


**Economic Commission for Europe**
**Inland Transport Committee**
**World Forum for Harmonization of Vehicle Regulations**
**Working Party on General Safety Provisions**
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**Report of the Working Party on General Safety Provisions on  
its 128th session**
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## I. Attendance

1. The Working Party on General Safety Provisions (GRSG) held its 128th session from 7 to 11 October 2024 in Geneva. The meeting was chaired by Mr. A. Erario (Italy) and Mr. K. Hendershot (Canada). 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): Australia, Belgium, Cameroon, Canada, China, Finland, France, Germany, India, Italy, Japan, Netherlands (Kingdom of the), Norway, Poland, Republic of Korea, Russian Federation, Spain, Sweden, Switzerland, United Kingdom of Great Britain and Northern Ireland and United States of America. Experts from the European Commission (EC) participated. Experts from non-governmental organizations participated: American Automotive Policy Council (AAPC), European Association of Automotive Suppliers (CLEPA), International Association of the Body and Trailer Building Industry (CLCCR), International Federation for Historic Vehicles (FIVA), International Motorcycle Manufacturers Association (IMMA), International Organization of Motor Vehicle Manufacturers (OICA), International Road Federation (IRF), Union Internationale des Transports Publics (UITP) and World Bicycle Industry Association (WBIA).

## II. Adoption of the Agenda (agenda item 1)

*Documentation:* ECE/TRANS/WP.29/GRSG/2024/34  
Informal documents: GRSG-128-03 and GRSG-128-30

2. GRSG considered and adopted the agenda (ECE/TRANS/WP.29/GRSG/2024/34) proposed for the 128th session, the running order (GRSG-128-03) and the annotations (GRSG-128-30). Annex I lists the informal documents that were distributed during the session. Annex VI lists the GRSG Informal Working Groups (IWG).

## III. Amendments to Regulations on Buses and Coaches (agenda item 2)

### UN Regulation No. 107 (M<sub>2</sub> and M<sub>3</sub> vehicles)

*Documentation:* Informal documents: GRSG-128-08, GRSG-128-27, GRSG-128-28 and GRSG-128-29

3. GRSG noted a proposal of amendments (GRSG-128-28) introduced in a presentation (GRSG-128-29) by the expert from Germany, on behalf of Task Force (TF) on Accessibility (UN Regulation No. 107). He explained that the Task Force met five times to develop a proposal based on informal document GRSG-126-08 tabled by the expert from UITP. He added his willingness to identify possible problems in the current UN Regulation and to find

solutions to make buses more accessible. He explained that GRSG-128-28 was not final and that it needed further development by the Task Force that would meet again in 2024 to finalize an official proposal for the April 2025 session of GRSG.

4. The expert from Germany introduced GRSG-128-27 on behalf of the Chair of the IWG on Safer Transport of Children in Buses and Coaches (STCBC). He informed GRSG about the IWG progress in Phase 2. He clarified that IWG work would aim to prevent the ejection of children and would improve the vehicle retention systems already on the market. He mentioned the issue of use of CRS type approved according to UN Regulation No. 44 and UN Regulation No. 129 also approved according to UN Regulation No. 170 for use in buses in combination with a 2-point belt. Moreover, he also highlighted that a digital certificate would be needed to verify, that a CRS approved according to UN Regulation No. 129 was without any modification also approved according to UN Regulation No. 170 for the use with 2-point belts in buses and coaches. GRSG, agreed to put this subject in the highlights of the session of the GRSG Chair who would seek guidance from WP.29 at its November session.

5. The expert from the Republic of Korea introduced GRSG-128-08, explaining that Vehicles of Classes II, III and B shall be fitted with escape hatches, in addition to the emergency doors and windows. However, he added that hatches should not be fitted in positions where technical components were installed (e.g. high voltage systems, systems containing dangerous liquids or gas, etc.). So, he asked for clarification if exemptions would be allowed in these cases. The expert from the United Kingdom explained that the definition of escape hatches in the UN Regulation was not clear. He suggested that such definition should be the egress from the vehicle to the outside. The expert from Australia clarified that escape hatches are fitted for roll-over so that they should be placed on the roof or on the floor. The expert from France suggested that when space was constrained, there should not be exemption and evacuation should be pursued in any case. GRSG agreed to resume discussion at its April 2025 session in an aim to reach a final conclusion on this subject.

## **IV. Amendments to Safety Glazing Regulations (agenda item 3)**

### **UN Regulation No. 43 (Safety glazing)**

*Documentation:* Informal document: GRSG-127-23

6. GRSG noted that a new proposal had not been presented by the expert from OICA to replace GRSG-127-23, that was revised at the October 2023 session of GRSG. The expert of OICA reiterated that UN Regulation No. 21 provides a set of dummies and tests which aim for the non-occurrence of head contact. The expert from Sweden understood the need to remove unnecessary duplicate tests. The expert from the United Kingdom offered to discuss online, possible improvements with the expert from OICA. Finally, GRSG agreed to resume discussion on a revised proposal and requested concerned parties to liaise with the expert from OICA. The expert from United Kingdom expressed concern for those countries that do not have requirements for the use of safety-belts, especially for drivers. He added that he was looking for stronger rationales and accident data to justify the proposal. The expert from France also expressed concerns for elements that are not covered by the proposed testing configuration. Finally, the expert from OICA announced a revised proposal for the April 2025 session of GRSG. At the same time, he announced a workshop on this topic for interested parties.

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

*Documentation:* Informal documents: GRSG-128-15, GRSG-128-32 and GRSG-128-36-Rev.3

7. The expert from EC, Chair of the IWG on Vulnerable Road Users (VRU), introduced the IWG status report (GRSG-128-32). On behalf of IWG, he introduced a list of issues for the possible consideration of GRSG (GRSG-128-15). Therefore, he suggested extending the

IWG mandate until October 2025 to work on approval of Separate Technical Units for the relevant UN Regulations and on the list of issues mentioned. Therefore, he introduced a proposal for new Terms of References (ToR) (GRSG-128-36-Rev.3) for consideration and endorsement of GRSG. The expert from OICA assumed that the mandate covered by the current ToR was concluded and that IWG should be dissolved.

8. Finally GRSG adopted the new ToR (GRSG-128-36-Rev.3), as reproduced in annex II to this report, with an extension of the mandate of the IWG until October 2025, and sought endorsement from WP.29 at its November 2024 session.

#### **A. UN Regulation No. 46 (Devices for Indirect Vision)**

*Documentation:* ECE/TRANS/WP.29/2024/101  
ECE/TRANS/WP.29/GRSG/2024/40  
ECE/TRANS/WP.29/GRSG/2024/41  
Informal documents: GRSG-128-06, GRSG-128-25 and GRSG-126-26

9. The expert from Germany, Chair of TF on UN Regulation No. 46 (Devices for indirect vision) introduced a status report (GRSG-128-26). He also introduced GRSG-128-25, explaining that TF had submitted this proposal of amendments in ECE/TRANS/WP.29/2024/101, to be adopted at the November 2024 session. He further explained that the proposal was needed by GRSG and by the Working Party on the Transport of Dangerous Goods (WP.15); it was seen as contradictory to current ADR requirements on the feature to enable the de-energization of the electrical circuits. The expert from the United Kingdom and Northern Ireland requested a study reservation. However, GRSG agreed on the urgency of the matter and adopted GRSG-128-25. The secretariat was requested to submit GRSG-128-25 as an amendment to ECE/TRANS/WP.29/2024/101 (Supplement 1 to the 06 Series of Amendments to UN Regulation No. 46) for consideration and vote at the November 2024 session of WP.29.

10. The expert from Germany also introduced ECE/TRANS/WP.29/GRSG/2024/40, clarifying that the document was not ready for adoption and needed further Task Force discussion. GRSG agreed to defer discussion of ECE/TRANS/WP.29/GRSG/2024/40 as well as GRSG-128-06, amending it, to its April 2025 session.

11. Finally, GRSG considered ECE/TRANS/WP.29/GRSG/2024/41, as a request of guidance to clarify the meaning of "limit the return of the hammer" in paragraph 6.3.2.2.5. of the 06 series of amendments of UN Regulation No. 46. The majority of GRSG experts were in favour of the limit expressed in subparagraph 6.3.2.2.5. (b). GRSG noted that the expert from Germany would revert this answer to the Task Force to finalize the proposal of amendment to the UN Regulation.

#### **B. UN Regulation No. 158 (Reversing Motion)**

*Documentation:* ECE/TRANS/WP.29/GRSG/2024/35  
Informal documents: GRSG-128-14 and GRSG-128-35

12. The expert from the Republic of Korea introduced ECE/TRANS/WP.29/GRSG/2024/35 that clarifies the vehicle conditions of the test methods for rear-view field of vision in the case of detection systems in annex 10 of the UN Regulation. The Chair of IWG VRU Proxy, clarified that the proposal had already been considered and endorsed by IWG. At the same time he introduced GRSG-128-14 to correct the original text of the UN Regulation. GRSG considered GRSG-128-35 incorporating GRSG-128-14 and other corrections. Finally GRSG adopted ECE/TRANS/WP.29/GRSG/2024/35, as amended by annex III to the report. The secretariat was requested to submit it as draft Supplement 5 to the original version of UN Regulation No. 158, for consideration and vote at the March 2025 sessions of WP.29 and Administrative Committee of the 1958 Agreement (AC.1).

**C. UN Regulation No. 159 (Moving Off Information System)**

13. GRSG noted that proposals had not been submitted.

**D. UN Regulation No. 166 (Vulnerable Road Users in Front and Side Close Proximity)**

*Documentation:* ECE/TRANS/WP.29/2024/98  
Informal document: GRSG-128-01-Rev.1

14. The expert from Japan introduced GRSG-128-01-Rev.1, correcting ECE/TRANS/WP.29/2024/98 (proposal for 01 Series of Amendments to UN Regulation No. 166 (Vulnerable Road Users in Front and Side Close Proximity) that had been submitted to the November 2024 session of WP.29 and AC.1. GRSG adopted GRSG-128-01-Rev.1. The secretariat was requested to submit it as a corrigendum of ECE/TRANS/WP.29/2024/98 for consideration and vote at the November 2024 sessions of WP.29 and AC.1.

**E. UN Regulation No. 167 (Vulnerable Road Users Direct Vision)**

*Documentation:* ECE/TRANS/WP.29/GRSG/106, paragraphs 18 and 19

15. The expert from Germany stated that at the 127th meeting of GRSG, Germany had changed its declining position on the proposal to amend UN Regulation No. 167 for Direct Vision, in order to finally achieve a compromise. Germany emphasized that this should be the last change for at least a few years and asked that this statement be included in this report.

**VI. UN Regulation No. 39 (Speedometer and Odometer) (agenda item 5)**

*Documentation:* ECE/TRANS/WP.29/GRSG/2024/36  
Informal documents: GRSG-128-02-Rev.3, GRSG-128-04 and GRSG-128-20

16. The expert from the Kingdom of the Netherlands, introduced the status report (GRSG-128-04) of TF on UN Regulation No. 39 on Mileage Values. He explained that the TF had finalized its work and that a proposal was ready for discussion (ECE/TRANS/WP.29/GRSG/2024/36). He clarified that the proposal introduced requirements on malfunction indication in the case of electrically detectable failure and several (editorial) amendments. He also added that L-category vehicles were exempt from the anti-tampering and malfunction indication requirements. The expert from OICA proposed (GRSG-128-20) to remove the speedometer double indication item and paragraph 5.1. since it had not been discussed during the task-force meetings. The expert from Sweden also supported longer transitional provisions (TPs), since manufacturers are not responsible for tyres (as it had been demonstrated these affect the accuracy). The experts from Japan and Sweden supported request for longer TPs. The expert from United Kingdom supported the full text of paragraph 5.1. (without square brackets) and the accuracy value of 4 per cent. Therefore, GRSG considered GRSG-128-02-Rev.3 to be compromise proposal. Finally GRSG adopted ECE/TRANS/WP.29/GRSG/2024/36, as amended by annex IV to this report. The secretariat was requested to submit ECE/TRANS/WP.29/GRSG/2024/36 as a proposal of the 02 Series of Amendments to UN Regulation No. 39, for consideration and vote at the March 2025 sessions of WP.29 and AC.1.

**VII. UN Regulation No. 66 (Strength of Superstructure (Buses)) (agenda item 6)**

*Documentation:* ECE/TRANS/WP.29/GRSG/2024/39  
Informal documents: GRSG-128-18 and GRSG-128-43

17. The expert from the Russian Federation introduced ECE/TRANS/WP.29/GRSG/2024/39 as a revision of an earlier proposal (ECE/TRANS/WP.29/GRSG/2023/2). He added that the proposal included the definitions "escape hatch" and "emergency exit", in line with UN Regulation No. 107, and the revised testing provisions in annex 5 of the UN Regulation. The expert from OICA introduced GRSG-128-18 arguing that some of the provisions on seat strength were already covered by UN Regulation No. 80 (Strength of seats and their anchorages (buses)). Moreover, he added that the proposal led to an increase stringency that needed a new series of amendments. The expert from Germany expressed reservation on the proposed post-collision test and that a separate test should be added. The expert from Sweden supported the expert from Germany. The experts from France and Italy supported the position of the expert from OICA. The expert from the Russian Federation introduced a revised proposal (GRSG-128-43) superseding ECE/TRANS/WP.29/GRSG/2024/39. The expert from Italy expressed a study reservation and stated his intention to send comments to the expert of the Russian Federation. The expert from Germany suggested that a meeting with interested parties should check the list of objects proposed by GRSG-128-43 that should stay in place in the bus after a crash. The expert from France made a proviso, a caveat, that this list that could be covered by national legislation. Finally, the expert from the Russian Federation agreed to organise a meeting with interested experts and announced a revised proposal for the April 2025 session of GRSG.

## **VIII. UN Regulation No. 73 (Lateral Protection Devices) (agenda item 7)**

*Documentation:* ECE/TRANS/WP.29/GRSG/2024/38  
Informal documents: GRSG-128-11 and GRSG-128-17

18. The expert from Japan introduced ECE/TRANS/WP.29/GRSG/2024/38, by way of GRSG-128-17, to improve the effectiveness of Lateral Protection Devices (LPDs) in preventing left- or right-turn collisions. He added that the proposal aimed to: (a) eliminate the exemption for semi-trailer tractors, (b) reduce the lower edge ground clearance of LPDs, (c) clarify the upper edge structure of LPDs and (d) add exemptions ensuring requirements for the Blind Spot Information System for Heavy Trucks (BSIS). The expert from the United Kingdom stated that LPDs were relevant for the protection of cyclists. However, he asked for statistic to justify the proposal. The expert from Canada explained that research demonstrated that LPDs were effective when bicycles and trucks were driven in the same direction side by side. The experts from CLCCR and OICA also requested statistical evidence. The expert from France agreed, in principle, with the proposal from Japan on an LPD ground clearance of 450 mm and added that LPDs were also effective for motorcyclists. At the same time the expert from the United Kingdom introduced GRSG-128-11 to allow extendible trailers to conform to all lateral protection requirements for trailers regardless of length. The experts from Finland, France and the Kingdom of Netherlands expressed support for the proposal. The expert from CLCCR argued that the proposal would be a new series of amendments with transitional provisions. Finally, GRSG agreed to resume discussion on ECE/TRANS/WP.29/GRSG/2024/38, based on further statistical evidence provided by the expert from Japan at the April 2025 session of GRSG. At the same time the secretariat was requested to distribute GRSG-128-11 with an official symbol at the next session.

## **IX. Amendments to Regulations on Gas-Fuelled Vehicles (agenda item 8)**

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

19. GRSG noted that proposals had not been submitted.

**B. UN Regulation No. 110 (Compressed Natural Gas and Liquefied Natural Gas Vehicles)**

*Documentation:* ECE/TRANS/WP.29/2024/102  
Informal document: GRSG-128-42-Rev.1

20. The experts from France and CLEPA introduced GRSG-128-42-Rev.1, correcting ECE/TRANS/WP.29/2024/102, that had been submitted to the November 2024 sessions of WP.29 and AC.1. GRSG adopted GRSG-128-42-Rev.1 and requested the secretariat to submit it as an amendment to ECE/TRANS/WP.29/2024/102 for consideration and vote at the noted sessions of WP.29 and AC.1.

**X. Amendments to the Regulations on Devices against Unauthorized Use Immobilizers and Vehicle Alarm systems (agenda item 9)****A. UN Regulation No. 116 (Anti-theft and alarm systems)**

*Documentation:* ECE/TRANS/WP.29/GRSG/2024/8  
Informal document: GRSG-128-33

21. The expert from Germany reiterated ECE/TRANS/WP.29/GRSG/2024/8, to bring the current text of UN Regulation No. 116 in line with the wording that WP.29 had voted for at its 191st session requiring compliance with the technical requirements of UN Regulation No. 10 in UN Regulation No. 157 (Automated Lane Keeping Systems). He explained that the text of the proposal was confirmed by the Working Party on Automated/Autonomous and Connected Vehicles (GRVA). GRSG adopted ECE/TRANS/WP.29/GRSG/2024/8, not amended and requested the secretariat to submit it as draft Supplement 3 to the 01 series of amendments to UN Regulation No. 116 for consideration and vote at the March 2025 sessions of WP.29 and AC.1. The expert from France introduced GRSG-128-33, requesting guidance from GRSG concerning the testing procedure on components, assembly and technical unit of immobilizers. GRSG agreed to resume discussion on this topic at its April 2025 session based on feedback from contracting parties to the 1958 Agreement.

**B. UN Regulation No. 161 (Devices against Unauthorized Use)**

*Documentation:* ECE/TRANS/WP.29/GRSG/2024/9

22. As per paragraph 21. above, GRSG adopted ECE/TRANS/WP.29/GRSG/2024/9, not amended. The secretariat was requested to submit it as draft Supplement 5 to the original version of UN Regulation No. 161 for consideration and vote at the March 2025 sessions of WP.29 and AC.1.

**C. UN Regulation No. 162 (Immobilizers)**

*Documentation:* ECE/TRANS/WP.29/GRSG/2024/10

23. As per paragraphs 21. and 22. above, GRSG adopted ECE/TRANS/WP.29/GRSG/2024/10, not amended. The secretariat was requested to submit it as draft Supplement 6 to the original version of UN Regulation No. 162 for consideration and vote at the March 2025 sessions of WP.29 and AC.1.

**D. UN Regulation No. 163 (Vehicle Alarm Systems)**

*Documentation:* ECE/TRANS/WP.29/GRSG/2024/11



24. As per paragraphs 21., 22. and 23. above, GRSG adopted ECE/TRANS/WP.29/GRSG/2024/11, not amended. The secretariat was requested to submit it as draft Supplement 3 to the original version of UN Regulation No. 163 for consideration and vote at the March 2025 sessions of WP.29 and AC.1.

## **XI. UN Regulation No. 121 (Identification of Controls, Tell-tales and Indicators) (agenda item 10)**

*Documentation:* ECE/TRANS/WP.29/GRSG/2024/4  
Informal document GRSG-128-07

25. The expert from the Republic of Korea introduced GRSG-127-07, to update GRSG on the discussion of a proposal (ECE/TRANS/WP.29/GRSG/2024/4) he had introduced during the April session of the Working Group. He reminded GRSG that the proposal aimed to clarify that indicators, their identifications and the identifications of controls need not be illuminated when the driver intentionally deactivates illumination and the electric vehicle is not in driving conditions. However, during an online session of interested parties, held on 3 September 2024 it was agreed that no amendment was not needed. He added that further discussion was needed on the safety concepts related to warning signals for battery use, mandatory telltales based on vehicle status, and the definitions of vehicle states (driving mode and parking mode). Finally, GRSG agreed on the above-mentioned conclusions and agreed to leave the text of the UN Regulation unchanged on this subject. It was expected that discussion would continue at the GRSG April 2025 session on above-mentioned safety concepts.

## **XII. UN Regulation No. 122 (Heating systems) (agenda item 11)**

*Documentation:* Informal documents: GRSG-128-09-Rev.1 and GRSG-128-23

26. The expert from the Republic of Korea introduced the progress report related to the application of the Radiant Warmer (GRSG-128-09-Rev.1) and related safety features due to the advancing technology in the future. He expressed the opinion that a second phase of radiant warmer would begin when more technologies were available on the market. He also introduced GRSG-128-23 to report on the burn risk assessment method for safety approval according to UN Regulation No. 122. The expert from the Kingdom of the Netherlands recalled, to GRSG, the pending issues such as high temperatures of rear seats which were incompatible with the transport of children. He noted the need for experts on this matter since some inconsistencies should be resolved at the legislative level. He underlined that risks for customers were not foreseen with the current provisions. The expert from the United Kingdom insisted that high temperatures allowed in rear seats were a concern in his administration. He suggested establishing a TF. The expert from the Kingdom of the Netherlands, as Chair of the TF- Automated Vehicles Regulations Screening (TF-AVRS), replied that he volunteered to discuss a list of elements in the TF-AVRS. This at the aim of preparing a proposal for the next session and share it with the former Radiant Heater TF experts before submitting it to the secretariat. GRSG agreed to resume discussion on this subject at its April 2025 session.

## **XIII. Event Data Recorder (agenda item 12)**

### **A. Guidance on Event Data Recorder Performance Elements Appropriate for Adoption in the Resolutions or Regulations of the 1958 and 1998 Agreements**

*Documentation:* Informal document GRSG-128-05

27. The expert from the Kingdom of the Netherlands on behalf of IWG on Event Data Recorder/Data Storage System for Automated Driving (EDR/DSSAD) introduced the IWG

status report (GRSG-128-05). He announced that IWG had agreed to develop clarifications for manufacturers, technical services and approval authorities on how to assess the equal effectiveness at capturing collisions. He therefore announced an official document for the April 2025 session of GRSG.

#### **B. UN Regulation No. 160 (Event Data Recorder)**

28. GRSG noted that proposals had not been submitted.

#### **C. New UN Regulation on Event Data Recorder for Heavy Duty Vehicles**

29. GRSG noted that proposals had not been submitted.

### **XIV. UN Regulation No. 0 (International Whole Vehicle Type Approval) (agenda item 13)**

30. GRSG noted that information had not been submitted.

### **XV. Consolidated Resolution on the Construction of Vehicles (agenda item 14)**

*Documentation:* ECE/TRANS/WP.29/GRSG/2024/5  
ECE/TRANS/WP.29/GRSG/2024/42  
Informal documents: GRSG-128-12, GRSG-128-21, GRSG-128-22 and GRSG-128-41

31. The experts from Norway and Sweden introduced ECE/TRANS/WP.29/GRSG/2024/42, amending the proposal from FIVA (ECE/TRANS/WP.29/GRSG/2024/5). At the same time the expert from FIVA introduced GRSG-128-12 explaining that the joint proposal from Norway and Sweden significantly deviated from the European Directive by introducing a completely new point (c). The expert from United Kingdom reiterated his opinion that the Consolidated Resolution on the Construction of Vehicles (R.E.3) was not suitable for this request since R.E.3 deals with new vehicles. Moreover, he added that from ECE/TRANS/WP.29/GRSG/2024/42, it may be assumed that the vehicles in question would be forty-year-old vehicles that were outside the periodic technical inspection procedures. The expert from the Netherlands agreed that definition of "Vehicle of historical interest" would be out of the remit of the 1958 Agreement and therefore from R.E.3, and suggested withdrawing this issue from the agenda of the next session of GRSG. The expert from United Kingdom explained that such vehicles were not type approved, therefore regulation should remain at the national level. The experts from Switzerland agreed with the expert from United Kingdom. Finally, GRSG agreed to remove this subject from its agenda, and to remove ECE/TRANS/WP.29/GRSG/2024/5 and ECE/TRANS/WP.29/GRSG/2024/42.

32. The expert from WBIA introduced GRSG-128-21 and GRSG-128-22, proposing to insert in R.E.3, the definition of pedal-driven vehicle which is a vehicle of subcategory L1e-B according (EU) Regulation 168/2013. The expert from the Kingdom of the Netherlands disagreed with an amendment to RE.3 to introduce this category of vehicles. The expert from Japan argued that this category of vehicles was outside the mandate of WP.29 and should be dealt with at the national level. GRSG concluded that the pedaldriven vehicles were currently not within the scope of R.E.3, and therefore type approval cannot be granted to such vehicles under any of the UN Regulations annexed to the 1958 Agreement.

33. The expert from CLCCR announced a proposal to amend R.E.3 to insert a definition on assisting driven axles of trailers at the April 2025 session of GRSG.

34. Finally, GRSG noted GRSG-128-41, for information only, submitted by the Chairs of the Task Force on Automated Vehicle Categorisation (TF-AVC) to introduce "Automated Driving System (ADS)", among others, into R.E.3.

## **XVI. Special Resolution No. 1 concerning the Common Definitions of Vehicle Categories, Masses and Dimensions (agenda item 15)**

*Documentation:* Informal document GRSG-128-40

35. GRSG noted a parallel proposal (GRSG-128-40) (see paragraph 34 above) tabled by TF-AVC to amend Special Resolution No. 1., for information only. GRSG, agreed to seek guidance, by way of the highlights of the Chair, to WP.29 and the Executive Committee of the 1998 Agreement on the correct administrative approach to amend S.R.1.

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

### **A. Autonomous Shuttles**

36. The experts from France and OICA suggested removing this item from the agenda of the next sessions since this activity was part of agenda item 16(b) below.

### **B. Categorization of Automated Vehicles and Autonomous Vehicle Regulation Screening**

*Documentation:* Informal documents: GRSG-128-34 and GRSG-128-39-Rev.1

37. The expert from the United Kingdom on behalf of TF-AVC, introduced the status report of TF-AVC (GRSG-128-39-Rev.1) providing explanations and background of the proposals of amendment to R.E.3 and S.R.1 (see paragraphs 34. and 35. above) not yet finalized by TF. The expert from IMMA did not support the draft R.E.3 and S.R.1 proposals (GRSG-128-40 and GRSG-128-41) because they included all L-category vehicles, comprising two and three-wheelers, which IMMA considered premature as autonomous driving systems were not expected for these vehicles. He requested limiting the amendments to categories M and N for now, and addressing category L in a second step, to avoid confusion.

38. The expert from the Kingdom of the Netherlands introduced the status report of the TF-AVRS (GRSG-128-34). The expert from France was interested in actively participating in this effort, including co-driving tasks, and endorsed the TF approach.

## **XVIII. Election of Officers (agenda item 17)**

39. GRSG unanimously elected Mr. A. Erario (Italy) as Chair and Mr. K. Hendershot (Canada) as Vice-Chair for the GRSG sessions scheduled for 2025.

## **XIX. Other Business (agenda item 18)**

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

*Documentation:* ECE/TRANS/WP.29/2024/1/Rev.1  
Informal document GRSG-128-31-Rev.2

40. GRSG adopted GRSG-128-31-Rev.2 (Priority of work of GRSG stemming from ECE/TRANS/WP.29/2024/1/Rev.1) and agreed to submit it to WP.29 at its November 2024 session.

41. The expert from the United Kingdom suggested that the document to report work priorities to WP.29 should include as a minimum the IWG and TF activities. Consideration should also be given to the inclusion of topics where there is liaison with other GR groups and WGs. He concluded that informal meetings of interested CPs and industry that take place between GRSG meetings, and the development and submission of formal and informal documents should be considered as business as usual and need not be reported to WP.29.

## **B. Periodical Technical Inspections**

42. GRSG noted that proposals had not been submitted.

## **C. Highlights of the June 2024 Sessions of the World Forum for Harmonization of Vehicle Regulations**

*Documentation:* Informal document GRSG-128-19

43. The Secretary reported on the highlights (GRSG-128-19).

## **D. UN Regulation No. 105 (Vehicles for the carriage of dangerous goods)**

*Documentation:* ECE/TRANS/WP.29/GRSG/2024/37  
Informal documents: GRSG-128-13, GRSG-128-24-Rev.1 and GRSG-128-24-Rev.3

44. The expert from Spain introduced the status report of the TF on Engine Fire Suppression Systems for vehicles concerning the International Carriage of Dangerous Goods by Road (ADR). She explained that TF had decided that a new UN Regulation on this subject would be developed and a proposal presented at the April 2025 session of GRSG. The expert from OICA suggested that section 9 of UN Regulation No. 105 would be more suited for these requirements than a new UN Regulation. The expert from Spain stated that TF would take into consideration the suggestion from OICA. She clarified that tyres would not be covered by the proposal of the TF and offered to check the compatibility of the fire to tyre propagation requirements of chapter 9. The secretariat recommended the participation of experts from the Working Party on the Transport of Dangerous (WP.15) in the task force. Finally, GRSG agreed to resume discussion on this subject at its April 2025 session.

45. The expert from OICA introduced GRSG-128-24-Rev.1 superseding ECE/TRANS/WP.29/GRSG/2024/37, on aligning the text of UN Regulation No. 105 with the latest version of ADR. The expert from the Kingdom of the Netherlands argued that the proposed provisions for vehicles with liquid hydrogen subjected to the technical requirements of the UN Global Technical Regulation (UN GTR) No.13 (Hydrogen and Fuel Cells Vehicles), Amendment 1 would create administrative hurdles. He clarified that certifications granted under this UN GTR would be incompatible with type approvals granted according to UN Regulations under the 1958 Agreement. On the suggestion of the secretariat, provisions on liquid hydrogen, stemming from UN GTR No. 13, were added to the proposal and reference to the UN GTR removed (GRSG-128-24-Rev.3). Finally, GRSG adopted GRSG-128-24-Rev.3 and requested the secretariat to submit it as a proposal for 07 Series of Amendments to UN Regulation No. 105 for consideration and vote at the March 2025 sessions of WP.29 and AC.1. At the same time GRSG agreed to seek guidance through the highlights of the Chair on the deceleration value to activate the shut-off devices of hydrogen containers (paragraph 5.1.3.7.3.(b)) that could be changed by WP.15 at its November 2024 session. In this case, GRSG would request, through its Chair, to postpone the adoption of the proposal to the June 2025 sessions of WP.29 and AC.1. Moreover, GRSG noted that a proposal of a new UN Regulation for vehicles with liquid hydrogen would be developed in the framework of the activities of the Working Party on Passive Safety (GRSP). GRSG

agreed that once this proposal was adopted, full alignment with UN GTR No. 13, Amendment 1 would be achieved and this new UN Regulation would be referenced in UN Regulation No. 105.

## **E. Cooperation with the Global Forum for Road Traffic Safety**

46. GRSG noted that information had not been submitted.

## **F. Driver Distraction and Drowsiness Warning Systems**

*Documentation:* Informal documents: GRSG-128-37 and GRSG-128-38-Rev.2

47. The expert from Australia introduced the status report (GRSG-128-37) of the Informal Working Group on Driver Drowsiness and Distraction Warning Systems (IWG DDADWS). He further introduced the Terms of References (ToR) of the IWG (GRSG-128-38-Rev.2). The experts from CLEPA and OICA questioned the possibility of completing the IWG activities by 2025 and 2026. The expert from India expressed his interest in actively participating in the IWG activities. GRSG noted the intention of IWG to develop two UN GTRs at the same time. GRSG noted that the development of UN GTR should follow the administrative procedures of the 1998 Agreement. Therefore, it was noted, as a first step, that an authorization to develop the work from one or more Contracting Parties (as sponsor(s) of the development of the UN GTRs), should be submitted to the Executive Committee of the 1998 Agreement (AC.3) for endorsement. GRSG noted that the ToR contained the clause that UN GTRs would be developed subject to endorsement by AC.3. Therefore, GRSG adopted GRSG-128-38-Rev.2 as reproduced in annex V to this report, pending endorsement by WP.29. Moreover, GRSG recommended that the expert from Australia coordinate with interested Contracting Parties to the 1998 Agreement, to submit the above-mentioned authorization (possibly at the March 2025 session of AC.3) to allow the parallel development of UN GTRs.

## **G. Any Other Business**

*Documentation:* Informal document GRSG-128-16

48. The expert from OICA introduced GRSG-128-16, asking to amend the proposal of new UN Regulation on Field of Vision Assistant (ECE/TRANS/WP.29/2024/155) to harmonize the wording "vehicle master switch". He explained that the current text of the proposal could be misleading for some electric or ADR vehicles and needed to be harmonized with the text of UN Regulations under the remit of GRVA. The expert from the Kingdom of the Netherlands expressed a time reservation. However, as a preliminary assessment he suggested that the amended paragraph 5.1.6. was in principle acceptable for future discussion while the amendment to paragraph 5.3.1. was premature. He clarified that the proposed replacement of "manual option" by "driver action" would allow voice control as the single means and this was specifically ruled out by the IWG. In addition, he explained that to obtain a driver's license or to be allowed to drive a vehicle, no requirements are in place with regard to the capability to speak. GRSG agreed to resume discussion on a revised proposal at its April 2025 session.

## **H. UN Regulation No. 62 (Protection against unauthorized use for vehicles of categories L1-L7 fitted with handlebars)**

*Documentation:* Informal document GRSG-128-10

49. The expert from IMMA introduced a proposal of amendments to the UN Regulation (GRSG-128-10) aimed at allowing vehicles of categories L<sub>1</sub> – L<sub>7</sub> fitted with handlebars (hereinafter "category L") to be equipped with a digital key, which has already been permitted under UN Regulation No. 116 (and 161, 162, 163) for vehicles of categories M and N. The expert from Germany noted that reference to UN Regulation No. 155 was unclear. Finally,

GRSG agreed to resume discussion at its April 2025 session based on a revised proposal incorporating the comments received.

## I. Provisional Agenda for the Next Session

50. GRSG noted that its 129th session was scheduled to be held in Geneva from 7 April (2.30 p.m. CET) to 11 April (12.30 p.m.) 2025. GRSG noted that the deadline for the submission of official documents to the secretariat is 13 January 2025, twelve weeks prior to the session. GRSG is expected to follow a proposal for the provisional agenda as reproduced below:

1. Adoption of the Agenda.
2. Amendments to Regulations on Buses and Coaches:  
UN Regulation No. 107 (M<sub>2</sub> and M<sub>3</sub> vehicles).
3. Amendments to Safety Glazing Regulations:  
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).
5. UN Regulation No. 66 (Strength of superstructure (buses)).
6. UN Regulation No. 73 (Lateral Protection Devices).
7. 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).
8. 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).
9. UN Regulation No. 121 (Identification of controls, tell-tales and indicators).
10. UN Regulation No. 122 (Heating systems).
11. UN Regulation No. 144 (Accident Emergency Call Systems).
12. Event Data Recorder:
  - (a) Guidance on Event Data Recorder Performance Elements Appropriate for Adoption in the Resolutions or Regulations of the 1958 and 1998 Agreements;
  - (b) UN Regulation No. 160 (Event Data Recorder);
  - (c) UN Regulation No. 169 (Event Data Recorder for Heavy-Duty Vehicles).
13. UN Regulation No. 0 (International Whole Vehicle Type Approval).
14. Consolidated Resolution on the Construction of Vehicles.
15. Special Resolution No. 1 concerning the Common Definitions of Vehicle Categories, Masses and Dimensions.
16. Exchange of Views on Vehicle Automation:
  - (a) Autonomous Shuttles;
  - (b) Categorization of Automated Vehicles and Autonomous Vehicle Regulation Screening.

17. 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 November 2024 and March 2025 Sessions of the World Forum for Harmonization of Vehicle Regulations;
  - (d) UN Regulation No. 62 (Protection against unauthorized use for vehicles of categories L1-L7 fitted with handlebars);
  - (e) UN Regulation No. 105 (Vehicles for the carriage of dangerous goods);
  - (f) New UN Regulation on Field of Vision Assistant;
  - (g) Cooperation with the Global Forum for Road Traffic Safety;
  - (h) Driver Distraction and Drowsiness Warning Systems;
  - (i) Any Other Business.

**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/Rev.1    | (Japan) Corrigendum for ECE/TRANS/WP.29/2024/98, the 01 Series of Amendments to UN Regulation No. 166 (Vulnerable Road Users in Front and Side Close Proximity)                             | (d)              | 4(d)               |
| 2/Rev.3    | (TF-R39MV) Proposal of amendments to ECE/TRANS/WP.29/GRSG/2024/36   | (d)              | 5                  |
| 3          | (Secretariat) Running order of the 128th session of GRSG  | (a)              | 10(b)              |
| 4          | (TF R39 MV) GRSG Task Force on UN Regulation No. 39 covering mileage values - Status Report   | (a)              | 5                  |
| 5          | (IWG on EDR/DSSAD) IWG on EDR/DSSAD Status Report   | (a)              | 12(a)              |
| 6          | (Japan) Proposal for ECE/TRANS/WP.29/GRSG/2024/40, the 07 Series of Amendments to UN Regulation No. 46 (Devices for Indirect Vision)  | (c)              | 4(a)               |
| 7          | (Rep. of Korea) Progress of UN Regulation No. 121   | (d)              | 10                 |
| 8          | (Rep. of Korea) Question of UN Regulation No. 107   | (a)              | 2                  |
| 9/Rev.1    | (Rep. of Korea) The progress report related to the application of the Radiant Warmer  | (a)              | 11                 |
| 10         | (IMMA) Proposal for a new Supplement to the 01 Series of Amendments to UN Regulation No. 62 (Protection against unauthorized use for vehicles of categories L1 – L7 fitted with handlebars) | (e)              | 18(h)              |
| 11         | (United Kingdom) Proposal for Supplement 3 to the Original Series of Amendments to UN Regulation No. 73 (Lateral Protection Devices)  | (d)              | 7                  |
| 12         | (FIVA) Proposal for amendments to the Consolidated Resolution on the Construction of Vehicles (R.E.3)   | (a)              | 14                 |
| 13         | (Spain) STATUS REPORT Task Force on Engine Fire Suppression Systems for ADR vehicles  | (b)              | 18(d)              |
| 14         | (IWG VRU Proxi) Proposal for supplement to the original version of UN Regulation No. 158 (Driver's awareness of vulnerable road users behind vehicles)                                      | (a)              | 4(b)               |
| 15         | (IWG VRU Proxi) Suggestions for further consideration in IWG VRU-Proxi  | (a)              | 4                  |
| 16         | (OICA) Proposal for the Amendment of UN Regulation No. 17x on FVA, Approval of a Vehicle Type with regard to its Field of Vision Assistant (ECE/TRANS/WP.29/2024/155)                       | (e)              | 18(g)              |
| 17         | (Japan) UN Regulation No. 73 : Proposal for amendments to LATERAL PROTECTION (GOODS VEHICLE)  | (a)              | 7                  |
| 18         | (OICA) Comments from OICA to the updated proposal of the Russian Federation for an amendment to UN Regulation No. 66  | (a)              | 6                  |
| 19         | (Secretariat) Highlights of the June 2024 Session of the World Forum for Harmonization of Vehicle Regulations   | (a)              | 18(c)              |



| <i>No.</i> | <i>(Author) Title</i>   | <i>Follow-up</i> | <i>Agenda Item</i> |
|------------|---|------------------|--------------------|
| 20         | (OICA) Proposal by OICA to amend document ECE/TRANS/WP.29/GRSG/2024/36 to indicate the Manufacturers' needs regarding the changes to UN Regulation No. 39   | (a)              | 5                  |
| 21         | (WBIA) UN Regulations No. 78 Limitations and Improvements for S-EPAC  | (a)              | 14                 |
| 22         | (WBIA) Proposal for a supplement to the 06 series of amendments to UN Regulation No. 78 (Braking of category L vehicles)  | (a)              | 14                 |
| 23         | (Rep. of Korea) Burn Risk Assessment Method using a Thermesthesiometer for Safety Approval under UN Regulation No. 122  | (a)              | 11                 |
| 24/Rev.1   | (OICA) Draft amendments to ECE/TRANS/WP.29/GRSG/2024/37 (OICA), as 07 Series of Amendments to UN Regulation No. 105 (Vehicles for the Carriage of Dangerous Goods)  | (a)              | 18(d)              |
| 24/Rev.3   | (Note by the Secretariat) Draft amendments to ECE/TRANS/WP.29/GRSG/2024/37 (OICA), as 07 Series of Amendments to UN Regulation No. 105 (Vehicles for the Carriage of Dangerous Goods)                             | (d)              | 18(d)              |
| 25         | (Germany) Proposal for Amendments to Supplement 1 to the 06 Series of Amendments to UN Regulation No. 46 (Devices for indirect vision) Document: ECE/TRANS/WP.29/2024/101   | (d)              | 4(a)               |
| 26         | (Germany) Status report of the UNECE GRSG Task Force on UN-R46  | (a)              | 4(a)               |
| 27         | (Germany) Status Report of the Informal Working Group on Safer Transport of Children in Buses and Coaches (IWG-STCBC)   | (a)              | 2                  |
| 28         | (Germany) Proposal for the 11 series of amendments to UN Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles)  | (a)              | 2                  |
| 29         | (Germany) Status report of the UNECE GRSG Task Force on Accessibility (UN Regulation No. 107)   | (a)              | 2                  |
| 30         | (Secretariat) Annotated provisional agenda of the 128th session of GRSG   | (a)              | 1                  |
| 31/Rev.2   | (Secretariat) GRSG programme of work  | (d)              | 18(a)              |
| 32         | (IWG VRU Proxi) Report on the activities of the VRU-Proxi Group April-October 2024  | (a)              | 4                  |
| 33         | (France) Request for Guidance from GRSG Experts   | (a)              | 9(a)               |
| 34         | (TF-AVRS) TF-AVRS Status Update October 2024  | (a)              | 16(b)              |
| 35         | (Rep. of Korea) Proposal for amendment of ECE/TRANS/WP.29/GRSG/2024/35 and to combine GRSG-128-14 (Reversing motion)  | (d)              | 4(b)               |
| 36/Rev.3   | (IWG VRU-Proxi) Proposal for revised Terms of Reference and Rules of Procedure of the GRSG Informal Working Group on Awareness of Vulnerable Road Users proximity in low speed manoeuvres (VRU-Proxi) (para. 16.) | (d)              | 4                  |
| 37         | (Australia) Informal Working Group on Driver Drowsiness and Distraction Warning Systems (IWG DDADWS) - update   | (a)              | 18(f)              |
| 38/Rev.2   | (Australia) Draft Terms of Reference and Rules of Procedure of Informal Working Group of GRSG on Driver Drowsiness and Distraction Warning Systems Regulations  | (d)              | 18(f)              |
| 39/Rev.1   | (TF-AVC) Task Force on Automated Vehicle Categorisation   | (a)              | 16(b)              |

| <i>No.</i> | <i>(Author) Title</i>   | <i>Follow-up</i> | <i>Agenda Item</i> |
|------------|---|------------------|--------------------|
| 40         | (TF-AVC) Proposal for amendments to S.R.1   | (a)              | 15                 |
| 41         | (TF-AVC) Proposal for amendments to R.E.3   | (a)              | 14                 |
| 42/Rev.1   | (France) Editorial changes to the ECE/TRANS/WP.29/2024/102  | (d)              | 8(b)               |
| 43         | (Russian Federation) UN Regulation No. 66 (Uniform technical prescriptions concerning the approval of large passenger vehicles with regard to the strength of their superstructure) | (e)              | 6                  |

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*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

### Revised Terms of Reference and Rules of Procedure of the Informal Working Group on Awareness of Vulnerable Road Users Proximity in Low-Speed Manoeuvres (VRU-Proxi) (See paragraph 8 of the report)

#### A. Terms of Reference

1. The Informal Working Group (IWG) shall review evidence and, where appropriate, develop a draft regulatory proposal that will enhance the driver's ability to detect Vulnerable Road Users (VRU). It shall consider:

- (a) the approval of vehicles with regard to the direct Field of Vision (FOV) of the vehicle driver;
- (b) the approval of systems for the detection of VRU and their installation on the vehicles; and
- (c) the approval of devices for indirect vision, and their installation on the vehicles.

The consideration shall not cover interventions such as those that are outside the purview of GRSG, for example, those operating on the braking system or the steering system.

IWG shall primarily focus on low-speed manoeuvres in any direction based on accident data.

2. IWG should take into account existing technology, data and research. Furthermore, it should consider pre-existing standards as well as national and international legislation covering the same scope. IWG shall take account of the delay between the application of the regulation and its effect in the field.

3. The group shall focus on vehicles of categories M and N.

IWG shall consider the relevance of addressing the vehicles of category O.

4. The target completion dates for the work of the IWG shall be:

- (a) Forward motion:
  - (i) Vehicle turning:
    - a. Completion of the proposal by Germany on new provisions for Blind Spot Information Systems (BSIS): 115th session of GRSG (October 2018); Status: completed per UN Regulation No. 151;
    - b. Possible completion of alternative testing procedure, depending on the evaluation of the feasibility of the alternative testing procedure, to be decided by the IWG: 123rd session of GRSG (April 2022). Status: completed per UN Regulation No. 151.
  - (ii) Vehicle driving straight or taking off from standstill (M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub>, N<sub>3</sub>): 118th session of GRSG (April 2020) e.g. CMS or detection system; Status: completed per UN Regulation No. 159;
  - (iii) Vehicle taking off from standstill (M<sub>1</sub>, N<sub>1</sub>): Completion of the proposal by Japan on new provisions for awareness of VRU: 123rd session of GRSG (April 2022); Status: completed per UN Regulation No. 166.
- (b) Reversing motion (e.g. Camera Monitoring Systems (CMS) or detection system): 118th session of GRSG (April 2020); Status: completed per UN Regulation No. 158;
- (c) Direct vision:
  - Phase 1: Base regulation 123rd session of GRSG (April 2022).
  - Phase 2: Amendments

- Amending the alternative testing method for innovative vehicle designs (e.g. aerodynamic narrow A-pillar designs) possibly by replacing paragraph 5.3. (October 2023 or earlier if possible).
- For vehicles with competing objectives (e.g. improved direct vision versus high-capacity transport, high efficiency, new powertrain technology, impact on freight industry) with direct vision challenges an alternative approach could be considered. It shall be limited to Level 3 for N<sub>3</sub> category of vehicles and shall be based on quantified data. (October 2023 or earlier if possible).

Status: completed per UN Regulation No. 167

(d) The group shall continue to work on:

(i) Completing draft regulatory proposals for Separate Technical Unit (STU) approvals for the following regulations (if applicable):

- UN Regulation No. 151
- UN Regulation No. 158
- UN Regulation No. 159
- UN Regulation No. 166.

(ii) Considering the need for the following extensions of the scope concerning the following regulations:

- UN Regulation No. 151: N<sub>1</sub> category of vehicles
- UN Regulation No. 158: O category of vehicles (if applicable).

A status report will be provided to the October 2025 session of GRSG.

(iii) Considering the need for further improvements of the established regulations of this group, in the context of:

- Assessment of the collective effect UN Regulations in reducing collisions with VRUs
- While respecting competition law, the availability of new or enhanced technologies in relation to UN Regulations No. 151 and No. 158
- Assessment of the benefits of combination of a camera and a detection system in relation to UN Regulation No. 158
- Further enhancement of pedestrian safety around buses.

A status report will be provided to the October 2025 session of GRSG.

Taking note of paragraph 2 of these Terms of Reference, the reports drafted by the group on points 4(d)ii and 4(d)iii shall consider:

- any cost-benefit analyses of the safety benefits of the proposals
  - (a) the safety effects already established by the latest versions of the applicable UN Regulations and their combination.

Remark (not to implement in ToR): UN Regulations Nos. 46 and 158 (with regard to CMS effectiveness) subjects are considered to be first taken up in the GRSG Task Force Regulation No. 46.

5. IWG is expected to draft regulatory proposals on the approval of Separate Technical Units to GRS. Furthermore, a report on the need for further amendments to the Regulations in question shall be provided. The adoption process remains under the responsibility of GRSG, WP.29 and AC.1 in line with the administrative procedures as defined in the 1958 Agreement.

IWG is expected to take into account the work performed by other Working Parties subsidiary to WP.29.

## **B. Rules of Procedure**

6. IWG is a subsidiary body of GRSG and is open to all Contracting Parties to the Agreements administered by WP.29, vehicle manufacturers and their suppliers, Technical Services and the participants of all Working Parties (GRs) subsidiary to WP.29.
7. Additional experts may attend on a case-by-case basis, invited by consensus decision of IWG. These experts shall not be part of the decision process.
8. A Chair and a Secretary will manage IWG.
  - (a) The chairmanship shall be under the responsibility of European Commission;
  - (b) The secretariat shall be under the responsibility of OICA.
9. The working language of IWG will be English.
10. All documents or proposals shall be submitted to the Secretary of the group in a suitable electronic format twelve weeks in advance of the meeting. The Group may refuse to discuss and endorse any item or proposal which has not been circulated 10 working days prior to that meeting.
11. An agenda and related documents shall be made available on the website by the Secretary, in advance of all scheduled meetings.
12. Decisions will be reached by consensus. When consensus cannot be reached, the Chair of the Group shall present the different points of view to GRSG. The Chair may seek guidance from GRSG, as appropriate.
13. The progress of IWG will be routinely reported to GRSG – wherever possible as an informal document and presented by the Chair, the Secretary or their representative(s).
14. All working documents should be distributed in digital format. Meeting documents should be made available to the Secretary for publication on the website of WP.29.

## Annex III

### Draft Amendments to UN Regulation No. 158 (Reversing Motion)

#### Amendments adopted to ECE/TRANS/WP.29/GRSG/2024/35 (see paragraph 12 of this report)

...

*Annex 10, paragraph 1.1.*, amend to read:

"1.1. Test conditions.

The test object shall be as per paragraph 7.1. of ISO 17386:2010. During testing, the wind speed shall not exceed 1 m/s. The temperature shall be  $20\pm 5^{\circ}\text{C}$  and the humidity shall be  $60\pm 25$  percent. There shall be no rain or snow. The test shall be performed on a flat, dry asphalt or concrete surface. The test shall not be affected by the reflection of sound waves or electromagnetic waves from any walls, auxiliary testing equipment or any other objects in the environment. If the vehicle is equipped with rear hatches, trunk lids or tailgates, they are closed and latched in the normal **condition** of vehicle operation."

*Annex 10, paragraph 1.2.*, amend to read:

"1.2. Test preparation One test object shall be used. The distance from the rear edge to the test object and the position of the test object are selected by the manufacturer to ensure the detection of the test object. The test object shall be located in the detectable grids within the rear horizontal area in 1.3.1. of this annex. The test vehicle in the initial state shall be with the detection system in the activated state, which is declared by the manufacturer ~~OR in the owner's manual~~ and shall be in the parking condition. Here, the parking condition means that the P (park) position is selected in the case of vehicles equipped with automatic transmissions, whereas it means the neutral gear being selected and the parking brake being engaged in the case of vehicles equipped with manual transmissions."

## Annex IV

### Draft Amendments to UN Regulation No. 39 (Speedometer and Odometer)

#### Amendments adopted to ECE/TRANS/WP.29/GRSG/2024/36 (see paragraph 16 of this report)

Paragraph 2.4., amend to read:

"2.4. "Normal running pressure" means the cold inflation pressure specified by the vehicle manufacturer increased by **200 hPa**"

Paragraph 2.5.1., amend to read:

"2.5.1. "Tolerances of the speedometer's measuring mechanism" ~~shall~~ means the accuracy of the speedometer instrument itself, expressed as the upper and the lower speed indication limits for a range of speed inputs;"

Paragraph 2.5.2., amend to read:

"2.5.2. "Technical constant of the speedometer" means the relationship between the input revolutions or pulses per minute and a specified displayed speed;"

Paragraph 2.6.4., amend to read:

"2.6.4. "Total distance value" means mileage values for the purpose of being made available **and** related to the total distance driven by the vehicle."

Paragraph 5.8., amend to read:

"5.8. The total distance indicated shall not deviate by more than **±4.0** per cent from the true distance travelled as determined in paragraph 5.7."

Paragraph 5.9., amend to read:

"5.9. When total distance values are provided by the serial data port on the standardised data link connector, as specified in paragraph 6.5.3. of Appendix 1 of Annex C5 to UN Regulation No. 154 or as specified in paragraph 4.7.3. of Annex 9B to UN Regulation No. 49, these values shall not deviate from the (rounded) total distance indicated. **However, this does not apply to the total distance travelled (lifetime) as defined in UN Regulation No. 154.**"

Paragraph 5.11., amend to read:

"5.11. **In** the case of an electrically detectable failure preventing the **odometer** requirements of this Regulation from being met, a malfunction indication shall be provided to the driver, if not already covered by other failure warnings and/or other failure **conditions**."

Paragraph 5.11.1., amend to read:

"5.11.1. **The** malfunction indication shall be active when the malfunction occurs and shall remain active as long as the malfunction persists. It may be temporarily cancelled, but shall be repeated each time the ignition or the vehicle master control switch is **activated**."

Paragraph 5.12., amend to read:

"5.12. Odometer – Anti-Tampering and Security Management

The total distance indicated and total distance values shall be protected against **manipulation**.

**This** shall be deemed to be complied with when:

- (a) **the** manufacturer's management system encompassing cyber security is complying with the {relevant} requirements of UN Regulation No. 155, the original or any later series of amendments, with regard to total distance indicated and total distance **values**.

and

- (b) proportionate mitigations are implemented, including, or equivalent to, mitigation 7 referred to in Annex 5, Part B, Table B5 of UN Regulation No. 155."

*Paragraph 10.6.*, amend to read:

"10.6. As from 1 September **2028**, Contracting Parties applying this Regulation shall not be obliged to accept type approvals to **any of** the preceding series of amendments, first issued after 1 September **2028**."

*Paragraph 10.7.*, amend to read:

"10.7. Until 1 September **2030**, Contracting Parties applying this Regulation shall accept type approvals to the **01** series of amendments, first issued before 1 September **2028**."

*Paragraph 10.8.*, amend to read:

"10.8. As from 1 September **2030**, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to **any of** the preceding series of amendments to this Regulation."

*Insert new paragraph 10.9.*, to read:

"**10.9. The malfunction indication as specified in paragraph 5.11. is not compulsory for the purpose of granting type-approval to the 02 series of amendment, until 1 September 2030. These exemptions shall remain applicable in the case of extensions of approvals first granted before 1 September 2030.**"

*Insert new paragraph 10.10.:*

"**10.10. Contracting Parties applying this Regulation may grant type approvals according to any preceding series of amendments to this Regulation.**"

*Insert new paragraph 10.11.:*

"**10.11. Contracting Parties applying this Regulation shall continue to grant extensions of existing approvals to any preceding series of amendments to this Regulation.**"

*Annex 1, insert new item 6.3.:*

"**6.3. Malfunction indication (pursuant to paragraph 5.11.): yes/no**"

*Annex 4, paragraph 1.1.2.*, amend to read:

"1.1.2. The test shall be carried out with the vehicle at its unladen weight. An additional weight can be carried for purposes of measurement. The weight of the vehicle and its distribution between the axles shall be indicated in the approval communication (see Annex 1, item ~~78~~)."



## Annex V

### **Draft Terms of Reference and Rules of Procedure of the Informal Working Group on Driver Drowsiness and Distraction Warning Systems Regulations** (see paragraph 48 of this report)

#### **I. Introduction**

1. At the 127th session of GRSG in April 2024, GRSG agreed to seek the consent of WP.29 at its June 2024 session to establish an Informal Working Group (IWG) on Driver Drowsiness and Distraction Warning Systems (IWG DDADWS). At the 193rd session of WP.29 in June 2024, IWG was endorsed under the chairmanship of the expert from Australia. IWG would recognise the justification for regulations to address the road safety problems caused by driver drowsiness and driver distraction, already established by the General Safety Regulation of the European Union. IWG will further investigate and discuss driver drowsiness and distraction warning systems, and collectively explore and evaluate countermeasures appropriate for inclusion within new regulations for these systems.

#### **II. Terms of Reference**

2. IWG shall develop draft regulatory proposals for two new UN Regulations under the 1958 Agreement on Driver Drowsiness Warning Systems and Driver Distraction Warning Systems, to prevent crashes caused by the driver not paying attention to the driving task.

3. IWG would also endeavour to develop two new UN Global Technical Regulations (GTRs) under the 1998 Agreement in parallel with the UN Regulations (subject to endorsement by AC.3).

4. IWG shall, as a basis for the discussions, consider the European Union Commission Delegated Regulation) 2021/1341 for driver drowsiness and attention warning systems and the European Union Commission Delegated Regulation 2023/2590 for advanced driver distraction warning systems:

(a) the 00 series of the new UN regulations shall be closely aligned to the above existing European Union regulations, with minor differences including for clarity and editorial corrections allowed when relevant;

(b) improvements to performance requirements shall be considered for development in the 01 series of new regulations, as agreed by IWG taking into account any relevant cost-benefits analysis.

5. IWG should take account of the driver monitoring requirements for Driver Control Assistance Systems (DCAS) developed by GRVA.

6. IWG should consider the need for parallel amendments to other UN Regulations, including, for example, ensuring that vehicle dashboard areas and hand controls for the driver are designed in ways which minimise the need for warnings from improved systems for the detection of driver distraction. Proposals for amendments to such regulations shall be tabled at GRSG for their revision.

7. IWG should take account of any other existing standards, protocols, data and research in developing its regulatory proposals, from regions globally, including North America, Asia, and other global jurisdictions. IWG should also take account of other road safety benefits which may come from the systems likely to be used to detect driver drowsiness and distraction.

8. IWG shall focus on systems for vehicles in categories M and N for UN Regulations and category 1 and 2 vehicles for UN GTRs.

9. The target completion dates for the development of UN Regulations under the 1958 Agreement by IWG are October 2025 for the 00 series of amendments, and October 2026 for the 01 series of amendments.

10. IWG will submit proposals for new UN Regulations and/or GTRs for Driver Drowsiness Warning Systems and Driver Distraction Warning Systems to GRSG. The adoption process remains the responsibility of GRSG and WP.29.

### **III. Rules of Procedure**

11. IWG is a subgroup of GRSG, and is open to all participants of WP.29.

12. The Chair of IWG shall be under the responsibility of Australia.

13. The secretariat of IWG shall be under the responsibility of OICA.

14. The Chair and the Secretary will manage IWG.

15. Subject matter experts may be invited by the Chair to ensure engagement of the best available participants.

16. The working language of IWG will be English.

17. All documents or proposals shall be submitted to the Secretary and Chair of IWG in a suitable electronic format in advance of the meeting. The Chair may refuse to discuss any item or proposal which has not been circulated 10 working days prior to the meeting.

18. An agenda and related documents will be made available on the website of WP.29 by the Secretary, in advance of all scheduled meetings. Documents requiring members' review for decision shall be posted at least 10 working days before such a meeting.

19. Decisions will be reached by consensus. When consensus cannot be reached, the Chair of the IWG shall present the different points of view to GRSG. The Chair may seek guidance from GRSG, as appropriate.

20. The progress of IWG will be routinely reported to GRSG – wherever possible as an informal document and presented by the Chair, the Secretary or their representative(s).

21. Final decision on the regulatory proposals rests with WP.29 and the Contracting Parties.

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## Annex VI

[English only]

### GRSG Informal Working Groups

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| <i>Informal working group</i>                                       |                              | <i>Secretary</i>         |
|---|------------------------------|--------------------------|
| Awareness of<br>Vulnerable Road Users<br>Proximity (VRU-Proxi)      | Mr. L. Rozanski (EC) (Chair) | Mr. J. Broeders (OICA)   |
| Driver Drowsiness and<br>Distraction Warning<br>Systems Regulations | Ms. L. Rasmussen             | Mr. S. Bambagioni (OICA) |

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