


Economic Commission for Europe
Inland Transport Committee
World Forum for Harmonization of Vehicle Regulations
Working Party on Lighting and Light-Signalling
Eighty-eighth session

Geneva, 25–28 April 2023

Report of the Working Party on Lighting and Light-Signalling on its eighty-eighth session
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I. Attendance

1. The Working Party on Lighting and Light-Signalling (GRE) held its eighty-eighth session from 25 to 28 April 2023 in Geneva. The meeting was chaired by Mr. T. Kärkkäinen (Finland). Experts from the following countries participated in the work according to 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.2): Australia, Canada, China, Czechia, Finland, France, Germany, India, Italy, Japan, Netherlands, Norway, Poland, Republic of Korea, Russian Federation, Serbia, South Africa, Spain, United Kingdom of Great Britain and Northern Ireland, United States of America. An expert from the European Commission (EC) participated. Experts from the following non-governmental organizations also took part in the session: American Automotive Policy Council (AAPC), European Agricultural Machinery Association (CEMA), European Association of Automotive Suppliers (CLEPA), Fédération Internationale de Motocyclisme (FIM), International Association of the Body and Trailer Building Industry (CLCCR), International Automotive Lighting and Light Signalling Expert Group (GTB), International Electrotechnical Commission (IEC), International Motor Vehicle Inspection Committee (CITA), International Motorcycle Manufacturers Association (IMMA), International Organization of Motor Vehicle Manufacturers (OICA), Society of Automotive Engineers (SAE).

II. Adoption of the Agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRE/2023/1, Informal documents GRE-88-01, GRE-88-06, GRE-88-12-Rev.1

2. GRE considered and adopted the agenda (ECE/TRANS/WP.29/GRE/2023/1), as reproduced in GRE-88-01 together with the informal documents distributed during the session. GRE also noted the running order proposed by the Chair (GRE-88-06).

3. The list of informal documents is contained in annex I. The list of GRE informal groups is reproduced in annex III.

4. GRE noted the highlights of the November 2022 and March 2023 sessions of WP.29 (GRE-88-12-Rev.1).

III. 1998 Agreement – UN Global Technical Regulations: Development (agenda item 2)

5. No information was reported under this item.

IV. 1997 Agreement – Rules: Development (agenda item 3)

Documentation: ECE/TRANS/WP.29/2022/145

6. GRE recalled that, at its eighty-sixth session, it had supported the concept on vehicle whole-life compliance that had been prepared by the Informal Working Group on Periodical Technical Inspections (IWG PTI) (ECE/TRANS/WP.29/2022/145). GRE noted that a revised version of this document was expected to be presented at the June 2023 session of WP.29.

V. Simplification of Lighting and Light-Signalling UN Regulations (agenda item 4)

Documentation: ECE/TRANS/WP.29/GRE/2020/8/Rev.3,
ECE/TRANS/WP.29/GRE/2022/13,
ECE/TRANS/WP.29/GRE/2023/3,
ECE/TRANS/WP.29/GRE/2023/4,
ECE/TRANS/WP.29/GRE/2023/5,

ECE/TRANS/WP.29/GRE/2023/6, Informal documents GRE-88-02-Rev.1, GRE-88-03-Rev.1, GRE-88-07, GRE-88-26, GRE-88-27

7. GRE noted the progress of the Informal Working Group "Simplification of the Lighting and Light-Signalling Regulations" (IWG SLR) and issues for consideration under step 2 of stage 2 of the simplification process (GRE-88-07), in particular:

- Simplifying and improving the definition of an apparent surface.
- Objective assessment of the actual functions as installed on the vehicle.
- Where possible, harmonizing requirements with other regions.
- Consistency among similar requirements and definitions in installation regulations.

8. The experts of IWG SLR presented an updated proposal for a new 09 series of amendments to UN Regulation No. 48 that introduced revised requirements for headlamp levelling (ECE/TRANS/WP.29/GRE/2020/8/Rev.3). GRE adopted the technical provisions of the proposal. In view of other proposals on the agenda that could become part of the new 09 series of amendments to UN Regulation No. 48, GRE agreed to address the transitional provisions for the new series under agenda item 6 (a).

9. The experts of IWG SLR introduced proposals for amendments to UN Regulations Nos. 48, 53, 74 and 86 that enabled a phasing out of the installation of older lamps/devices (respectively, ECE/TRANS/WP.29/GRE/2023/3, ECE/TRANS/WP.29/GRE/2023/4, ECE/TRANS/WP.29/GRE/2023/5 and ECE/TRANS/WP.29/GRE/2023/6).

10. Subject to removal of the square brackets and keeping the text inside, GRE adopted ECE/TRANS/WP.29/GRE/2023/4, ECE/TRANS/WP.29/GRE/2023/5 and ECE/TRANS/WP.29/GRE/2023/6 and requested the secretariat to submit them for consideration and vote at the November 2023 sessions of WP.29 and the Administrative Committee (AC.1) as a new 04 series of amendments to UN Regulation No. 53, a new 03 series of amendments to UN Regulation No. 74 and a new 03 series of amendments to UN Regulation No. 86.

11. GRE adopted GRE-88-27 as a replacement of ECE/TRANS/WP.29/GRE/2023/3 and decided to include it in a new 09 series of amendments to UN Regulation No. 48 (see paragraph 21 below).

12. GRE noted a request of the Informal Working Group for Electronic Database for the Exchange of Type Approval documentation (IWG DETA) to provide clarity on the UN Regulations for which the Unique Identifier (UI) markings may be applied (GRE-88-02-Rev.1 and GRE-88-03-Rev.1). The expert from the International Motor Vehicle Inspection Committee (CITA) recalled its previous position on the need for additional markings in case of UI, to ensure the availability of sufficient information on the device for periodic and roadside inspections (ECE/TRANS/WP.29/GRE/2022/13, GRE-87-07). Some experts pointed out that additional markings would run counter the very idea of UI.

13. To review UN Regulations under its purview for the purposes of UI (GRE-88-26), GRE made the following classifications:

- (a) Obsolete device UN Regulations that had been frozen in the course of two freezing exercises;
- (b) New simplified device UN Regulations Nos. 148, 149 and 150;
- (c) Installation UN Regulations Nos. 48, 53, 74 and 86;
- (d) Light sources UN Regulations Nos. 37, 99 and 128; and
- (e) Standalone UN Regulations Nos. 10, 45 and 65.

14. GRE agreed that UI could be used for the group (b) above, but definitely not for (a) and probably not for (c) and (d). For the group (e), GRE invited IWG SLR and the Informal Working Group on Electromagnetic Compatibility (IWG EMC) to prepare recommendations. Finally, GRE decided to revert to this topic at the next session, including the issue of additional markings.

VI. UN Regulations on Light Sources and the Consolidated Resolution on the Common Specification of Light Source Categories (agenda item 5)

Documentation: Informal document GRE-88-13

15. The expert of the Task Force on Substitutes and Retrofits (TF SR) informed GRE about their activities (GRE-88-13) and announced the next meeting of TF SR on 14 June 2023. He reported that TF SR was considering two approaches for including high power light-emitting diode replacement (LEDr) light sources in UN Regulation No. 37 and in the Consolidated Resolution on the Common Specification of Light Source Categories (R.E.5), namely “intelligent equivalence” on the light source level and “application-level equivalence”. The experts from the Netherlands and the United Kingdom supported the first approach.

VII. Installation UN Regulations (agenda item 6)

A. UN Regulation No. 48 (Installation of Lighting and Light-Signalling Devices)

Documentation: ECE/TRANS/WP.29/GRE/2022/25/Rev.1, ECE/TRANS/WP.29/GRE/2023/2, ECE/TRANS/WP.29/GRE/2023/7, ECE/TRANS/WP.29/GRE/2023/8, ECE/TRANS/WP.29/GRE/2023/9, ECE/TRANS/WP.29/GRE/2023/10, Informal documents GRE-88-14, GRE-88-17, GRE-88-15-Rev.1, GRE-88-16-Rev.3, GRE-88-18, GRE-88-22-Rev.3, GRE-88-23-Rev.2, GRE-88-24, GRE-88-25-Rev.1

16. The expert from CLCCR tabled a revised proposal that increases the number of manoeuvring lamps on trailers according to the length of the trailer (ECE/TRANS/WP.29/GRE/2022/25/Rev.1 and GRE-88-24). Following an in-depth discussion, GRE adopted the proposal as contained in GRE-88-24, subject to the replacement of “must” with “shall” in paragraph 6.26.2. and decided to include in a new 09 series of amendments to UN Regulation No. 48.

17. The expert from OICA proposed aligning the requirement for the visibility of red light towards the front and/or white light toward the rear of the vehicle in various series of amendments to UN Regulation No. 48 with the 01 series of amendments to UN Regulations Nos.148 and 149 (GRE-88-17 and GRE-88-18).

18. GRE adopted GRE-88-18 and decided to include it in a new 09 series of amendments to UN Regulation No. 48. GRE also adopted GRE-88-17 as a Supplement to the series of amendments from 03 to 08 of UN Regulation No. 48. GRE requested the secretariat to submit it for consideration and vote at the November 2023 sessions of WP.29 and AC.1 as part of draft Supplement 19 to the 06 series of amendments, draft Supplement 6 to the 07 series of amendments and draft Supplement 4 to the 08 series of amendments to UN Regulation No. 48. GRE decided to postpone the submission of these amendments for the 03, 04 and 05 series of amendments, in order to combine them with future amendment proposals to the same series of amendments.

19. The expert from the Special Interest Group (SIG) on the 09 series of amendments to UN Regulation No. 48 reported on their activities (GRE-88-15-Rev.1) and presented their new proposal that add the park condition of a vehicle in the scope of UN Regulation No. 48 (ECE/TRANS/WP.29/GRE/2023/2). Following an in-depth consideration, GRE adopted the technical content as laid down in GRE-88-16-Rev.3.

20. The expert from OICA proposed to prolong the transitional provisions for the 09 series of amendments to UN Regulation No. 48 (GRE-88-22-Rev.3 and GRE-88-23-Rev.2). As a compromise, GRE adopted the transitional provisions as contained in annex II.

21. The Chair summarized that the following draft amendments were adopted at this session and would become part of the draft 09 series of amendments to UN Regulation No. 48:

- (a) Headlamp levelling (paragraph 8 above);
- (b) Device transition (paragraph 11);
- (c) Park condition (paragraph 19);
- (d) Manoeuvring lamps on trailers (paragraph 16);
- (e) Visibility of red light towards the front and/or white light toward the rear (paragraph 18); and
- (f) Transitional provisions (paragraph 20).

22. GRE decided to submit the above proposals for consideration and vote at the March 2024 sessions of WP.29 and AC.1 as a new 09 series of amendments to UN Regulation No. 48. At its next session in October 2023, GRE agreed to editorially confirm these proposals without modifying their substantial content and requirements. To this end, GRE suggested that a consolidated text of the draft 09 series of amendments to UN Regulation No. 48 be prepared.

23. The expert from OICA proposed to allow logos smaller than 5 cm² (ECE/TRANS/WP.29/GRE/2023/10). A number of experts from contracting parties delivered critical remarks and were not in a position to support the proposal.

24. The expert from GTB introduced a proposal that allows a road projection pattern for predicted trajectory (ECE/TRANS/WP.29/GRE/2023/7). The expert from France proposed modifying the speed limit, in conjunction with ECE/TRANS/WP.29/GRE/2023/8 (see the next paragraph). The expert from Japan sought a proof that this pattern would not negatively affect other road users. The Chair invited GTB to liaise with Japan on this matter.

25. The expert from GTB proposed amendments that extend the possibility to project driver assistance symbols and patterns to the passing-beam headlamps of adaptive front-lighting systems (AFS). These amendments were accompanied by a corresponding amendment to UN Regulation No. 149 (ECE/TRANS/WP.29/GRE/2023/8 and GRE-88-25-Rev.1). GRE adopted the proposals, as laid down in GRE-88-25-Rev.1, and requested the secretariat to submit them for consideration and vote at the November 2023 sessions of WP.29 and AC.1 as draft Supplement 2 to the 01 series of amendments to UN Regulation No. 149, part of draft Supplement 19 to the 06 series of amendments, part of draft Supplement 6 to the 07 series of amendments and part of draft Supplement 4 to the 08 series of amendments to UN Regulation No. 48.

26. The expert of the Task Force on Autonomous Vehicle Signalling Requirements (TF AVSR) submitted draft amendments that aimed to introduce vehicles with automated driving features or an Automated Driving System (ADS) in UN Regulation No. 48 (ECE/TRANS/WP.29/GRE/2023/9). Experts pointed out a number of issues that would need further consideration, in particular the introduction of two new definitions (in square brackets). GRE requested TF AVSR to present the proposals to the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) with a view to ensuring compatibility of definitions.

27. The expert from Australia wondered whether or not UN Regulation No. 48 allows for the fitment of lamps other than those that are listed as mandatory or optional in the Regulation, or that meet the definition of an external status indicator, for example, low intensity lamps, lamps for emergency service vehicles, and/or other types of status indicators (GRE-88-14). The expert from the Netherlands expressed the view that the fitment of such lamps should not be allowed (“not mentioned, not fitted”). The Chair recalled that UN Regulation No. 48 does not contain provisions on some lamps for which installation requirements falls within the competence of national legislation of contracting parties, for example, special warning lamps under UN Regulation No. 65. The expert from Australia pointed out that he would continue off-line consultations on this issue.

B. Other Installation UN Regulations

Documentation: Informal documents GRE-88-04 and GRE-88-19

28. The expert from CEMA presented amendment proposals to UN Regulation No. 86 (GRE-88-04 and GRE-88-19) that aimed to introduce:

- Wider vehicles of categories R, S and T.
- Reflective materials as an alternative to retroreflectors and side-marker lamps.
- Amber special warning devices to inform of slow vehicles on the road.
- Use of manufacturer logos.

29. Following a brief exchange of view, GRE held the view that the special warning lamps should remain in the scope of UN Regulation No. 65 only. GRE also raised doubts about the replacement of retroreflectors and side-marker lamps with reflective materials. The Chair invited CEMA to update their proposals and submit them as a working document to the next session.

VIII. Device UN Regulations (agenda item 7)

Documentation: Informal documents GRE-88-09 and GRE-88-10

30. The expert from GTB introduced a concept to improve the failure provisions in the 01 series of amendments to UN Regulation No. 149, including “high definition” headlamps (GRE-88-10). The experts from Germany and the United Kingdom made preliminary comments on the proposal and pointed out the need to study it further. The Chair invited GRE experts to send their inputs to GTB.

31. The expert from Germany proposed to indicate in the communication form in Annex 1 of UN Regulation No. 149 if headlamps may be able to produce driver assistance projection according to UN Regulation No. 48 (GRE-88-09). GRE adopted this proposal and requested the secretariat to submit it for consideration and vote at the November 2023 sessions of WP.29 and AC.1 as part of draft Supplement 2 to the 01 series of amendments to UN Regulation No. 149.

IX. UN Regulation No. 10 (Electromagnetic Compatibility) (agenda item 8)

Documentation: Informal documents GRE-88-20 and GRE-88-21

32. The expert from IWG EMC presented their status report and the outstanding issues (GRE-88-20). GRE took note of the current working draft the 07 series of amendments to UN Regulation No. 10 (GRE-88-21) and noted that a final draft would be submitted as a working document to the next session of GRE. Furthermore, GRE agreed that a first step to address the issue of “normal conditions of use” should already be undertaken in the 07 series of amendments to UN Regulation No. 10.

X. Other UN Regulations (agenda item 9)

33. No issues were considered under this agenda item.

XI. Other Business (agenda item 10)

A. Development of the International Whole Vehicle Type Approval

34. GRE recalled its earlier discussion on the summary documents and the use of DETA in the context of the Unique Identifier (UI) (see paragraphs 12–14 above).

B. Amendments to the Convention on Road Traffic (Vienna, 1968)

Documentation: ECE/TRANS/WP.1/2017/1/Rev.3, ECE/TRANS/WP.1/183

35. GRE noted that the Global Forum for Road Traffic Safety (WP.1), at its recent session in March 2023, had adopted ECE/TRANS/WP.1/2017/1/Rev.3 which contains a set of amendment proposals to the 1968 Convention on Road Traffic, including its annex 5 on lighting and light signalling devices (ECE/TRANS/WP.1/183, paragraph 12). GRE was informed about the legal amendment process and timeline as per article 49 of the Convention.

36. GRE noted that, for the issue of optical and/or audible signals in ADS vehicles, WP.1 had considered an informal document by the Netherlands on recognizability of ADS from the perspective of enforcement. Following an insightful discussion, WP.1 had decided that a dedicated panel should be organized at its next session to consider all the relevant issues in greater detail (ECE/TRANS/WP.1/183, paragraph 23). In addition, WP.1 had received a report from the Chair of GRVA on their activities (ECE/TRANS/WP.1/183, paragraph 39).

C. Miscellaneous

Documentation: Informal documents GRE-88-08-Rev.1, GRE-88-11

37. The expert from France invited GRE to provide their views on two issues (GRE-88-08-Rev.1):

- (a) Blue light in front lighting units; and
- (b) Work lighting (for example, for night works of road machinery) which may cause glare for other road users.

38. Various experts recalled that, as a general rule, only white light should be visible to the front of the vehicle, while the use of blue light in many national legislations is reserved for special vehicles only. Several experts pointed out that in rare situations white light may be perceived as “blueish” by the human eye. However, no test technique had been developed to measure this phenomenon.

39. Some experts stated that the work lights of paragraph 37 (b) are regulated by national law. No consensus was reached on whether specific provisions to this extent should be included in UN Regulations Nos. 48 or 86.

40. GRE welcomed the dynamic and static demonstrations of “Signal Road Projector” (SRP) that were organized by GTB in conjunction with the GRE session and considered the main aspects of the SRP proposal (GRE-88-11). Several experts provided technical remarks and sought additional proof of benefits of this technology for road safety. The expert from Japan pointed out that their country had completed a study on distraction caused by SPR to other road users, and that the study would be reported to GRE once the English translation was available. GRE looked forward to receiving this and other studies on the issue and decided to revert to it at the next session. GTB was invited to submit a document with amendment proposals.

XII. Direction of Future Work of GRE (agenda item 11)

Documentation: Informal document GRE-88-05

41. The experts of TF AVSR reported on their activities (GRE-88-05). GRE noted differing positions of contracting parties on the status indicator of an automated driving system (ADS). TF AVSR had considered that the indicator should be optional, thus giving each contracting party the possibility to prohibit its use on their roads, for example by mandatory deactivation. However, TF AVSR stressed that, if fitted, the ADS status indicator should have uniform provisions. To this end, TF AVSR advocated establishing a new hybrid

UN Regulation which would cover both functional specifications and installation requirements for a new signal, similar to that in UN Regulation No. 65 “Special warning lamps”. TF AVSR also wondered whether GRE would agree to upgrade it to an Informal Working Group (IWG).

42. Experts generally supported establishing a new UN Regulation on the ADS status indicator. Some experts mentioned that the option of a new UN GTR should also be explored. For the next GRE session, the Chair invited TF AVSR to draft Terms of Reference for a possible new IWG AVSR. GRE noted that, in June 2023, the Chair would report on the outcome of the discussion with the Administrative Committee for Coordination of Work (AC.2) and/or WP.29 and would ask them for guidance.

XIII. Provisional Agenda for the Next Session (agenda item 12)

43. GRE noted that the next session had been scheduled from 24 to 27 October 2023 and that the deadline for submission of working documents would be 31 July 2023. GRE agreed that the provisional agenda for the next session should be structured in major blocks as follows:

1. Adoption of the Agenda.
2. 1998 Agreement – UN Global Technical Regulations: Development.
3. 1997 Agreement – Rules: Development.
4. Simplification of Lighting and Light-Signalling UN Regulations.
5. UN Regulations on Light Sources and the Consolidated Resolution on the Common Specification of Light Source Categories.
6. Installation UN Regulations.
7. Device UN Regulations.
8. UN Regulation No. 10 (Electromagnetic Compatibility).
9. Other UN Regulations.
10. Pending amendment proposals.
11. Other Business.
12. Direction of Future Work.
13. Provisional Agenda for the Next Session.
14. Election of Officers.

Annex I

List of informal documents issued in Connection with the Session

Informal documents GRE-88-...

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
1	(secretariat) Updated provisional agenda	b
2-Rev.1	(IWG DETA) 1958 Agreement - Unique Identifier: Proposed actions for IWG DETA, Working Parties (GRs) and WP.29	d
3-Rev.1	(IWG DETA) Request of IWG DETA to Working Parties (GRs) to provide clarity on the UN Regulations for which the UI marking may be applied	d
4	(CEMA) Proposal for a draft amendment to UN Regulation No. 86	c
5	(TF AVSR) Progress report	f
6	(Chair) Running order	b
7	(IWG SLR) Progress report	f
8-Rev.1	(France) Colour of the light emitted	d
9	(Germany) Proposal for a Supplement to the 01 series of amendments to UN Regulation No. 149	a
10	(GTB) Improved failure provisions for the 01 series of amendments to UN Regulation No. 149 and including "high definition" headlamps	d
11	(GTB) "Signal Road Projector" (SRP)	c
12-Rev.1	(secretariat) General information and WP.29 highlights	f
13	(TF SR) Status report	f
14	(Australia) Questions regarding the interpretation of UN Regulation No. 48	d
15-Rev.1	(SIG) Status report	f
16-Rev.3	(SIG) Proposal for a new series of amendments to UN Regulation No. 48 to supersede ECE/TRANS/WP.29/GRE/2023/2	a
17	(OICA) Proposal for Supplements from the 03 to 08 series of amendments to UN Regulation No. 48	a
18	(OICA) Proposal for a Supplement to the 09 series of amendments to UN Regulation No. 48	a
19	(CEMA) Amendment to UN Regulation No. 86	c
20	(IWG EMC) Status report	f
21	(IWG EMC) Working draft of a new 07 series of amendments to UN Regulation No. 10	c
22-Rev.3	(OICA) Proposal for transitional provisions of the [09] series of amendments to UN Regulation No. 48	b
23-Rev.2	(OICA) Overview of transitional provisions	b
24	(CLCCR) Revised proposal for a new series of amendments to UN Regulation No. 48	b

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
25-Rev.1	(GTB) Proposal to replace ECE/TRANS/WP.29/GRE/2023/8	a
26	(secretariat) Review of UN Regulations under the purview of GRE	d
27	(IWG SLR) Proposal to amend ECE/TRANS/WP.29/GRE/2023/3	a

Notes:

- a Endorsed or adopted without amendment.
- b Endorsed or adopted with amendments.
- c Resume consideration on the basis of a document with an official symbol.
- d Kept as a reference document/continue consideration.
- e Revised proposal for the next session.
- f Consideration completed or to be superseded.
- g Withdrawn.

Annex II

Transitional Provisions for the 09 Series of Amendments to UN Regulation No. 48

Add a new paragraph 12.8. and related subparagraphs to read:

- “12.8. Transitional provisions applicable to the 09 series of amendments
- 12.8.1. As from the official date of entry into force of the 09 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the 09 series of amendments.
- 12.8.2. For vehicles of categories M, N₁, O₁ and O₂:
- 12.8.2.1. As from 1 September 2027, Contracting Parties applying this Regulation shall not be obliged to accept type approvals to the preceding series of amendments, first issued after 1 September 2027.
- 12.8.2.2. Until 1 September 2030, Contracting Parties applying this Regulation shall accept type approvals to the preceding series of amendments, first issued before 1 September 2027.
- 12.8.2.3. As from 1 September 2030, Contracting Parties applying this Regulation shall not be obliged to accept type approvals, and extensions thereof, issued to the preceding series of amendments to this Regulation.
- 12.8.3. For vehicles of categories N₂, N₃, O₃ and O₄:
- 12.8.3.1. As from 1 September 2028, Contracting Parties applying this Regulation shall not be obliged to accept type approvals to the preceding series of amendments, first issued after 1 September 2028.
- 12.8.3.2. Until 1 September 2031, Contracting Parties applying this Regulation shall accept type approvals to the preceding series of amendments, first issued before 1 September 2028.
- 12.8.3.3. As from 1 September 2031, Contracting Parties applying this Regulation shall not be obliged to accept type approvals, and extensions thereof, issued to the preceding series of amendments to this Regulation.
- 12.8.4. Notwithstanding the transitional provisions above, Contracting Parties who start to apply this Regulation after the date of entry into force of the most recent series of amendments are not obliged to accept type approvals which were granted in accordance with any of the preceding series of amendments to this Regulation.
- 12.8.5. Notwithstanding paragraphs 12.8.2.3. and 12.8.3.3., Contracting Parties applying this Regulation shall continue to accept type approvals to the preceding series of amendments to this Regulation, for the vehicle types which are not affected by the changes introduced by the 09 series of amendments.
- 12.8.6. Contracting Parties applying this Regulation may grant type approvals according to any preceding series of amendments to this Regulation.
- 12.8.7. Contracting Parties applying this Regulation shall continue to grant extensions of existing approvals to any preceding series of amendments to this Regulation.”

Annex III**GRE Informal Groups**

<i>Informal group</i>	<i>Chair(s) and Co-Chair(s)</i>	<i>Secretary</i>
Simplification of the Lighting and Light-Signalling UN Regulations (SLR)	Mr. Derwin Rovers (Netherlands) Mr. Aleksander Lazarevic (EC)	Mr. Davide Puglisi (GTB)
Electromagnetic Compatibility (EMC)	Mr. Zissis Tsakiridis (Germany)	Mr. Jean-Marc Prigent (OICA)
