

# Report on the activities of the VRU-Proxi Group April-October 2024

IWG VRU-Proxi

**128<sup>th</sup> GRSG session**

# ToR: what has been accomplished

IWG VRU-Proxi has largely completed the tasks referred to in the Terms of Reference in the field of

(a) Forward Motion, by:

- UN Regulation No. 151 (Blind Spot Information System)
- UN Regulation No. 159 (Moving-Off Information System)
- UN Regulation No. 166 (Vulnerable Road Users in Front and Side Close Proximity)

(b) Reversing Motion, by:

- UN Regulation No. 158 (Devices for means of rear visibility or detection)

(c) Direct Vision, by:

- UN Regulation No. 167 (Direct Vision)

# ToR: what remains to be done

- The only possible remaining task for the IWG VRU-Proxi (point 4 (d) of the ToR):
  - work on component and Separate Technical Units (STU) approvals for the applicable UN Regulations established by VRU-Proxi.
- It was agreed that an update on this point will be given at the 128th GRSG
- IWG VRU-Proxi decided to ask for the extension of the mandate until October 2025 with a view to work on Separate Technical Units (STU) approvals for the applicable UN Regulations established by VRU-Proxi.

# Beyond ToR: IWG suggestions

- VRU-Proxi submitted to the GRSG a list of issues for possible further consideration by the Group:
  - Effectiveness of camera monitor systems (UN Regulation No. 46 and No. 158)
  - Availability of technology to reduce the detection distance directly in front of the vehicle for the MOIS (UN Regulation No. 159),
  - Availability of technology to improve the detection of cyclists alongside vehicles (UN Regulation No. 151)
  - Case for extending the scope of UN Regulation No. 151 to N1 category of vehicles;
  - Case for mandating both sensors and a camera for rearward vision (UN Regulation No. 158);
  - Case for extending the scope of UN Regulation No. 158 to some O category vehicles;
  - Case for mandatory capability of Class V and VI devices for adjustment by the driver while seated in the driving seat (UN Regulation No. 46)
  - Room for improvement of pedestrian safety around buses, in relation to driver vision
  - Effectiveness of the new UNECE driver vision UN Regulations in reducing VRU collisions

# Suggestions to GRSG

- Extend the mandate of the Group until October 2025
- Extend the deadline for the IWG work on the STU approvals for the relevant UN Regulations until October 2025
- Approve the work of the IWG on the aforementioned issues (collecting evidence, analysis, possibly proposing amendments) and amend the ToR accordingly.

Thank you!