



Economic and Social Council

Distr.: General
26 October 2015

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

Working Party on General Safety Provisions

109th session

Geneva, 29 September – 2 October 2015

Report of the Working Party on General Safety Provisions on its 109th session (29 September – 2 October 2015)

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¹ For practical reasons, this annex has been published as an addendum to the report with the symbol ECE/TRANS/WP.29/GRSG/88/Add.1.

I. Attendance

1. The Working Party on General Safety Provisions (GRSG) held its 109th session from 29 September to 2 October 2015 (morning) in Geneva. The meeting was chaired by Mr. A. Erario (Italy). Experts from the following countries participated in the work, following Rule 1(a) of the Rules of Procedure of the World Forum for Harmonization of Vehicle Regulations (WP.29) (TRANS/WP.29/690, ECE/TRANS/WP.29/690/Amend.1 and Amend.2): Belgium, Canada, Czech Republic, Finland, France, Germany, Hungary, India, Italy, Japan, Kuwait, Luxembourg, Netherlands, Norway, Poland, Qatar, Republic of Korea, Romania, Russian Federation, Serbia, South Africa, Spain, Sweden, Switzerland, Turkey and United Kingdom of Great Britain and Northern Ireland (UK). An expert from the European Commission (EC) also participated. Experts from the following non-governmental organizations participated: European Association of Automotive Suppliers (CLEPA), European Liquefied Petroleum Gas Association (AEGPL), International Motorcycle Manufacturers Association (IMMA), International Road Transport Union (IRU), International Organization of Motor Vehicle Manufacturers (OICA), International Organization for Standardization (ISO), International Road Transport Union (IRU) and International Association for Natural Gas Vehicles (NGV Global). Upon the special invitation of the Chair, an expert from the Fédération Internationale de l'Automobile (FIA), the International Association of the Body and Trailer Building Industry (CLCCR) and the International Association of Public Transport (UITP) participated.

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRSG/2015/19 and Add.1
Informal document GRSG-109-01

2. GRSG considered and adopted the agenda proposed for the 109th session (ECE/TRANS/WP.29/GRSG/2015/19 and Add.1).

3. GRSG also adopted the running order for the session as proposed by the Chair in GRSG-109-01. GRSG noted the main decisions of the World Forum WP.29 taken during its session of June 2015 (report ECE/TRANS/WP.29/1116).

4. The informal documents distributed during the session are listed in Annex I of this report. The GRSG informal working groups are listed in Annex VIII.

III. Regulation No. 107 (M₂ and M₃ vehicles) (agenda item 2)

A. Proposals for further amendments

Documentation: ECE/TRANS/WP.29/2015/88
ECE/TRANS/WP.29/GRSG/2015/14
ECE/TRANS/WP.29/GRSG/2015/20
ECE/TRANS/WP.29/GRSG/2015/21
ECE/TRANS/WP.29/GRSG/2015/31
ECE/TRANS/WP.29/GRSG/2015/32
ECE/TRANS/WP.29/GRSG/2015/33
ECE/TRANS/WP.29/GRSG/2015/34
Informal documents GRSG-109-02, GRSG-109-03, GRSG-109-05,
GRSG-109-16 and GRSG-109-26

5. Recalling the adoption at the previous GRSG session of a revised proposal for the introduction of automatic fire suppression systems in the engine and/or heater compartment of buses and coaches and its submission to WP.29 for consideration at the November 2015 session (ECE/TRANS/WP.29/2015/88), the expert from Sweden introduced GRSG-109-02 and GRSG-109-05 proposing to correct some editorial corrections. GRSG endorsed the proposed corrections.
6. Upon the request of GRSG at its previous session, the expert from OICA presented ECE/TRANS/WP.29/GRSG/2015/32 aimed at mandating fire suppression systems on vehicles of Classes I and II as a new 07 series of amendments to UN Regulation No. 107. GRSG noted a number of concerns by France, Germany, Italy, Poland, United Kingdom, IRU and UITP on the scope and the proposed transitional provisions. Recalling its commitment of the last session (ECE/TRANS/WP.29/GRSG/87, para. 6), GRSG adopted ECE/TRANS/WP.29/GRSG/2015/32 as reproduced in Annex II to the report and requested the secretariat to submit the proposal to WP.29 and AC.1 for consideration at their March 2016 sessions, as draft 07 series of amendments to UN Regulation No. 107.
7. The expert from Germany introduced ECE/TRANS/WP.29/GRSG/2015/20 clarifying the provisions on the height of steps in vehicles which comply to Annex 8. GRSG adopted ECE/TRANS/WP.29/GRSG/2015/20 as reproduced in Annex III to the report and requested the secretariat to submit the proposal to WP.29 and AC.1 for consideration at their March 2016 sessions, as draft Supplement 5 to the 06 series of amendments to UN Regulation No. 107.
8. The expert from Romania introduced ECE/TRANS/WP.29/GRSG/2015/21 proposing to clarify the requirements on seat spacing. GRSG noted study reservations by the experts from the Czech Republic and Germany. The expert from OICA announced to further clarify the provisions of the measurement method. The Chair invited all experts to send their comments to the expert from Romania who volunteered to submit to the secretariat a revised proposal for a final review at the next GRSG session.
9. The expert from Germany also introduced ECE/TRANS/WP.29/GRSG/2015/31 correcting an error in the text of Regulation No. 107 and restricting the mandatory application of the requirements on pram spaces to vehicles of Class I. GRSG adopted ECE/TRANS/WP.29/GRSG/2015/31 as reproduced in Annexes III and IV to the report. The secretariat was requested to submit the proposal to WP.29 and AC.1 for consideration at their March 2016 sessions, as part (see para. 7 above) of draft Supplement 5 to the 06 series of amendments and draft Supplement 5 to the 05 series of amendments to UN Regulation No. 107.
10. The expert from OICA presented ECE/TRANS/WP.29/GRSG/2015/33 proposing amendments to the provisions on the activation of a fire alarm system. GRSG adopted ECE/TRANS/WP.29/GRSG/2015/33 as reproduced in Annex III to the report. The secretariat was requested to submit the proposal to WP.29 and AC.1 for consideration at their March 2016 sessions, as part (see paras. 7 and 9 above) of draft Supplement 5 to the 06 series of amendments to UN Regulation No. 107.
11. The expert from UK presented ECE/TRANS/WP.29/GRSG/2015/34 amending the safety prescriptions for buses and coaches to ensure that all occupants of exposed seats, and not just those at risk of being thrown forward into a step well, were provided with a means of protection. The expert from CLCCR underlined the need to also clarify the provisions for standing passengers. The experts from Canada and OICA endorsed that position. Following the discussion, GRSG noted general support on the proposal. GRSG adopted ECE/TRANS/WP.29/GRSG/2015/34 as reproduced in Annex III to the report. The secretariat was requested to submit the proposal to WP.29 and AC.1 for consideration at their March 2016 sessions, as part (see paras. 7, 9 and 10 above) of draft Supplement 5 to

the 06 series of amendments to UN Regulation No. 107. GRSG agreed to resume, at its next session, consideration of updated provisions for standing passenger on the basis of a proposal by the expert from CLCCR.

12. The expert from Germany introduced GRSG-109-16 amending the requirements concerning the driver's view on devices for indirect visions and permitted intrusions, based ECE/TRANS/WP.29/GRSG/2015/14. GRSG adopted the proposed text as reproduced in Annexes III and IV to the report. The secretariat was requested to submit the proposal to WP.29 and AC.1 for consideration at their March 2016 sessions, as part (see paras. 7, 9, 10 and 11 above) of draft Supplement 5 to the 06 series of amendments and as part (see para. 9) of draft Supplement 5 to the 05 series of amendments to UN Regulation No. 107.

13. GRSG welcomed a presentation by the expert from Hungary on the importance of statistical studies and the collection and evaluation of information on bus accidents (GRSG-109-03 and GRSG-109-26).

B. Requirements for service doors, windows and emergency exits

Documentation: ECE/TRANS/WP.29/GRSG/2015/18
Informal document GRSG-109-11

14. Recalling the purpose of ECE/TRANS/WP.29/GRSG/2015/18 presented at the previous GRSG session, the expert from Germany introduced GRSG-109-11 proposing revised provisions on emergency controls at service doors, specifically on the deactivation of emergency door controls when the vehicle moves to prevent doors from being opened. GRSG adopted ECE/TRANS/WP.29/GRSG/2015/18 as reproduced in Annex III to the report and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2016 sessions, as part (see paras. 7, 9, 10, 11 and 12 above) of draft Supplement 5 to the 06 series of amendments to UN Regulation No. 107.

IV. Regulation No. 34 (Prevention of fire risks) (agenda item 3)

Documentation: ECE/TRANS/WP.29/GRSG/2015/25
ECE/TRANS/WP.29/GRSG/2015/26

15. The expert from Japan presented ECE/TRANS/WP.29/GRSG/2015/25 amending the requirements for fire prevention under certain conditions in the event of a rear collision. GRSG adopted ECE/TRANS/WP.29/GRSG/2015/25 as reproduced below and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2016 sessions, as draft Supplement 1 to the 03 series of amendments to UN Regulation No. 34.

Annex 4, paragraph 2.5.4., amend to read:

"2.5.4. At the moment of collision the velocity of the centre of percussion of the pendulum **shall** be between **48 and 52** km/h."

16. The expert from India introduced ECE/TRANS/WP.29/GRSG/2015/26 proposing to harmonize the scope of UN Regulation No. 34 and to amend the total permissible mass limit to read "2.5 tonnes" instead of "2.8 tonnes". The expert from Japan raised concerns in the absence of evidence on the need for such an amendment. GRSG endorsed the suggestion by the expert from EC to review the proposal by India, once the application of the 03 series of amendments to UN Regulation No. 34 would become mandatory in the European Union. GRSG agreed to remove, in the meantime, this item from the agenda.

V. Regulation No. 39 (Speedometer/odometer) (agenda item 4)

Documentation: ECE/TRANS/WP.29/GRSG/2015/16 and its Corr.1
Informal documents GRSG-109-04 and GRSG-109-13

17. Referring to the role of his organization, the expert from FIA recalled the purpose of ECE/TRANS/WP.29/GRSG/2015/16 proposing further provisions on the protection against mileage fraud. He introduced GRSG-109-04 justifying the need to establish an informal working group (IWG) on anti-tampering measures for electronic vehicle interfaces, such as odometer, and underlining the need to cope, in a more general manner, with risks of in-vehicle technologies and cyber security. His proposal to set up an IWG received the support of a number of experts. However, some other experts felt it was too premature to set up such an IWG as WP.29 already established, under its IWG on Intelligent Transport Systems (ITS), a subgroup on "Automated Driving" dealing with this subject among others. Therefore, they preferred to start on the basis of an expert group first. The expert from FIA volunteered to organize in the near future a Task Force meeting in Paris. Thus, he invited all interested experts to contact him (lpascotto@fia.com).

18. The expert from EC presented GRSG-109-13 proposing to amend the requirements for numeric displays of speedometers. GRSG noted general support of the proposal. The expert from UK stated that some vehicles of category L should be added. GRSG agreed to resume consideration of this subject at its next session on the basis of an official document to be submitted by the expert from EC, taking into account the comments received.

VI. Regulation No. 43 (Safety glazing) (agenda item 5)

Documentation: ECE/TRANS/WP.29/GRSG/2015/3
ECE/TRANS/WP.29/GRSG/2015/4
ECE/TRANS/WP.29/GRSG/2015/22
Informal document GRSG-109-10

19. Recalling the discussion on ECE/TRANS/WP.29/GRSG/2015/3 at the previous GRSG session, the expert from CLEPA announced his intention to submit, jointly with OICA and for consideration at the next GRSG session, a revised set of provisions for a well-defined vision zone of vehicles of categories M and N other than M₁, aimed at allowing a better transmission of electromagnetic signals.

20. The expert from Hungary presented GRSG-109-10 justifying the amendments to UN Regulation No. 43, proposed in ECE/TRANS/WP.29/GRSG/2015/4 and aimed at clarifying the use of thick glass panes for multiple glazed units. He especially wondered why the headform test was applicable for multiple glazing, but not necessarily for single pans. The expert from Germany explained that the mechanical properties of single pans of safety glazing were different than those of multiple-glazed pans and, therefore, the single pans did not necessarily need to be tested for critical values in case of head impacts. Following the discussion, GRSG agreed to remove ECE/TRANS/WP.29/GRSG/2015/4 from its agenda.

21. Referring to the discussion at the previous session of GRSG, the expert from Hungary introduced ECE/TRANS/WP.29/GRSG/2015/22 clarifying the requirements on the abrasion test machine. The experts from Germany informed GRSG about the status of work in ISO and announced that the corresponding ISO standard was in the process of being finalized and would hopefully be published by the end of the year. GRSG agreed to resume consideration of ECE/TRANS/WP.29/GRSG/2015/22 at its next session in April 2016.

VII. Regulation No. 46 (Devices for indirect vision) (agenda item 6)

Documentation: (ECE/TRANS/WP.29/2015/84)
(ECE/TRANS/WP.29/GRE/2015/35)
ECE/TRANS/WP.29/GRSG/2015/23
Informal document GRSG-109-20

22. GRSG noted that the draft amendments to UN Regulation No. 46 introducing the optional replacement of mirrors of Classes I to IV by camera-monitor systems has been submitted as ECE/TRANS/WP.29/2015/84 to WP.29 and AC.1 for consideration at their November 2015 sessions. Thus, the secretariat reported that the Working Party on Passive Safety (GRSP) considered and adopted the proposal for corresponding amendments to UN Regulation No. 94 (Frontal collision protection) and its submission to WP.29 and AC.1 at their November 2015 sessions. GRSG also noted that the Working Party on Brakes and Running Gear (GRRF) considered and adopted the proposal for corresponding amendments to UN Regulation No. 79 (Steering equipment) and its submission to WP.29 and AC.1 at its March 2016 sessions and that the Working Party on Lighting and Light-Signalling (GRE) was expected to consider ECE/TRANS/WP.29/GRE/2015/35 proposing amendments to UN Regulation No. 10 (Electromagnetic compatibility) at its forthcoming session in October 2015.

23. The expert from OICA introduced ECE/TRANS/WP.29/GRSG/2015/23 proposing to clarify the provisions for fully integrated surveillance mirrors. GRSG adopted the proposal and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2016 sessions, as draft Supplement 3 to the 04 series of amendments to UN Regulation No. 46.

24. The expert from Japan gave a presentation on the results of a national study on fatal accidents of pedestrians with motor vehicles at low speed (GRSG-109-20). He concluded that a possible solution to avoid such accidents could be new requirements to ensure the driver's view on the proximity area of his vehicle. On behalf of the Task Force (TF) on UN Regulation No. 46, he reported on the progress made during the recent TF meeting held prior to the GRSG session. He informed GRSG about the TF decision to go forward with a two-step approach: (i) fully harmonize UN Regulation No. 46 without the close proximity vision area and (ii) subsequently develop new requirements for the close proximity vision area. He announced the intention of Japan to continue to further study accident data and to share the results with the TF. GRSG welcomed the detailed information received. GRSG endorsed the decision of the TF and agreed to resume consideration of this subject at its next session in April 2016.

VIII. Regulation No. 58 (Rear underrun protection) (agenda item 7)

Documentation: Informal document GRSG-108-32

25. The expert from UK recalled the purpose of GRSG-108-32 on exemptions in UN Regulations Nos. 58 and 73. He announced to revert back to GRSG at its next session with a concrete proposal for amendments to UN Regulation No. 73 to ensure that as many vehicles as possible were fitted with rear underrun protection and side guards. GRSG agreed to remove the agenda item and to resume, at the next session, consideration of this subject under the corresponding agenda item on UN Regulation No. 73.

IX. Regulation No. 60 (Identification of controls, tell-tales and indicators for mopeds/motorcycles) (agenda item 8)

Documentation: Informal documents GRSG-108-47 and GRSG-109-18

26. Recalling the discussion on this subject (GRSG-108-47) at the previous session of GRSG, the expert from IMMA introduced GRSG-109-18 amending the requirements for the identification of controls, tell-tales and indicators on two-wheeled motorcycles and mopeds. He underlined the urgent need to align in this way the provisions of UN Regulation No. 60 with those of UN Regulation No. 121. On an exceptional basis, GRSG adopted the proposal as reproduced in Annex V to the report and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their June 2016 sessions, as draft Supplement 5 to UN Regulation No. 60, subject to a final review by GRSG at its next session in April 2016.

X. Regulation No. 67 (Equipment for Liquefied Petroleum Gas (LPG)) (agenda item 9)

Documentation: ECE/TRANS/WP.29/GRSG/2015/35
Informal documents GRSG-109-12, GRSG-109-14, GRSG-109-15 and GRSG-109-21

27. The expert from AEGPL gave a presentation (GRSG-109-15) justifying the insertion into UN Regulation No. 67 of new provisions to prevent a flow of liquefied petroleum gas (LPG) into the petrol or diesel tank, and vice versa (ECE/TRANS/WP.29/GRSG/2015/35). The expert from Spain raised concerns on the possible interpretation of the new provisions and preferred clear test requirements. The experts from France and Sweden endorsed that position. The expert from Germany introduced GRSG-109-12 proposing some improved text to ECE/TRANS/WP.29/GRSG/2015/35. He raised concerns on the possible leakage of the different fuel types and questioned the need to install redundant valves.

28. Following the discussion, the expert from AEGPL introduced GRSG-109-21 superseding ECE/TRANS/WP.29/GRSG/2015/35. The experts from France and Spain raised a study reservation. Thus, GRSG agreed to resume consideration of this subject at its next session on the basis of a revised proposal by AEGPL, taking into account the comments received.

29. The expert from ISO presented GRSG-109-14 on the progress of work within the ISO working group on refueling connector and fuel components for vehicles propelled by Liquefied Natural Gas (LNG). He underlined the request from original equipment manufacturers to update UN Regulation No. 67 with respect to LPG fuel lines and welding requirements.

XI. Regulation No. 73 (Lateral protection devices) (agenda item 10)

Documentation: Informal documents GRSG-108-32 and GRSG-109-17

30. Recalling the purpose of GRSG-108-32 presented at the previous session of GRSG as well as the discussion of GRSG under agenda item 7 (para. 24 above) on UN Regulation No. 58, the expert from UK introduced GRSG-109-17 proposing to delete paragraph 1.2.2. from the scope of the Regulation to ensure that as many vehicles as possible were fitted with a lateral protection device. The proposal received general support on the principles.

However, a number of experts raised concerns on the application of a number of exemptions for special purpose vehicles listed in the Regulation. GRSG noted that such vehicles could be exempted by national/regional legislation.

31. GRSG agreed to resume consideration of this subject at its next session and requested the secretariat to circulate GRSG-109-17 with an official symbol.

XII. Regulation No. 110 (Specific components for CNG) (agenda item 11)

Documentation: ECE/TRANS/WP.29/GRSG/2015/27
ECE/TRANS/WP.29/GRSG/2015/36
Informal documents GRSG-109-08, GRSG-109-14 and GRSG-109-22-Rev.1

32. Referring to his presentation (GRSG-109-14) given under agenda item 8 (para. 28 above), the expert from ISO volunteered to submit for the next GRSG session an official document proposing to amend the provisions of Annex 4B of UN Regulation No. 110, including the correction of some errors in Annexes 4A and 4H.

33. The expert from Japan introduced GRSG-109-08 (superseding ECE/TRANS/WP.29/GRSG/2015/27) proposing to remove from UN Regulation No. 110 the provisions for welded constructions of compressed natural gas (CNG) cylinders or metal liners, including high-strength steel CNG cylinders. The proposal received a number of comments on the need for performance oriented requirements and the transitional provisions. Instead of adopting the proposal as a new 03 series of amendments, GRSG preferred to defer the adoption by WP.29 of the draft 02 series of amendments to UN Regulation No. 110 (currently on the agenda of the November 2015 session of WP.29 as ECE/TRANS/WP.29/2015/90) to its March 2016 session to insert the amendments proposed by Japan. GRSG endorsed the submission of a new consolidated proposal for the 02 series of amendments as reproduced in GRSG-109-22-Rev.1.

34. In this respect, GRSG adopted the proposed text as reproduced in Annex VI to the report. The secretariat was requested to submit the proposal to WP.29 and AC.1 for consideration at their March 2016 sessions, as a new draft 02 series of amendments to UN Regulation No. 110 (superseding ECE/TRANS/WP.29/2015/90).

35. The expert from OICA shortly introduced ECE/TRANS/WP.29/GRSG/2015/36 on autonomous CNG heaters for the heating of the engines, but he preferred to have a detailed consideration of the proposal at the next session of GRSG. GRSG endorsed that suggestion.

XIII. Regulation No. 116 (Vehicle Alarm Systems) (agenda item 12)

Documentation: ECE/TRANS/WP.29/2015/87
ECE/TRANS/WP.29/2015/91
ECE/TRANS/WP.29/GRSG/2015/7
Informal document GRSG-108-49

36. GRSG noted that the draft amendments to UN Regulations Nos. 97 and 116, aimed at removing additional vehicle lighting not in compliance with UN Regulation No. 48, had been submitted as ECE/TRANS/WP.29/2015/87 and ECE/TRANS/WP.29/2015/91 to WP.29 and AC.1 for consideration at their November 2015 sessions.

37. Recalling the purpose of ECE/TRANS/WP.29/GRSG/2015/7 tabled at the previous GRSG session, the expert from OICA announced his intention to provide further evidence

on this subject for consideration at the next session of GRSG. GRSG agreed to reconsider GRSG-108-49 under agenda item 17 (para. 51 below).

XIV. Regulation No. 118 (Burning behaviour) (agenda item 13)

Documentation: ECE/TRANS/WP.29/GRSG/2015/28
ECE/TRANS/WP.29/GRSG/2015/29 and Corr.1
Informal documents GRSG-109-06 and GRSG-109-09

38. The expert from Germany introduced ECE/TRANS/WP.29/GRSG/2015/29 and Corr.1 aimed at clarifying the scope and updating the reference to ISO standards as well as the test requirements for electric cables in UN Regulation No. 118. The expert from Finland proposed to correct a reference error in Annex 4, Appendix 1 (GRSG-109-06).

39. GRSG adopted both proposals and requested the secretariat to submit them to WP.29 and AC.1 for consideration at their March 2016 sessions, as draft Supplement 2 to the 02 series of amendments to UN Regulation No. 118.

40. The expert from Germany also introduced GRSG-109-09 (superseding document ECE/TRANS/WP.29/GRSG/2015/28) proposing to insert, as a further improvement of the provisions of UN Regulation No. 118, new test requirements for electric cables sleeves and cable conduits. The proposal received a general support. The expert from OICA suggested clarifying the proposed text of paragraph 1.2. GRSG agreed to have a final review of the proposed transitional provisions at the next session of GRSG and requested the secretariat to circulate GRSG-109-09, as revised, with an official symbol.

XV. Regulation No. 121 (Identification of controls, tell-tales and indicators) (agenda item 14)

Documentation: ECE/TRANS/WP.29/GRSG/2014/12
ECE/TRANS/WP.29/GRSG/2015/24

41. The expert from OICA withdrew ECE/TRANS/WP.29/GRSG/2014/12.

42. On behalf of the IWG on Accident Emergency Call Systems (AECS), the expert from the Russian Federation introduced ECE/TRANS/WP.29/GRSG/2015/24 proposing to insert into UN Regulation No. 121 a new symbol for the emergency call control and tell-tale. The expert from OICA announced his intention to submit, for consideration at the next GRSG session, a clarification of the proposed symbol.

43. GRSG agreed to keep the document on the agenda and to have a final review of ECE/TRANS/WP.29/GRSG/2015/24 at the April 2016 session. It was also agreed to submit the proposal to amend UN Regulation No. 121 in parallel with the new draft Regulation on AECS (para. 50 below).

XVI. Regulation No. 125 (Forward field of vision of drivers) (agenda item 15)

Documentation: ECE/TRANS/WP.29/GRSG/2015/8
Informal documents GRSG-108-33 and GRSG-109-23-Rev.1

44. Referring to GRSG-108-33, the expert from UK announced to present, at the next session of GRSG, the results of an investigation on the in-use provisions and the absence of an appropriate field of view requirement for drivers of N₁ vehicles. GRSG agreed to resume

consideration of this subject at its next session.

45. The expert from Germany presented GRSG-109-23-Rev.1 (superseding document ECE/TRANS/WP.29/GRSG/2015/8) introducing new requirements for the indirect view of the driver in case vehicles were equipped with camera-monitor systems. GRSG adopted ECE/TRANS/WP.29/GRSG/2015/8 as reproduced in Annex VII and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2016 sessions, as draft Supplement 1 to the 01 series of amendments to UN Regulation No. 125.

46. In this respect, GRSG intended to promote the introduction of camera-monitor systems (CMS) in vehicles of category M₁ also by allowing for a temporary period an obstruction in the direct field of view of the driver by the installation of a monitor in place of a mirror. GRSG agreed to remove this temporary exemption such that the Contracting Parties shall not be obliged to accept, as from 1 September 2021, approvals based on the new paragraph 5.1.3.2. of UN Regulation No. 125.

XVII. Accident Emergency Call Systems (AECS) (agenda item 16)

Documentation: Informal document GRSG-109-24

47. The expert from the Russian Federation, chairing the IWG on AECS, reported on the work results achieved by the group (GRSG-109-24). He informed GRSG about the decision of the IWG to limit the scope of the new draft UN Regulation on AECS, not covering the telecommunication functionalities. He added that the IWG would resume consideration of the manual triggering of the AECS. In this respect, he sought the advice of GRSG on the possibility to switch-off AECS and to mandate or permit in the installation requirements a switch-off button. He announced the intention of the IWG to submit a first proposal of the draft UN Regulation at the next GRSG on the basis of an informal document.

48. With respect to the possibility to switch-off AECS, GRSG was of the opinion to permit the installation of a switch-off button only in very limited cases, e.g. maintenance purposes, and not directly accessibly from the passenger compartment. The expert from EC informed GRSG on the still ongoing discussion in his organization on the same question but related to the European Union "eCall" system. He offered to keep GRSG and AECS informed once an agreement was found in Brussels.

49. As the mandate of the IWG on AECS was limited to October 2015 and due to the delay in the development of the new Regulation, the AECS Chair requested an extension of the mandate by one year, until October 2016. GRSG endorsed that request. The Chair of GRSG announced his request to seek the endorsement of WP.29 at the forthcoming November session.

50. GRSG recalled its discussion under agenda item 14 (paras. 42-43 above) on a new symbol for the emergency call control and tell-tale. Finally, GRSG agreed to resume consideration of this subject at its next session, awaiting a first proposal of the draft UN Regulation on AECS.

XVIII. International Whole Vehicle Type Approval (IWVTA) (agenda item 17)

Documentation: Informal document GRSG-104-39-Rev.3
Informal documents GRSG-108-49 and GRSG-109-25

51. The expert from OICA, in his capacity of GRSG Ambassador to the IWG on IWVTA, informed GRSG about the progress made during the recent meetings of the IWGs

(GRSG-109-25). He recalled the remaining open issue of the clarification of the scope of UN Regulation No. 116 (GRSG-104-39-Rev.3 and GRSG-108-49).

52. A number of experts were of the opinion that the installation on vehicles of categories M₁ and N₁ of an immobilizer or antitheft devices was mandatory, but the installation of the alarm systems was considered as optional. As paragraph 1.8. of UN Regulation No. 116 (including its recommendation under footnote 3/) was subject to the choice of application by the Contracting Parties and therefore not clear, GRSG welcomed the suggestion by the expert from OICA to set up a specific Task Force to clarify this subject. The Chair invited all interested experts to contact the GRSG Ambassador (e-mail: ofontaine@oica.net). GRSG agreed to resume consideration of this subject at its next session in April 2016.

XIX. Consolidated Resolution on the Construction of Vehicles (R.E.3) (agenda item 18)

Documentation: ECE/TRANS/WP.29/GRSG/2015/30

53. The expert from IMMA rapidly introduced ECE/TRANS/WP.29/GRSG/2015/30 proposing to insert into the R.E.3 a definition of "twinned wheels". He added that his organization was still considering the categories of vehicles concerned and he suggested deferring the discussion on this subject. He announced the submission of an informal document with further details for consideration at the next GRSG session.

XX. Event data recorder (agenda item 19)

54. Recalling the discussion on this subject at the previous GRSG session, the expert from UK acknowledged that the use of Event Data Recorder was probably not the correct terminology and could be misleading. GRSG noted the ongoing discussions in WP.29 on "autonomous vehicles" and the progress of work done by the IWG on ITS and specifically by its subgroup on Automated Driving (ITS/AD). The expert from Germany underlined the importance to exchange view in GRSG on this specific subject. He stressed the need to develop a new Regulation on optional installation on vehicles of such devices and to define the technical parameters to be stored, including the access and security of the data. GRSG endorsed that position and agreed that such an activity should be coordinated with ITS/AD and other Working Parties involved in automated driving activities, such as GRRF.

55. The expert from UK volunteered to prepare a concrete proposal on the possible distribution of these tasks within the subsidiary bodies of WP.29, for consideration at the next GRSG session. GRSG noted that the forthcoming meeting of ITS/AD was scheduled to be held in Geneva on 3 November 2015 (afternoon only).

XXI. Global Technical Regulation No. 6 (Safety glazing) (agenda item 20)

56. The expert from the Republic of Korea, chairing the IWG on Panoramic Sunroof Glazing (PSG), reported on the outcome of the second meeting held in Geneva on 28 September 2015. He added that all the working papers as well as the meetings minutes were available on the website (www2.unece.org/wiki/display/trans/2nd+PSG+meeting). He informed GRSG that the group had agreed to supplement the Terms of Reference (adopted by GRSG at its previous session and reproduced in Annex V of the report ECE/TRANS/WP.29/GRSG/88) as follows:

Paragraph 3.1.(d), amend to read:

- "(d) Develop amendments to UN GTR No. 6 and a complementing proposal to UN Regulation No. 43 in order to further clarify appropriate methods of testing and evaluating the mechanical strength of toughened glass with a focus on safety glazing **and to specify the full scope of glass applications.**"

57. GRSG welcomed the progress of work done by the IWG on PSG and endorsed the above-mentioned amendment to the Terms of Reference. Thus, GRSG agreed to only clarify the current scope of the Global Technical Regulation (GTR) and that there was no intention to enlarge the scope of the GTR, e.g. to include plastic glazing.

58. GRSG noted the intention of the IWG to convene again on 24 February 2016. It was agreed to resume consideration of this subject at the next GRSG session.

XXII. Amendments to regulations related to the 3D H-point machine (agenda item 21)

59. The expert from Germany informed GRSG about recent negotiations with the Society of Automotive Engineers (SAE) to obtain detailed drawings and technical specifications referred to in UN regulations. He added that a further meeting was scheduled to be held in October 2015 and that he would keep WP.29 informed about the final conclusion at its November 2015 session. He concluded that GRSP would resume, at its December 2015 session, consideration on harmonized specifications of the 3D H-point machine and that he would report back to GRSG on this subject at its next session.

XXIII. Election of officers (agenda item 22)

60. In compliance with Rule 37 of the Rules of Procedure (TRANS/WP.29/690 as amended by Amendments 1 and 2), GRSG called for the election of officers on Wednesday afternoon, 1 October 2015. Mr. A. Erario (Italy) was unanimously re-elected as Chair and Mr. K. Hendershot (Canada) was unanimously elected as Vice-Chair for the GRSG sessions scheduled for the year 2016.

XXIV. Other business (agenda item 23)

A. Workshop for sustainable mobility and the mitigation of climate change

Documentation: Informal document GRSG-109-07

61. GRSG noted the information by the secretariat about the forthcoming workshop for sustainable mobility and the mitigation of climate change, scheduled to be held in Bordeaux (France) on 7 October 2015 (GRSG-109-07).

B. Blind spot accidents

Documentation: Informal document GRSG-109-19

62. The expert from Germany informed GRSG about the outcome of a study carried out by the Federal Highway Research Institute (BASt) on blind spot accidents of heavy goods vehicles. GRSG welcomed the information and the results of the study. GRSG noted general support to develop a new regulation on the installation on heavy goods vehicles of

driver assistance systems to avoid blind spot accidents.

63. The expert from Germany announced his intention to submit to GRSG a proposal for such a new regulation, for consideration at the next GRSG session. GRSG agreed to keep GRSG-109-19 as a reference document under a new agenda item on the development of a new regulation on Advanced Driver Assist Systems (ADAS).

C. Tributes to Messrs. Matolcsy and Yamashita

64. GRSG noted that Mr. Masahito Yamashita (Japan) would no longer attend the sessions and acknowledged his continued support during the recent years of participation in GRSG. GRSG wished him all the best for his future activities.

65. Learning that Mr. Matyas Matolcsy (Hungary) was retiring, GRSG thanked him for his considerable contributions over the last four decades to the activities of GRSG and especially his dedication since 2001 as Vice-Chair of GRSG. GRSG recognized his commitments with a long applause and wished him a long and happy retirement.

XXV. Provisional agenda for the 110th session

66. The following provisional agenda was adopted for the 110th session of GRSG, scheduled to be held in Geneva from 26 (starting at 9.30 a.m.) to 29 April 2016 (concluding at 17.30 p.m.) 2016²:

1. Adoption of the agenda.
2. Regulation No. 107 (M₂ and M₃ vehicles):
 - (a) Proposals for further amendments;
 - (b) Requirements for service doors, windows and emergency exits.
3. Regulation No. 39 (Speedometer/odometer).
4. Regulation No. 43 (Safety glazing).
5. Regulation No. 46 (Devices for indirect vision).
6. Regulation No. 60 (Identification of controls, tell-tales and indicators for mopeds/motorcycles).
7. Regulation No. 67 (Equipment for liquefied petroleum gases (LPG)).
8. Regulation No. 73 (Lateral protection devices).
9. Regulation No. 110 (Specific components for CNG).
10. Regulation No. 116 (Vehicle Alarm Systems).
11. Regulation No. 118 (Burning behaviour).
12. Regulation No. 121 (Identification of controls, tell-tales and indicators).
13. Accident Emergency Call Systems (AECS).
14. International Whole Vehicle Type Approval (IWVTA).

² GRSG noted that the deadline for submission of official documents to the UNECE secretariat was 29 January 2016, twelve weeks prior to the session.

15. Consolidated Resolution on the Construction of Vehicles (R.E.3).
16. Event data recorder.
17. Global Technical Regulation No. 6 (Safety glazing).
18. Amendments to regulations related to the 3D H-point machine.
19. New regulation on Advanced Driver Assist Systems (ADAS).
20. Other business.

Annex I

List of informal documents considered during the session**List of informal documents (GRSG-109-...) distributed during the session (English only)**

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
1	(GRSG Chair) Running order of the 109 th session of GRSG (29 September - 2 October 2015)	(f)
2	(Sweden) Corrigendum to ECE/TRANS/WP.29/2015/88 - Draft Supplement 4 to the 06 series of amendments to Regulation No. 107	(b)
3	(Hungary) Brief introduction to statistical study of bus accidents	(f)
4	(FIA) Comments on informal document GRSG-108-38 on Regulation No. 39 (Speedometer)	(f)
5	(Sweden) Proposal for the 07 series of amendments to Regulation No. 107 (M2 and M3 vehicles)	(b)
6	(Finland) Proposal for Corrigendum to the 02 series of amendments to Regulation No. 118 (Burning behaviour)	(a)
7	(Secretariat) ITS workshop on sustainable mobility and the mitigation of climate change	(f)
8	(Japan) Draft amendments for ECE/TRANS/WP.29/GRSG/2015/27 (UN Regulation No. 110)	(b)
9	(Germany) Proposal for the 03 series of amendments to Regulation No. 118 (Burning behaviour)	(c)
10	(Hungary) Supplement to ECE/TRANS/WP.29/GRSG/2015/4 (Amendments to UN Regulation No. 43 on safety glazing)	(f)
11	(Germany) Proposal for amendments to Regulation No. 107 - M2 and M3 vehicles	(b)
12	(Germany) Proposal for amendments to the 01 series of amendments to Regulation No. 67 (Equipment for Liquefied Petroleum Gas)	(f)
13	(EC) Proposal for amendments to the 01 series of amendments to Regulation No. 39 (Speedometer)	(e)
14	(ISO) ISO/TC22/SC41 Specific aspects for gaseous fuels (Regulations Nos. 67 and 110)	(f)
15	(AEGPL) AEGPL presentation to ECE/TRANS/WP.29/GRSG/2015/35	(f)
16	(Germany) Proposal for amendments to the 05th and 06th series of amendments of Regulation No. 107 - M2 and M3 vehicles	(b)
17	(United Kingdom) Proposal for amendments to Regulation No. 73 (Lateral Protection Devices)	(e)
18	(IMMA) Proposal for amendments to Regulation No. 60 (Two-wheeled motorcycles and mopeds - identification of controls, tell-tales and indicators)	(c)
19	(Germany) Information on requirements for driver assistance systems for heavy goods vehicles addressing blind spot accidents	(d)
20	(Japan) Study of Pedestrian's fatal accidents (vs. motor vehicles at low speed) in Japan	(f)
21	(AEGPL) Proposal for amendments to the 01 series of amendments to Regulation No. 67 (Equipment for Liquefied Petroleum Gas)	(e)
22-Rev.1	(Secretariat) Proposal for amendments to the 02 series of amendments to Regulation No. 110 (Specific components for CNG/LNG)	(b)
23-Rev.1	(Germany) Proposal for the 02 series of amendments to Regulation No. 125 (Forward field of vision of the motor vehicle driver)	(b)

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
24	(AECS Chair) Progress report of GRSG informal group on Accident Emergency Call Systems (AECS)	(f)
25	(IWVTA Ambassador) Report to GRSG from ambassador to IWVTA	(f)
26	(Hungary) Introduction to statistical study of bus accident - Are the buses safe or not?	(f)

List of informal documents distributed and linked to a previous session of GRSG (English only)

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
GRSG-104-39-Rev.3	(IWVTA Ambassador) Priority of Discussion on Technical Requirements for IWVTA and Draft Report to IWVTA Informal Meeting	(f)
GRSG-108-32	(Germany) - Proposal for amendments to Regulation No. 97 (Vehicle alarm systems (VAS))	(f)
GRSG-108-33	(Hungary) Proposal for amendments to Regulation No. 107 (M ₂ and M ₃ vehicles)	(f)
GRSG-108-38	(ISO) ISO STD 11439:2013 and ISO 6722:2011	(f)
GRSG-108-47	(IMMA) Proposal for amendments to Regulation No. 60 (two-wheeled motor cycles and mopeds - identification of controls, tell-tales and indicators)	(f)
GRSG-108-49	(CLEPA) - Proposal for draft Corrigendum 2 to Global Technical Regulation 6 - Safety Glazing Materials for motor vehicles and motor vehicle equipment	(f)

Notes:

- (a) Adopted/endorsed with no change for consideration at WP.29.
- (b) Adopted/endorsed with changes for consideration at WP.29.
- (c) Resume consideration on the basis of an official document.
- (d) Kept as reference document/continue consideration.
- (e) Revised proposal for the next session.
- (f) Consideration completed or to be superseded.

Annexes II to VII

(please see ECE/TRANS/WP.29/GRSG/88/Add.1)

Annex VIII

GRSG informal groups

<i>Informal group</i>	<i>Chair</i>	<i>Secretary</i>
Accident Emergency Call Systems (AECS)	Mr. D. Zagarin (Russian Federation) Tel: +7 495 9949916 Fax: +7 495 9949940 e-mail: zagarin@autorc.ru	Mr. O. Fontaine (OICA) Tel: +33 1-43590013 Fax: +33 1-45638441 e-mail: ofontaine@oica.net
Panoramic Sunroof Glazing (PSG)	Mr. S. B. Eom (Korea) (co-chaired by Mr. R. Damm (Germany)) Tel: +82 31 3690217 Fax: +82 0502 384 5328 e-mail: sbeom@ts2020.kr	Mr. S. Müller von Kralik (CLEPA) Tel: +49 89 85794 1625 e-mail: Bianca.Reptr@webasto.com