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Inland Transport Committee

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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 124th session

Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance.....	1	3
II. Adoption of the Agenda (agenda item 1)	2	3
III. Amendments to Regulations on Buses and Coaches (agenda item 2).....	3–6	3
A. UN Regulation No. 107 (M ₂ and M ₃ vehicles)	3–5	3
B. UN Regulation No. 118 (Burning behaviour of materials).....	6	4
IV. Amendments to Safety glazing Regulations (agenda item 3).....	7–10	4
A. UN Global Technical Regulation No. 6 (Safety glazing)	8	4
B. UN Regulation No. 43 (Safety glazing)	9–10	4
V. Awareness of the Proximity of Vulnerable Road Users (agenda item 4).....	11–16	4
A. UN Regulation No. 158 (Reversing motion)	12	5
B. UN Regulation No. 159 (Moving Off Information Systems)	13	5
C. UN Regulation No. XXX (Vulnerable Road Users in Front and Side Close Proximity).....	14	5
D. UN Regulation No. XXX (Vulnerable Road Users Direct Vision)	15–16	5
VI. UN Regulation No. 66 (Strength of superstructure (buses)) (agenda item 5)	17	6
VII. Amendments to Regulations on Gas-Fuelled Vehicles (agenda item 6)	18–21	6
A. UN Regulation No. 67 (Liquified Petroleum Gas vehicles)	18–19	6
B. UN Regulation No. 110 (Compressed Natural Gas and Liquified Natural Gas vehicles).....	20–21	6
VIII. Amendments to the Regulations on Devices against Unauthorized Use, Immobilizers and Vehicle Alarm systems (agenda item 7).....	22–25	7



A.	UN Regulation No. 161 (Devices against Unauthorized Use).....	22	7
B.	UN Regulation No. 162 (Immobilizers)	23–24	7
C.	UN Regulation No. 163 (Vehicle Alarm systems).....	25	8
IX.	UN Regulation No. 105 (Vehicles for the carriage of dangerous goods) (agenda item 8)	26	8
X.	UN Regulation No. 121 (Identification of controls, tell-tales and indicators) (agenda item 9)	27	8
XI.	UN Regulation No. 125 (Forward field of vision of drivers) (agenda item 10)	28	8
XII.	Event Data Recorder (agenda item 11)	29–30	9
A.	Guidance on Event Data Recorder Performance Elements Appropriate for Adoption in the 1958 and 1998 Agreement Resolutions or Regulations	29	8
B.	UN Regulation No. 160 (Event Data Recorder (EDR))	30	9
XIII.	UN Regulation No. 0 (International Whole Vehicle Type Approval) (agenda item 12).....	31	9
XIV.	Consolidated Resolution on the Construction of Vehicles. (agenda item 13).....	32	10
XV.	Special Resolution No. 1 concerning the common definitions of vehicle categories, masses and dimensions (agenda item 14).....	33	10
XVI.	UN Regulation No. 144 (Accident Emergency Call Systems)(agenda item 15).....	34	11
XVII.	Exchange of Views on Vehicle Automation (agenda item 16)	35	10
XVIII.	Election of officers (agenda item 17)	36	11
XIX.	Other Business (agenda item 18).....	37–46	11
A.	Exchange of Views on the Future Work of the Working Party on General Safety Provisions	37	11
B.	Periodical Technical Inspections	38	11
C.	Highlights of the WP.29 June 2022 session.....	39	11
D.	Any Other Business	40	11
E.	UN Regulation No. 122 (Heating systems)	41	12
F.	UN Regulation No. 46 (Devices for indirect vision)	42	12
G.	Three-dimensional H point machine.....	43	12
H.	UN Regulation No. 116 (Anti-theft and alarm systems).....	44	12
I.	Provisional agenda for the next session	45	12
J.	Decisions Submitted to the Silent Procedure	46	14
Annexes			
I.	List of Informal Documents Considered During the Session		15
II.	Draft amendments to UN Regulation No. 110 (Compressed Natural Gas and Liquefied Natural Gas vehicles)		17
III.	Draft amendments to UN Regulation No. 105 (Vehicles for the carriage of dangerous goods)		19
IV.	Draft amendments to UN Regulation No. 121 (Identification of controls, tell-tales and indicators)		21
V.	UN Regulation No. 125 (Forward field of vision of drivers)		22
VI.	Draft amendments to UN Regulation No. 116 (Anti-theft and alarm systems).....		24

VII.	Decisions submitted to the silence procedure following formal meetings with remote participation of the Working Party on General Safety Provisions, 11–14 October 2022	25
VIII.	GRSG Informal Working Groups	29

I. Attendance

1. The Working Party on General Safety Provisions (GRSG) met online for its 124th session from 11 to 14 October 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): China, Czechia, Finland, France, Germany, Hungary, India, Italy, Japan, Latvia, Netherlands, Norway, Poland, Republic of Korea, Romania, Russian Federation, South Africa, Spain, Sweden, United Kingdom of Great Britain and Northern Ireland, and United States of America. Expert from the European Commission participated. Experts from non-governmental organizations participated: American Automotive Policy Council (AAPC), European Association of Automotive Suppliers (CLEPA), International Association for Natural Gas Vehicles (NGV Global), European Natural Gas Vehicle Association (NGVA Europe), 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 and World Bicycle Industry Association (WBIA).

II. Adoption of the Agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRSG/2022/20
Informal documents: GRSG-124-02-Rev.1 and GRSG-124-10

2. GRSG considered and adopted the agenda (ECE/TRANS/WP.29/GRSG/2022/20) proposed for the 124th session, the running order (GRSG-124-02-Rev.1) and the annotations (GRSG-124-10). 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 VIII 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 document: GRSG-124-26

3. The expert from Sweden informed GRSG that information on statistical data were not available at this point on an accident involving a M₃ Class I vehicle articulated with a Compressed Natural Gas (CNG) propulsion system, which had collided with a height restriction portal,

4. The expert from Germany, on behalf of the Chair of the IWG on Safer Transport of Children in Buses and Coaches (IWG-STCBC), introduced a presentation (GRSG-124-26) on the work progress of the IWG to GRSG. He confirmed that the aim of IWG-STCBC was a new UN Regulation on existing systems used in passenger cars, and that in the first phase of this UN Regulation, IWG favoured built-in Child Restraint Systems (CRS) and Enhanced CRS type approved according to UN Regulation No. 129 (ECRS). He also added that CRS in combination with 2-point safety-belts would be considered in a second phase. He finally announced that a proposal would be officially presented by IWG at the May 2023 session of the Working Party on Passive Safety (GRSP).

5. The Chair of GRSG reiterated his invitation to experts to report on the current activities that consider the specifications of autonomous shuttles. The aim would be the review of the applicability of existing requirements or the creation new categories of these vehicles. The Chair requested to be informed of updates. The expert from the European Commission stated that there were no updates on the ongoing work of autonomous shuttles, and also emphasized the importance of contributions from GRSG experts to advance the work on this subject.

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

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

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

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

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

8. 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/2022/5

9. The expert from OICA withdrew ECE/TRANS/WP.29/GRSG/2022/5.

10. The Chair of GRSG reminded the Group of the need to align UN Regulation No. 43 to Amendment 3 of UN GTR No. 6 (ECE/TRANS/180/Add.6/Amend.3), to exempt in Zone I the possible opaque obscuration in the test area on the windscreen, and to maintain accurate harmonization between the 1958 and 1998 Agreements. GRSG agreed to resume discussion on this subject if a proposal was available at its March 2023 session.

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

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

11. The expert from the European Commission, on behalf of the IWG on awareness of Vulnerable Road Users Proximity in low-speed manoeuvres (VRU-Proxi), informed GRSG of the work progress (GRSG-124-37). He added that the group had convened twice (in May and July 2022) to discuss improvement of UN Regulation No. 158 on the temporary obstruction of the monitor view. Phase 2 of the draft UN Regulation on Direct Vision was also discussed and IWG noted that vehicles powered by electric battery or hydrogen data were not yet available for an assessment of the level of adaptation that would be needed. Information and data on direct vision for high-capacity transport would be provided at the next session of IWG to support adaptation. He said that a contracting party had prepared a draft new UN Regulation for a highly automated system to take over control from the driver if a VRU danger was detected.

A. UN Regulation No. 158 (Reversing motion)

Documentation: ECE/TRANS/WP.29/2022/123
Informal document: GRSG-124-29

12. GRSG resumed consideration of the new UN Regulation No. [165] on reverse warning, with reference to UN Regulation No. 158 as the requirements for the pause switch. However, a proposal was yet to be provided by GRSG on this subject. GRSG also recalled that it was agreed to submit a proposal (GRSG-123-31) to IWG VRU-Proxi, for a possible amendment of paragraph 16.1.3.1. which would amend draft Supplement 2 to the original version of UN Regulation No. 158, that had been submitted for consideration and vote at the November 2022 sessions of AC.1 and WP.29 (ECE/TRANS/WP.29/2022/123). The expert from Japan informed GRSG that proposal had not yet been provided by IWG VRU-Proxi. Therefore, GRSG considered GRSG-124-29, tabled by the experts from France and Japan, proposing to remove the amendment of paragraph 16.1.3.1. since the opportunity for temporary obstruction without any countermeasure preserving safety was not acceptable. While awaiting a further proposal from the IWG, GRSG adopted GRSG-124-29. The secretariat was requested to submit ECE/TRANS/WP.29/2022/123 as amended by GRSG-124-29 (ECE/TRANS/WP.29/2022/123/Rev.1), deleting the proposed amendment to paragraph 16.1.3.1., for consideration and vote at the November 2022 sessions of WP.29 and AC.1. In the meantime, GRSG expected to consider at its March 2023 session, a new proposal of amendments to paragraph 16.1.3.1., revised by IWG VRU-Proxi.

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

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

C. UN Regulation No. XXX (Vulnerable Road Users in Front and Side Close Proximity)

Documentation: ECE/TRANS/WP.29/2022/139

14. The expert of the Russian Federation informed GRSG that a proposal to amend the new UN Regulation No. XXX (Vulnerable Road Users (VRU) in Front and Side Close Proximity) (ECE/TRANS/WP.29/2022/139) was not yet available.

D. UN Regulation No. XXX (Vulnerable Road Users Direct Vision)

Documentation: ECE/TRANS/WP.29/2022/140
ECE/TRANS/WP.29/GRSG/2022/30
Informal document: GRSG-124-03

15. GRSG resumed discussion on this subject based on the proposal tabled by the expert from Spain (ECE/TRANS/WP.29/GRSG/2022/30), that amended the draft new UN Regulation on VRU Direct Vision (ECE/TRANS/WP.29/2022/140) submitted for consideration and vote at the November 2022 session of AC.1 and WP.29. Moreover, he reiterated that the proposal would clarify that the testing procedure was seen to be independent of the distance between the front axle and the foremost point of the vehicle, and therefore the reference point is the accelerator heel point. He explained a preference to send the proposal directly to the November 2022 session to prevent type approvals being granted on the wrong basis. GRSG adopted ECE/TRANS/WP.29/GRSG/2022/30, not amended. The secretariat was requested to submit ECE/TRANS/WP.29/2022/140 as amended by ECE/TRANS/WP.29/GRSG/2022/30 (ECE/TRANS/WP.29/2022/140/Rev.1), for consideration and vote at the November 2022 sessions of WP.29 and AC.1.

16. GRSG considered GRSG-124-03 on Advanced Driver Assistance System (ADAS) emergency braking at low speed (Urban Emergency Braking System (UEBS) less than 20 km/h for M₂, M₃, N₂ and N₃ categories of vehicles). The expert from Germany explained that

the proposed ADAS would complement the new UN Regulation, since some vehicles cannot fulfil the requirements of that UN Regulation. GRSG agreed to seek guidance from the Administrative Committee for the Coordination of Work of WP.29 (AC.2) at its November 2022 session on the purview/priority of work in relation to the Working Party on Automated/Autonomous and Connected Vehicles (GRVA).

VI. UN Regulation No. 66 (Strength of superstructure (buses)) (agenda item 5)

Documentation: Informal document: GRSG-124-28

17. The expert from the Russian Federation introduced GRSG-123-28 on the assessment of escape hatch operability according to the national requirements of the contracting parties. The experts from Germany, Italy, the Republic of Korea and the United Kingdom expressed study reservations to understand the consequences of the proposal. GRSG agreed to resume discussion at its March 2023 session and requested the secretariat to distribute GRSG-124-28 with an official symbol at that session.

VII. Amendments to Regulations on Gas-Fuelled Vehicles (agenda item 6)

A. UN Regulation No. 67 (Liquified Petroleum Gas vehicles)

Documentation: ECE/TRANS/WP.29/GRSG/2022/21
ECE/TRANS/WP.29/GRSG/2022/22

18. GRSG considered ECE/TRANS/WP.29/GRSG/2022/21, aimed at moving in part II of the UN Regulation the requirement to prevent the installation of the filling unit under the body of M₁ vehicles. GRSG adopted ECE/TRANS/WP.29/GRSG/2022/21, not amended. The secretariat was requested to submit the proposal as draft Supplement 3 to 03 series of amendments and for Supplement 2 to the 04 series of amendments to UN Regulation No. 67, for consideration and vote at the March 2023 sessions of WP.29 and AC.1.

19. The expert from Liquid Gas Europe introduced ECE/TRANS/WP.29/GRSG/2022/22 to align the Ingress Protection degree class to the latest International Electrotechnical Commission standard and to recognise ISO 20653 as a valid alternative. GRSG adopted ECE/TRANS/WP.29/GRSG/2022/22, amended by deleting the proposed amendment to paragraph 6.17.10.8. The secretariat was requested to submit the proposal as part of (see paragraph 18 above) draft Supplement 3 to 03 series of amendments and as part of (see paragraph 18 above) Supplement 2 to the 04 series of amendments to UN Regulation No. 67, for consideration and vote at the March 2023 sessions of WP.29 and AC.1.

B. UN Regulation No. 110 (Compressed Natural Gas and Liquified Natural Gas vehicles)

Documentation: ECE/TRANS/WP.29/GRSG/2022/23
ECE/TRANS/WP.29/GRSG/2022/24
ECE/TRANS/WP.29/GRSG/2022/25
Informal documents: GRSG-124-31-Rev.1 and
GRSG-124-32

20. GRSG considered documents prepared by the Task Force on UN Regulation No 110: (a) ECE/TRANS/WP.29/GRSG/2022/23 that introduces the minimum opening set pressure of the primary Liquid Natural Gas (LNG) relief valve, (b) ECE/TRANS/WP.29/GRSG/2022/24 and (c) ECE/TRANS/WP.29/GRSG/2022/25 that updates the existing requirements for CNG/LNG fuelled components. The expert from OICA proposed that the three documents be combined together as a new series of amendments. Therefore, he introduced GRSG-124-31-Rev.1, consolidating the three proposals and

amending ECE/TRANS/WP.29/GRSG/2022/24. GRSG adopted ECE/TRANS/WP.29/GRSG/2022/23, ECE/TRANS/WP.29/GRSG/2022/24 and ECE/TRANS/WP.29/GRSG/2022/25 as amended by annex II to this report. The secretariat was requested to submit the combined document of the three proposals as the 06 series of amendments to UN Regulation No. 110 for consideration and vote at the March 2023 sessions of AC.1 and WP.29.

21. GRSG considered GRSG-124-32, tabled by NGVA Europe to accept the type approvals according to the preceding series when not affected by the provisions of the new series of amendments. GRSG acknowledged the need to be consistent throughout all the series of amendments to the UN Regulation, and adopted GRSG-124-32 as reproduced in annex II to this report. The secretariat was requested to submit the proposal as draft Supplement 4 to the 04 series of amendments to UN Regulation No. 110, for consideration and vote at the June 2023 sessions of WP.29 and AC.1. At the same time, it was agreed to keep the official proposal to WP.29 in the agenda of the March 2023 session of GRSG for possible further development.

VIII. Amendments to Regulations on Devices against Unauthorized Use, Immobilizers and Vehicle Alarm systems (agenda item 7)

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

Documentation: Informal document: GRSG-124-25

22. The expert from OICA introduced GRSG-124-25 aimed at aligning the references to UN Regulation No.10 on electromagnetic compatibility (EMC) of the three UN Regulations Nos. 161, 162 and 163, resulted from the split of UN Regulation No. 116. GRSG agreed to resume discussion at its March 2023 session and requested the secretariat to distribute it with an official symbol at that session.

B. UN Regulation No. 162 (Immobilizers)

Documentation: ECE/TRANS/WP.29/2022/126
Informal documents: GRSG-124-22 and GRSG-124-24

23. The expert from OICA introduced GRSG-124-22 aimed at correcting a typo mistake in ECE/TRANS/WP.29/2022/126. GRSG adopted ECE/TRANS/WP.29/2022/126 as amended below. The secretariat was requested to submit the amended ECE/TRANS/WP.29/2022/126 (ECE/TRANS/WP.29/2022/126/Rev.1), for consideration and vote at the November 2022 sessions of WP.29 and AC.1.

Annex 6, paragraph 1., amend to read:

- "1. Operation parameters
- The requirements below do not apply to:
- (a) Those components that are fitted and tested as part of the vehicle, whether or not a ~~locking system~~ **an immobilizer** is fitted (e.g. lamps, alarm system, device to prevent unauthorized use by mean of a locking system);
- ..."

24. GRSG considered GRSG-124-24, as per paragraph 22 above. GRSG agreed to resume discussion at its March 2023 session and requested the secretariat to distribute it with an official symbol at that session.

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

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

IX. UN Regulation No. 105 (Vehicles for the carriage of dangerous goods) (agenda item 8)

Documentation: ECE/TRANS/WP.29/GRSG/2022/29
Informal document: GRSG-124-18

26. The expert from OICA introduced ECE/TRANS/WP.29/GRSG/2022/29 and GRSG-124-18 that amends it. Following the request of the expert from Spain, GRSG clarified that the cross references to UN Regulation No. 100, would entail only the technical requirements of that UN Regulation. GRSG adopted ECE/TRANS/WP.29/GRSG/2022/29 as amended by annex III to this report. The secretariat was requested to submit the proposal as draft Supplement 2 to the 06 series of amendments to UN Regulation No. 105, for consideration and vote at the March 2023 sessions of WP.29 and AC.1.

X. UN Regulation No. 121 (Identification of controls, tell-tales and indicators) (agenda item 9)

Documentation: ECE/TRANS/WP.29/GRSG/2022/26
Informal documents: GRSG-124-19

27. GRSG considered ECE/TRANS/WP.29/GRSG/2022/26, tabled by the expert from the Republic of Korea to clarify that the indicators, the identification of indicators and the identification of controls need not be illuminated, when it is bright enough outside of the vehicle, such as when daytime running lamps are operated. The expert from OICA introduced GRSG-124-19 to improve the text of ECE/TRANS/WP.29/GRSG/2022/26. GRSG adopted ECE/TRANS/WP.29/GRSG/2022/26 as amended by annex IV to this report. The secretariat was requested to submit the proposal as draft Supplement 6 to the 01 series of amendments to UN Regulation No. 121, for consideration and vote at the March 2023 sessions of WP.29 and AC.1.

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

Documentation: ECE/TRANS/WP.29/GRSG/2022/27
Informal documents: GRSG-124-08 and GRSG-124-09-Rev.1

28. The expert from the Netherlands on behalf of IWG on Field of Vision Assistant (FVA) of Drivers, introduced the IWG status report (GRSG-124-08). He confirmed 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 (separating out the FVA section). Moreover, he added that in a future third phase, vehicle category L would be included as well as a possible update of UN Regulation No. 22 (Safety helmets). Finally, he introduced ECE/TRANS/WP.29/GRSG/2022/27 and GRSG-124-09-Rev.1 amending it, aimed at clarifying the switch off provisions of an FVA system in case of a backing event. GRSG adopted ECE/TRANS/WP.29/GRSG/2022/27 as amended by annex V to this report. The secretariat was requested to submit the proposal as draft Supplement 2 to the 02 series of amendments to UN Regulation No. 125, for consideration and vote at the March 2023 sessions of WP.29 and AC.1.

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-124-13 and GRSG-124-14

29. The expert from Netherlands on behalf of IWG on Event Data Recorder (EDR) / Data Storage system for Automated Driving Vehicles (DSSAD) introduced the status report (GRSG-124-13) of the group. He informed GRSG that the primary objective of a DSSAD system was that, "Data recorded to evaluate/monitor overall safety performance and identify when Autonomous Driving System (ADS) is in control of vehicles". He also underlined that the focus of the group was on data collection for ADS in a broader perspective. He added that for EDR for Heavy Duty Vehicles (HDV), the IWG would focus on a new UN Regulation. In this latter case, IWG had challenges with triggering crash events (e.g. acceleration, safety-systems and last stop trigger). He finally, requested advice on an appropriate deadline to deliver a common technical document for establishing the UN Regulation on EDR for HDV. The expert from AAPC stated his support for harmonization in a broad scope, and for not focusing on a particular regional regulation. He finally stated that the latest deadline proposed by IWG would be the preferred option that would allow time for a better text (October 2023 session of GRSG and March 2024 session of WP.29 for final adoption). The expert from the United States of America also suggested the same option to have time to collect the broadest range of data. The expert from China also stated the need for time for data collection and preferred the later deadline. The expert from EC explained that the deadline of the November 2023 session of WP.29 was the most relevant for his organization, and proposed as an option the possibility to organize a special session of GRSG in case the group would not be in the position to adopt the proposal at its March 2023 session. The GRSG Chair suggested in this latter case to submit the final document to WP.29 at the October 2022 session of GRSG for final revision. GRSG agreed to seek guidance from AC.2 and WP.29 at their November 2022 sessions on the basis of the highlights of its October 2022 session. Moreover, GRSG agreed to incorporate GRSG-124-14 (Updated Content and Schedule for EDR/DSSAD IWG Deliverables) into the revised programme of work of GRSG (GRSG-124-06-Rev.3). Finally, GRSG noted the proposal of the expert from China to submit for consideration and vote at the next AC.3 sessions, the Chinese national standard for its establishment into the Compendium of Candidates of the 1998 Agreement.

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

30. 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 documents: GRSG-124-15 and GRSG-124-21

31. The expert from the Netherlands, secretary of IWG DETA, introduced GRSG-124-15, recapping the examples that explain where a Unique Identifier (UI) marking could be used. The expert from CLEPA introduced GRSG-124-21, reproducing a first screening of UN Regulations annexed to the 1958 Agreement focusing on component related UN Regulations and on UN Regulations requiring additional markings to the approval markings. He added justifications for the prohibition of UI in UN Regulations Nos. 43 (Safety glazing) and 55 (Mechanical coupling). The expert from Finland, recalled to GRSG the position of the Working Party on Lighting and Light-Signalling (GRE) at its April 2022 session: for an efficient application of UI in the context of simplified UN Regulations, a summary document should be made available in DETA and that a template for the summary document should, as soon as possible, be introduced into these UN Regulations by means of a Supplement

(ECE/TRANS/WP.29/GRE/86, paragraph10). The expert from CITA agreed with the position of the expert from CLEPA. He also added that UN Regulations Nos. 46 and 58 should exclude the introduction of UI and announced a document for the March 2023 session of GRSG that provides justification for implementing UI only when it is explicitly requested and in evidence of a clear advantage. GRSG agreed to resume discussion at its March 2023 session on the basis of the principle agreed by WP.29 that any prohibition of UI be clearly specified in the concerned UN Regulation. GRSG experts were invited to provide further comments/indications on which UN Regulation would not be affected by UI to complete the tentative list provided in GRSG-124-21.

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

Documentation: ECE/TRANS/WP.29/GRSG/2022/17
Informal document: GRSG-124-12

32. The experts from CLCCR and CLEPA introduced GRSG-124-12 superseding ECE/TRANS/WP.29/GRSG/2022/17, to clarify 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 the Netherlands expressed a study reservation on the proposal and recommended that parallel amendments be introduced in other UN Regulations such as UN Regulation No. 13 (Heavy vehicle braking). At the same time, he recalled to GRSG that UN Regulation No. 100 does not apply to trailer categories O₃ and O₄. GRSG agreed to resume discussion at its March 2023 session and requested the secretariat to distribute GRSG-124-12 with an official symbol.

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

33. 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. UN Regulation No. 144 (Accident Emergency Call Systems) (agenda item 15)

Documentation: ECE/TRANS/WP.29/GRSG/2022/28
Informal document: GRSG-124-01

34. The expert from Germany on behalf of the IWG on Electromagnetic Compatibility of the Working Party on Lighting and Light-Signalling (GRE IWG EMC) introduced GRSG-124-01, superseding ECE/TRANS/WP.29/GRSG/2022/28, to consider a proposal for guidance on some aspects of emergency. The expert from Japan supported the option one indicated in GRSG-124-01. He explained that checking the warning alarm of the emergency call system before and after immunity test is enough to verify whether the system is working properly or not. Moreover, he stated that, if GRSG prefers option 2a or 2b, Japan unfortunately could not agree at this moment, and the necessity of the pros and cons of options 2a and 2b should be made clearer in GRE IWG EMC before discussion on this guidance. GRSG did not reach consensus, but most contracting parties supported the methodology of option 2b as a compromise. GRSG found that the most appropriate solution would be EMC tests performed at the three levels of component, system and vehicle – and that it was important to define the requirements independently from the test conditions to show compliance for type approval. GRSG agreed that the text of option 2b should be further detailed.

XVII. Exchange of Views on Vehicle Automation (agenda item 16)

Documentation: Informal documents: GRSG-124-17 and GRSG-124-33

35. The experts of CLEPA and OICA introduced GRSG-124-17, expressing the views of industry on the need for new categories for autonomous vehicles. The expert from OICA express the need of legal certainty to identify whether new vehicle categories should be created or by considering the different use case in the individual system regulations. The expert from the Netherlands on behalf of the Task Force on Automated Vehicles Regulatory Screening (TF AVRS), introduced the TF status report (GRSG-124-33). GRSG agreed to resume discussion at its March 2023 session and invited the Chair of TF AVRS to meet with the Chairs of TFs of other Working Parties to find a coordinated approach to screen the regulations covered by GRSG. At the same time the secretariat was requested to establish a TF wiki page on the website of GRSG.

XVIII. Election of officers (agenda item 17)

36. GRSG unanimously elected Mr. A. Erario (Italy) as Chair and Mr. K. Hendershot (Canada) as Vice-Chair for the GRSG sessions scheduled for 2023.

XIX. Other Business (agenda item 18)

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

Documentation: Informal document: GRSG-124-06-Rev.3

37. GRSG adopted GRSG-124-06-Rev.3 (Priority of work of GRSG) and agreed to submit it to AC.2 and WP.29 and their November 2022 sessions.

B. Periodical Technical Inspections

Documentation: Informal document: GRSG-124-11

38. The expert from the Russian Federation introduced GRSG-124-11, proposing a new rule, drafted 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. He clarified that the UN Regulation does not specify any satellite system; therefor, the most appropriate system would be considered in PTI. GRSG requested the secretariat to distribute GRSG-124-11 with an official symbol for the March 2023 session of GRSG.

C. Highlights of the WP.29 June 2022 session

Documentation: Informal document: GRSG-124-07

39. The Secretary reported on the highlights (GRSG-124-07) of the 187th (ECE/TRANS/WP.29/1166) session.

D. Any Other Business

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

E. UN Regulation No. 122 (Heating systems)

Documentation: Informal documents: GRSG-124-04, GRSG-124-05 and GRSG-124-36

41. The expert from the Republic of Korea introduced a presentation (GRSG-124-05) to explain a proposal of amendment to the UN Regulation (GRSG-124-04) to allow the use of a new technology (radiation warmer) as a heating system to maximize the energy efficiency of electric vehicles. The GRSG Chair requested experts to provide comments to the proposal that could, in future, also encompass other propulsion system like hydrogen. GRSG agreed to resume discussion at its March 2023 session and requested the secretariat to distribute GRSG-124-04 with an official symbol. The expert from OICA announced a proposal (GRSG-124-36) concerning hydrogen combustion heaters that was distributed after the session.

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

Documentation: Informal document: GRSG-124-16 and GRSG-124-20-Rev.1

42. GRSG considered GRSG-124-16, to introduce provisions for exterior rear-view mirrors fixed to the protective housing. GRSG agreed to resume discussion at its March 2023 session and requested the secretariat to distribute it with an official symbol. Moreover, the expert from OICA introduced GRSG-124-20-Rev.1 to introduce provisions adapted to centre-steered vehicles of category M₂, M₃, N₂, N₃. GRSG agreed to resume discussion at its March 2023 session and requested the secretariat to distribute GRSG-124-20-Rev.1 with an official symbol.

G. Three-dimensional H point machine

Documentation: Informal documents: GRSG-124-27 and GRSG-124-30

43. The expert from the Netherlands introduced GRSG-124-27, narrating a lack of consistency between different UN Regulations and UN GTRs when referencing different versions of the three-dimensional H point machine and the test procedures to measure the H point. He further provided a proposal (GRSG-124-30) indicating possible solutions to solve such inconsistencies. GRSG agreed on GRSG-124-30 as a possible solution and to: (a) introduce it informally at the AC.2 November 2022 session, (b) explain the GRSG solution in the highlights of the Chair of GRSG at the November 2022 session of WP.29, and (c) seek agreement on the use of the concerned SAE standard (drawings and specifications of the machine) with an SAE representative to WP.29, with the support of the representative of the Netherlands.

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

Documentation: Informal document: GRSG-124-23

44. The expert from OICA introduced a proposal of amendment to the UN Regulation to align the text of the 01 series of amendments with Supplement 9 to the original version of the UN Regulation. GRSG adopted GRSG-124-23 as reproduced in annex VI and requested the secretariat to submit it as Supplement 1 to the 01 series of amendments to UN Regulation No. 116 for consideration and vote at the March 2022 sessions of WP.29 and AC.1.

I. Provisional Agenda for the Next Session

Documentation: Informal document GRSG-124-35

45. GRSG noted that its 125th session was scheduled to be held in Geneva from 27 March (2.30 p.m. CET) to 31 March (12.30 p.m.) 2023. GRSG noted that the deadline for the submission of official documents to the secretariat is 2 January 2023, twelve weeks prior to

the session. GRSG is expected to follow a proposal (GRSG-124-35) of the provisional agenda as reproduced below:

1. Adoption of the Agenda.
2. Amendments to Regulations on Buses and Coaches:
UN Regulation No. 107 (M₂ and M₃ vehicles);
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. 46 (Devices for indirect vision);
 - (b) UN Regulation No. 158 (Reversing motion);
 - (c) UN Regulation No. 159 (Moving Off Information System);
 - (d) UN Regulation No. [166] (Vulnerable Road Users in Front and Side Close Proximity);
 - (e) UN Regulation No. [167] (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. 116 (Anti-theft and alarm systems);
 - (b) UN Regulation No. 161 (Devices against Unauthorized Use);
 - (c) UN Regulation No. 162 (Immobilizers);
 - (d) UN Regulation No. 163 (Vehicle Alarm systems).
8. UN Regulation No. 122 (Heating systems).
9. UN Regulation No. 125 (Forward field of vision of drivers).
10. Event Data Recorder:
 - (a) Guidance on Event Data Recorder Performance Elements Appropriate for Adoption in the 1958 and 1998 Agreement Resolutions or Regulations;
 - (b) UN Regulation No. 160 (Event Data Recorder (EDR)).
11. UN Regulation No. 0 (International Whole Vehicle Type Approval).
12. Consolidated Resolution on the Construction of Vehicles.
13. Special Resolution No. 1 concerning the Common Definitions of Vehicle Categories, Masses and Dimensions.
14. Exchange of Views on Vehicle Automation.
15. 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 March 2023 session of World Forum for Harmonization of Vehicle Regulations;
 - (d) Three-dimensional H point machine;
 - (e) Any Other Business.

J. Decisions Submitted to the Silence Procedure

Documentation: Informal document GRSG-124-34-Rev.2

46. GRSG agreed on the list of main decisions GRSG-124-34-Rev.2, as reproduced in annex VII 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).

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	(GRE IWG EMC) Guidance on emergency calling systems	(c)	15
2/ Rev.1	(GRSG Chair) Running order of the 124th session of GRSG	(a)	1
3	(Germany) Direct vision requirements for heavy vehicles	(c)	4(d)
4	(Republic of Korea) Proposal for Amendment to UN Regulation No. 122 (Heating systems)	(b)	18(e)
5	(Republic of Korea) Electric Radiant Warmers for Energy Saving and Improved Comfort in EVs	(a)	18(e)
6/Rev.3	(Secretariat) GRSG 2023 programme of work	(d)	18(a)
7	(Secretariat) Highlights of WP.29 June 2022 session	(a)	18(c)
8	(IWG on FVA) IWG on FVA Status Report	(a)	10
9/Rev.1	(IWG FVA) Proposal for Supplement 2 to the 02 series of amendments of UN Regulation No. 125 (Forward field of vision of drivers)	(d)	10
10/Rev.1	(Secretariat) Annotated provisional agenda	(a)	1
11	(IWG PTI) 1997 Agreement - Draft proposals for a new Rule	(b)	18(b)
12	(CLEPA/CLCCR) Proposal for amending working document ECE/TRANS/GRSG/2022/17 concerning a Proposal for Amendments to Consolidated Resolution on the Construction of Vehicles (R.E.3)	(b)	13
13	(IWG on EDR/DSSAD) Status Report	(a)	11
14	(IWG on EDR/DSSAD) Updated Content and Schedule for EDR/DSSAD IWG Deliverables	(a)	11
15	(IWG DETA) State of play: extension of DETA to improve the use of the UNIQUE IDENTIFIER for UN Regulations	(a)	12
16	(OICA) Proposal for amendments to UN Regulation No. 46 (Devices for indirect vision)	(b)	18(f)
17	(CLEPA/OICA) Regulatory activities related to -Automated Driving - View from Industry -	(a)	16
18	(OICA) Draft amendments to document ECE/TRANS/GRSG/2022/29	(d)	8
19	(OICA) Proposal for amendments to UN Regulation No. 121 (Identification of controls, tell-tales and indicators)	(d)	9
20/Rev.1	(OICA) Proposal for amendments to UN Regulation No. 46 (Devices for indirect vision)	(b)	18(f)
21	(CLEPA) Unique identifier - Assessment of UN Regulations under the purview of GRSG with regards to UI	(a)	12
22	(OICA) Proposal for amendments to UN Regulation No. 162 (Immobilizers)	(d)	7(b)

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>	<i>Agenda Item</i>
23	(OICA) Proposal for amendments to the 01 series of amendments to UN Regulation No. 116 (Protection of motor vehicles against unauthorized use)	(d)	18(h)
24	(OICA) Proposal for amendments to UN Regulation No. 162 (Immobilizers)	(b)	7(b)
25	(OICA) Proposal for amendments to UN Regulation No. 161 (Devices against Unauthorized Use)	(b)	7(a)
26	(IWG-STCBC) Status Report of the Informal Working Group on Safer Transport of Children in Buses and Coaches	(a)	2(a)
27	(The Netherlands) Three-dimensional H point machine State of Play	(a)	18(g)
28	(Russian Federation) UN Regulation No. 66 (Uniform technical prescriptions concerning the approval of large passenger vehicles with regard to the strength of their superstructure)	(a)	5
29	(France/Japan) Proposal for amendment to ECE/TRANS/WP.29/2022/123 on Supplement 2 to the original version of UN Regulation No. 158 (Reversing motion)	(d)	4(a)
30	(The Netherlands) Three-dimensional H point machine State of Play	(d)	18(g)
31/Rev.1	(OICA) Proposal for the 06 series of amendments to UN Regulation No. 110 (CNG and LNG vehicles)	(d)	6
32	(NGVA Europe) Proposal for Supplement 4 to the 04 Series of Amendments to UN Regulation No. 110 (CNG and LNG vehicles)	(d)	6(b)
33	(The Netherlands) TF-AVRS Status Update	(a)	16
34/Rev.2	(Secretariat) List of decisions submitted to silence procedure	(d)	18(j)
35	Provisional agenda for the March 2023 session of GRSG	(a)	18(i)
36	(OICA) Heating Systems (UN R122) Proposal for a new Annex on H ₂ Combustion Heaters, based on existing Annex 8 on LPG Heaters	(c)	18(e)
37	(European Commission) 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)	(a)	4

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

Annex II

Draft amendments to UN Regulation No. 110 (Compressed Natural Gas and Liquefied Natural Gas vehicles)

Amendments adopted to ECE/TRANS/WP.29/GRSG/2022/23, ECE/TRANS/WP.29/GRSG/2022/24 and ECE/TRANS/WP.29/GRSG/2022/25 (see paragraph 20 of this report)

Paragraph 3., Table 1-2, add reference to Annex 5R to read:

"Table 1-2

Test Applicable to Specific Classes of Components (Excluding CNG Cylinders and LNG Tanks)

..."

...

Insert new paragraphs 24.31. to 24.34. (transitional provisions), to read:

- "24.31. As from the official date of entry into force of the 06 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approval under this Regulation as amended by the 06 series of amendments.
- 24.32. As from 1 September 2024, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued according to the preceding series of amendments, first issued after 1 September 2024.
- 24.33. Contracting Parties applying this Regulation shall continue to accept type approvals to the preceding series of amendments to this Regulation, first issued before 1 September 2024.
- 24.34. Notwithstanding paragraph 24.32., Contracting Parties applying this Regulation shall continue to accept type approvals of the equipment or parts issued according to the preceding series of amendments to this Regulation which are not affected (all but the primary Liquid Natural Gas relief valves, the temperature-triggered Pressure Relief Devices, the non-return valves and the manual valves) by the 06 series of amendments."

Annexes 2A and 2C, amend the markings accordingly

...

Annex 4A, paragraph 4.2.5., amend to read:

- "4.2.5. The pressure relief device (**temperature triggered**) shall be so designed to open the fuse at a temperature of 110 °C ± 10 °C as specified in Annex 5R."

...

Add new Annex 5R, to read:

"Annex 5R

...

1.5. Acceptable results

PRDs (temperature triggered) that have been tested according to the tests outlined in paragraph 3.1.2., shall activate within two minutes of the recorded **base line** activation time of the samples listed in paragraph 3.1."

...

Adopted text based on GRSG-124-32 (see paragraph 21 of this report)

Insert a new paragraph 24.25.bis (transitional provisions), to read:

"24.25.bis Notwithstanding paragraphs 24.23. and 24.25., Contracting Parties applying this Regulation shall continue to accept type approvals of the vehicles, equipment or parts issued according to the preceding series of amendments to this Regulation which are not affected (all but CNG accumulators, CNG compressors, secondary engines and non-metallic parts compatible with heat exchange fluids (when applicable)) by the 04 series of amendments."

Annex III

Draft amendments to UN Regulation No. 105 (Vehicles for the carriage of dangerous goods)

Amendments adopted to ECE/TRANS/WP.29/GRSG/2022/29 (see paragraph 26 of this report)

...

Paragraph 5.1.1.1., amend to read (including the reference to new footnote 4):

"5.1.1.1. General Provisions

The installation shall be so designed, constructed and protected that it cannot provoke any unintended ignition or short-circuit under normal conditions of use of vehicles.

The electrical installation, with the exception of the electric power train in compliance with the technical provisions of UN Regulation No. 100⁴, as amended at least by the 03 series of amendments, shall meet the provisions of paragraphs 5.1.1.2. to 5.1.1.9. in accordance with the table of paragraph 5.1.

⁴ UN Regulation No. 100 (Uniform provisions concerning the approval of vehicles with regard to specific requirements for the electric power train)."

Paragraph 5.1.1.9.1., renumber the reference to footnote 4 to read footnote 5

Paragraph 5.1.1.6.2., renumber the reference to footnote 5 to read footnote 6

Paragraph 5.1.2.5., renumber the reference to footnote 6 to read footnote 7

...

Paragraph 5.1.3.2., amend to read:

"5.1.3.2. Fuel tanks and cylinders

NOTE: **5.1.3.2.** likewise applies to fuel tanks and cylinders used for hybrid vehicles which include an electric power train in the mechanical driveline of the internal combustion engine or use an internal combustion engine to drive a generator to energize the electric power train.

..."

...

Paragraph 5.1.3.3., amend to read:

"5.1.3.3. Engine

NOTE: **5.1.3.3.** likewise applies to hybrid vehicles which include an electric power train in the mechanical driveline of the internal combustion engine or use an internal combustion engine to drive a generator to energize the electric power train.

..."

Insert new paragraph 5.1.3.5., to read (including the reference to new footnote 8):

"5.1.3.5. Electric power train

NOTE: 5.1.3.5. likewise applies to hybrid vehicles that include an electric power train in the mechanical driveline of an internal combustion engine. Electric power trains shall not be used for EX and FL vehicles.

The electric power train shall meet the requirements of UN Regulation No. 100⁸, as amended at least by the 03 series of amendments. Measures shall be taken to prevent any danger to the load by heating or ignition."

⁸ **UN Regulation No. 100 (Uniform provisions concerning the approval of vehicles with regard to specific requirements for the electric power train)."**

...

Annex IV

Draft amendments to UN Regulation No. 121 (Identification of controls, tell-tales and indicators)

Amendments adopted to ECE/TRANS/WP.29/GRSG/2022/26 (see paragraph 27 of this report)

Paragraph 5.3.3., amend to read:

- "5.3.3. The indicators, their identifications and the identifications of controls need not be illuminated **when at least one of the following conditions apply:**
- (a) the headlamps are being **used to give intermittent luminous warnings at short intervals;**
 - (b) **the headlamps are operated as daytime running lamps;**
 - (c) **daytime running lamps are switched on."**

Annex V

Draft amendments to UN Regulation No. 125 (Forward field of vision of drivers)

Amendments adopted to ECE/TRANS/WP.29/GRSG/2022/27 (see paragraph 28 of this report)

...

Insert new paragraph 5.1.3.7., to read:

"5.1.3.7. Information to the driver, mandated by any UN Regulations, shall not be replaced by information given via the FVA system. A duplication of such mandatory information via the FVA system is possible."

Annex 5, amend to read:

"Annex 5

Field of View Assistant

Examples for Warning / Highlight / Information as specified in paragraph 5.3.5.1.:

<i>Examples</i>	
Warning/Highlight hazardous traffic situation	Abrupt braking situations or other emergency cases Oncoming traffic in turning manoeuvres Oncoming Traffic Jam/vehicle break down. Vehicles leaving the lane or entering the own driving path
Warning/highlight vulnerable road users or other road users which may be overseen	Pedestrians Cyclists Crossing road users Road users in blind spot or road users covered by other objects Animals
Information to maintain the distances to surrounding road user and infrastructure as well as information on the infrastructure	Distance to vehicle in front/ to side / to rear Lane keep assist, lane change assist, speed limits changes
Information to find and maintain the correct driveway and to follow the road instructions	Navigation Information, symbols and arrows during automatic lane change (Directions, remaining distance to target, border crossings) Highlighting stop lines and pedestrian crosswalks

<i>Examples</i>	
Information to support driver's setting	Highlighting edges of the position of the FVA area during adjustment
Warnings and information to the driver that require drivers immediate action	Transition demand/ Hands-off warning Requests to stop the vehicle immediately due to safety relevant failures of the vehicle or its systems Requests to switch off systems immediately due to safety relevant failures.

"

Annex VI

Draft amendments to UN Regulation No. 116 (Anti-theft and alarm systems)

Adopted text based on GRSG-124-23 (see paragraph 44 of this report)

Paragraph 5.3.1.1., amend to read:

"5.3.1.1. A device to prevent unauthorized use acting on the steering shall render the steering inoperative. Before the engine **as a motive power** can be started, the normal steering operation must be restored."

Paragraph 8.3.1.1., amend to read:

"8.3.1.1. An immobilizer shall be designed so as to prevent the operation of the vehicle under its **motive** power by at least one of the following means: ..."

Annex VII

[English only]

Decisions submitted to the silence procedure following formal meetings with remote participation of the Working Party on General Safety Provisions, 11–14 October 2022

Adopted text based on GRSG-124-34-Rev.2 (see paragraph 46 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/2022/20 as amended by GRSG-124-10-Rev.1) and the running order of the 124th session (GRSG-124-02-Rev.1).
2	4d	GRSG adopted ECE/TRANS/WP.29/GRSG/2022/30, not amended. The secretariat was requested to submit the proposal as an amendment to ECE/TRANS/WP.29/2022/140, for consideration and vote at the November 2022 sessions of WP.29 and AC.1.
3	4d	GRSG considered GRSG-124-03 on ADAS emergency braking at low speed (Urban Emergency Braking System (UEBS) less than 20 km/h for M2, M3, N2, N3). GRSG agreed to seek guidance of the Administrative Committee for the Coordination of Work of WP.29 (AC.2) at its November 2022 session concerning purview/priority of work to be shared with GRVA.
4	18h	GRSG adopted GRSG-124-23 as Supplement 1 to the 01 series of amendments to UN Regulation No. 116 (Anti-theft and alarm systems).
5	7a	GRSG considered GRSG-124-25, agreed to resume discussion at its March 2023 session and requested the secretariat to distribute it with an official symbol.
6	7b	GRSG adopted GRSG-124-22. The secretariat was requested to submit the proposal as an amendment to ECE/TRANS/WP.29/2022/126, for consideration and vote at the November 2022 sessions of WP.29 and AC.1.
7	7b	GRSG considered GRSG-124-24, agreed to resume discussion at its March 2023 session and requested the secretariat to distribute it with an official symbol.
8	18f	GRSG considered GRSG-124-16, agreed to resume discussion at its March 2023 session and requested the secretariat to distribute it with an official symbol
9	18f	GRSG considered GRSG-124-20-Rev.1, agreed to resume discussion at its March 2023 session and requested the secretariat to distribute it with an official symbol.

<i>Decision No.</i>	<i>Agenda Item</i>	<i>Decision</i>
10	5	GRSG considered GRSG-124-28, agreed to resume discussion at its March 2023 session and requested the secretariat to distribute it with an official symbol.
11	4a	GRSG adopted GRSG-124-29. The secretariat was requested to submit the proposal as an amendment (deletion of proposed amendment to paragraph 16.1.3.1.) to document ECE/TRANS/WP.29/2022/123, for consideration and vote at the November 2022 sessions of WP.29 and AC.1. In the meantime, GRSG expects to consider at its March 2023 session a new proposal of amendments to para. 16.1.3.1. revised by the IWG VRU-Proxi.
12	6a	GRSG adopted ECE/TRANS/WP.29/GRSG/2022/21, not amended. The secretariat was requested to submit the proposal as draft Supplement 3 to 03 series of amendments and for Supplement 2 to the 04 series of amendments to UN Regulation No. 67, for consideration and vote at the March 2023 sessions of WP.29 and AC.1.
13	6a	GRSG adopted ECE/TRANS/WP.29/GRSG/2022/22, amended by deleting the proposed amendment to para. 6.17.10.8. The secretariat was requested to submit the proposal as draft Supplement 3 to 03 series of amendments and for Supplement 2 to the 04 series of amendments to UN Regulation No. 67, for consideration and vote at the March 2023 sessions of WP.29 and AC.1.
14	6b	GRSG adopted ECE/TRANS/WP.29/GRSG/2022/23, ECE/TRANS/WP.29/GRSG/2022/24 and ECE/TRANS/WP.29/GRSG/2022/25 as amended by GRSG-124-31-Rev.1 (consolidated text of the three proposals). The secretariat was requested to submit the proposal as draft 06 series of amendments to UN Regulation No. 110, for consideration and vote at the March 2023 sessions of WP.29 and AC.1.
15	6b	GRSG adopted GRSG-124-32. The secretariat was requested to submit the proposal as draft Supplement 4 to the 04 series of amendments to UN Regulation No. 110, for consideration and vote at the June 2023 sessions of WP.29 and AC.1. In the same time it was agreed to keep the official proposal to WP.29 into the agenda of the March 2023 session of GRSG for possible further elaboration.
16	8	GRSG adopted ECE/TRANS/WP.29/GRSG/2022/29 as amended by GRSG-124-18. The secretariat was requested to submit the proposal as draft Supplement 2 to the 06 series of amendments to UN Regulation No. 105, for consideration and vote at the March 2023 sessions of WP.29 and AC.1.
17	9	GRSG adopted ECE/TRANS/WP.29/GRSG/2022/26 as amended by GRSG-124-19. The secretariat was requested to submit the proposal as draft Supplement 6 to the 01 series of amendments to UN Regulation No. 121, for consideration and vote at the March 2023 sessions of WP.29 and AC.1.
18	18g	GRSG agreed GRSG-124-30 as a possible solution to solve inconsistency between different UN Regulations and UN GTRs about reference to different versions of Three-Dimensional H point machine. It was further agreed to: (a) introduce it informally at the AC.2 November 2022 session, (b) explain the GRSG solution through the highlights of the Chair of GRSG at the November 2022

<i>Decision No.</i>	<i>Agenda Item</i>	<i>Decision</i>
		session of WP.29 and (c) seek an agreement on the use of the concerned SAE standard with SAE representative to WP.29 with the support of the representative of the Netherlands.
19	10	GRSG adopted ECE/TRANS/WP.29/GRSG/2022/27 as amended by GRSG-124-09-rev.1. The secretariat was requested to submit the proposal as draft Supplement 2 to the 02 series of amendments to UN Regulation No. 125, for consideration and vote at the March 2023 sessions of WP.29 and AC.1.
20	11	GRSG considered GRSG-124-13 and GRSG-124-14. GRSG agreed to seek guidance by AC.2 and WP.29 (through the highlights) on the deadline for submission of a proposal on EDR for Heavy Duty Vehicles to GRSG and WP.29
21	12	GRSG considered GRSG-124-15 and GRSG-124-21. It was agreed to resume discussion at the March 2023 session of GRSG. On the basis of the principle agreed by WP.29 that if UI is prohibited this shall be clearly specified in the concerned UN Regulation. GRSG experts were invited to provide further comments/indications which UN Regulation would not be affected by UI to complete the tentative list provided by GRSG-124-21.
22	16	GRSG considered GRSG-124-17 and GRSG-124-33. GRSG agreed to resume discussion at its March 2023 session inviting the Chair of the TF AVRS to meet with the Chairs of the other TF established under other GRs in order to find a coordinated approach to screen the regulations covered by GRSG.
23	13	GRSG considered GRSG-124-12. It was agreed to resume discussion at its March 2023 session and requested the secretariat to distribute it with an official symbol.
24	15	GRSG considered GRSG-124-01. GRSG did not reach consensus but a majority of contracting parties supported the option 2b methodology as a compromise. GRSG found most appropriate that the EMC tests be performed at the three levels of component, system and vehicle, and that it important to define the requirements independent from the test conditions to show compliance for type approval.. GRSG agreed that the text of option 2b should be further specified.
25	18e	GRSG considered GRSG-124-04. It was agreed to resume discussion at its March 2023 session and requested the secretariat to distribute it with an official symbol.
26	17	Mr. Erario (Italy) and Mr. K. Hendershot (Canada) were elected as Chair and Vice-Chair of GRSG for the year 2023.
27	18(a)	GRSG adopted GRSG-124-06-Rev.3 (Priority of work of GRSG) and agreed to submit it to AC.2 and WP.29
28	18(b)	GRSG considered GRSG-124-11 and requested the secretariat to distribute it with an official symbol for the March 2023 session of GRSG.
29	18(i)	GRSG adopted GRSG-124-35 as the tentative provisional agenda of the March 2023 session

<i>Decision No.</i>	<i>Agenda Item</i>	<i>Decision</i>
30	18(j)	GRSG adopted GRSG-124-34-Rev.2 list of decisions to be submitted for silence procedure.

Annex VIII

[English only]

GRSG Informal Working Groups

*Informal working group**Secretary*

Awareness of
Vulnerable Road Users
Proximity (VRU-Proxi)

Mr. R. Ladret Piciorus (EC) (Chair)
Tel: +32 2 298 93 53
email: romain.ladret-
piciorus@ec.europa.eu

Mr. Johan Broeders (OICA)
Tel: +31 40 214 5033
email:
johan.broeders@daftrucks.com

Field of Vision Assistants
(IWG-FVA)

Mr. H. Lammers
Tel: +31 79 345 8132
email: hammers@rdw.nl
