/1164 paragraphs 27. to 30.). The secretary of GRVA informed GRSG about the current activities of Automated Driving Systems and he indicated the main reference documents for the request of WP.29:

- (a) WP.29-186-08;
- (b) WP.29-186-09;
- (c) The consolidated framework document published as a web brochure: <https://unece.org/transport/publications/framework-document-automatedautonomous-vehicles-updated>;
- (d) A brochure describing past technological developments and the corresponding activities of WP.29: <https://unece.org/transport/publications/all-you-need-know-about-automated-vehicles>.

61. Moreover, the expert from OICA introduced GRSG-123-35 showing a state of play on autonomous driving deliberations of GRVA into the work of GRSG.

62. GRSG noted that the expert from the Netherlands would contact interested parties to seek cooperation in the activities of a task force to revise UN Regulations and UN GTRs in the responsibility of GRSG, vis-vis vehicle automation.

XVII. Other Business (agenda item 16)

A. Exchange of Views on the Future Work of the Working Party on General Safety Provisions

63. The representatives of Denmark, European Commission, Japan, Sweden, United Kingdom of Great Britain and Northern Ireland and the United States of America each read statements on their country's position in the Ukraine/Russian Federation crisis. The statements are reproduced in annex IX of this report. Norway supported the statements of Denmark, the European Commission and the United Kingdom of Great Britain and Northern Ireland, via chat.

64. The intervention of the representative of the Russian Federation highlighted that the use of WP.29, the UNECE World Forum for Harmonization of Vehicle Regulations, for

political statements is not in line with the terms of reference of WP.29. The statement of the Russian Federation is reproduced in annex IX of this report.

B. Any Other Business

65. GRSG noted that Mr. P. Broertjes, would no longer attend the sessions. GRSG commended the commitment of Mr. Broertjes and his continued contributions during his years of participation in the sessions. GRSG wished Mr. Broertjes all the best in his future activities and recognized his commitment with a long applause.

C. Periodical Technical Inspections

Documentation: ECE/TRANS/WP.29/2021/148

Informal documents: GRSG-123-07, GRSG-123-12 and GRSG-123-36

66. GRSG commented on the Whole Life Compliance document (ECE/TRANS/WP.29/2021/148) by suggesting removal of those elements that are not covered by the 1958 and 1998 Agreements: Market Surveillance, Registration and Un-registration. GRSG also noted the withdrawal of GRSG-123-07 on this subject.

67. The expert from the Russian Federation introduced GRSG-123-12, proposing a new rule, devised by the IWG on Periodical Technical Inspections (PTI) to introduce periodical technical inspections of Emergency Call Systems (AECS), intended to be fitted to vehicles of categories M₁ and N₁ covered by UN Regulation No. 144. The expert from Germany informed GRSG that the current Directive (EU) 2021/1717 excluded AECS from PTI. The expert from OICA made several comments on the proposal (GRSG-123-36).

68. GRSG agreed to resume consideration at its October 2022 session on this subject based on a revised document with the comments from experts.

D. Highlights of the November 2021 and March 2022 sessions of WP.29

Documentation: Informal document GRSG-123-16

69. The Secretary reported on the highlights (GRSG-123-16) of the 185th (ECE/TRANS/WP.29/1161) and 186th (ECE/TRANS/WP.29/1164) sessions.

E. Decisions Submitted to the Silence Procedure

Documentation: Informal document GRSG-123-34-Rev.1

70. GRSG agreed on the list of main decisions GRSG-123-34-Rev.1, as reproduced in annex X to this report that were taken during the session for approval by the 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).

F. Provisional Agenda for the Next Session

Documentation: Informal document GRSG-123-33

71. GRSG noted that its 124th session was scheduled to be held in Geneva from 11 October (9.30 a.m. CET) to 14 October (12.30 p.m.) 2022. GRSG noted that the deadline for the submission of official documents to the secretariat is 19 July 2022, twelve weeks prior to the session. GRSP is expected to follow a proposal (GRSG-123-33) of the provisional agenda here below reproduced:

1. Adoption of the Agenda.
2. Amendments to Regulations on Buses and Coaches:
 - (a) UN Regulation No. 107 (M₂ and M₃ vehicles);

-
- (b) UN Regulation No. 118 (Burning behaviour of materials).
 3. Amendments to Safety Glazing Regulations:
 - (a) UN Global Technical Regulation No. 6 (Safety glazing);
 - (b) UN Regulation No. 43 (Safety glazing).
 4. Awareness of the Proximity of Vulnerable Road Users:
 - (a) UN Regulation No. 159 (Moving Off Information System);
 - (b) UN Regulation No. XXX (Vulnerable Road Users in Front and Side Close Proximity);
 - (c) UN Regulation No. XXX (Vulnerable Road Users Direct Vision).
 5. UN Regulation No. 66 (Strength of superstructure (buses)).
 6. Amendments to Regulations on Gas-Fuelled Vehicles:
 - (a) UN Regulation No. 67 (Liquefied Petroleum Gas vehicles);
 - (b) UN Regulation No. 110 (Compressed Natural Gas and Liquefied Natural Gas vehicles).
 7. Amendments to the Regulations on Devices against Unauthorized Use, Immobilizers and Vehicle Alarm systems:
 - (a) UN Regulation No. 161 (Devices against Unauthorized Use);
 - (b) UN Regulation No. 162 (Immobilizers);
 - (c) UN Regulation No. 163 (Vehicle Alarm systems).
 8. UN Regulation No. 125 (Forward field of vision of drivers).
 9. Event Data Recorder:

Guidance on Event Data Recorder Performance Elements Appropriate for Adoption in the 1958 and 1998 Agreement Resolutions or Regulations.
 10. UN Regulation No. 0 (International Whole Vehicle Type Approval).
 11. Consolidated Resolution on the Construction of Vehicles.
 12. Special Resolution No. 1 concerning the Common Definitions of Vehicle Categories, Masses and Dimensions.
 13. UN Regulation No. 144 (Accident Emergency Call Systems).
 14. Exchange of Views on Vehicle Automation.
 15. Election of officers.
 16. Priority of Work of Working Party on General Safety Provisions.
 17. Other Business:
 - (a) Exchange of Views on the Future Work of the Working Party on General Safety Provisions;
 - (b) Periodical Technical Inspections;
 - (c) Highlights of the June WP.29 sessions;
 - (d) Any Other Business.

Annex I

[English only]

List of Informal Documents Considered During the Session

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>	<i>Agenda Item</i>
1/ Rev.2	(VRU-Proxi Informal Working Group) Revised Terms of Reference and Rules of Procedure of the GRSG informal working group on awareness of Vulnerable Road Users proximity	(d)	4
2/ Rev.1	(NGV Global) Proposal for amendments to ECE/TRANS/WP.29/GRSG/2022/12 - Proposal for Supplement 1 to the 05 of Amendments to UN Regulation No. 110 (CNG and LNG vehicles)	(b) or (e)	7(b)
3	(GRSG Chair) Running order of the 123rd hybrid session of GRSG (28 March - 1 April 2022)	(a)	15
4/Rev.1	(Secretariat) Proposal for Supplement 3 to the original version of UN Regulation No. 162 (Immobilizers)	(d)	9(c)
5	(Secretariat) Proposal for supplement 2 to the 02 series of amendments of UN Regulation No. 125 (Forward Field of Vision of Drivers)	(a)	10
6/Rev.1	(Liquid Gas Europe) Proposal for Supplement 3 to the 03 and for Supplement 2 to the 04 Series of Amendments UN Regulation No. 67 (LPG vehicles)	(b)	7(a)
7	(CITA) Proposal for a Framework Document on Vehicle Whole-Life Compliance ECE/TRANS/WP.29/2021/148	(a)	16(c)
8	(Germany) Proposal for amendments to ECE/TRANS/WP.29/GRSG/2022/07 (New Regulation No. XXX on Uniform Provisions Concerning the Approval of Motor Vehicles with Regard to their Direct Vision)	(f)	4(f)
9	(VRU-Proxi Informal Working Group) Proposal to amend ECE/TRANS/WP.29/GRSG/2022/7	(d)	4(f)
10/Rev.1	(VRU-Proxi Informal Working Group) Proposal to amend ECE/TRANS/WP.29/GRSG/2022/9	(d)	4(b)
11/Rev.1	(VRU-Proxi Informal Working Group) Proposal to Supplement 2 to the original version of UN Regulation No. 159 (Moving Off Information System)	(d)	4(d)
12	(IWG on PTI) Proposal for a new Rule No. 5 - Uniform provisions for periodical technical inspections of accident emergency call systems	(e)	11(c)
13	(TF on Reversing Warning Sound) new UN Regulation on reversing	(a)	4(c)
14	(Sweden) Experiences and results of bus crash investigation - Stockholm	(a)	2(a)
15/Rev.1	(VRU-Proxi Informal Working Group) Proposal for amendment to ECE/TRANS/WP.29/GRSG/2022/10 - Supplement 2 to the Original Version of UN Regulation No. 158 (Reversing motion)	(d)	4(c)
16	(Secretariat) Highlights of WP.29 November 2021 and March 2022 sessions	(a)	16(d)
17	(VRU-Proxi Informal Working Group -Japan) Proposal for a new UN Regulation No. XXX (Driver's Awareness of Vulnerable Road Users in Close-Proximity to the Front and Lateral Sides of Vehicles)	(a)	4(e)
18	(VRU-Proxi Informal Working Group) Proposal for corrigendum to ECE/TRANS/WP.29/GRSG/2022/6	(d)	4(e)

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>	<i>Agenda Item</i>
19	(OICA) Proposal for amendments to UN Regulation No. 161 (Antitheft) and UN Regulation No. 162 (Immobilizers)	(e)	9(b)9(c)
20	(EDR/DSSA - IWG) IWG on EDR/DSSAD Status Report	(a)	4(b)
21/Rev.1	(EDR/DSSA - IWG) Review of the existing national / regional activities and a proposed way forward for EDR	(d)	11
22	(Secretariat) Annotated provisional agenda	(a)	1
23	(IWG on FVA) IWG on FVA Status Report	(a)	10
24	(NGVA Europe) Proposal for Supplement 5 to the 04 Series and for Supplement 2 to the 05 of Amendments to UN Regulation No. 110 (CNG and LNG vehicles)	(e)	7(b)
25	(Spain) Proposal to amend ECE/TRANS/WP.29/GRSG/2022/7	(f)	4(f)
26	(Spain) Proposal to amend ECE/TRANS/WP.29/GRSG/2022/7	(f)	4(f)
27	(China) China's suggestion for EDR regulation	(a)	11(a)
28	(The Netherlands) Supplement 1 to the 05 of Amendments to UN Regulation No. 110 (CNG and LNG vehicles)	(e)	7(b)
29	(Russian Federation) Information on the results of the meeting on December 12, 2021 on the improvement of proposals for amendments to UN Regulation No. 66 submitted by the Russian Federation.	(a)	6
30	(EC) Direct vision for Trucks and busses - The design of the draft standard	(c)	4(f)
31	(VRU-Proxi Informal Working Group) Proposal for amendment to ECE/TRANS/WP.29/GRSG/2022/10 - Supplement 2 to the Original Version of UN Regulation No. 158 (Reversing motion)	(f)	4(c)
32	(OICA) Proposal to amend UN Regulation No. 159)	(d)	4(d)
33	(GRSG Chair) Provisional agenda of the 124th session of GRSG	(d)	16(f)
34/Rev.1	(Secretariat) List of decisions to be adopted under silence procedure	(d)	16(e)
35	(OICA) Automated Driving A vision of the Road Map	(c)	15
36	(OICA) OICA Comments - DRAFT Proposal regarding Uniform provisions for periodical technical inspections of accident emergency call systems	(a)	14(b)

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/Endorsed to be submitted to WP.29.
- (e) Continue consideration on the basis of a revised document
- (f) Transmitted to the IWG VRU-Proxi for further consideration.

Annex II

Revised Terms of Reference and Rules of Procedure of the Working Party on General Safety Provisions informal working group on awareness of Vulnerable Road Users proximity in low speed manoeuvres (VRU-Proxi) (paragraph 16)

Adopted text based on GRSG-123-01-Rev.2 (see paragraph 15. of this report)

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

2. When developing the regulatory proposal, 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. IWG shall consider the relevance of addressing the vehicles of category O.

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

- (a) Forward motion:
 - (i) Vehicle turning:
 - a. 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;
 - b. 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).
 - (ii) 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;
 - (iii) 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:
 - (i) Phase 1: Base regulation 123rd session of GRSG (April 2022);
 - (ii) Phase 2: Amendments
 - a. Amending the alternative testing method for innovative vehicle designs (e.g. aerodynamic narrow A-pillar designs) by replacing paragraph 5.3. (April 2023 or earlier if possible);
 - b. For vehicles with competing objectives (e.g. improved direct vision versus high capacity transport, high efficiency, new powertrain technology, impact on freight industry) with direct vision challenges an alternative approach could be considered. It shall be limited to Level 3 for N₃ category of vehicles and shall be based on quantified data. (October 2023 or earlier if possible).
- (d) General issues (e.g. component approvals) in points (a), (b) and (c) until the 128th session of GRSG (October 2024).

5. 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.

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

B. Rules of Procedure

1. 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 by consensual decision of IWG. These experts shall not be part of the decision process.

2. A Chair and a Secretary will manage the IWG.

- (a) The chairmanship shall be under the responsibility of European Commission;
- (b) 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 IWG progress will be routinely reported to GRSG – wherever possible as an informal document and presented by the 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 III

Draft amendments to UN Regulation No. 151 on Blind Spot Information Systems

Amendments adopted to ECE/TRANS/WP.29/GRSG/2022/9 (see paragraph 18 of this report)

Paragraph 5.1., amend to read:

"5.1. Any vehicle ... this UN Regulation.

When the vehicle is equipped with a means to automatically deactivate the **BSIS in situations** such as, having street cleaning equipment or **snowploughs** attached, emptying waste containers, or having doors opening to the outside of a bus, the following **provisions** shall apply as appropriate:

The vehicle manufacturer shall provide a list of situations and corresponding criteria where the **BSIS is** automatically deactivated to the technical service at the time of type approval and it shall be annexed to the test report.

The **BSIS shall** be automatically reactivated as soon as the conditions that led to the automatic deactivation are not present anymore.

A constant optical warning signal shall inform the driver that the **BSIS has been** deactivated. The yellow failure warning signal specified in paragraph 5.6. below may be used for this purpose."

Appendix 1, Table 1, amend to read:

"Scenarios (other parameters possible as long as those are within the limits as defined in the core text)

	Envelope	Lateral bicycle coordinate with respect to dummy center, in the coordinate systems as shown above (tolerance: ± 0.1 m)	Bicycle speed	Initial vehicle	Impact position
			(tolerance: speed ± 2 km/h)	(tolerance: ± 2 km/h)	with tolerance (for two points each)
Single trucks, single tractors	1,3	-2.9 m, -5.7 m	10 km/h, 20 km/h	10 km/h, 20 km/h	0m (-0 m, +0.5 m), 6m (-0.5 m, +0 m)
Trucks equipped to tow trailers	1, 2, 3	-2.9 m, -5.7 m	10 km/h, 20 km/h	10 km/h, 20 km/h	0m (-0 m, +0.5 m), 6m (-0.5 m, +0 m)
Tractors (equipped to tow semitrailers)	1, 3	-2.9 m, -5.7 m	10 km/h, 20 km/h	10 km/h, 20 km/h	0m (-0 m, +0.5 m), 6m (-0.5 m, +0 m)
M₃ Class I with the exception of articulated M₃ Class I¹	4, 5	-2.9 m, -5.7 m	10 km/h, 20 km/h	10 km/h, 20 km/h	0m (-0 m, +0.5 m), 6m (-0.5 m, +0 m)
All other M ₃	5	-2.9 m, -5.7 m	10 km/h, 20 km/h	10 km/h, 20 km/h	0m (-0 m, +0.5 m), 6m (-0.5 m, +0 m)

Place the relevant speed signs in relation to the vehicle longitudinally within the first 10 m of the trajectory, and with a distance of up to 2 m laterally to the foreseen vehicle path, but not in the vehicle path."

Footnote 1, amend to read:

"¹ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.6, para. 2. - <https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

Annex IV

Draft amendments to UN Regulation No. 158 (Reversing motion)

Amendments adopted to ECE/TRANS/WP.29/GRSG/2022/10 (see paragraph 20 of this report)

...

Paragraph 15.2.2., amend to read:

"15.2.2. The close-proximity rear-view ... the glazing shall have a total light transmission factor in accordance with **UN Regulation No. 43, Annex 24.**"

Paragraph 17.1., amend to read:

"17.1. System activation

...

In case the vehicle can detect coupling with a coupling device, the system may be switched off. **In that case the information signal may be used for informing the rear detected status.**"

...

Annex 9, paragraph 3.5., amend to read:

"3.5. Calculate visual angle subtended by test objects.

...

... of degrees.

At the request of the manufacturer, compliance with the requirements to the object size, paragraph 3 under this annex may be demonstrated by calculation. This shall include the object size, overlay requirements within the required field of vision and the resolution of the Rear-View Camera system.

The validity of the calculation method shall be established to the satisfaction of the Technical Service."

...

Annex 10 paragraph 1.3.2., amend to read:

"1.3.2. Minimum detection rate

...

Here, the rear horizontal area test procedures shall be as per paragraph 7.3. of ISO 17386:2010.

When **an information signal** is provided for more than 5 seconds continuously, it is judged ..., it can be judged that the test object is detected in case **an information signal is** provided in 4 out of 5 tests."

Annex 10 paragraph 1.4.2., amend to read:

"1.4.2. Minimum detection rate

The minimum detection rate required for the area of ten points shall be 100%.

When **an information signal** is provided ... it can be judged that the test object is detected in case **an information signal is** provided in four out of five tests."

...

Annex V

Draft amendments to UN Regulation No. 159 (Moving Off Information Systems)

Adopted text based on GRSG-123-11-Rev.1 (see paragraph 22 of this report)

Paragraph 5.1.1., amend to read:

"5.1.1. Any vehicle fitted with a MOIS complying with the definition of paragraph 2.1. above shall meet the requirements contained in paragraphs 5.2. to 5.8. of this Regulation

When the vehicle is equipped with a means to automatically deactivate the MOIS in situations such as, having street cleaning equipment, snowploughs or front loader garbage collectors attached, following provisions shall apply as appropriate:

The vehicle manufacturer shall provide a list of situations and corresponding criteria where the MOIS is automatically deactivated to the technical service at the time of type-approval, and it shall be annexed to the test report.

The MOIS shall be automatically reactivated as soon as the conditions that led to the automatic deactivation are not present anymore.

A constant optical warning signal shall inform the driver that the MOIS has been deactivated. The failure warning signal specified in paragraph 5.8. below may be used for this purpose."

Adopted text based on GRSG-123-32 (see paragraph 23 of this report)

Paragraph 6.6.2. to 6.6.3., amend to read:

"6.6.2. The subject vehicle shall be accelerated in a straight line to a constant speed of **10 +0/-2 km/h**, before ... gear.

6.6.3. After a delay of ... the test target motion shall not exceed **± 0.10 m.**"

Paragraph 6.7.2. to 6.7.3., amend to read:

"6.7.2. The subject vehicle shall be accelerated in a straight line to a constant speed of **10 +0/-2 km/h**, before ... gear.

6.7.3. After a delay of ... vehicle, to a constant speed of **10 +0/-3 km/h** in a distance of no greater than 5 m. **If the characteristics of the vehicle make it impossible to abide by the distance of 5 m, the distance may be increased.** The subject vehicle and test target shall maintain this constant speed until a total travel distance of no less than 15 m from the stopping point is traversed by the subject vehicle. The lateral tolerance of the subject vehicle shall not exceed **± 0.20 m.**, whilst the lateral tolerance of the test target motion shall not exceed **± 0.10 m.** The forward ... planes."

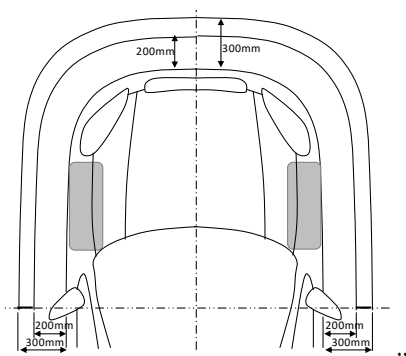
Annex VI

Draft amendments to draft UN Regulation No. XXX (VRU in Front and Side Close Proximity)

Amendments adopted to ECE/TRANS/WP.29/GRSG/2022/6 (see paragraph 25 of this report)

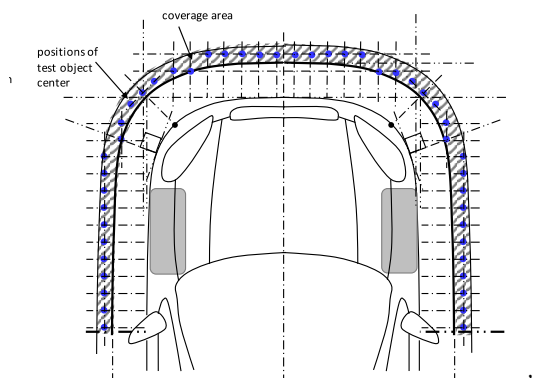
Paragraph 15.3., Figure 4, amend to replace:

“ Figure 4
Field of Detection



Annex 12, Paragraph 1.3.1., Figure 1, amend to read and replace:

“ Figure 1
Field of detection



Annex 12, Paragraph 1.3.1.1., Figure 2, the title, amend to read:

“ Figure 2
Field of detection of front area “

Annex 12, Paragraph 1.3.1.2., Figure 3, the title, amend to read:

“ Figure 3
Field of detection of corner areas “

Annex 12, Paragraph 1.3.1.3., Figure 4, the title, amend to read:

“ Figure 4
Field of detection of side areas “

Annex VII

Draft amendments to draft UN Regulation No. XXX (VRU Direct Vision)

Amendments adopted to ECE/TRANS/WP.29/GRSG/2022/7 (see paragraph 28 of this report)

Paragraph 5.3., amend to read:

"5.3. **If it can** be demonstrated that..."

Paragraph 6.2.2., amend to read:

"6.2.2. The subject vehicle shall be assessed with the accelerator heel point positioned at a height from the ground that **is no lower than** the mid-point between ... maximum."

Annex 6, paragraphs 4.2.1. to 4.2.3. (former), renumber as paragraphs 4.1.1. to 4.1.3.

Annex 7,

Paragraphs 2.1. to 5. (former), renumber as paragraphs 3.1. to 6.

Paragraphs 5.1. (former), renumber as paragraphs 6.1. and amend to read:

"**6.1.** The process defined in paragraphs **1. to 5.** of this annex shall be applied to a standardised generic truck model."

Annex VIII

Draft amendments to UN Regulation No. 162 (Immobilizers)

Adopted text based on GRSG-123-04-Rev.1 (see paragraph 47 of this report)

Annex 9, paragraph 4.3.1., amend to read:

"4.3.1. **Unsetting of the immobilizer shall require that an authorized registered digital key is detected in the interior of the vehicle, or that an actuation is triggered by user intent in close proximity of the vehicle.**

The limitation of the distance for unsetting of the immobilizer by detection in the interior of the vehicle shall be verified using the following procedure including a tolerance of 2000 mm around the vehicle perimeter:

- (a) **The vehicle shall be parked in a secure condition in unobstructed free field condition, this means engine off and all windows, doors and roof shall be closed;**
- (b) **The vehicle manufacturer will provide a typical user device for test in agreement with the technical service. The digital key device battery state of charge shall be at maximum;**
- (c) **The technical service will define four test points around the vehicle perimeter at a distance not less than 2,000 mm. Distance means the distance between the nearest point of the motor vehicle and the user device;**
- (d) **The user device is placed at each of the test points. During the attempt to operate the vehicle under its own power, the vehicle door shall be closed. If at one of the test points the vehicle can be operated under its own power, the requirement is not met."**

Annex IX

[English only]

Statements made by member States (see paragraphs 63 and 64 of this report)

Denmark

Allow me to express Denmark's full solidarity with Ukraine and the Ukrainian people. We condemn in the strongest possible terms Russia's acts of aggression against Ukraine; and find it a grave violation of international law and the UN Charter.

President Putin's unjustified and unprovoked attack undermines international peace and security.

Denmark deplores the loss of human life and the suffering caused, and demand that Russia immediately ceases these acts of aggression in the entire territory of Ukraine and fully complies with international law.

European Commission

I hereby express the EU and its Member States' full solidarity with Ukraine and the Ukrainian people. The EU condemns in the strongest possible terms Russia's unprovoked and unjustified military aggression against Ukraine, which grossly violates international law and the UN Charter, and undermines international security and stability. The EU demands that Russia immediately ceases its military actions, withdraws all its troops from the entire territory of Ukraine and fully respects Ukraine's territorial integrity, sovereignty, and independence within its internationally recognised borders. The EU resolutely supports Ukraine's inherent right of self-defence, and the Ukrainian armed forces' efforts to defend Ukraine's territorial integrity and population in accordance with Article 51 of the UN Charter. At all times Russia must respect its responsibilities under international humanitarian law. Russia also needs to stop its disinformation campaign and cyber-attacks.

Japan

The recent invasion of Ukraine by Russia is an attempt to unilaterally change the status quo by force. It is an act that undermines the very foundation of the international order. It constitutes a blatant violation of international law and the United Nations Charter. As such, it is unacceptable, and Japan condemn it in the strongest terms.

Japan stands with the people of Ukraine. We will help Ukraine people through providing humanitarian assistance as well as accepting Ukraine people who have evacuated from their home country.

Sweden

Sweden strongly condemns the ongoing Russian invasion of Ukraine. It is unprovoked, illegal and indefensible. It threatens international peace and security and is a blatant violation of international law.

United Kingdom of Great Britain and Northern Ireland

The United Kingdom of Great Britain and Northern Ireland stands in solidarity with Ukraine. We fully support the position of the European Union and its member states and candidate countries, as well as the position of the United States.

The UK calls upon all members of this organisation to recall that that the role of the Economic Commission for Europe is, first and foremost, to promote economic cooperation for peace. Today, that peace, which we have worked so hard to preserve and to strengthen through our dialogue in UNECE's many technical committees, has been shattered by the actions of one member.

Russia's assault on Ukraine is an unprovoked, premeditated attack against a sovereign democratic state.

As a Permanent Member of the UN Security Council, Russia has a particular responsibility to uphold international peace and security. Instead, it is violating the borders of another country and its actions are causing widespread suffering.

As the UN Secretary-General has said, such unilateral measures conflict directly with the United Nations Charter...the use of force by one country against another is the repudiation of the principles that every country has committed to uphold.

Russia must urgently de-escalate and withdraw its troops. It must be held accountable and stop undermining democracy, global stability, and international law.

The UK and our international partners stand united in condemning the Russian government's reprehensible actions. The overwhelming majority in the UN General Assembly resolution condemning Russian aggression against Ukraine sends a clear signal that Russia must withdraw.

If we are to uphold the integrity and purpose of this organisation, we must send a clear message that such actions are unacceptable.

United States of America

The United States stands with the people of Ukraine as they fight to defend their country from Russia's forces. Vladimir Putin has chosen to launch a premeditated, unprovoked war that is bringing catastrophic loss of life, human suffering, and destruction of critical infrastructure and institutions. In response to Russia's aggression and in coordination with partners around the globe, the United States has resolved to impose severe economic costs on Russia, and we urge member states who have not yet done so to join us or adopt similarly restrictive measures. The Inland Transport Committee was crucial to rebuilding Europe after WWII and Russia's aggression seeks to reverse much of that progress by destroying civilian transport infrastructure.

Russian Federation

The Russian Federation strongly protests against the political statements made by some members of the GRSG working group. We would like to recall that the use of the WP.29, the UNECE World Forum for Harmonization of Vehicle Regulations for political statements is not in line with the terms of reference of WP.29. This platform is intended to discuss technical issues, so the Russian Federation calls for focusing on the discussion of technical issues, refraining from political statements.

Annex X

[English only]

Decisions submitted to the silence procedure following formal meetings with remote participation of the Working Party on General Safety Provisions, 28 March – 1 April 2022

Adopted text based on GRSG-123-34-Rev.1 (see paragraph 70 of this report)

<i>Decision No.</i>	<i>Agenda Item</i>	<i>Decision</i>
1	1	GRSG adopted the annotated provisional agenda (ECE/TRANS/WP.29/GRSG/2022/1 as amended by GRSG-123-22) and the running order of the 123rd session (GRSG-123-03).
2	2b	GRSG adopted ECE/TRANS/WP.29/GRSG/2022/2, not amended. The secretariat was requested to submit the proposal as Supplement 1 to the 04 series of amendment to UN Regulation No. 118 (Burning behaviour of materials), for consideration and vote at the November 2022 sessions of WP.29 and AC.1.
3	3b	GRSG adopted ECE/TRANS/WP.29/GRSG/2022/3 and ECE/TRANS/WP.29/GRSG/2022/4, not amended. The secretariat was requested to combine the two documents and submit as a unique proposal of Supplement 10 to the 01 series of amendment to UN Regulation No. 43 (Safety glazing), for consideration and vote at the November 2022 sessions of WP.29 and AC.1.
4	3b	GRSG, agreed to postpone full discussion of ECE/TRANS/WP.29/GRSG/2022/5, Supplement 10 to the 01 series of amendment to UN Regulation No. 43 (Safety glazing) at its October 2022 session.
5	5	GRSG adopted ECE/TRANS/WP.29/GRSG/2022/19, not amended. The secretariat was requested to submit the proposal as draft Supplement 3 to the 03 series of amendment to UN Regulation No. 34 (Prevention of fire risks), for consideration and vote at the November 2022 sessions of WP.29 and AC.1.
6	5	GRSG adopted ECE/TRANS/WP.29/GRSG/2021/19/Rev.1, with the deletion of “and/or rear collision” from para. 1.2. The secretariat was requested to submit the proposal as draft 04 series of amendment to UN Regulation No. 34 (Prevention of fire risks), for consideration and vote at the November 2022 sessions of WP.29 and AC.1. It was further agreed to keep the document submitted to WP.29 into the agenda of October 2022 session of GRSG for further revision.
7	7a	GRSG adopted ECE/TRANS/WP.29/GRSG/2022/11, not amended. The secretariat was requested to submit the proposal as draft Supplement 2 to the 03 and for Supplement 1 to the 04 series of amendment to UN Regulation No. 67 (LPG vehicles), for consideration and vote at the November 2022 sessions of WP.29 and AC.1.

<i>Decision No.</i>	<i>Agenda Item</i>	<i>Decision</i>
8	7a	GRSG considered GRSG-123-06-Rev.1, proposal for Supplement 3 to the 03 and for Supplement 2 to the 04 series of amendment to UN Regulation No. 67 (LPG vehicles) and requested the secretariat to distribute it with an official symbol at its October 2022 session.
9	7b	GRSG considered GRSG-123-02-Rev.1, proposal for Supplement 1 to the 05 series of amendments to UN Regulation No. 110 (CNG and LNG vehicles) (superseding ECE/TRANS/WP.29/GRSG/2022/12) and agreed to resume discussion at its October 2022 session on a new official proposal drafted by a Task Force coordinated by the expert of NGVA Europe. If no new proposal would be submitted by the deadline for official documents, the secretariat will distribute GRSG-123-02-Rev.1 with an official symbol.
10	7b	GRSG considered GRSG-123-28, proposal for Supplement 1 to the 05 series of amendments to UN Regulation No. 110 (CNG and LNG vehicles) (superseding ECE/TRANS/WP.29/GRSG/2022/13) and agreed to resume discussion at its October 2022 session on a new official proposal drafted by a Task Force coordinated by the expert of NGVA Europe.
11	7b	GRSG considered GRSG-123-24 and agreed to resume discussion at its October 2022 session on a new official proposal drafted by a Task Force coordinated by the expert of NGVA Europe.
12	6	GRSG agreed to convene again a taskforce chaired by Russian Federation with participation by interested parties to fine-tune the proposal ECE/TRANS/WP.29/GRSG/2021/23 for amendments to UN Regulation No.66 to be considered at its October 2022 session.
13	9b	GRSG adopted ECE/TRANS/WP.29/GRSG/2022/14, with the deletion of para. 1. from the proposal. The secretariat was requested to submit the proposal as draft Supplement 3 to the original version of UN Regulation No. 161 (Devices against unauthorized use), for consideration and vote at the November 2022 sessions of WP.29 and AC.1.
14	9b9c	GRSG considered GRSG-123-19 (amendment to UN Regulations No. 161 and 162) and agreed to resume consideration on a new proposal at its October 2022 session.
15	9c	GRSG adopted ECE/TRANS/WP.29/GRSG/2022/15, not amended. The secretariat was requested submit the proposal as draft Supplement 4 to the original version to UN Regulation No. 162 (Immobilizers) to WP.29 and AC.1 for consideration and vote at their November 2022 sessions.
16	9c	GRSG adopted GRSG-123-04-Rev.1. The secretariat was requested submit the proposal as draft Supplement 3 to the original version to UN Regulation No. 162 (Immobilizers) to WP.29 and AC.1 for consideration and vote at their June 2022 sessions.
17	9d	GRSG adopted ECE/TRANS/WP.29/GRSG/2022/16, not amended. The secretariat was requested submit the proposal as draft Supplement 2 to the original version to UN Regulation No. 163 (Vehicle Alarm systems) to WP.29 and AC.1 for consideration and vote at their November 2022 sessions.

<i>Decision No.</i>	<i>Agenda Item</i>	<i>Decision</i>
18	10	GRSG adopted GRSG-123-05. The secretariat was requested submit the proposal as draft Supplement 2 to the 02 series of amendments to UN Regulation No. 125 (Forward Field of Vision) to WP.29 and AC.1 for consideration and vote at their November 2022 sessions.
19	11a	GRSG agreed to send GRSG-123-21 (Review of the existing national / regional activities and a proposed way forward for EDR) to the November 2022 session of WP.29 as an informal document for information only.
20	4	GRSG adopted GRSG-123-01-Rev.2 (Revised Terms of Reference and Rules of Procedure of the GRSG informal working group on awareness of Vulnerable Road Users proximity) as reproduced in an annex to the report.
21	4b	GRSG adopted ECE/TRANS/WP.29/GRSG/2022/9 (Para. 1 amended) as amended by GRSG-123-10-Rev.1. The secretariat was requested to submit the proposal as draft Supplement 4 to the original version of UN Regulation No. 151 (Blind Spot Information Systems) to WP.29 and AC.1 for consideration and vote at their November 2022 sessions.
22	4c	GRSG adopted ECE/TRANS/WP.29/GRSG/2022/10 as amended by GRSG-123-15-Rev.1. The secretariat was requested to submit the proposal as draft Supplement 2 to the original version of UN Regulation No. 158 (Reversing motion) to WP.29 and AC.1 for consideration and vote at their November 2022 sessions
23	4c	GRSG agreed to submit GRSG-123-31 to IWG-VRU-Proxi, for a possible amendment of paragraph 16.1.3.1., to be eventually considered at its October 2022 session to amend the draft Supplement 2 to the original version of UN Regulation No. 158 (Reversing motion) (see decision 22).
24	4e	GRSG adopted ECE/TRANS/WP.29/GRSG/2022/6 as amended by GRSG-123-18. The secretariat was requested to submit the proposal as draft new UN Regulation No. XXX (VRU in Front and Side Close Proximity) to WP.29 and AC.1 for consideration and vote at their November 2022 sessions.
25	4e	GRSG agreed to consider at its October 2022 session a proposal of amendment (supplement/new series of amendments), announced by the expert of the Russian Federation, to the new UN Regulation No. XXX (VRU in Front and Side Close Proximity) (see decision 24).
26	4f	GRSG adopted ECE/TRANS/WP.29/GRSG/2022/7 as amended by GRSG-123-09 and renumbering in Annexes 6 and 7. The secretariat was requested to submit the proposal as draft new UN Regulation No. XXX (VRU Direct Vision) to WP.29 and AC.1 for consideration and vote at their November 2022 sessions.
27	4f	GRSG agreed to send GRSG-123-08 to IWG VRU-Proxi for further elaboration and resume discussion at its October session for possible amendments to the official proposal to WP.29 of new UN Regulation No. XXX (VRU Direct Vision) (see. Decision 26)

<i>Decision No.</i>	<i>Agenda Item</i>	<i>Decision</i>
.28	4f	GRSG agreed to send GRSG-123-25 and GRSG-123-26 to the IWG VRU-Proxi for further elaboration.
29	4d	GRSG adopted GRSG-123-11-Rev.1 and GRSG-123-32. The secretariat was requested to submit the proposals as separate documents both as draft Supplement 2 to the original version of UN Regulation No. 159 (Moving Off Information system) to WP.29 and AC.1 for consideration and vote at their November 2022 sessions. In the same time it was agreed to keep both official proposals to WP.29, into the agenda of the October 2022 session of GRSG for possible further elaboration.
30	4a	GRSG noted the withdrawal of ECE/TRANS/WP.29/GRSG/2022/8 and agreed not to keep this agenda item at its next sessions since there is no plan that a new proposal is tabled by the expert from Japan at this moment.
31	12	GRSG agreed in principle that all UN Regulations under its responsibility may have the Unique Identifier used as an option to the E markings. It was further agreed to have a full revision of those UN Regulations that having UI as an option would need further information implemented in the summary document or on the component itself (e.g. safety glazing).
32	13	GRSG agreed to resume discussion on the amendment to Consolidated Resolution No. 3 on the basis of a revised proposal superseding ECE/TRANS/WP.29/GRSG/2022/17.
33	14	GRSG agreed to resume discussion on the amendment to Special Resolution No. 1 on the basis of a revised proposal superseding ECE/TRANS/WP.29/GRSG/2022/18. In the meantime, it was agreed that the revised proposal would need to be sponsored by a Contracting Party to the 1998 Agreement.
34	16c	GRSG provided some comments to the Whole Life Compliance document (ECE/TRANS/WP.29/2021/148) by suggesting to remove those elements that are not covered by the 1958 and 1998 Agreements: Market Surveillance, Registration and Un-registration.
35	16c	GRSG considered GRSG-123-12 and agreed to resume consideration at its October 2022 session on the basis of a revised document taking into account the comments received by experts.
36	16f	GRSG adopted in principle the provisional agenda of its October 2022 session (GRSG-123-33).
37	15	GRSG noted that the expert from the NL would contact interested parties to seek cooperation in the activities of a Task Force to revise UN Regulations and UN GTRs under the responsibility of GRSG vis-vis vehicle automation.

Annex XI

[English only]

GRSG Informal Working Groups

*Informal working group**Secretary*

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