

**Economic and Social Council**Distr.: General  
5 January 2018

Original: English

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**Economic Commission for Europe****Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****174th session**

Geneva, 13-16 March 2018

Item 18.5 of the provisional agenda

**Progress on the development of new UN GTRs  
and of amendments to established UN GTRs:****UN GTR No. 9 (Pedestrian safety)****Authorization to develop an amendment to UN GTR No. 9  
(Pedestrian safety)****Submitted by the representative of the Republic of Korea\***

The text reproduced below was submitted by the representative of the the Republic of Korea with the aim of adaptation of the global technical regulation (gtr) No. 9 to the technical progress, notably to provide the test procedure for deployable systems of the outer surface to ensure an adequate protection of pedestrians or other vulnerable road users during the accident (ECE/TRANS/WP.29/AC.3/45). It was adopted by the Executive Committee (AC.3) of the 1998 Agreement at its November 2016 session on the basis of ECE/TRANS/WP.29/2016/115 (ECE/TRANS/WP.29/1126, para. 133). This authorization is transmitted to the Working Party on Passive Safety (GRSP). In accordance with the provisions of paragraphs 6.3.4.2, 6.3.7 and 6.4 of the 1998 Agreement, this document shall be appended to the amended global technical regulation once adopted.

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\* In accordance with the programme of work of the Inland Transport Committee for 2016–2017 (ECE/TRANS/254, para. 159 and ECE/TRANS/2016/28/Add.1, cluster 3.1), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

## **Request for authorization to develop an amendment to UN GTR No. 9 (Pedestrian safety)**

### **A. Objective**

1. The objective of this proposal is to develop, in the framework of the 1998 Agreement, an amendment to UN GTR No. 9 on pedestrian safety to adapt the Regulation to technical progress by providing a test procedure for deployable systems of the outer surface to ensure an adequate protection of pedestrians or other vulnerable road users during the accident.

### **B. Background**

2. UN GTR No. 9 on Pedestrian safety was established in the Global Registry on 12 November 2008.

3. Amendment 1 to UN GTR No. 9, power driven vehicles of category 1-2 and category 2, where the distance between the transverse centre line of the front axle and the R-point of the driver's seat is less than 1,100 mm, are exempt from the requirements of this regulation, was established in the Global Registry on 10 November 2010.

4. Amendment [2] of phase 2 of the UN GTR No. 9, incorporating the application of the flexible pedestrian legform impactor (FlexPLI) and new bumper test area into, is ongoing since December 2011.

5. Amendment [3] of the UN GTR No. 9, including a proposal concerning points of contact of headform impactors, is ongoing since May 2012.

6. At the fifty-sixth session of the Working Party on Passive Safety (GRSP), the expert from Republic of Korea introduced GRSP-56-21 for information only, suggesting the clarification of the test procedure of deployable devices for pedestrian protection and explaining that there are about 2,000 pedestrian fatalities each year in Korea.

7. At the fifty-seventh session of GRSP, the expert from the Republic of Korea reiterated the issue of the lack of provisions concerning the test procedure of deployable devices to improve the pedestrian protection performance of vehicles. The expert from the International Organization of Motor Vehicle Manufacturers (OICA) informed GRSP that the technical service recommendation and guideline for testing active safety bonnets was provided by a paper (INF GR/PS/141 Rev.1) of the former IWG available at: [www.unece.org/trans/main/wp29/wp29wgs/wp29grsp/pedestrian\\_8.html](http://www.unece.org/trans/main/wp29/wp29wgs/wp29grsp/pedestrian_8.html)

8. At the fifty-eighth session of GRSP, the experts from the Republic of Korea and OICA introduced a proposal of amendments to UN GTR (GRSP-58-31), including provisions for deployable systems for pedestrian protection in the bonnet area. The expert from OICA clarified that the proposal aimed to use a well-established procedure that had been presented several years ago and that had been recommended to Contracting Parties (CPs) for consideration.

9. At the 168th session of WP.29, the representative of OICA informed AC.3 that the experts from the Republic of Korea and OICA introduced a proposal of amendments to UN GTR No. 9 to incorporate provisions for deployable systems for pedestrian protection in the bonnet area at the December 2015 session of GRSP. AC.3 noted that a proposal of authorization to develop the amendment should be officially submitted by a sponsor

country (Republic of Korea) at its June 2016 session in order to allow GRSP to develop the further amendment.

10. At the fifty-ninth session of GRSP, the experts from the Republic of Korea proposed submitting a request for authorization to develop an amendment to UN GTR No. 9 on test procedure of deployable systems for pedestrian protection of the outer surface at the 169th session of WP.29 and developing a corresponding amendment for Regulation 127 (Pedestrian safety) in parallel.

11. At the sixty-second session of GRSP, the group agreed to transform the Task Force established to develop the amendments in an informal working group (IWG) to encourage the participation of experts from Contracting Parties to the 1998 Agreement and make further progress.

### **C. Subject of amendment**

12. The amendment to UN GTR No. 9 shall include:

- (a) Amendment of Part A - Statement of technical rationale and justification;
- (b) Amendment of Part B - Text of the global technical regulation, in particular:
  - (i) Amendment of paragraph 3.1., 3.11. and 6.2.2.;
  - (ii) Addition of more paragraphs;
  - (iii) Addition of new Annex 1 - Test procedure for deployable systems of the outer surface;
- (c) Any further refinements or corrections as deemed appropriate.

13. The corresponding proposal of amendment to Regulation 127 (Pedestrian safety) shall include a matching test procedure for deployable systems of the outer surface.

### **D. Organization of process and timeline**

14. The proposal will be drafted by the experts of Republic of Korea and the experts of from the International Organization of Motor Vehicle Manufacturers. The amendments to the proposal will be developed in cooperation with all interested GRSP experts. The meetings of interested experts will be organized in an IWG instead of a task force.

15. The proposed action plan:

- (a) June 2016: Submission of the request for authorization to develop an amendment to UN GTR No. 9 (Pedestrian safety) to WP.29/AC.3;
- (b) November 2016: Approval by WP.29/AC.3;
- (c) May 2017: Introduction and consideration of the proposal (informal document) at the sixty-first GRSP session;
- (d) March 2018: Submission of a revision of the request for authorization (ECE/TRANS/WP.29/AC.3/45) to develop an amendment to UN GTR No. 9 (Pedestrian safety) within an IWG to WP.29/AC.3,
- (e) May 2018: Consideration of a draft proposal and its possible adoption at the sixty-third GRSP session;
- (f) November 2018: Adoption of the proposal by WP.29/AC.3.

16. The progress of works will be reported to WP.29/AC.3 at June 2017 and June 2018 sessions.

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