

## GRPE Proposals to amend document ECE/TRANS/WP.29/2021/148

1. Amend items 16 to 18 to read as follows:

“16. The whole-life compliance approach shows the necessary stages to better ensure the vehicles’ performance, reasonably, during their whole life. Table 1 below shows various phases of whole-life compliance.

Table 1. **Whole-Life Compliance**

<b>Development &amp; Production</b>		<b>Vehicle in Use</b>			
Type Approval	Conformity of Production	In Service Conformity	Periodical Technical Inspections	Road side inspection	Market Surveillance
OEM, Approval Authorities (1958 Agreement)	OEM, Approval Authorities (1958 Agreement)	OEM, Approval Authorities (1958 Agreement)	Competent Authorities (1997 Agreement)	Competent Authorities (UN R.E.6)	National Market Surveillance Competent Authorities (not included in the 1958/97 agreement)
Whole-Life Compliance					

The main tool to assess the convenience of stages of whole-life compliance, like the addition of market surveillance, geofencing, retrofit or recall campaigns, is the risk analysis described later. The risk analysis approach is also a valid framework to prioritise the different stages of whole-life compliance.

17. The risk analysis consists of assessing the possibilities of noncompliance of vehicle, its parts and equipment and their impacts.

18. Once followed the path described, a better rationale will be available to consider the necessity:

- (a) to check of vehicle, its parts and equipment during the life of the vehicle;
- (b) to foresee any kind of provision required during the Type Approval;
- (c) to provide Competent Authorities with data and system access for an impartial assessment.”

2. Annex to be deleted.