

**Draft report to the 124th session of GRSG of the
GRSG Informal Working Group on
awareness of Vulnerable Road Users proximity
in low speed manoeuvres (VRU-Proxi)**

Chair: Mr. Romain Ladret Piciorus (European Commission)
Secretary: Mr. Johan Broeders (OICA)

This document is a draft, as it has not been reviewed by the participants of the IWG on VRU-Proxi. It is prepared based on the report from the sessions of May and July, which were revised and approved by the participants.

1. Meetings

The 23rd and 24th session of the IWG VRU-Proxi took place, respectively, the 18th and 19th of May 2022 and the 6th and 7th of July 2022.

2. Topics discussed

2.1. Moving-Off Information System (R159)

The GRSG adopted both documents GRSG-123-32 and GRSG-123-11 Rev1 in its 123rd session and agreed to submit them to WP.29 and AC.1 for consideration and vote at their November 2022 sessions. The Chair asked the group for any further comments or considerations to these documents. There were no comments and as these documents were already in the WP.29 process no further actions were needed.

2.2. Reversing Motion (R158)

The group has discussed about the following elements:

The issue raised by possible temporary obstruction of the monitor view (Paragraph 16.1.3.1). Contracting Parties have different approach, but they share the opinion that it should be addressed. Some Contracting Parties supports allowance if the driver can see whole monitor display when the driver is restrained by the installed crash protection system, other Contracting Parties demand prohibiting or mitigating it through additional information to the driver. No final conclusions were made, the discussion was postponed to the next meeting.

The management of the rear-view image displayed, to only allow a modification of the view initiated by the driver as long as the awareness for the maneuvering action is kept in the modified view.

The industry participants are working on an amendment related to the definition of the backing event. This topic will be proposed for further discussion in the next meeting of the IWG.

2.3. Direct Vision

The group revised and accepted the proposal by Spain presented during the 123rd session of GRSG and adopted during the 124th session of GRSG.

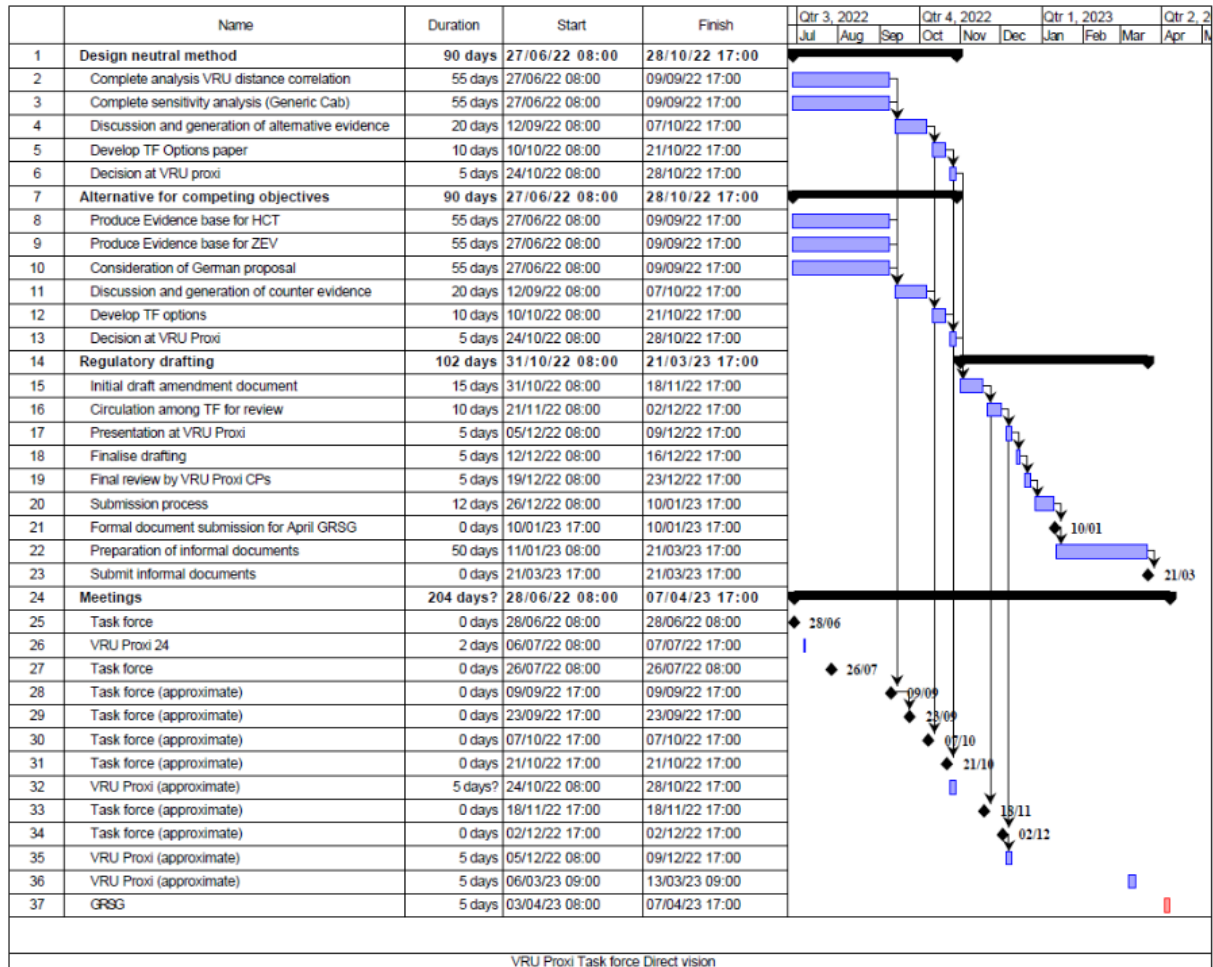
Concerning the work on Direct Vision Regulation Phase 2, the Taskforce Direct Vision is progressing on the tasks at hand, namely:

- Alternative testing method for innovative vehicle designs (technical neutrality)
- Vehicles with competing objectives

Regarding the alternative testing, work is ongoing on different proposals with the goal to seek the best compromise between good design neutrality (ex: independence with the position of the A-Pillar) and equivalence of level of stringency with the current regulation.

Regarding to the vehicles with competing objectives, electric vehicles (powered by battery or hydrogen) do not have yet data provided to assess what level of adaptation would be needed. For High Capacity Transport (HCT) vehicles, a Contracting Party will provide information and data to support any adaptation that would be needed. It was noted that this transport manner is not only important for the Scandinavian area but also for other Contracting Parties that allow high capacity / EMS vehicles.

As work plan and timing, the Taskforce Direct Vision shared the following targets:



Additionally, a Contracting Party prepared a new regulation which apply to the same safety

scenario as Direct Vision, but in the case of control of the longitudinal movement taken over from the driver by a highly automated system if a danger for VRU is detected. It was proposed to consider this new regulation as an “if-fitted” regulation that could be used as an alternative for some specific requirements of the Direct Vision and MOIS regulations. The expert indicated that for direct vision it could relax or exclude only the separate limit value for level 3 vehicles and not the limit value for the combined view or for other level vehicles. For now, only the front side has been considered but extension to the side (related to BSIS) could be possible if the alternative testing procedure is followed in order to avoid too early interventions.

2.4. Component approval

The discussion is still at the beginning, a few Contracting Parties expressed their wish to contribute its progress.