

## **Terms of Reference for the Informal Working Group regarding the safety of Children Left in Vehicles (IWG CLIV)**

### 1. INTRODUCTION

At the 74<sup>th</sup> session of GRSP in December 2023, GRSP collectively agreed to establish an Ad-Hoc Group (AHG) on Children Left in Vehicles (CLIV). Specifically, Australia, Canada, China, the Republic of Korea and the United States agreed to take an active role in this ad-hoc group (AHG CLIV) with advocacy and consumer groups. At the 192<sup>nd</sup> session of WP.29, the AHG was formalized into an Informal Working Group (IWG). The IWG will investigate and discuss the issue of children left in vehicles, and collectively explore and evaluate potential countermeasures. The above-mentioned Contracting Parties have agreed on the following:

1. 1<sup>st</sup> phase to develop a detailed definition of the safety problem and scope based on global field events, to report its preliminary findings and recommendation to GRSP as outlined in Section 4 below. Other expert groups ('GRs') that may be affected by the work on this topic will be informed / consulted.
2. 2<sup>nd</sup> phase to identify and evaluate potential countermeasures at a high level while maximising harmonisation.

### 2. OBJECTIVE OF THE IWG

The purpose is to study and evaluate global field events. This would include defining the problem statement and scope of the safety issue based on field events, examining potential countermeasures and compliance test tools, and identifying research gaps (if applicable) regarding the safety of children left in vehicles. The IWG will evaluate potential countermeasures and compliance test tools with a view to pursue technology-neutral solutions to the extent possible, bearing in mind the need to maximize harmonization.

To facilitate defining the problem statement and scope of the safety issue based on global field events, the IWG will discuss and answer the following questions:

- (1) What are the factors driving and leading to the 3 typically known scenarios where Paediatric Vehicular Heatstroke (PVH) is observed in field events globally?
- (2) In what type of vehicles is PVH occurring in field events globally?
- (3) Under what environmental and vehicle conditions are global field events observed in which PVH occurs?
- (4) What age groups does PVH affect and how are the victims seated/oriented in the vehicle?
- (5) What are possible solutions/countermeasures which address the underlying safety concerns observed in the field?
- (6) How will the IWG structure the work to address PVH in the following areas:
  - a. New vehicles vs. existing fleet?
  - b. Privately-owned passenger vehicles vs. third-party school buses/vans?

Upon concluding its preliminary investigation, the IWG CLIV shall report to GRSP by summarizing its efforts, findings, and recommendations regarding future steps. Future steps may include, but are not limited to, developing guidelines, recommendations encouraging communication campaigns or request authorization to develop a UN Regulation and/or Global Technical Regulation.

### 3. OPERATING PRINCIPLES OF THE IWG

The IWG CLIV will be chaired by Australia, vice-chaired by the Republic of Korea and China. Australia will provide the secretariat. The IWG CLIV will report to the Working Party on Passive Safety (GRSP).

Participation in the IWG CLIV is open to all Contracting Parties, experts from advocacy / consumer groups, ECOSOC accredited Non-Governmental Organisations who can actively contribute to the discussions. All documents and proposals shall be submitted to the Secretary (Australia) of the group in a suitable electronic format in advance of the meetings. The IWG may postpone discussion on any item or proposal which has not been circulated 5 working days in advance of the scheduled meetings.

Decisions and proposals of the group shall be reached by consensus among the participating Contracting Parties. When consensus cannot be reached, the leader of the group shall present the different points of view to GRSP. The IWG will regularly review the detailed problem statement and scope it develops to ensure solutions under consideration address the underlying safety concerns observed in the field. Technical solutions developed by the IWG shall meet a safety need, be performance-oriented, practicable and objective, not design-restrictive, and appropriate to each vehicle type. The official language of the IWG CLIV will be English.

### 4. TIMELINE OF THE IWG

#### Phase 1:

The IWG plans to provide an agreed ToR and a status report to the May 2024 session of GRSP.

The initial work as defined in item #1 in the Introduction above are expected to be carried out before the December 2024 GRSP session. It is anticipated several meetings will be held between May and November 2024 (tentative dates 20 June, 18 Sept, 16 October and 13 November). It is anticipated the first F2F meeting of the IWG would be held in November 2024 in Australia before the December 2024 session of GRSP.

#### Phase 2:

The group plans to present its findings and recommendations to the December 2024 session of GRSP. It is anticipated the ToR for Phase 2 of the IWG would be developed following the December 2024 session of GRSP.

Recommendations may include authorization to develop a UN Regulation and/or GTR.