

Issues referred by GRSP regarding a draft new Regulation concerning the approval of vehicles with regard to their Pole Side Impact performance

Submitted by the representative from Australia

Proposal

Australia proposes that the following documents be submitted as working documents to WP.29/AC.1 for consideration and vote at their November 2014 sessions:

- (1) informal document WP.29-163-14 *Draft new Regulation No. [X] concerning the approval of vehicles with regard to their Pole Side Impact performance* (being ECE/TRANS/WP.29/GRSP/2014/9 as amended by Annex VII to the report of 55th session of GRSP, ECE/TRANS/WP.29/GRSP/55); and
- (2) informal document WP.29-163-15 *Draft 01 series of amendments to the draft new Regulation No. [X] concerning the approval of vehicles with regard to their Pole Side Impact performance* (being ECE/TRANS/WP.29/GRSP/2014/12, with revisions in track-changes following consultation by interested parties).

Background

At the 55th session of GRSP, it was agreed that the Secretariat would submit a draft UN Regulation on Pole Side Impact (ECE/TRANS/WP.29/GRSP/2014/9 as amended by Annex VII to the report of meeting), and a draft 01 series of amendments to the Regulation (ECE/TRANS/WP.29/GRSP/2014/12), to WP.29/AC.1 for consideration and vote at their November 2014 sessions.

However, Australia was requested by GRSP to send the proposals to the June 2014 session of WP.29 to seek guidance on:

- The interim use of references to an ISO Standard (ISO 15830:2013) pending finalisation of an Addendum (Addendum 2) to Mutual Resolution No.1 (M. R.1) for the WorldSID 50th male specifications ; and
- The transitional provisions of the 01 series of amendments being adopted simultaneously with the original version of the UN Regulation.

(In UN GTR No. 14 - Pole side impact, references to the specifications for the WorldSID 50th male were to Addendum 2 of M.R1, on the basis that Addendum 2 was under development).

Discussion

Reference to an ISO standard

- The transposition of UN GTR No. 14 - Pole side impact into a new UN Regulation is ready to proceed to WP.29/AC.1 in November 2014 for voting.
- As new UN Regulations enter into force approximately six months after adoption by WP.29/AC.1, it is essential that the draft new Regulation includes defined technical specifications for the WorldSID 50th male.
- Australia, in conjunction with the United States, as the Chair of the Informal Working Group on the Harmonization of Side Impact Dummies (which is responsible for development of Addendum 2 on the WorldSID 50th percentile male specifications), has recently held positive discussions with ISO on a cooperative approach to the development of Addendum 2.
- However, the earliest Addendum 2 could possibly be considered and voted on by WP.29 is November 2015, with timing in 2016 more likely. Any complications in discussions with ISO could delay matters further.
- Australia believes that any delay in transposing UN GTR No. 14 into a new UN Regulation, and adoption of that Regulation, would be highly detrimental for road safety.
 - Implementation of this life saving Regulation and the associated societal benefits should be given a higher priority than any concerns relating to the method of referring to the WorldSID 50th male.
 - In Australia alone, implementation of the Regulation has been estimated to avert over 20 fatalities and 25 severe or serious brain injuries each year.
- ISO 15830:2013 is currently the only published document/standard detailing technical specifications for the WorldSID 50th male and accordingly WP.29-163-14 refers to that standard (Annex 3, 4.3.1 and Annex 4, 2.5 footnote 1).
- As soon as Addendum 2 is ready, Australia will initiate an amendment to the Regulation to replace the reference to the ISO standard with a reference to Addendum 2.

Draft 01 series of amendments

- A question was raised at the 55th session of GRSP as to whether the 01 series of amendments could be adopted at the same time as the original version of the Regulation.
- Interested parties were invited to participate in subsequent communication on the issue with Australia.

- Australia received comments/suggestions from Germany, Japan and OICA on the transitional provisions.
- It was agreed – with reference to the approach taken for UN Regulation 131 on AEBS (see ECE/TRANS/WP.29/1099, para. 91) – that the 01 series of amendments could be adopted at the same time as the original version of the Regulation, although a number of improvements were suggested to the transitional provisions.
- Suggested modifications to ECE/TRANS/WP.29/GRSP/2014/12, prepared by Australia on the basis of these suggestions, are provided for consideration and review by WP.29 and AC.1 in track-changes in informal document WP.29-163-15.
- The transition date has been brought forward from 1 January 2017 to 1 September 2016 to align with the proposed general IWVTA (UN Regulation 0) transition date.
- The rationale for adopting the transitional provisions of the draft 01 series of amendments at the same time as the original version of the Regulation is set out in the Justification in WP.29-163-15.
- In short, it enables Contracting Parties applying this Regulation to require a vehicle-to-pole impact speed of 32 ± 1 km/h regardless of the vehicle width.