

# **GRSP Informal Group on a Pole Side Impact GTR**

**(WP29 and GRSP Decisions, Draft  
Procedures and Terms of Reference)**

# WP29 and GRSP Decisions

ECE/TRANS/WP.29/1083  
22 March 2010

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**REPORTS OF THE WORLD FORUM FOR HARMONIZATION OF VEHICLE  
REGULATIONS ON ITS 150TH SESSION  
9-12 March 2010**

107. The representative of Australia introduced WP.29-150-11 proposing the development of a pole side impact gtr taking into account the parallel development of a gtr on side impact dummies (see para. 106). AC.3 requested the secretariat to distribute WP.29-150-11 with an official symbol for consideration and vote at the June 2010 session. It was agreed to transmit WP.29-150-11 to GRSP for consideration at its May 2010 session and to assess the need for an informal group.

ECE/TRANS/WP.29/GRSP/47  
26 July 2010

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**Report of the Working Party on Passive Safety on its forty-seventh session  
17–21 May 2010**

11. The expert from Australia introduced ECE/TRANS/WP.29/2010/81 and GRSP-47-28 regarding the development of a proposal for a pole side impact global technical regulation and the establishment of an informal group. Some GRSP experts stressed the need to consider in the proposal the beneficial effects introduced by the electronic stability control (ESC), in reducing the severity of collisions, before proceeding with the actual development of a gtr. The expert from the United States of America stated support and cooperation to the initiative proposed by the expert from Australia. Accordingly, she made a presentation (GRSP-47-31), showing the major provisions of the rulemaking in progress in her country on the introduction of the oblique pole test. Moreover, she introduced the first progress report GRSP-47-30 (referring also to ECE/TRANS/WP.29/2010/82) of the informal group to develop harmonized provisions for the fiftieth male and fifth female WorldSID dummies, also as a complementary activity of the proposal to develop the gtr on pole side test.

12. GRSP endorsed the proposed harmonization activity on pole side test and the establishment of an informal group on this subject under the chairmanship of Australia, subject to the consent of WP.29 and AC.3. GRSP also agreed to send at the earliest convenience further comments to the expert from Australia (regarding GRSP-47-28 and ECE/TRANS/WP.29/2010/81), in order to allow the representative of his country to introduce a draft of term of reference of the informal group at WP.29 and AC.3 June 2010 sessions. Finally, GRSP requested the secretariat to submit GRSP-47-30 with an official symbol to WP.29 and AC.3 at their November 2010 session (see ECE/TRANS/WP.29/2010/144)

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ECE/TRANS/WP.29/1085

9 July 2010

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**Reports of the World Forum for Harmonization of Vehicle Regulations on  
its one-hundred-and-fifty-first session  
22-25 June 2010**

99. The representative of Australia introduced ECE/TRANS/WP.29/2010/81 proposing the development of a gtr on pole side impact and the establishment of an informal group to develop the gtr. AC.3 agreed to develop the gtr and to establish the informal group. The representative of Australia informed AC.3 about his intention to have a first meeting of the informal group in September–October 2010 which would include the preparation of its terms of reference and time schedule for consideration by GRSP at its December 2010 session. AC.3 also agreed that the initial tasks of the informal group should be to (i) confirm the safety need for a gtr in light of the increasing prevalence of the electronic stability control in the vehicle fleet and (ii) simultaneously assess potential candidate crash test standards to be addressed by the proposed gtr. AC.3 agreed that the development of the gtr and the study on the benefits of such a gtr would be made in parallel. Moreover, the representative of Australia invited the interested Contracting Parties to nominate experts for the informal group and to send him comments to the task list in informal document No. GRSP-47-28 by 9 July 2010 at the latest. The secretariat was requested to prepare a corresponding AC.3 document and to transmit it to GRSP for consideration.

## Draft Rules of Procedure

1. The informal group is open to all participants of GRSP and WP29. A need to limit the number of participants from any country or organisation is not expected, although this will be kept under review.
2. A Chairman (Mr Hogan) and a Secretary (Mr Belcher) will govern the informal group.
3. The official language of the informal group will be English.
4. All documents and/or proposals must be submitted to the Secretary of the group in a suitable electronic format in advance of the meeting. The group may refuse to discuss any item or proposal which has not been circulated two weeks in advance of a meeting.
5. An agenda and related documents will be circulated to all members of the informal group at least two weeks in advance of all scheduled meetings.
6. The process will pursue consensus. When consensus cannot be reached, the Chairman of the group or his representative shall present the different points of view to GRSP.
7. The progress of the informal group generally will be reported to GRSP as an informal document and presented by the Chairman or his representative.
8. All working documents should be distributed in digital form, and be accessible on the UNECE website in the GRSP folder.

**[Website link to be provided]**

## Draft Terms of Reference

The major tasks that will be performed by an Informal Group include:

1. Review of existing research, including crash tests, and literature;
2. Liaison with, and consideration of the results of, the GRSP WorldSID Informal Group;
3. Assessment of safety need, including analysis of current fatalities and injuries from pole side impact, other side impacts and rollovers, taking account of positive safety developments already occurring or likely such as ESC; and target vehicle categories to be taken into consideration;
4. Examination of possible test procedures;
5. Consideration of variations to candidate test procedures;
6. Establishment of likely countermeasures driven by shortlisted test procedures;
7. Calculation of likely injury mitigation coverage of the crash and injury population from these countermeasures;
8. Assessment of benefits and costs for shortlisted test procedures (including data from a significant range of countries, as there may be wide variations in benefits);
9. Assessment of likely incremental benefits and costs from, eg, testing for smaller (5<sup>th</sup> percentile female) and non-struck side and rear seat occupants;
10. Selection of a preferred test procedure; and
11. Production of a draft regulation for consideration by GRSP and subsequently WP29.