


**Economic Commission for Europe**

## Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations**
**Working Party on Passive Safety**
**Seventy-first session**

Geneva, 9–13 May 2022 (hybrid)

**Report of the Working Party on Passive Safety  
 on its seventy-first session**

## Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance.....	1–2	3
II. Adoption of the Agenda (agenda item 1) .....	3	3
III. UN Global Technical Regulation No. 9 (Pedestrian safety) (agenda item 2).....	4–6	3
A. Proposal for Amendment 3 .....	4	3
B. Proposal for Amendment 4 .....	5–6	4
IV. UN Global Technical Regulation No. 13 (Hydrogen and Fuel Cell Vehicles) (agenda item 3).....	7–8	4
V. UN Global Technical Regulation No. 20 (Electric vehicle safety) (agenda item 4)	9–10	4
VI. UN Regulation No. 16 (Safety-belts) (agenda item 5) .....	11–16	4
VII. UN Regulation No. 17 (Strength of seats) (agenda item 6).....	17	5
VIII. UN Regulation No. 95 (Lateral impact) (agenda item 7) .....	18	6
IX. UN Regulation No. 100 (Electric power trained vehicles) (agenda item 8).....	19–20	6
X. UN Regulation No. 127 (Pedestrian safety) (agenda item 9) .....	21–23	6
XI. UN Regulation No. 129 (Enhanced Child Restraint Systems) (agenda item 10) .....	24–27	7
XII. UN Regulation No. 135 (Pole Side Impact) (agenda item 11) .....	28	7
XIII. UN Regulation No. 136 (Electric vehicle L) (agenda item 12) .....	29	7
XIV. UN Regulation No. 137 (Frontal impact with focus on restraint systems) (agenda item 13) .....	30	8
XV. UN Regulation No. 145 (ISOFIX anchorage systems, ISOFIX top tether anchorage and i-Size) (agenda item 14) .....	31	8

XVI.	UN Regulation No. 153 (Fuel system integrity and electric power train safety at rear-end collision) (agenda item 15) .....	32	8
XVII.	Mutual Resolution No. 1 (agenda item 16) .....	33	8
XVIII.	Equitable Occupant Protection (agenda item 17) .....	34	8
XIX.	Securing of Children in Buses and Coaches (agenda item 18).....	35	9
XX.	Exchange of Views on Vehicle Automation (agenda item 19) .....	36	9
XXI.	Strategy of the Inland Transport Committee (agenda item 20) .....	37	9
XXII.	Other business (agenda item 21) .....	38–52	9
A.	Exchange of information on national and international requirements on passive safety .....	38	9
B.	UN Regulation No. 0 (International Whole Vehicle Type Approval) .....	39–40	9
C.	Highlights of the March 2022 Session of WP.29.....	41	10
D.	Three-dimensional H-point machine .....	42	10
E.	Intelligent Transport Systems .....	43	10
F.	Children Left in Cars .....	44	10
G.	UN Regulation No. 134 (Hydrogen and Fuel Cells Vehicles).....	45–46	10
H.	Collective amendments to UN Regulation Nos. 94, 95 and 137.....	47	11
I.	Decisions Submitted to the Silence Procedure.....	48	11
J.	Statements.....	49–50	11
K.	Tributes.....	51	11
L.	Provisional agenda for the next session .....	52	11

## Annexes

I.	List of informal documents (GRSP-71-...) distributed without an official symbol during the session .....	13
II.	Draft amendments to UN Regulation No. 127 (Pedestrian safety).....	15
III.	Draft amendments to UN Regulation No. 129 (Enhanced Child Restraint Systems).....	18
IV.	List of GRSP informal working groups.....	19
V.	Decisions submitted to silence procedure following formal meetings with remote participation of the Working Party on Passive Safety (GRSP), 13 May 2022.....	20
VI.	Statements .....	25

## I. Attendance

1. The Working Party on Passive Safety (GRSP) held its seventy-first session virtually from 9 to 13 May 2022 in Geneva.<sup>1</sup> The meeting was chaired by Mr. Martin Koubek (United States of America). Experts from the following countries participated in the work following Rule 1(a) of the Rules of Procedure of the World Forum for Harmonization of Vehicle Regulations (WP.29) (ECE/TRANS/WP.29/690/Rev.1): Australia, Canada, China, Czechia, Finland, France, Germany, India, Israel, Italy, Japan, Netherlands, Norway, Poland, Republic of Korea, Russian Federation, Spain, Sweden, Switzerland, United Kingdom of Great Britain and Northern Ireland, United States of America. The European Commission (EC) participated. Experts from the following non-governmental organizations participated: American Automotive Policy Council (AAPC), Consumers International (CI), EuroMed Transport Support Project, European Association of Automotive Suppliers (CLEPA), Federation International de l'Automobile (FIA), Global New Car Assessment Programme (Global NCAP), International Association of the Body and Trailer Building Industry (CLCCR), International Motor Vehicle Inspection Committee (CITA), International Motorcycle Manufacturers Association (IMMA), International Organization of Motor Vehicle Manufacturers (OICA), International Towards Zero Foundation, Society of Automotive Engineers (SAE) and World Bicycle Industry Association (WBIA).

2. Annex I of this report lists the informal documents distributed during the session.

## II. Adoption of the Agenda (agenda item 1)

*Documentation:* ECE/TRANS/WP.29/GRSP/2022/1  
Informal documents GRSP-71-01-Rev.3 and GRSP-71-14

3. GRSP considered and adopted the agenda (ECE/TRANS/WP.29/GRSP/2022/1) proposed for the seventy-first session, the running order (GRSP-71-01-Rev.3) and the annotations (GRSP-71-14). GRSP informal working groups are listed in annex IV of this report.

## III. UN Global Technical Regulation No. 9 (Pedestrian safety) (agenda item 2)

### A. Proposal for Amendment 3

*Documentation:* ECE/TRANS/WP.29/2021/53  
ECE/TRANS/WP.29/2021/54  
ECE/TRANS/WP.29/AC.3/31/Add.1  
Informal documents GRSP-70-33 and GRSP-70-36

4. GRSP considered the issue of UN GTR No. 9 Amendment 3 (Headform test) but concluded that since there was no new information made available to the experts, it was not possible to restart the discussions on Amendment 3. GRSP recalled the recommendation in the report of WP.29 (see ECE/TRANS/WP.29/1157, paragraphs 148 to 150) that in the interim, GRSP conclude its discussions on Amendment 4 on the Deployable Pedestrian Protection Systems (DPPS), which then be re-numbered as the new Amendment 3. The experts had agreed that when new information becomes available, experts from Germany, Netherlands, United States, other contracting parties and interested stakeholders would seek to reengage the discussion on the headform test as the new Amendment 4.

<sup>1</sup> The meeting was conducted in a hybrid format. From 9 to 13 May 2022, simultaneous interpretation was provided into the official ECE languages.

## **B. Proposal for Amendment 4**

*Documentation:* ECE/TRANS/WP.29/GRSP/2022/2  
Informal document GRSP-71-26

5. The expert from the Republic of Korea introduced GRSP-71-26, which is the progress report of IWG-Deployable Pedestrian Protection Systems (DPPS). He confirmed that the Phase 1 IWG would include: (a) detection area definition, (b) rationales and justifications for this phase to be included in the preamble, (c) deployed position and test method, (d) optional dynamic test, (e) numerical simulation for Head Impact Time (HIT) against Wrap Around Distance (WAD) information, (f) linear regression/optional linear regression, (g) head test area marking with un-deployed or with DPPS and original equipment manufacturers choice. He also added that a clear position from all contracting parties would be required as soon as possible. Moreover, he introduced the proposal of amendments (ECE/TRANS/WP.29/GRSP/2022/2) and he suggested an extension of the IWG mandate for one year to complete the planned work. Finally, he informed GRSP that the final report of IWG would be submitted to the December 2022 session of GRSP.

6. GRSP agreed to seek endorsement from WP.29 at its June 2022 session to extend the mandate of the UN GTR 9, IWG DPPS until November 2023.

## **IV. UN Global Technical Regulation No. 13 (Hydrogen and Fuel Cell Vehicles) (agenda item 3)**

*Documentation:* Informal documents GRSP-71-09 and GRSP-71-21

7. The IWG Chair, on behalf of the co-sponsors (Japan, Republic of Korea, United States of America and European Commission) informed GRSP about an overview of the Hydrogen and Fuel Cell Vehicles (HFCV) on UN GTR No. 13, Phase 2 by referring to GRSP-71-21. Finally, he introduced the proposal of amendments (GRSP-71-09). GRSP requested experts to provide comments to the Chair and to the secretary of the Informal Working Group on Phase 2 of UN GTR No. 13 (HFCV) concerning the draft proposal of amendments (GRSP-71-09) by the end of May 2022, to provide a thorough official proposal to be discussed at the December 2022 session of GRSP.

8. He also informed GRSP that the Phase II of the UN GTR would aim to extend to commercial vehicles and that this last aspect would be of interest of the working group on transport of dangerous goods (WP.15). He informed GRSP about his intention to provide feedback of discussion with WP.15 at the December 2022 session of GRSP.

## **V. UN Global Technical Regulation No. 20 (Electric vehicle safety) (agenda item 4)**

*Documentation:* Informal document GRSP-71-24

9. The IWG Chair, on behalf of the co-sponsors (China, Japan, United States of America and the European Commission) and all members of IWG GTR No. 20, Phase 2 reported on the progress of the IWG meeting by referring to GRSP-71-24. He also informed GRSP about his presentation to a Task Force of the Working Party on Transport of Perishable Foodstuffs (WP.11) on 5 May 2022 informing the group in response to their concern with possible emanation of gases from batteries that could contaminate food.

10. GRSP experts had the opportunity to follow the presentation organized by WP.15 in the parking lot of the Palais des Nations of an electric commercial vehicle.

## **VI. UN Regulation No. 16 (Safety-belts) (agenda item 5)**

*Documentation:* ECE/TRANS/WP.29/GRSP/2019/15  
ECE/TRANS/WP.29/GRSP/2021/20  
ECE/TRANS/WP.29/GRSP/2021/25  
ECE/TRANS/WP.29/GRSP/2022/3

Informal documents GRSP-71-07, GRSP-71-11-Rev.2 and GRSP-71-13

11. GRSP agreed to defer discussion on ECE/TRANS/WP.29/GRSP/2021/20 on the updating of drawings of fixtures for booster seats, to its December 2022 session, awaiting more evidence of crash situations with real vehicles, of side impact and offset configurations.

12. GRSP agreed to resume discussion on ECE/TRANS/WP.29/GRSP/2021/25 (UN Regulation No.16), on the extension of the support-leg, at its December 2022 session requesting more evidence of real crash situations.

13. The expert from Japan informed GRSP that ECE/TRANS/WP.29/GRSP/2022/3 on the safety-belts of seat positions equipped with the lower ISOFIX anchorages had been shared with a group of interested experts on 8 April 2022. He clarified also that agreement had not been reached in that meeting. GRSP agreed to defer discussion on ECE/TRANS/WP.29/GRSP/2022/3 to its December 2022 session awaiting the follow-up of the group of interested parties meeting (that would be held in autumn 2022) coordinated by the expert from Japan.

14. GRSP resumed discussion on ECE/TRANS/WP.29/GRSP/2019/15, superseded by GRSP-71-11-Rev.2, tabled by the expert from OICA on rearward faced CRS in rear seats in combination with a frontal airbag. The proposal aims to add a third alternative to the already existing airbag switch off or the automatic detection of a rearward faced CRS. This third alternative foresees that the frontal airbag remains activated in the case of specific CRS only when tested together with the frontal airbag. This concept was agreed during the December 2021 session of GRSP by the expert from EC and further agreed on during this May 2022 session by the experts from Germany, the Netherlands and CI. However, the experts from Italy and Sweden raised a study reservation. Therefore, GRSP requested the secretariat to distribute GRSP-71-11-Rev.2 with an official symbol at its December 2022 session.

15. GRSP resumed discussion on the mandatory fitting of 3-point safety-belts on buses and coaches. The expert from Finland introduced a presentation (GRSP-71-07) justifying the introduction of 3-point safety-belts on buses and proposing an official document for the December 2022 session of GRSP to remove the lap belt derogations from the UN Regulations Nos. 14 (Safety-belt anchorages) and 16. He clarified that his intention was not to amend UN Regulation No. 80 but to amend UN Regulations Nos. 14 and 16. The expert from OICA underlined that it was relevant to investigate what the driver should do in situations when a passenger was not wearing a safety-belt. He suggested that the issue be addressed to the expert of the International Road Union on the consequences of driver's operators. He also recalled to GRSP the cost benefit analysis introduced by the expert from Finland (GRSP-70-07) at the December 2021 session of GRSP. He argued that analysis was the result of a low number of vehicles and data, and he requested more data from accidents. The expert from United Kingdom proposed data from his country. GRSP agreed to resume discussion at its December 2022 session on the basis of a proposal tabled by the expert from Finland, concerning the mandatory fitment of 3-point safety-belts on buses and coaches. GRSP also agreed that the proposal would be supported with statistical data on accidents linked to this subject, provided by the contracting parties to show evidence of the safety issue addressed by the expert from Finland.

16. The expert from France introduced GRSP-71-13 on clarification of how to assess the connection of the safety-belt reminder system in the case of removable seats. A study reservation came from several experts, so GRSP agreed to resume discussion on GRSP-71-13 at its December 2022 session and requested the secretariat to distribute the proposal with an official symbol at that session.

## **VII. UN Regulation No. 17 (Strength of seats) (agenda item 6)**

*Documentation:* Informal document GRSP-70-27

17. GRSP agreed to suspend consideration of GRSP-70-27 at its next sessions, which proposed to amend the test of devices to protect occupants against displacement of luggage, due to the lack of additional data and interest by GRSP experts on this subject and to remove this item from the agenda of its next sessions for the time being.

## **VIII. UN Regulation No. 95 (Lateral impact) (agenda item 7)**

*Documentation:* Informal document GRSP-71-17

18. The expert from the Netherlands introduced GRSP-71-17 to GRSP which decided to collect more information on the barriers that have been used for type approval testing of lateral impact and on their compliance or not with UN Regulation No. 95. For the time being, GRSP agreed to resume discussion at the December 2022 session until more information would be made available to make sure that barriers used for type approval testing are fully compliant.

## **IX. UN Regulation No. 100 (Electric power trained vehicles) (agenda item 8)**

*Documentation:* Informal documents GRSP-71-05 and GRSP-71-06

19. GRSP agreed to resume discussion at its December 2022 session on GRSP-71-05 (tabled by the expert from France) on the interpretation of "mechanical integrity" when testing electric batteries, in the follow-up to the study reservations from several of its experts.

20. GRSP discussed a proposal of amendment to UN Regulation No. 100, tabled by the expert from CLCCR that would introduce provisions for a type of electric axle in a trailer (GRSP-71-06). Following a study reservation from a number of experts, GRSP agreed to resume discussion on GRSP-71-06 at its December 2022 session and requested the secretariat to distribute the proposal with an official symbol at that session.

## **X. UN Regulation No. 127 (Pedestrian safety) (agenda item 9)**

*Documentation:* ECE/TRANS/WP.29/GRSP/2022/4  
Informal documents GRSP-71-04, GRSP-71-15-Rev.3, GRSP-71-16-Rev.1 and GRSP-71-20-Rev.1

21. The expert from Japan introduced GRSP-71-04 on facilitating the administration of the two-stage requirements introduced in the 03 series of amendments to UN Regulation No. 127. GRSP adopted GRSP-71-04, as reproduced in annex II to the report. The secretariat was requested to submit the proposal as draft Supplement 1 to the 03 series of amendments to UN Regulation No. 127 (Pedestrian safety) for consideration and vote at the November 2022 sessions of WP.29 and AC.1.

22. The expert from Germany introduced ECE/TRANS/WP.29/GRSP/2022/4, on new provisions to cope with the Adjustable Ride Height Suspension System (ARHSS). GRSP also considered GRSP-71-15-Rev.3 amending ECE/TRANS/WP.29/GRSP/2022/4. GRSP adopted ECE/TRANS/WP.29/GRSP/2022/4 as amended by annex II (GRSP-71-15-Rev.3) to the report. The secretariat was requested to submit the proposal as the draft 04 series of amendments to UN Regulation No. 127 (Pedestrian Safety) for consideration and vote at the November 2022 sessions of WP.29 and AC.1. Moreover, GRSP agreed that the GRSP Chair would seek guidance at the WP.29 June 2022 session, highlighting the May 2022 session of GRSP, concerning the interpretation of the acceptance of type approvals to the preceding series of amendments (singular or plural) to be mentioned in transitional provisions of UN Regulations in general. In the meantime, GRSP agreed that the expert of Japan (Ambassador of IWVTA to GRSP) would inform the meeting of IWVTA IWG about this issue prior to the June 2022 session of WP.29.

23. The experts from France and OICA presented GRSP-71-20-Rev.1, a proposal of amendment (GRSP-71-16-Rev.1) to clarify the definitions of the cowl monitoring and windscreen areas, as well as of the jerk area. However, the experts from Germany and the Netherlands suggested establishing an ad hoc group to solve other issues with the proposal. GRSP agreed to establish an ad hoc group to develop an amendment based on GRSP-71-16-Rev.1 that would be submitted as official document to the December 2022 session of GRSP. GRSP also noted that the experts from France (Ms. A. Garo: [anais.garo@utacceram.com](mailto:anais.garo@utacceram.com)) and OICA (Ms. I. Dausse: [irina.dausse@renault.com](mailto:irina.dausse@renault.com)) would be nominated as focal points of the ad hoc group.

## **XI. UN Regulation No. 129 (Enhanced Child Restraint Systems) (agenda item 10)**

*Documentation:* ECE/TRANS/WP.29/GRSP/2021/26  
 ECE/TRANS/WP.29/GRSP/2022/5  
 ECE/TRANS/WP.29/GRSP/2022/6  
 ECE/TRANS/WP.29/GRSP/2022/7  
 ECE/TRANS/WP.29/GRSP/2022/8  
 ECE/TRANS/WP.29/GRSP/2022/9  
 Informal documents: GRSP-71-02 and GRSP-71-19

24. Referring to the decision taken under agenda item 5 (see paragraph 12 above) on a parallel proposal submitted by the expert from CLEPA, GRSP agreed to resume discussion on ECE/TRANS/WP.29/GRSP/2021/26, on the extension of the support-leg, at its December 2022 session based on more evidence of real crash data.

25. The expert from CLEPA introduced ECE/TRANS/WP.29/GRSP/2022/5, ECE/TRANS/WP.29/GRSP/2022/6 and ECE/TRANS/WP.29/GRSP/2022/7 to correct previous editing mistakes. GRSP adopted ECE/TRANS/WP.29/GRSP/2022/5, ECE/TRANS/WP.29/GRSP/2022/6 both not amended and ECE/TRANS/WP.29/GRSP/2022/7 as amended by annex III to the report. The secretariat was requested to submit the proposals as draft Supplement 9 to the 01 series of amendments, Supplement 8 to the 02 and as Supplement 8 to the 03 series of amendments to UN Regulation No. 129 (Enhanced child Restraint Systems (ECRS)) for consideration and vote at the November 2022 sessions of WP.29 and to the AC.1.

26. The expert from the Netherlands, on behalf of the Technical Services Group (TSG) introduced ECE/TRANS/WP.29/GRSP/2022/8 aiming at clarifying the requirements for monitoring the chest deflection of the Q10 dummy as well as the correct measurement of the location of the thoracic spine. He also introduced ECE/TRANS/WP.29/GRSP/2022/9, complemented by GRSP-71-02, on behalf of the Ad-Hoc group on annex 25 (Spain, Germany, Netherlands, TSG, CLEPA) to amend the existing procedure of measuring the prescriptions of the minimum sitting height for booster cushions. GRSP adopted ECE/TRANS/WP.29/GRSP/2022/8 and ECE/TRANS/WP.29/GRSP/2022/9 not amended (to be combined with ECE/TRANS/WP.29/GRSP/2022/7). In the meantime, GRSP-71-02 was adopted for the sole purpose of helping the calculation of the minimum stature height (without any mandatory legal basis) as prescribed by ECE/TRANS/WP.29/GRSP/2022/9, and therefore GRSP-71-02 would not be submitted to WP.29 and AC.1 for adoption. The secretariat was requested to submit the proposals as part of (see para. 25 above) draft Supplement 8 to the 03 series of amendments to UN Regulation No. 129 (Enhanced child Restraint Systems) for consideration and vote at the November 2022 sessions of WP.29 and to the AC.1. Moreover, it was agreed that a new webpage under "reference material" on the website of WP.29 would be on the above-mentioned calculator (GRSP-71-02).

27. GRSP considered GRSP-71-19 under agenda item 14 (see para. 31 below).

## **XII. UN Regulation No. 135 (Pole side impact) (agenda item 11)**

*Documentation:* ECE/TRANS/WP.29/GRSP/2022/71

28. GRSP agreed to keep the current definitions of "Fire" and "Explosion" in ECE/TRANS/WP.29/2022/71 unchanged (submitted for consideration and vote at the June 2022 sessions of WP.29 and AC.1). GRSP also agreed that these definitions would be first discussed by the informal working group on UN GTR No. 20, Phase 2 of EVS and that feedback from that discussion would be presented at its December 2022 session.

## **XIII. UN Regulation No. 136 (Electric vehicle L) (agenda item 12)**

29. GRSP resumed discussion on the approval of the replacement units of removable Rechargeable Electric Energy Storage System (REESS), on the basis of feedback from contracting parties and from the informal working group on UN GTR No. 20 (Electric Vehicle Safety). GRSP expected information from contracting parties on whether the

approval of removable REESS also covers the replacement units. Moreover, GRSP expected an analysis coordinated by the experts from Italy, IMMA and other stakeholders on verifying the need for a separate UN Regulation specifically dedicated to REESS replacement units.

#### **XIV. UN Regulation No. 137 (Frontal impact with focus on restraint systems) (agenda item 13)**

30. New information was not submitted on the inclusion of L<sub>7</sub> category of vehicles into the scope of the UN Regulation No. 137, although GRSP agreed to resume discussion on this agenda item while awaiting feedback on the consultations among concerned parties.

#### **XV. UN Regulation No. 145 (ISOFIX anchorage systems, ISOFIX top tether anchorages and i-Size) (agenda item 14)**

*Documentation:* Informal document: GRSP-71-19

31. The expert from the Netherland introduced a presentation (GRSP-71-19), highlighting the lack of definition of "lower strap anchorages" or "lower tether anchorages", as well as of specific strength requirements for the straps, the tethers and possible retractors used. GRSP agreed to discussion at its December 2022 session on a proposal of amendments on lower strap anchorages by an ad hoc group led by the expert from the Netherlands.

#### **XVI. UN Regulation No. 153 (Fuel system integrity and electric power train safety at rear-end collision) (agenda item 15)**

*Documentation:* ECE/TRANS/WP.29/GRSP/2021/29

32. GRSP agreed to defer discussion of ECE/TRANS/WP.29/2021/29 to its December 2022 session.

#### **XVII. Mutual Resolution No. 1 (agenda item 16)**

*Documentation:* ECE/TRANS/WP.29/GRSP/2022/10

33. GRSP noted ECE/TRANS/WP.29/GRSP/2022/10 on the comments and questions received by the expert from the United Kingdom for the follow-up to the adoption of the Addendum 1 to Mutual Resolution No. 1 (Specifications for the Construction, Preparation and Certification of the 50th percentile male Biofidelic Rear Impact Dummy, anthropomorphic test Device (BioRID-II UN)) by WP.29 at its 185th session. GRSP adopted ECE/TRANS/WP.29/GRSP/2022/10 not amended. The secretariat was requested to submit the proposal as draft Amendment 3, Addendum 1 to Mutual Resolution No. 1 for consideration and vote at the November 2022 sessions of WP.29 and the Executive Committee of the 1998 Agreement (AC.3).

#### **XVIII. Equitable Occupant Protection (agenda item 17)**

*Documentation:* Informal documents GRSP-71-23

34. GRSP considered GRSP-71-23, tabled by the expert from Sweden on the informal evaluation by the ad hoc group of experts (on Equitable Occupant Protection) on the technical merits of a study from Sweden on female occupants. GRSP endorsed the approach of the ad hoc group to continue reviews of existing and pending research, and share ongoing research on safety diversity of gender, stature and mass of all occupants, in recognition of the United Nations Sustainable Development Goals 5 and 16, in particular. It was also agreed to seek guidance at the WP.29 June 2022 session on the possible cooperation of WP.6 – Regulatory Cooperation and Standardization Policies (ECE Trade Division) on developing gender responsive standards, as suggested by the expert from Sweden. Finally, GRSP was informed by the experts from the United Kingdom and the United States of the International



Conference on Enhanced Safety of Vehicles, planned for May 2023 in Yokohoma, Japan, during which a panel devoted to road safety equality issues would convene.

## **XIX. Securing of children in buses and coaches (agenda item 18)**

*Documentation:* Informal document GRSP-71-03

35. The expert from Spain, Chair of the informal working group on safer transport of children in buses and coaches informed GRSP about the progress (GRSP-71-03). She confirmed that the group was developing a first phase assessing: (a) buses and coaches M<sub>2</sub> and M<sub>3</sub> categories, excluding those which have areas for standing passengers if they can host ECRS (i.e. Class I and A) and (b) built-in systems. Phase 2, she added, would assess ECRS in combination with the 2-point belt and other classes of buses. At the request of the Chair, GRSP agreed to seek endorsement of WP.29 at its June 2022 session to extend the IWG mandate until March 2024.

## **XX. Exchange of views on vehicle automation (agenda item 19)**

36. At the request of WP.29 (ECE/TRANS/WP.29/1164, paragraphs 27 to 30), a majority of GRSP experts agreed to establish a task force with Germany as coordinator and OICA as secretariat, that would in Autumn 2022, start to screen the UN Regulations and UN GTRs under its responsibility. Screening would be related to drivers, to accommodate for autonomous driving. The task force would include experts from China, France, Germany, Japan, Netherlands, Republic of Korea, Spain, United States, EC, CLEPA and OICA for the time being.

## **XXI. Strategy of the Inland Transport Committee (agenda item 20)**

37. No new information was provided under this agenda item. The representative of OICA however welcomed the ITC recommendations for enhancing national road safety systems, in particular on the role that authorities can play to ensure adequate safety of vehicles placed on their markets by introducing the necessary vehicle legislation. He stressed that such mandatory legislation also safeguards fair, free and open competition and strongly promoted the widespread implementation of legislation developed under the UN framework.

## **XXII. Other business (agenda item 21)**

### **A. Exchange of information on national and international requirements on passive safety**

38. No new information was provided under this agenda item.

### **B. UN Regulation No. 0 (International Whole Vehicle Type Approval)**

*Documentation:* Informal document GRSP-71-22

39. The expert from Japan, ambassador of IWVTA, informed GRSP that the 04 series of amendments to UN Regulation No. 0 adopted at the November 2022 session of WP.29, had been supplemented with transitional provisions, which were adopted at the March 2022 session of WP.29. He also added that IWVTA IWG continued working on a proposal for the 05 series of amendments to UN Regulation No. 0. He explained that the 05 series amends annex 4, which lists the UN Regulations that apply to UN Regulation No. 0 as well as the series of amendments to UN Regulations, e.g. the latest series of UN Regulations Nos. 94, 95, 100 and 137 (under GRSP) which had entered into force in June 2021. Moreover, he informed GRSP that currently, stakeholders were reviewing the possible updating of each

UN Regulations listed in annex 4. Finally, he informed GRSP that IWVTA IWG had scheduled a discussion for the meeting of 17 June 2022, and expected to submit an informal document to the June session of WP.29.

40. The expert from Finland, on behalf of the informal working group on Database for Exchange of Approval documentation (DETA) introduced the proposal for extension of DETA to improve the use of the Unique Identifier (UI) for UN Regulations (GRSP-71-22). GRSP agreed to request the expert from CLEPA to prepare a document listing the current marking requirements in the UN Regulations under GRSP, for submission to its December 2022 session which would then be used to determine which UN Regulations could be allowed to use UI and how it could be done. Moreover, it was agreed to determine the UN Regulations where the UI would not provide any added value.

### **C. Highlights of the March 2022 Session of the World Forum for Harmonization of Vehicle Regulations**

*Documentation:* Informal document GRSP-71-10

41. The Secretary reported on the highlights (GRSP-71-10) of the 186th session of WP.29 (ECE/TRANS/WP.29/1164).

### **D. Three-dimensional H-point machine**

*Documentation:* Informal document GRSP-71-08

42. The expert from the Netherlands introduced a presentation (GRSP-71-08) on the background history of the work on harmonizing the three-dimensional H-point machine (3D H-point machine) that had ended. He urged that the work resume as soon as possible since the setting of the H-point stature was unclear and not consistent. He explained that Technical Services and laboratories accredited to ISO 17025, had met problems accrediting their test procedures, since the 3D H-point machines available on the market do not meet or cannot be calibrated according to the old specifications. GRSP agreed to restart the discussion on the lack of harmonization of the 3D H-point machine so as to reach a common understanding and solutions with the support of GRSP.

### **E. Intelligent transport systems**

43. No new information was provided under this agenda item.

### **F. Children left in cars**

44. GRSP noted the results of discussions on this subject at the recent session of the Working Party on Noise and Tyres (GRBP) and of the Working Party on Lighting and Light-Signalling (GRE). GRSP agreed to closely follow discussions and follow-up from GRBP and GRE on the subject of children left in cars, and be ready to coordinate the efforts (either IWG or task force) of the experts of these working parties, if requested by WP.29.

### **G. UN Regulation No. 134 (Hydrogen and Fuel Cells Vehicles)**

*Documentation:* Informal documents GRSP-71-12 and GRSP-71-18.

45. The expert from France introduced GRSP-71-12, to clarify the procedure and the characteristics of the measuring device used in the compliance test for the vehicle exhaust system. GRSP endorsed in principle GRSP-71-12 and requested the secretariat to distribute it with an official symbol at its December 2022 session.

46. The expert from the Netherlands gave a presentation (GRSP-71-18) to introduce a future proposal of amendments to UN Regulation No. 134, considering the background of UN Regulations Nos. 12, 94 and 95 to have a consistent approach in all crash test configurations. He added that all UN Regulations on vehicle impact concern vehicle categories  $M_1$  and  $N_1$  against a passenger car ( $M_1$ ) and are not intended to cover the impact

of a truck or bus against another vehicle. Impact tests were not required for N<sub>2</sub>, N<sub>3</sub>, M<sub>2</sub> and M<sub>3</sub> category of vehicles. The expert from OICA further proposed to establish a task force to align UN Regulation No. 134 with UN GTR No. 13, Phase 2. GRSP agreed to establish the task force with the Netherlands as coordinator and OICA (Ms. A. Schuessling, annett.schuessling@daimlertruck.com) as secretariat, which would start transposing UN GTR No. 13, Phase 2 into UN Regulation No. 134. Participants would include the experts from France, Japan, EC, CLEPA and other stakeholders for the time being. The task force would be expected to encompass GRSP-71-12 into the solutions provided for the issues highlighted in GRSP-71-18 and submit at least an informal document to the December 2022 session of GRSP.

## **H. Collective amendments to UN Regulations Nos. 94, 95 and 137**

*Documentation:* Informal document GRSP-71-25

47. GRSP agreed that all GRSP experts should check if a text (allowing tolerances on the vehicle mass and simplified testing) that was deleted intentionally by the 04 series of amendments to UN Regulation No. 94 (among others), as shown in GRSP-71-25. As a follow-up to this check by GRSP experts, Germany would prepare a proposal to re-introduce the text into UN Regulations for Nos. 94, 95, 135 and 137.

## **I. Decisions Submitted to the Silence Procedure**

*Documentation:* Informal document GRSP-71-28-Rev.1

48. GRSP agreed on the main list of decisions in GRSP-71-28-Rev.1, as reproduced in annex V to this report, taken during the session for approval under 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).

## **J. Statements**

49. The experts of the European Commission on behalf of the European Union, Japan, the United Kingdom and the United States of America each read statements on their country's position in the Russian Federation/Ukraine crisis. The statements are reproduced in annex VI of this report.

50. The intervention of an expert of the Russian Federation highlighted the use of WP.29, the ECE World Forum for Harmonization of Vehicle Regulations, for political statements as not in line with the terms of reference of WP.29. The statement of the Russian Federation is reproduced in annex VI of this report.

## **K. Tributes**

51. GRSP took note that Messrs. F. Bendjellal (CLEPA) and P. Broertjes (European Commission) would no longer attend the sessions. GRSP commended their commitment to the work and their continued contributions during their years of participation in the sessions. GRSP wished Messrs. F. Bendjellal and P. Broertjes all the best in their future activities and recognized their commitments with a long applause.

## **L. Provisional agenda for the next session**

52. GRSP noted that its seventy-second session was scheduled to be held in Geneva from 5 December (2.30 p.m.) to 9 December (12.30 p.m.) 2022. GRSP noted that the deadline for the submission of official documents to the secretariat is 12 September 2022, twelve weeks prior to the session. GRSP is expected to follow a proposal (GRSP-71-29) of provisional agenda as reproduced below:

1. Adoption of the Agenda.
2. UN Global Technical Regulation No. 9 (Pedestrian safety):

- (a) Proposal for Amendment 3;
- (b) Proposal for Amendment 4.
- 3. UN Global Technical Regulation No. 13 (Hydrogen and Fuel Cell Vehicles).
- 4. UN Global Technical Regulation No. 20 (Electric vehicle safety).
- 5. UN Regulation No. 16 (Safety-belts).
- 6. UN Regulation No. 95 (Lateral impact).
- 7. UN Regulation No. 100 (Electric power trained vehicles).
- 8. UN Regulation No. 127 (Pedestrian safety).
- 9. UN Regulation No. 129 (Enhanced Child Restraint Systems).
- 10. UN Regulation No. 135 (Pole Side Impact).
- 11. UN Regulation No. 136 (Electric vehicle L).
- 12. UN Regulation No. 137 (Frontal impact with focus on restraint systems).
- 13. UN Regulation No. 145 (ISOFIX anchorage systems, ISOFIX top tether anchorages and i-Size).
- 14. UN Regulation No. 153 (Fuel system integrity and electric power train safety at rear-end collision).
- 15. Mutual Resolution No. 1.
- 16. Female Occupant Protection.
- 17. Securing Children in Buses and Coaches.
- 18. Exchange of Views on Vehicle Automation.
- 19. Strategy of the Inland Transport Committee.
- 20. Election of officers.
- 21. Other Business:
  - (a) Exchange of Information on National and International Requirements on Passive Safety;
  - (b) UN Regulation No. 0 (International Whole Vehicle Type Approval);
  - (c) Highlights of the June and November 2022 sessions of the World Forum for Harmonization of Vehicle Regulations;
  - (d) Three-dimensional H-point Machine;
  - (e) Intelligent Transport Systems;
  - (f) Children Left in Cars;
  - (g) UN Regulation No. 134 (Hydrogen and Fuel Cells Vehicles);
  - (h) Collective amendments to UN Regulation Nos. 94, 95, 135 and 137;
  - (i) Decisions Submitted to Silence Procedure.

## Annex I

[English only]

**List of informal documents (GRSP-71-...) distributed without an official symbol during the session**

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
01- Rev.3	GRSP-Chair	1	E	(GRSP Chair) Running order of the 71st session of GRSP	(a)
02	Netherlands	10	E	UN Regulation No. 129 (Enhanced Child Restraint Systems) - The smallest stature calculator	(a)
03	IWG-STBC	18	E	Status Report of the Informal Working Group on Safer Transport of Children in Buses and Coaches (IWG-STCBC)	(a)
04	Japan	9	E	Proposal for Supplement 1 to the 03 series of amendments to UN Regulation No. 127	(d)
05	France	8	E	Confirmation of GRSP on draft interpretation "mechanical integrity" UN Regulation No. 100, 02 series of amendments	(c)
06	CLCCR	8	E	Proposal for Supplement 3 to the 03 Series of Amendments UN Regulation No. 100 (Electric power-train vehicles)	(b)
07	Finland	5	E	Three-point safety-belts in buses and coaches	(a)
08	Netherlands	21(d)	E	Three dimensional H-point machine State of Play	(a)
09	IWG UN GTR13-Phase 2	3	E	Proposal for Amendments 1 to Global technical regulation No. 13, Phase 2 (Hydrogen and fuel cell vehicles)	(b)
10	Secretariat	21(c)	E	Highlights of WP.29 March 2022 session	(a)
11/ Rev.2	OICA	5	E	Proposal for Supplement 8 to the 07 series of amendments and for Supplement 4 to 08 series of amendments to UN Regulation No. 16 (Safety-belts)	(b)
12	France	21(g)	E	Proposal for Supplement 5 to the original version and Supplement 2 to the 01 series of amendments to UN Regulation No. 134 (Hydrogen and Fuel Cell Vehicles)	(b)
13	France	5	E	Proposal for Supplement 4 to the 08 series of amendments and Supplement 8 to the 07 series of amendments to UN Regulation No. 16 (Safety-belts)	(b)
14	Secretariat	1	E	Annotated provisional agenda	(a)
15/ Rev.3	OICA	9	E	Proposal for the 04 series of amendments to UN Regulation No. 127 (Pedestrian safety)	(d)

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
16/ Rev.1	France/OICA	9	E	Proposal for Supplement 1 to the 03 series of amendments to UN Regulation No. 127 (Pedestrian Safety)	(a)
17	Netherlands	7	E	Non-compliance of side-impact barrier State of Play	(a)
18	Netherlands	21(g)	E	Hydrogen-fuelled vehicles (HFCV) practical issue	(a)
19	Netherlands	10	E	Enhanced Child Restraint Systems Legislation issues UN Regulation No. 129 and UN Regulation No. 145	(a)
20/ Rev.1	France/OICA	9	E	Proposal for Supplement 1 to the 03 series of amendments to UN Regulation No. 127 (Pedestrian Safety)	(a)
21	IWG GTR13-Phase 2	3	E	Overview of Hydrogen Fuel Cell Vehicle Phase 2 Project Global Technical Regulations No.13 GRSP-71-09	(b)
22	IWG DETA	21(b)	E	Proposal for extension of DETA to improve the use of the UNIQUE IDENTIFIER for UN Regulations	(a)
23	Ad-hoc group DEOP	17	E	Report from DEOP 71st meeting GRSP 9-13 May	(b)
24	IMMA	4	E	(IWG GTR 20-Phase 2) Summary Report by Chair of IWG for GTR 20 (Electrical Vehicle Safety) to the 71st Meeting of Group of Experts on Passive Safety, May 10, 2022	(a)
25	Germany	21(h)	E	Collective amendments to UN Regulation No. 94 (Frontal collision), UN Regulation No. 95 (Lateral collision) and UN Regulation No. 137 (Frontal Impact with focus on restraint systems)	(a)
26	IWG DPPS	2(b)	E	Status of Informal Working Group on Deployable Pedestrian Protection Systems (IWG-DPPS)	(a)
27	TF QUN	16	E	Task Force for the implementation of Q UN-Dummies into M.R.1 (TF-QUN) - Status report	(a)
28/ Rev.1	Secretariat	21(i)	E	Decisions submitted to silence procedure	(a)
29	Secretariat	24(e)	E	Annotated provisional agenda of 72nd session of GRSP	(a)

*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 and to be submitted to WP.29.

## Annex II

### Draft amendments to UN Regulation No. 127 (Pedestrian safety)

Adopted text based on GRSP-71-04 (see paragraph 21 of this report)

*Paragraph 4.2.*, amend to read:

"4.2. An approval number shall be assigned to each type approved **in accordance with Schedule 4 of the Agreement (E/ECE/TRANS/505/Rev.3). Section 2 of the approval number shall be supplemented with a slash and one of the following characters as applicable:**

- (a) the letter "T" for vehicles approved using the specific provisions related to WAD 2,100 boundary in accordance with paragraph 11.9.; or
- (b) the letter "E" for vehicles approved with the extended WAD 2,500 boundary.

**Example:**

**Example of the first extension to the 2439th type approval issued by the United Kingdom of Great Britain and Northern Ireland for a vehicle approval according to UN Regulation No. 127, third series of amendments and its supplement 1, using the specific provisions related to WAD 2,100 boundary;**

**E11\*127R03/01/T\*2439\*01.**

**Amendments adopted to ECE/TRANS/WP.29/GRSP/2022/4 (see paragraph 22 of this report)**

...

*Paragraph 4.2.*, amend to read:

"4.2. An approval number shall be assigned to each type approved **in accordance with Schedule 4 of the Agreement (E/ECE/TRANS/505/Rev.3). Section 2 of the approval number shall be supplemented with a slash and one of the following characters as applicable:**

- (a) the letter "T" for vehicles approved using the specific provisions on WAD 2,100 boundary in accordance with paragraph 11.9.; or
- (b) the letter "E" for vehicles approved with the extended WAD 2,500 boundary.

**Example:**

**Example of the first extension to the 2439th type approval issued by the United Kingdom of Great Britain and Northern Ireland for a vehicle approval according to UN Regulation No. 127, third series of amendments and its supplement 1, using the specific provisions related to WAD 2,100 boundary;**

**E11\*127R03/01/T\*2439\*01."**

*Amend paragraphs 5.3. to 5.3.4.*, to read:

"5.3. In the case of a vehicle fitted with an ARHSS, which could change the vehicle height at the front axle more than 20 mm **from the nominal for any vehicle speed between 25 and 40 km/h**, the provisions of paragraphs 5.1. and 5.2.

shall, in addition to the normal running condition as specified by the manufacturer for a vehicle speed of 40 km/h, be met for all adjustable vehicle steady heights corresponding to vehicle speeds from 25 up to 40 km/h.

For these tests, on request of the manufacturer and agreed by the technical service, either the impact speeds defined in paragraphs 5.1. and 5.2. or the impact speed corresponding to the adjusted vehicle height shall be used. In the latter case, the ratio of the head impact vs. the corresponding vehicle velocity shall be 0.9.

- 5.3.1. The requirements of paragraph 5.3. are deemed to be fulfilled if the vehicle is equipped with an ARHSS fully corresponding to the conditions of paragraph 5.3.1.1. or 5.3.1.2.
- 5.3.1.1. **ARHSS cannot be activated on public roads and is activated for** off-road use only. ARHSS will return automatically to the normal ride attitude, when the vehicle is operating on public roads. The default status of ARHSS on public roads is the normal ride height at the initiation of each new engine start/run cycle.
- 5.3.1.2. **ARHSS can be engaged** for use in exceptional low speed use cases (e.g. flood/heavy snow) **on public roads. In such cases, ARHSS shall** automatically return to the normal ride height when the vehicle speed exceeds **25 km/h** or when the system is manually **disengaged by the driver**. If an ARHSS for use in exceptional low speed use cases is engaged, it is indicated to the driver at least by an optical warning signal.
- ...
- "

*Amend paragraphs 11.14. to 11.16., to read:*

- "11.14. ...
- 11.15. As from 1 September **2026**, Contracting Parties applying this Regulation shall not be obliged to accept type-approvals to the preceding series of amendments first issued after 1 September **2026**.
- 11.16. Contracting Parties applying this UN Regulation shall continue to accept type approvals issued according to the preceding series of amendments to this Regulation first issued before 1 September **2026**."

*Insert new paragraphs 11.17. to 11.19., to read:*

- "**11.17. Until 1 September 2028, Contracting Parties applying this Regulation shall continue to grant type approvals using the test proceedings related to atypical windscreen fracture behaviour (see Annex 5 paragraphs 4.8. and 5.8.) and specific provisions related to WAD 2,100 boundary (see paragraphs 2.1. and 2.45.)**
- 11.18. Until 1 September 2029, Contracting Parties applying this Regulation shall continue to accept type approvals issued using the specific provisions related to WAD 2,100 boundary (see paragraphs 2.1. and 2.45.)**
- 11.19. As from 1 September 2029, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued for a vehicle with a WAD 2,100 boundary on the bonnet top (see paragraphs 2.1. and 2.45.)"**

*Renumber former paragraphs 11.17. to 11.18., to read:*

- 11.20. Contracting Parties applying this UN Regulation may grant type approvals according to any preceding series of amendments to this Regulation.**
- 11.21. Contracting Parties applying this UN Regulation shall continue to grant extensions of existing approvals to any preceding series of amendments to this UN Regulation."**



*Annex 1, Part 1, paragraph 9.23.1.*, amend to read:

"9.23.1. A detailed ...driving (e.g. **ARHSS**)."

...

## Annex III

### **Draft amendments to UN Regulation No. 129 (Enhanced Child Restraint Systems)**

#### **Amendments adopted to ECE/TRANS/WP.29/GRSP/2022/7 (see paragraph 25 of this report)**

...

*Paragraph 8.1.*, amend to read:

"8.1. The information defined in Annex 27 shall be provided in the test reports that are included in the Type Approval Application.

For a new Type Approval all information shall be provided.

For a Type Approval Extension, **the applicant may limit this** information to **cover** the changes to the **ECRS**."

...

## Annex IV

[English only]

## List of informal working groups

<i>Informal working group</i>	<i>Chair</i>	<i>Expiry date of the mandate [pending WP.29 decision]</i>	<i>Secretary</i>
Harmonized side impact dummies	Mr. David SUTULA (USA) Phone: +1 202 366 32 73 Fax: +1 202 493 29 90 Email: david.sutula@dot.gov	Dissolved	
Head Restraints (GTR7-Phase 2)	Mr. Bernard FROST (UK) Phone: +44(0)207 9442107 Fax: +44(0)207 9449623 Email: bernie.frost@dft.gsi.gov.uk	Dissolved	OICA
UN GTR No. 9 on Pedestrian Safety Deployable – Pedestrian Protection Systems (DPPS)	Mr. Jin Seop PARK (Republic of Korea) Email: jspark@kotsa.or.kr	[November 2023]	OICA
UN GTR No. 20 (EVS) – Phase 2	Mr. Martin KOUBEK (USA) and vice-chaired by EC, China and Japan Phone: +1 202 366 4026 Email: martin.koubek@dot.gov	June 2023	Japan
Three-dimensional H-point machine	Mr. Luis MARTINEZ (Spain) Phone: +34 91 336 53 00 Fax: +34 91 336 53 02 Email: luis.martinez@upm.es	[...]	
UN GTR No. 13 (HFCV) – Phase 2	Mr. Martin KOUBEK (USA) (co-chaired by Japan and vice-chaired by China and Republic of Korea) Phone: +1 202 366 4026 Email: martin.koubek@dot.gov	December 2022	[...]
Protective helmets	Mr. Luca ROCCO Phone: +39 06 4158 3268 Fax: +39 06 4158 3253 Email: luca.rocco@mit.gov.it	Suspended	
Securing children in buses and coaches	Ms. Marta ANGLES Phone: +34 977 166 020 Fax: ++34 977 166 009 Email: mangles@idiada.com	[March 2024]	

## Annex V

[English only]

## Decisions submitted to the silence procedure following formal meetings with remote participation of the Working Party on Passive Safety, 13 May 2022

### Adopted text based on GRSP-71-28-Rev.1 (see paragraph 48 of this report)

<i>Decision No.</i>	<i>Agenda item</i>	<i>Decision</i>
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/2022/1) proposed for the seventieth session, the running order (GRSP-71-01-Rev.3) and the annotations (GRSP-71-14).
2	7	Referring to GRSP-71-17 GRSP agreed to further gather information on the barriers that have been used for type approval lateral impact testing and whether it can be ensured that they were in compliance with UN Regulation No. 95. For the time being until more information will be made available to make sure that barriers used for type approval testing are fully in compliance and to resume discussion at the December 2022 session of GRSP.
3	5	GRSP agreed to resume discussion at its December 2022 session on the basis of a proposal tabled by the expert from Finland, concerning the mandatory fitment of 3-point safety-belts on buses and coaches. GRSP also agreed that the proposal shall be complemented by statistical data on accidents linked to this subject, provided by Contracting Parties to show evidence of the safety issue addressed by the expert from Finland.
4	5	GRSP agreed to defer discussion on ECE/TRANS/WP.29/GRSP/2021/20 (UN Regulation No. 16), updating drawings of fixtures of booster seats, at its December 2022 session, waiting more evidence in crash situation in real vehicles, in side impact and offset configurations.
5	5	GRSP agreed to resume discussion on ECE/TRANS/WP.29/GRSP/2021/25 (UN Regulation No.16), on the extension of the support-leg, at its December 2022 session requesting more evidence in real crash.
6	5	Following the request of a study reservation from a number of experts, GRSP agreed to resume discussion on GRSP-71-13 at its December 2022 session and requested the secretariat to distribute the proposal with an official symbol at that session.
7	5	GRSP agreed to defer discussion to its December 2022 session on ECE/TRANS/WP.29/GRSP/2022/3 waiting the follow-up of a group of interested parties meeting (that would be held in autumn this year) coordinated by the expert from Japan.
8	8	GRSP agreed to resume discussion on GRSP-71-05 at its December 2022 session concerning the interpretation of "mechanical integrity" on the

<i>Decision No.</i>	<i>Agenda item</i>	<i>Decision</i>
		way electric batteries are tested following study reservations requested by a number of its experts.
9	3	GRSP requested experts to provide comments to the Chair and to the secretary of the informal working group on Phase 2 of UN GTR No. 13 (Hydrogen and Fuel Cells Vehicles) concerning the draft proposal of amendments (GRSP-71-09) by the end of May 2022, to provide a thorough official proposal to be discussed at the December 2022 session of GRSP.
10	13	Even though no news were provided on the inclusion of L7 category of vehicles into the scope of the UN Regulation No. 137, GRSP agreed to resume discussion on this agenda item expecting feedback on the outcome of consultation among concerned parties.
11	12	GRSP is expecting to receive information from contracting parties concerning to reflect if removable Rechargeable Electric Energy Storage System (REESS) approval do not cover replacement units. Moreover, GRSP is expecting analysis coordinated by the experts from Italy and IMMA and other stakeholders to verify the need of a separate UN Regulation dedicated to REESS replacement units.
12	8	Following the request of a study reservation from a number of experts, GRSP agreed to resume discussion on GRSP-71-06 at its December 2022 session and requested the secretariat to distribute the proposal with an official symbol at that session.
13	10 and 14	GRSP agreed to discuss at its December 2022 session a proposal of amendment concerning lower strap anchorages elaborated by an ad hoc group led by the expert from the Netherlands.
14	10	GRSP adopted ECE/TRANS/WP.29/GRSP/2022/5, ECE/TRANS/WP.29/GRSP/2022/6 both not amended and ECE/TRANS/WP.29/GRSP/2022/7 (paragraph 8.1 amended). The secretariat was requested to submit the proposals as draft Supplement 9 to the 01 series of amendments, supplement 8 to the 02 and as Supplement 8 to the 03 series of amendments to UN Regulation No. 129 (Enhanced Child Restraint Systems) for consideration and vote at the November 2022 sessions of WP.29 and AC.1.
15	10	GRSP adopted ECE/TRANS/WP.29/GRSP/2022/8 and ECE/TRANS/WP.29/GRSP/2022/9 not amended (to be combined with ECE/TRANS/WP.29/GRSP/2022/7). In the meantime GRSP-71-02 was adopted for the solely purpose of helping to calculate the minimum stature height (without any mandatory legal basis) as prescribed by ECE/TRANS/WP.29/GRSP/2022/9, and therefore GRSP-71-02 would not be submitted to WP.29 and AC.1 for adoption. The secretariat was requested to submit the proposals as draft Supplement 8 to the 03 series of amendments to UN Regulation No. 129 (Enhanced child Restraint Systems) for consideration and vote at the November 2022 sessions of WP.29 and AC.1. Moreover, it was agreed to create a new webpage under "reference material" on the website of WP.29 to allocate the above-mentioned calculator (GRSP-71-02).
16	10	GRSP agreed to resume discussion on ECE/TRANS/WP.29/GRSP/2021/26 (UN Regulation No. 129), on the extension of the support-leg, at its December 2022 session on the basis of more evidence in real crash.

<i>Decision No.</i>	<i>Agenda item</i>	<i>Decision</i>
17	7	GRSP agreed to suspend consideration at its next sessions of GRSP-70-27 (UN Regulation No. 17), due to the lack of additional data and interest by GRSP experts on this subject and to remove this item from the agenda of its next sessions for the time being.
18	5	GRSP requested the secretariat to distribute GRSP-71-11-Rev.2 with an official symbol at its December 2022 session.
19	2(a)	GRSP considered the issue of UN GTR No. 9 Amendment 3 (Headform test) but concluded that since there was no new information made available to the experts, it was not possible to restart the discussions on Amendment 3. GRSP recalled the recommendation in the report of WP.29 that in the interim, GRSP conclude its discussions on Amendment 4 on the Deployable Pedestrian Protection Systems (DPPS), which then be re-numbered as the new Amendment 3. The experts have agreed that when new information becomes available, experts from the Netherlands, Germany, the United States and other CPs and interested stakeholders would seek to reengage in the discussion on the Headform test as the new Amendment 4.
20	9	GRSP adopted GRSP-71-04 and requested the secretariat to submit the proposal as draft Supplement 1 to the 03 series of amendments to UN Regulation No. 127 (Pedestrian safety) for consideration and vote at the November 2022 sessions of WP.29 and AC.1.
21	9	GRSP agreed to establish an ad hoc group to develop a proposal of amendment based on GRSP-71-16-Rev.1 to be submitted as official document at the December 2022 session of GRSP.
22	9	Referring to GRSP-71-15-Rev.1, GRSP agreed that GRSP Chair would seek guidance at the WP.29 June 2022 session, through the highlights of the 71 session of GRSP, concerning the acceptance of type-approvals to the preceding series of amendments (singular or plural) to be mentioned in transitional provisions of UN Regulations in general. In the meantime, GRSP agreed that the expert of Japan (Ambassador of IWVTA to GRSP) would anticipate the issue to the meeting of IWVTA IWG prior to the June 2022 session of WP.29.
23	15	GRSP agreed to defer discussion of ECE/TRANS/WP.29/2021/29 at its December 2022 session.
24	11	GRSP agreed to keep the current definitions of "Fire" and "Explosion" of ECE/TRANS/WP.29/2022/71 unchanged (submitted for consideration and vote at the June 2022 sessions of WP.29 and AC.1). GRSP also agreed that the above-mentioned definitions would be first discussed by the IWG GTR No. 20 on EVS Phase 2 and that feedback of that discussion would be provided at its December 2022 session.
25	16	GRSP adopted ECE/TRANS/WP.29/GRSP/2022/10 not amended. The secretariat was requested to submit the proposal as draft Amendment 3 Addendum 1 to Mutual Resolution No. 1 for consideration and vote at the November 2022 sessions of WP.29 and to the Executive Committee of the 1998 Agreement (AC.3).
26	17	GRSP endorsed the approach of the ad hoc group on Equitable Protection of Occupants to continue to review existing and pending research and share ongoing research addressing safety diversity concerning gender, stature and mass of all occupants in recognition of the UN Sustainable Development Goals 5 and 16, in particular. It was also agreed to seek

<i>Decision No.</i>	<i>Agenda item</i>	<i>Decision</i>
		guidance of WP.29 June 2022 session on the possible cooperation of ECE WP.6 – Regulatory Cooperation and Standardization Policies (ECE Trade Division) on developing gender responsive standards as suggested by the expert from Sweden.
27	2(b)	GRSP agreed to seek endorsement of WP.29 at its June 2022 session to extend the mandate of the UN GTR 9 IWG on Deployable Pedestrian Protection Systems until November 2023.
28	18	GRSP agreed to seek endorsement of WP.29 at its June 2022 session to extend the mandate of the IWG on Safer Transport of Children in Buses and Coaches until March 2024.
29	9	GRSP adopted ECE/TRANS/WP.29/GRSP/2022/4 as amended by GRSP-71-15-Rev.3. The secretariat was requested to submit the proposal as draft 04 series of amendments to UN Regulation No. 127 (Pedestrian Safety) for consideration and vote at the November 2022 sessions of WP.29 and AC.1.
30	21(b)	GRSP agreed to request the expert from CLEPA to prepare a document listing the current marking requirements in the UN Regulations under GRSP responsibility to be submitted at its December 2022 session to analyse then which of them could not use a Unique Identifier and for those using UI how it could be done Moreover, it was agreed to list those UN Regulations where the UI would not provide any added value.
31	19	Referring to the request of WP.29 (ECE/TRANS/WP.29/1164 paras. 27-30), a majority of GRSP experts agreed, to establish a task force coordinated by Germany and with the secretarial task assigned to OICA to start in Autumn 2022 a screening of UN Regulations and UN GTRs (under its responsibility) of relevance which were linked to drivers, to accommodate for autonomous driving. The TF would include the participation of the experts from China, EC, France, Germany, Japan, Netherlands, Republic of Korea, Spain, USA, CLEPA and OICA for the time being.
32	21(f)	GRSP agreed to closely follow discussions and follow-up from GRBP and GRE on the subject of children left in cars and stand ready to coordinate efforts (e.g. IWG or task force) involving experts of these Working Parties if requested by WP.29.
33	21(g)	GRSP endorsed in principle GRSP-71-12 and requested the secretariat to distribute it with an official symbol at its December 2022 session.
34	21(g)	GRSP agreed to establish a task force, coordinated by the Netherlands with the secretarial task assigned to OICA to start to transpose UN GTR No. 13 Phase 2 into UN Regulation No. 134, with the participation of the experts from EC, France, Japan, CLEPA and other stakeholders for the time being. The task force would be expected to encompass GRSP-71-12 and solutions to the issues highlighted by GRSP-71-18 through at least an informal document submitted at the December 2022 session of GRSP.
35	21(h)	GRSP agreed that all GRSP experts should check if a text (allowing tolerances on the vehicle mass and simplified testing) that were deleted by the 04 series of amendments to UN Regulation No. 94 (amongst others) as highlighted by GRSP-71-25 was deleted by intention. As a follow-up of this analysis by GRSP experts, Germany will prepare proposal to re-introduce the text into UN Regulations for Nos. 94, 95, 135 and 137.

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<i>Decision No.</i>	<i>Agenda item</i>	<i>Decision</i>
36	21(d)	GRSP agreed to restart the discussion on the lack of harmonization of the 3DH point machine in order to come to a common understanding and solutions supported by GRSP.
37	21(l)	GRSP adopted GRSP-71-29 the provisional agenda of the December 2022 session.

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## Annex VI

[English/Russian only]

### **Statements (see paragraphs 49 and 50 of this report)**

#### **European Union**

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 aggression by Russia against Ukraine is a clear violation of Ukraine's sovereignty and territorial integrity, a unilateral attempt to change the status quo by force, and an act that shakes the very foundations of the international order.
- In addition, it has come to light that a series of cruel and inhumane acts by Russia have taken place not only in Bucha, near Kyiv, but also in various parts of Ukraine.
- The killing of a large number of innocent civilians is a serious violation of international humanitarian law and constitutes an absolutely unforgivable war crime. Russia must be held accountable for such inhumane acts.
- 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.

#### **United Kingdom**

The invasion of Ukraine violates international law and the UN Charter. 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.

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.

The UK stands united with partners in condemning Russia's outrageous attack on Ukraine as a clear breach of international law and the UN Charter.

While Russia continues to violate international law, human rights and multiple commitments to peace and security, we will work with our allies and partners across the multilateral system to condemn Russia's appalling actions and to isolate it on the international stage.

#### **United States of America**

The United States stands with the people and government 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.

## **Russian Federation**

Presentation by an expert from the Russian Federation  
In Russian.

Уважаемый господин председатель GRSP, эксперты.  
Российская Федерация напоминает, что в соответствии с Положениями о круге ведения Всемирного форума для согласования правил в области транспортных средств (WP.29) форум и его рабочие группы являются площадками для обсуждения технических предписаний и единообразных процедур оценки соответствия, касающихся безопасности транспортных средств, в связи с чем, российская сторона призывает участников воздерживаться от политических заявлений в рамках указанной деятельности и сосредоточится на обсуждении технических вопросов.

In English.

Dear Mr. Chairman of GRSP, dear experts!  
The Russian Federation would like to remind you that in compliance with the Terms of Reference and Rules of Procedure of the World Forum for Harmonization of Vehicle Regulations (WP.29) the Forum and its Working Parties represent platforms for discussion of technical prescriptions and uniform procedures of conformity assessment related to vehicle safety, therefore, the Russian party urges the participants to refrain from making political statements within the specified activity and focus on discussion of technical issues.

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