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

<table>
<thead>
<tr>
<th>Development &amp; Production</th>
<th>Vehicle in Use</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Type Approval</td>
<td>Conformity of Production</td>
</tr>
</tbody>
</table>

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.