


**Economic Commission for Europe**
**Inland Transport Committee**
**World Forum for Harmonization of Vehicle Regulations**
**Working Party on Passive Safety**
**Sixty-seventh session**

Geneva, 20–23 July 2020 (online)

**Chair's notes on the Working Party on Passive Safety  
informal meeting in lieu of its sixty-seventh session**
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## I. Attendance

1. The Working Party on Passive Safety (GRSP) met from 20 to 23 July 2020 online and without interpretation (informal in lieu of its sixty-seventh), hosted from Geneva. The meeting was chaired by Mr. Martin Koubek (United States of America). 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) (ECE/TRANS/WP.29/690/Rev.1): Canada, China, Czechia, Finland, France, Germany, India, Israel, Italy, Japan, Netherlands, Nigeria, Norway, Poland, Republic of Korea, Russian Federation, South Africa, Spain, Switzerland, Turkey, United Kingdom of Great Britain and Northern Ireland, United States of America and Viet Nam. The European Commission (EC) participated. Experts from the following non-governmental organizations participated: Consumers International (CI), European Association for the Coordination of Consumer Representation in Standardization (ANEC), European Association of Automotive Suppliers (CLEPA), Federation International de l'Automobile (FIA), Federation Internationale de Motocyclisme (FIM), Global New Car Assessment Programme (Global NCAP), International Motorcycle Manufacturers Association (IMMA), International Organization of Motor Vehicle Manufacturers (OICA) and World Bicycle Industry Association (WBIA).
2. Annex I of this report lists the informal documents distributed during the session.

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

*Documentation:* ECE/TRANS/WP.29/GRSP/2020/Rev.1  
Informal documents GRSP-67-01-Rev.3, GRSP-67-02, GRSP-67-03 and GRSP-67-26

3. GRSP considered and adopted the agenda (ECE/TRANS/WP.29/GRSP/2020/Rev.1) proposed for the sixty-seventh session, the running order (GRSP-67-01-Rev.3), virtual meeting guidelines (GRSP-67-02), memo on proceedings (GRSP-67-03) and the annotations (GRSP-67-26-Rev.1). GRSP informal working groups are listed in Annex XI of this report.

## III. UN Global Technical Regulation No. 9 (Pedestrian safety) (agenda item 2)

### A. Proposal for Amendment 3

*Documentation:* ECE/TRANS/WP.29/GRSP/2012/2  
ECE/TRANS/WP.29/GRSP/2014/5  
Informal documents GRSP-65-17, GRSP-65-13 and GRSP-65-30

4. The expert from Germany reiterated his intention to find a solution (GRSP-65-17) to represent worst case scenarios, due to, for example, different heights of the vehicle from adjustable suspension systems. He also indicated that a concrete proposal had been submitted under agenda item 11 on UN Regulation No. 127. GRSP agreed to defer discussion to its December 2020 session, pending consideration of the Executive Committee of the 1998 Agreement (AC.3) at its November 2020 session.

5. Referring to the AC.3 decision at its March 2020 session (see ECE/TRANS/WP.29/1151, para. 158), GRSP reiterated its intention to finalise the work on harmonizing UN GTR No. 9 with UN Regulation No. 127, which already incorporates the proposed Amendment 3 to the UN GTR for the headform test (ECE/TRANS/WP.29/GRSP/2014/5 as amended by GRSP-65-13). However, the expert from the United States of America suggested that, due to the postponement of this current GRSP session from May to July, AC.3 had not received the results of the discussions and should first be informed of the process at its next session in November 2020 before vote on the proposed Amendment 3 at its March 2021 session.

Therefore, GRSP recommended: (a) Amendment 3 to UN GTR No. 9 (ECE/TRANS/WP.29/GRSP/2014/5), as amended by Annex II to this report, (b) the final progress report (ECE/TRANS/WP.29/GRSP/2012/2) as amended by Annex II to this report

and (c) the authorization to develop the work (ECE/TRANS/WP.29/AC.3/31), for consideration and vote at the March 2021 sessions of WP.29 and AC.3.

## **B. Proposal for Amendment 4**

6. No new information was provided under this agenda item.

## **IV. UN Global Technical Regulation No. 13 (Hydrogen and Fuel Cells Vehicles) (agenda item 3)**

*Documentation:* Informal document GRSP-67-38

7. The expert from the United States of America, on behalf of the co-sponsors (Japan, Republic of Korea and European Union) informed GRSP about the work progress of IWG on Hydrogen and Fuel Cells Vehicles (HFCV) UN GTR No. 13, Phase 2 (GRSP-67-38). He informed GRSP that the last IWG meeting of UN GTR on HFCV Phase 2 had been held in November 2019. He added that since then, IWG held only limited virtual meetings through WebEx and that the most recent meeting of co-sponsors was on 4 June 2020, which included experts from the contracting parties and some representatives from the industry and standards-setting organizations. He clarified that the main purpose was to assess the current status, to inform each other of any developments in the domestic regulatory or research side and to advance, to the extent possible, the work in the task forces who were the main actors in developing the amendment, as complemented with the test and research results. He clarified some of the recent technical issues in IWG work: (a) the sled test criteria for heavy duty vehicles, (b) direction of the thermo-pressure release valve, (c) the fuelling receptacle and (d) reduction of NWP from 225 per cent to 200 per cent. Moreover, he added that given the constraints, IWG had progressed and had begun a Drafting Task Force to formulate the text of the amendments to the UN GTR. He had estimated back in November 2019 that additional time might be needed to complete the task beyond the current mandate, but that the coronavirus disease (COVID-19) had led most government and industry labs, and test facilities to close for a significant amount of time – and that the need for an extension of the mandate was inevitable. He concluded by informing GRSP that IWG had planned its next virtual meeting for the end of August or beginning of September 2020.

## **V. UN Global Technical Regulation No. 20 (Electric vehicle safety) (agenda item 4)**

*Documentation:* Informal document GRSP-67-37

8. The expert from the United States of America, on behalf of the co-sponsors (China, Japan, European Union and the members of IWG GTR No. 20, Phase 2) reported on the progress of the IWG meeting of Electric Vehicle Safety (EVS) - GTR, Phase 2. GRSP was informed that the last session had been held in December 2019 and that since then, IWG had held one virtual meeting on WebEx. He clarified that the meeting of co-sponsors on 25 June 2020 had been attended by delegates from the contracting parties, including the EC Joint Research Office, which hosted the meeting. He added that the main purpose was to inform IWG participants of any regulatory and research developments. He pointed out that since the outbreak of COVID-19 had slowed or stopped most of the activities by governments and the industry, an extension of the mandate may be needed. However, he said that it was very encouraging, that from information of the last meeting, manufacturers and labs were resuming their work. Moreover, he clarified that some of the outstanding technical issues that still need research and validation tests, including the methods for initiation of the thermal runaway propagation, and that the IWG was evaluating proposals from Canada and Japan. He also informed GRSP that IWG was evaluating an OICA proposal concerning in-use (during driving mode) low energy criteria and studying the sled test, because the acceleration values were too low and deemed inappropriate for heavy-duty vehicles. Moreover, he explained that the United States of America was sharing research reports that had been published by the National Highway Traffic Safety Administration (NHTSA) on cover battery diagnostics, battery thermal runaway triggering techniques, and management of stranded

energy in a Rechargeable Electric Energy Storage System (REESS). He also added that China had informed IWG of its new national mandatory standard that was expected to be fully in force in January 2021, which covered functional requirements for acceleration and deceleration, and battery safety. He concluded that given the constraints, IWG had made good progress but most likely would need additional time and that the next virtual meeting was scheduled for September or early October 2020, where IWG plans were to discuss the mandate extension.

## **VI. UN Regulation No. 16 (Safety-belts) (agenda item 5)**

*Documentation:* ECE/TRANS/WP.29/GRSP/2020/2  
Informal documents GRSP-66-08, GRSP-66-14 and GRSP-67-35

9. The expert from OICA introduced ECE/TRANS/WP.29/GRSP/2020/2 amended by GRSP-67-35, on the requirements for safety-belt reminders in some particular vehicle designs and on clarifying the current text of the transitional provisions. GRSP adopted ECE/TRANS/WP.29/GRSP/2020/2, as amended by Annex III to this report. The secretariat was requested to submit the proposal as draft Supplement 6 to the 07 series of amendment and as supplement 2 to the 08 series of amendments to UN Regulation No. 16, for consideration and vote at the November 2020 sessions of WP.29 and the Administrative Committee of the 1958 Agreement (AC.1).

10. GRSP agreed to defer discussion on the subject of an alternative (at the choice of the manufacturer) airbag switch-off for frontal airbags in combination with rearward-facing child restraint systems in the rear seat at its December 2020 session and requested the secretariat to keep GRSP-66-14 as an informal document.

11. Finally, GRSP agreed to defer discussion (GRSP-66-08) on the possibility to have three-point safety-belts in M<sub>2</sub> and M<sub>3</sub> categories of vehicles, to its December 2020 session.

## **VII. UN Regulation No. 17 (Strength of seats) (agenda item 6)**

*Documentation:* ECE/TRANS/WP.29/GRSP/2020/8  
ECE/TRANS/WP.29/GRSP/2019/9  
Informal documents GRSP-67-17 and GRSP-67-28

12. The expert from Japan introduced ECE/TRANS/WP.29/GRSP/2020/8 in a presentation (GRSP-67-17) on behalf of the Task Force on aligning UN Regulation No. 17 with UN GTR No. 7, Phase 2 provisions. The expert from Italy requested a delay on transitional provision for all new vehicles (paragraphs 13.13.2 and 13.13.3). Finally, GRSP adopted ECE/TRANS/WP.29/GRSP/2020/8, as amended by Annex IV to this report. The secretariat was requested to submit the proposal as the draft 10 series of amendment to UN Regulation No. 17, for consideration and vote at the November 2020 sessions of WP.29 and AC.1. At the same time, the expert from CLEPA withdrew ECE/TRANS/WP.29/GRSP/2019/9.

13. Moreover, the expert from OICA introduced GRSP-67-28, to clarify the test procedure for the height of head restraints in the case of vehicles of low roof construction. The expert from EC requested a study reservation. Finally, the secretariat was requested to distribute GRSP-67-28 with an official symbol at its December 2020 session.

## **VIII. UN Regulation No. 22 (Protective helmets) (agenda item 7)**

*Documentation:* Informal documents GRSP-67-09-Rev.1 and GRSP-67-25

14. The expert from Israel introduced a presentation (GRSP-67-09-Rev.1) explaining the point of view of the “motorcycle helmet communication” industry on the 06 series of amendments to the UN Regulation adopted by WP.29 at its June 2020 session. He clarified that the industry supports a UN Regulation which ensures motorbike rider safety. However, he argued that it should be implemented in a practical manner since the revised paragraph

7.3.1.3.5. of the UN Regulation requires that only accessories tested during the type approval procedure of the helmet could keep the type approval validity. He clarified that this requirement would create major trade barriers for the motorcycle helmet communication systems commonly used by motorbike riders. He therefore asked that the motorcycle helmet communication industry be included in the process of developing type approval requirements to overcome the trade barrier issue by: (a) specific tests for helmets ready for accessories, b) particular tests for communication accessories. Finally, he offered his expertise to develop amendments to consider aftermarket accessories. The expert from Italy, Chair of the IWG on Protective Helmets (IWG-PH), clarified in a presentation (GRSP-67-25) that the activities of the group were open to all stakeholders. Moreover, he added that UN Regulation No. 22 refers specifically to type approval of helmets and that the helmet manufacturer (type approval holder of a type protective helmet) is responsible for the conformity of the product and for the maintenance of the safety requirements tested during the type approval. He explained that the possible non-conformity of helmets, caused by installation of untested aftermarket products, would introduce liability issues.

15. GRSP noted that the IWG activities were suspended due to the lack of research results that would allow Phase 2 of the UN Regulation to begin. Therefore, GRSP endorsed the recommendation of the Chair of the IWG to provide a proposal of amendments addressing aftermarket accessories by the December 2020 session of GRSP. Finally, GRSP noted the offer of the expert of the United States of America to provide research results from NHTSA to the IWG once NHTSA had resumed its activities.

## **IX. UN Regulation No. 94 (Frontal collision) (agenda item 8)**

*Documentation:* ECE/TRANS/WP.29/GRSP/2020/4  
Informal documents GRSP-67-20-Rev.1 and GRSP-67-27

16. GRSP resumed discussion on the proposal (ECE/TRANS/WP.29/GRSP/2020/4) that had been tabled by the experts from Japan and the European Commission on behalf of the Task Force to amend the requirements concerning post-crash electrical safety in the event of frontal collision, which aimed to transpose GTR No. 20, Phase 1 into the framework of the 1958 Agreement (see ECE/TRANS/WP.29/GRSP/66, paragraph 32). The expert from Japan introduced GRSP-67-20-Rev.1 amending the definition of REESS. At the same time, the expert from OICA introduced GRSP-67-27 to amend transitional provisions.

17. GRSP adopted ECE/TRANS/WP.29/GRSP/2020/4, as amended by Annex VI to the report. The secretariat was requested to submit the proposal as the draft 04 series of amendment to UN Regulation No. 94, for consideration and vote at the November 2020 sessions of WP.29 and AC.1. Finally, GRSP also agreed to start discussion on similar amendments for UN Regulations Nos. 12 (Steering mechanism) and 135 (Pole side impact (PSI)) on the basis of proposals to be tabled by the experts of the Netherlands and other concerned parties.

## **X. UN Regulation No. 95 (Lateral collision) (agenda item 9)**

*Documentation:* ECE/TRANS/WP.29/GRSP/2020/5  
Informal document GRSP-67-21-Rev.1

18. GRSP resumed discussion on the proposal (ECE/TRANS/WP.29/GRSP/2020/5) that had been tabled by the experts from Japan and the European Commission on behalf of the Task Force to amend the requirements for post-crash electrical safety in the event of lateral collision (see paragraph 16). The expert from Japan introduced GRSP-67-21-Rev.1 amending the definition of REESS. GRSP adopted ECE/TRANS/WP.29/GRSP/2020/5, as amended by Annex VII to the report. The secretariat was requested to submit the proposal as the draft 05 series of amendment to UN Regulation No. 95, for consideration and vote at the November 2020 sessions of WP.29 and AC.1.

## **XI. UN Regulation No. 100 (Electric power trained vehicles) (agenda item 10)**

*Documentation:* ECE/TRANS/WP.29/GRSP/2020/6  
Informal document GRSP-67-22-Rev.1

19. GRSP resumed discussion on the proposal (ECE/TRANS/WP.29/GRSP/2020/6) that had been tabled by the experts from Japan and the European Commission on behalf of the Task Force aimed at transposing UN GTR No. 20, Phase 1 into the framework of the 1958 Agreement (see paragraphs 16 and 18). The expert from Japan introduced GRSP-67-22-Rev.1 which amends the definition of REESS, clarifies the scope and fully aligns with UN GTR 20, Phase I. GRSP adopted ECE/TRANS/WP.29/GRSP/2020/6, as amended by Annex VIII to the report. The secretariat was requested to submit the proposal as the draft 03 series of amendment to UN Regulation No. 100, for consideration and vote at the November 2020 sessions of WP.29 and AC.1.

## **XII. UN Regulation No. 127 (Pedestrian safety) (agenda item 11)**

*Documentation:* ECE/TRANS/WP.29/GRSP/2019/18  
ECE/TRANS/WP.29/GRSP/2020/9  
Informal documents GRSP-67-07 and GRSP-67-11

20. The expert from Germany reiterated his proposal (ECE/TRANS/WP.29/GRSP/2019/18) and referred to agenda item 3(a) (see paragraph 4). The expert from OICA introduced GRSP-67-07 as a counterproposal, aimed at clarifying the issue that vehicle height has an influence on the test results of headform and legform tests, and consequentially all possible vehicle heights up to a driving speed of 11.1 m/s (40 km/h) should be considered to be relevant for impact with a pedestrian. Germany stated its agreement, in general, with the OICA proposal but suggested further clarifications. GRSP agreed to resume discussion at its December 2020 session on the basis of a potentially revised proposal from the experts of Germany, the United Kingdom and OICA.

21. GRSP noted ECE/TRANS/WP.29/GRSP/2020/9, prepared by the experts of the Drafting Task Force to align the UN Regulation with the revised General Safety Regulation of the European Union that would enlarge the head impact zone to include the windscreen area, and would introduce adaptations and clarifications to the existing requirements as well as appropriate transitional provisions. The expert from the Republic of Korea introduced a presentation (GRSP-67-11), showing test results from simulation and from which, he would propose different test requirements. GRSP agreed to resume consideration on this subject on the basis of a revised text to be prepared by the experts of the Drafting Task Force.

## **XIII. UN Regulation No. 129 (Enhanced Child Restraint Systems) (agenda item 12)**

*Documentation:* ECE/TRANS/WP.29/GRSP/2019/19  
ECE/TRANS/WP.29/GRSP/2020/3  
Informal documents GRSP-66-28, GRSP-67-16, GRSP-67-23,  
GRSP-67-24, GRSP-67-33 and GRSP-67-34

22. The expert from CLEPA reiterated a proposal (GRSP-67-33) (superseding ECE/TRANS/WP.29/GRSP/2020/3 and GRSP-67-16) and a presentation (GRSP-67-34) aimed at: (a) providing instructions to consumers in a digital form, (b) recording essential measurement information in the type approval system and (c) improving the procedure for assessing the external dimensions of Enhanced Child Restraint Systems (ECRS). The expert from Japan raised a study reservation on instructions to consumers in a digital form; consumers without access to internet should receive the same information in paper copies. GRSP agreed to resume discussion on this subject at its May 2020 session and requested the secretariat to distribute GRSP-67-33 with an official symbol.

23. GRSP resumed discussion of ECE/TRANS/WP.29/GRSP/2019/19 on limit values on the chest vertical acceleration of Q-dummies during the dynamic testing of ECRS, as agreed at its December 2019 session (see ECE/TRANS/WP.29/GRSP/67, paragraph 41). The expert

from CLEPA recalled to GRSP that this decision aimed to allow the collection and analysis of data monitoring. The expert from CLEPA clarified (see GRSP-67-23) that data were subsequently provided by the Type-Approval Authority and the Vehicle Certification Agency (VCA) of the United Kingdom. He added that these were supplemented with a sample from CLEPA, in order to derive the proposed limits for tension force, Fz and flexion moment. He then introduced a proposal (see GRSP-67-24) of amendments to the injury assessment criteria for frontal and rear impact to specify limit values for tension force and flexion moment measured in the upper neck of the Q0, Q1 and Q1.5 dummies. However, he recommended that other contracting parties also provide monitoring data to support this analysis and confirm the proposed limits. GRSP endorsed the request of the expert from CLEPA and agreed to resume discussion at its December 2020 session based on a revised official proposal. Moreover, the experts from the Global NCAP and ANEC on behalf of CI withdrew ECE/TRANS/WP.29/GRSP/2019/19. GRSP agreed to defer consideration of GRSP-66-28 to the December 2020 session, due to the lack of time.

#### **XIV. UN Regulation No. 134 (Hydrogen and Fuel Cell Vehicles (HFCV)) (agenda item 13)**

*Documentation:* ECE/TRANS/WP.29/GRSP/2020/10  
Informal documents GRSP-67-12 and GRSP-67-29

24. GRSP resumed consideration on a proposal (ECE/TRANS/WP.29/GRSP/2020/10 and amendment GRSP-67-12) tabled by the expert from the Netherlands aimed at identifying hydrogen-fuelled buses which would be consistent with already existing regulated identification for Liquid Petroleum Gas, Compressed Natural Gas and Liquid Natural Gas fuelled buses. The expert from OICA introduced GRSP-67-29 amending, among others, the proposed transitional provisions. GRSP agreed to resume discussion of this subject at its December 2020 session based on a revised proposal tabled by the expert from the Netherlands in cooperation with the expert from OICA.

#### **XV. UN Regulation No. 137 (Frontal impact with focus on restraint systems) (agenda item 14)**

*Documentation:* ECE/TRANS/WP.29/GRSP/2020/7  
Informal documents GRSP-66-20 and GRSP-67-18-Rev.1

25. GRSP resumed discussion on a proposal (ECE/TRANS/WP.29/GRSP/2020/7) that had been tabled by the experts from Japan and the European Commission on behalf of the Task Force to amend the requirements on post-crash electrical safety in the event of full frontal impact (see paragraphs 16, 18 and 19). The expert from Japan introduced GRSP-67-18-Rev.1 on amendment to the definition of REESS. GRSP adopted ECE/TRANS/WP.29/GRSP/2020/7, as amended by Annex IX to the report. The secretariat was requested to submit the proposal as the draft 02 series of amendment to UN Regulation No. 137, for consideration and vote at the November 2020 sessions of WP.29 and AC.1.

26. GRSP resumed discussion on including L<sub>7</sub> categories of vehicles into the scope of UN Regulation No. 137. The expert from IMMA recalled his presentation introduced at the December 2019 session of GRSP (GRSP-66-20) which proposed a three-steps approach for the harmonization of (passive) safety requirements of bodied, heavy quadricycles (L<sub>7</sub>), and in which the third step involved a proposal to update UN Regulation No. 137. He explained that in line with the first step, IMMA had introduced a proposal (GRSG-118-18) at the July 2020 session of the Working Party on General Safety (GRSG) with a clear definition of bodied L<sub>7</sub>-vehicles in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), and which had been positively received. Moreover, he added that his organization hoped to conclude the first step with an official document for the October 2020 session of GRSG. He concluded that further discussion on, with regards to the interest of contracting parties to develop a proposal for inclusion of L<sub>7</sub> categories in UN Regulation No. 137 was found to be premature pending conclusion of the first (and second) steps.



## **XVI. Securing of children in buses and coaches (agenda item 15)**

*Documentation:* Informal document GRSP-67-08

27. The expert from Spain, on behalf of IWG on safer transport of children in buses and coaches informed GRSP about the progress of the group (GRSP-67-08). She explained that IWG met three times and had defined tasks and a road map for completing a proposal for submission to GRSP by 2022. She added that IWG needed to meet in person for better interaction and that a fourth meeting had been postponed due to COVID-19. GRSP agreed to resume discussion on this subject at its December 2020 session.

## **XVII. Exchange of views on vehicle automation (agenda item 16)**

28. The representative of the United States of America reminded GRSP about the framework document ECE/TRANS/WP.29/2019/34/Rev.2, endorsed by the World Forum, on priority topics for automated and connected vehicles. He reiterated that crashworthiness remained relevant and that the framework document would be implemented by related topics stemming from the activities of GRSP. The expert from Germany also reiterated the need of developing a document showing passive safety priority topics. GRSP agreed to resume discussion on this subject based on a proposal to be developed by the expert from Germany with the experts from OICA and other concerned parties.

## **XVIII. Other business (agenda item 17)**

### **A. Highlights of the March and June 2020 sessions of WP.29**

*Documentation:* Informal document GRSP-67-04

29. The Secretary reported on the highlights (GRSP-67-04) of the 180<sup>th</sup> and 181<sup>st</sup> sessions of WP.29 (ECE/TRANS/WP.29/1151 and ECE/TRANS/WP.29/1153).

### **B. UN Regulation No. 44 (Child Restraint Systems)**

*Documentation:* Informal documents GRSP-67-05, GRSP-67-10, GRSP-67-14, GRSP-67-31, GRSP-67-32 and GRSP-67-36

30. The expert from Poland requested deferral of discussion on the belt-guide, that was type approved by the authority of her country, to the December 2020 session of GRSP due to the research test results on the belt-guide, which had not yet been made available by the expert of EC. The experts from the Netherlands and ANEC/CI argued that discussion was needed on this subject since they considered this type of CRS as dangerous. The expert from the Netherlands introduced GRSP-67-05 explaining that the belt-guide was not in the scope of the UN Regulation and could not be type approved; as such, the type approval should be withdrawn. Finally, with reference to the procedure of the 1958 Agreement, Revision 3, Articles 4.2., 10.4 and Schedule 6 (paragraphs 2 and 3), he stated that through GRSP-67-05 he sought support from other contracting parties and cooperation from the expert of Poland to avoid starting the arbitration process – according to Schedule 6 of the 1958 Agreement. The expert from ANEC/CI, introduced GRSP-67-10 and GRSP-67-36 showing the high risk of abdominal injuries in both cases due to severe submarining. In anticipation of the above-mentioned test results, the expert from Poland introduced GRSP-67-32, showing some results of tests demonstrating the performance of this belt-guide type under laboratory conditions. She also clarified that the belt-guide was type approved according to Supplement 10 to the 04 series of amendments. However, she added that according to some stakeholder opinions, this belt-guide type should had been tested according to Supplement 11, thus making the device subject to different criteria. However, she stated that in her opinion there was a clear legal basis which demonstrated that the type approval granted under Supplement 10 was the correct one. The expert of the Netherlands responded by stating that, apart from the fact that this device does not comply with several requirements of UN Regulation No. 44, a supplement only clarifies existing requirements or test procedures and does not introduce

new requirements. Even when Supplement 10 was in force, it was evident that a belt guide could not be approved as a child restraint.

31. The expert from EC recalled to GRSP, that the group had agreed to his former proposal (ECE/TRANS/WP.29/GRSP/2019/28) to amend the scope of UN Regulation No 44 (Child Restraint Systems) with clarification that a belt-guide cannot be approved under Regulation 44 without being part of a child restraint system (see ECE/TRANS/WP.29/GRSP/66, paragraphs 27 and 28). However, he explained that EC had reconsidered the document submission to WP.29, since the interpretation that a “guide strap” and similar devices cannot be separately approved as a child restraint system, had already been endorsed by WP.29 at its March 2012 session (see ECE/TRANS/WP.29/1095, paragraph 35). Therefore, he introduced GRSP-67-31, that was only on the phase out of UN Regulation No. 44.

32. The Chair of GRSP referred to Schedule 6 of the 1958 Agreement, and stressed full consideration of the different opinions of the Type Approval Authorities of the concerned contracting parties, and of contracting parties applying UN Regulation No. 44. Therefore, the experts from France, Germany, Italy, Russian Federation, Spain, Switzerland and United Kingdom explicitly endorsed the request of the expert from the Netherlands to withdraw the type approval granted by Poland on the belt-guide, while none of the other present delegates indicated abstention or disagreement. The experts also noted that the Chair encouraged the expert of the Netherlands to continue discussions with the Type Approval Authority of Poland to seek cooperation with Poland in the aim to avoid the arbitration process according to Schedule 6 of the 1958 Agreement, which would start in the November 2020 session of WP.29.

33. GRSP also considered GRSP-67-14, tabled by the expert from France to correct a date in transitional provisions. Finally, GRSP adopted GRSP-67-14 and GRSP-67-31, as reproduced in Annex V to the report. The secretariat was requested to submit the two proposals as draft Supplement 18 to the 04 series of amendment to UN Regulation No. 44, for consideration and vote at the November 2020 sessions of WP.29 and AC.1.

### **C. List of priority work of GRSP**

*Documentation:* Informal documents GRSP-67-06, GRSP-67-06-Rev.1 and GRSP-67-15

34. GRSP noted a revised list of priorities (GRSP-67-06) of the activities presented to the March and June sessions of the Administrative Committee for the Coordination of Work (WP.29/AC.2). Referring to the realignment of WP.29 activities on autonomous vehicles and to the framework document ECE/TRANS/WP.29/2019/34/Rev.2 (see paragraph 28 above), the expert from the United States of America explained that the original list of priorities had been reshuffled (GRSP-66-39-Rev.5). However, he added that a further prioritization would be needed to identify three main priorities mainly stemming from the framework document. GRSP considered the suggestion from the expert from CLEPA (GRSP-67-15) which identified three main priorities that were integrated in GRSP-67-06-Rev.1: crashworthiness, occupant protection and electric vehicle safety. GRSP also noted that the previous list of ongoing activities on items of high-interest to contracting parties remains valid. Therefore, GRSP adopted GRSP-67-06-Rev.1 as a live document for revision at its December 2020 session.

### **D. New UN Regulation on fuel system integrity and safety of electric power trains in the event of a rear-end collision**

*Documentation:* ECE/TRANS/WP.29/2020/76  
Informal documents GRSP-67-19-Rev.1,

35. GRSP considered a proposal (GRSP-67-19-Rev.1) tabled by the experts from Japan to amend the definition of REESS (see paragraphs 16, 18 19 and 25). GRSP adopted the proposal, as reproduced by Annex X to the report. The secretariat was requested to submit the proposal as draft Supplement 1 to the original version of the new UN Regulation

(ECE/TRANS/WP.29/2020/76) on the approval of vehicles with regard to fuel system integrity and safety of electric power train in the event of a rear-end collision, for consideration and vote at the November 2020 sessions of WP.29 and AC.1. However, the Chair of GRSP was requested to seek guidance from WP.29 to recommend the above Supplement as binding from the date of its adoption by AC.1, in advance of its entry into force, in order to have a consistent application of the UN Regulation by all contracting parties to the Agreement.

## **E. Condolences**

36. GRSP learned that Mr. H. Ammerlaan (the Netherlands) had passed away on 3 April 2020 and observed a minute of silence. GRSP recalled his last attendance to GRSP at its December 2019 session, reiterated its acknowledgement of his commitment and valuable contributions to the improvement of vehicle safety during his many years of participation in the sessions and expressed its condolences and sympathy to his family.

## **XIX. Provisional agenda for the next session (agenda item 18)**

37. The sixty-eighth session is scheduled to be held in Geneva from 7 December (2.30 p.m.) to 11 December (12.30 p.m.) 2020. GRSP noted that the deadline for the submission of official documents to the secretariat is 11 September 2020, twelve weeks prior to the session. GRSP agreed to the following provisional agenda:

1. Adoption of the agenda.
2. UN Global Technical Regulation No. 9 (Pedestrian safety):
  - (a) Proposal for Amendment 3;
  - (b) Proposal for Amendment 4.
3. UN Global Technical Regulation No. 13 (Hydrogen and Fuel Cell Vehicles).
4. UN Global Technical Regulation No. 20 (Electric vehicle safety).
5. UN Regulation No. 12 (Steering mechanism).
6. UN Regulation No. 17 (Strength of seats).
7. UN Regulation No. 22 (Protective helmets).
8. UN Regulation No. 44 (Child Restraint Systems).
9. UN Regulation No. 127 (Pedestrian safety).
10. UN Regulation No. 129 (Enhanced Child Restraint Systems).\\\\\\\\\\
11. UN Regulation No. 134 (Hydrogen and Fuel Cell Vehicles).
12. UN Regulation No. 135 (Pole side impact (PSI)).
13. UN Regulation No. 137 (Frontal impact with focus on restraint systems).
14. Mutual Resolution No. 1.
15. Securing of children in buses and coaches.
16. Exchange of views on vehicle automation.
17. Strategy of the Inland Transport Committee.
18. Election of officers.
19. Other business:
  - (a) Exchange of information on national and international requirements on passive safety;
  - (b) UN Regulation No. 0 (International Whole Vehicle Type Approval);
  - (c) Highlights of the November 2020 session of WP.29;

- (d) Three-dimensional H-point machine;
- (e) Intelligent transport systems;
- (f) Children left in cars.

## Annex I

[English only]

**List of informal documents (GRSP-67-...) distributed without an official symbol during the session**

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
01	GRSP/Chair	1	E	Running order of the 67th session of GRSP	(a)
02	Secretariat	1	E	Virtual meeting guidelines	(a)
03	GRSP/Chair	1	E	Memo on proceedings	(a)
04	Secretariat	17(a)	E	Highlights of the March and June WP.29 sessions	(a)
05	The Netherlands	17(b)	E	Type Approval E20 44R 04 4013 – Belt-guide	(c)
06/ Rev.1	Secretariat	17(a)	E	List of priorities of GRSP	(c)
07	OICA	11	E	Proposal for the 03 series of amendments to UN Regulation No. 127 (Pedestrian safety) – document GRSP/2019/18	(a)
08	Spain	15	E	Status Report of the Informal Working Group on Safer Transport of Children in Buses and Coaches (IWG-STCBC)	(a)
09/ Rev.1	Israel	7	E	UN Regulation No. 22.06 motorcycle helmet communication industry	(a)
10	ANEC	17(b)	E	ANEC calls for support for proposal to improve UN Regulation No. 44 on Child Restraint Systems to ensure the highest protection practicable for children travelling by car	(a)
11	Rep. of Korea	11	E	Korea Opinion on UN Regulation No. 127 Amendment Proposal (ECE/TRANS/WP.29/GRSP/2020/9)	(a)
12	The Netherlands	13	E	Proposal for the 01 series of amendments to Regulation No. 134 (Hydrogen and Fuel Cells Vehicles)	(a)
13	Secretariat	2(a)	E	Proposal for amendment 3 UN Global Technical Regulation No. 9 (Pedestrian safety)	(d)
14	France	17(b)	E	Proposal Supplement 18 to the 04 series of amendments to UN Regulation No. 44 (Child restraint systems)	(d)
15	CLEPA	17(c)	E	Amendments to GRSP-67-06 "List of priorities of GRSP"	(a)
16	CLEPA	12	E	Supplement 5 to the 03 series of amendments to UN Regulation No. 129 (Enhanced Child Restraint Systems)	(a)

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
17	Japan	6	E	ECE/TRANS/WP.29/GRSP/2020/8 - Alignment of GTR No. 7 head restraints with UN Regulation No. 17	(a)
18/ Rev.1	Japan	14	E	Proposal to amend document ECE/TRANS/WP.29/GRSP/2020/7 Proposal for the 02 series of amendments to UN Regulation No. 137 (frontal collision with focus on the restraint system)	(d)
19/ Rev.1	Japan	17(d)	E	Proposal for Corrigendum 1 to the new UN Regulation concerning the approval of vehicles with regard to fuel system integrity and safety of electric power train in the event of a rear-end collision (ECE/TRANS/WP.29/2020/76)	(d)
20/ Rev.1	Japan	8	E	Proposal to amend document ECE/TRANS/WP.29/GRSP/2020/4 Proposal for the 04 series of amendments to UN Regulation No. 94 (protection of the occupants in the event of a frontal collision)	(d)
21/ Rev.1	Japan	9	E	Proposal to amend document ECE/TRANS/WP.29/GRSP/2020/5 Proposal for the 04 series of amendments to UN Regulation No. 95 (Lateral collision)	(d)
22/ Rev.1	Japan	10	E	Proposal to amend document ECE/TRANS/WP.29/GRSP/2020/6 Proposal for the 03 series of amendments to UN Regulation No. 100 (Specific requirements for the electric power train)	(d)
23	CLEPA	12	E	Explanatory presentation to CLEPA neck load limits proposal	(a)
24	CLEPA	12	E	Proposal for the 04 series of amendments to UN Regulation No. 129 (Enhanced Child Restraint Systems)	(a)
25	Italy	7	E	Proposal for the 06 series of amendments of Regulation No. 22 (Protective helmets)	(a)
26/ Rev.1	GRSP Chair	1	E	Consolidated revised annotated provisional agenda for the sixty-seventh session	(a)
27	OICA	8	E	Proposal for the 04 series of amendments to UN Regulation No. 94 (protection of the occupants in the event of a frontal collision)	(d)
28	OICA	6	E	Proposal to amend document ECE/TRANS/WP.29/GRSP/2020/8	(b)
29	OICA	13	E	Proposal for the 01 series of amendments to Regulation No. 134	(a)
30	NL	2(a)	E	Global Technical Regulation No. 9 (Pedestrian safety) – Proposal for	(d)

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
				Amendment 3 - Revised Final Progress Report	
31	EC	17(b)	E	Proposed amendments to ECE/TRANS/WP.29/2020/53 as a follow up of the last session of WP.29.	(d)
32	Poland	17(b)	E	Smart Kid Belt	(a)
33	CLEPA	12	E	Proposal for Supplement 5 to the 03 series of amendments to UN Regulation No. 129 (Enhanced Child Restraint Systems)	(b)
34	CLEPA	12	E	Explanatory presentation to UN Regulation No. 129 proposals	(a)
35	OICA	5	E	Proposal for Supplement 6 to the 07 series of amendments and for Supplement 2 to the 08 series of amendments to UN Regulation No. 16 (Safety-belts)	(d)
36	CI/ANEC	17(b)	E	Belt-guides in UN Regulation No. 44 and in realistic test environment	(a)
37	GRSP Chair	4	E	Progress Report on the Informal Working Group (IWG) for the GTR 20 on Electric Vehicle Safety (EVS)	(a)
38	GRSP Chair	3	E	Progress Report on the Informal Working Group (IWG) for the GTR 13 on Hydrogen and Fuel Cell Vehicles (HFCV)	(a)

*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 and to be submitted to WP.29.

## Annex II

### Draft amendments to UN GTR No. 9 (Pedestrian safety)

Amendments adopted to ECE/TRANS/WP.29/GRSP/2014/5 (see paragraph 5 of this report)

*In the text of the regulation (part B),*

*Paragraph 3.1., amend to read:*

"3.1. ..."

*Paragraphs 3.8. to 3.10. (former), renumber as paragraphs 3.9. to 3.11.*

*Paragraph 3.11. (former), renumber as paragraph 3.12. and amend to read:*

**"3.12. "Bumper test area" means either the front vehicle fascia between the left and right corner of bumper as defined in paragraph 3.15., minus the areas covered by the distance of 42 mm inboard of each corner of bumper, as measured horizontally and perpendicular to the longitudinal median plane of the vehicle, or between the outermost ends of the bumper beam as defined in paragraph 3.9. (see Figure 5D), minus the areas covered by the distance of 42 mm inboard of each end of the bumper beam, as measured horizontally and perpendicular to the longitudinal median plane of the vehicle, whichever area is wider."**

*Paragraph 3.12. (former), renumber as paragraph 3.13.*

*Paragraph 3.13. (former), renumber as paragraph 3.14. and amend to read:*

**"3.14. "Child headform test area" is an area on..."**

*Paragraphs 3.14. to 3.19. (former), renumber as paragraphs 3.15. to 3.20.*

*Paragraph 3.20. (former), shall be deleted*

*Insert new paragraphs 3.21. to 3.21.2., to read:*

**"3.21. "Measuring point"**

The measuring **point may** also be referred to as "test point" or "impact point". In all cases, the result of the test shall be attributed to this point, independent of where the first contact occurs.

**3.21.1.** "Measuring point" for the headform test means a point on the vehicle's outer surface selected for assessment. The measuring point is where the headform's profile contacts the vehicle's outer surface cross section in a vertical longitudinal plane through the center of gravity of the headform (see Figure 6A).

**3.21.2.** "Measuring point" for the lower legform to bumper test and the upper legform to bumper test is located in the vertical longitudinal plane through the central axis of the impactor (see Figure 6B)."

*Paragraphs 3.21. to 3.24. (former), renumber as paragraphs 3.22. to 3.25.*

*Paragraphs 3.25.(former), renumber as paragraphs 3.26. and amend to read:*

**3.26. "Primary reference marks" means holes, surfaces, marks and identification signs on the vehicle body. The type of reference mark used and the vertical (Z) position of each mark relative to the ground shall be specified by the vehicle manufacturer according to the running conditions specified in paragraph 3.24. These marks shall be selected such as to be**



able to easily check the vehicle front and rear ride heights and vehicle attitude.

The primary reference marks shall be within  $\pm 25$  mm of the design position in the vertical (Z) axis. All tests are conducted with either the vehicle or all further measurements adjusted to simulate the vehicle being in the design position. This position shall be considered to be the normal ride attitude."

*Paragraph 3.26. (former), renumber as paragraph 3.27.*

*Paragraph 3.28. (former), shall be deleted.*

*Insert new Figures 6A and 6B, to read:*

"Figure 6A

Measuring point in the vertical longitudinal plane through the centre of the headform impactor (see paragraph 3.21.1.) ...

Figure 6B

Measuring point in the vertical longitudinal plane through the central axis of the legform impactor (see paragraph 3.21.2)

..."

*Paragraph 7.1.1.1., amend to read:*

"7.1.1.1. The selected measuring points shall be in the bumper test area as defined in paragraph 3.12."

*Paragraphs 7.1.2.1. and 7.1.2.2., amend to read:*

"7.1.2.1. The selected measuring points shall be in the bumper test area as defined in paragraph 3.12.

..."

*Paragraphs 7.3.2. and 7.3.3., amend to read:*

"7.3.2. No measuring ...

The selected measuring points on the bonnet for the child headform impactor shall be within the child headform test area as defined in paragraph 3.14.

..."

## **Amendments adopted to ECE/TRANS/WP.29/GRSP/2012/2 (see paragraph 5 of this report)**

### **A. Introduction**

1. The purpose of UN **Global Technical Regulation** No. 9 is to improve the front structures of vehicles which have been identified as causing injury during a collision with a pedestrian or other vulnerable road user.
2. The objective of this proposal is to amend UN **Global Technical Regulation** (GTR) No. 9 regarding pedestrian safety of motor vehicles to improve the safety for pedestrians and other vulnerable road users. It is intended to clarify the current text of UN GTR No. 9 on pedestrian safety to prevent misinterpretations and to introduce editorial corrections.

### **B. Justification of the changes**

3. Based on comments by the expert from OICA found in informal document GRSP-48-27, GRSP recognised that interpretation difficulties can arise with the current wording used in UN GTR No. 9, as well as the, **at the time**, draft UN Regulation No. 127

(1958 Agreement) on pedestrian safety concerning the use of the first contact point as the main reference point for the head form test procedure. Corrigendum No. 2 to UN GTR No. 9 made this even more obvious for the future application of GTR No. 9 by Contracting Parties to the 1998 Agreement as well as the UN Regulation to the Contracting Parties of 1958 Agreement.

4. Experience in Japan and Europe show that the first contact point may not be ... GRSP considers that this proposed procedure is **more clear** since it can be used for every ...
- ...
7. In addition ... **safety**.
8. Finally, some minor editorial corrections are proposed to clarify the certification of the impactors.
9. The changes to the procedures as described above are based on the experiences collected since UN GTR No. 9 was discussed during the meetings of the former Informal Group on Pedestrian Safety (INF GR PS). In the meantime, several experiences could be collected when testing vehicles to comply with legislation in Japan and Europe as well as with consumer requirements worldwide. The procedures represent common practice in regulatory use. The proposed changes will contribute to the clarity of future worldwide pedestrian protection regulations in order to minimize the room for **interpretations and to create a common playing field between national legislation based upon UN GTR No. 9**.
10. **The proposed changes are already included in UN Regulation No. 127, 01 series of amendments, which was published in January 2015. In the period ranging from 2012 until December 2019 this has remained a subject on the agenda of GRSP due to study reservations, and awaits of the outcome of research and cost-benefit analysis.**

### C. History of the UN GTR

11. The draft **Global Technical Regulation** on pedestrian safety was established in the Global Registry on 12 November 2008 by consensus of the Contracting Parties and issued under the reference ECE/TRANS/180/Add.9.
12. The proposal to develop this amendment to UN GTR No. 9 was first submitted to the Executive Committee of the 1998 Agreement (AC.3) for due consideration during the 150th session of WP.29 (15 - 18 November 2011) as document ECE/TRANS/WP.29/2011/148, sponsored by the Netherlands.
13. During its fifty-first session on 21 - 25 May 2012, GRSP **asked for an update of the final report of the amendment of the UN GTR (ECE/TRANS/WP.29/GRSP/2012/2)**.
14. **During the fifty-second session from 11 to 14 December 2012, the European Commission presented ECE/TRANS/WP.29/GRSP/2012/14**
15. **During the fifty-fifth session from 19 to 23 May 2014, the European Commission presented ECE/TRANS/WP.29/GRSP/2014/2 and ECE/TRANS/WP.29/GRSP/2014/5 aiming to update phase I and (at the time of drafting ) phase II of the UN GTR.**
16. **During the sixty-sixth session from 10 to 13 December 2019, it was agreed to finalise this subject and a final proposal was submitted to GRSP as informal document GRSP-67-13.**

## Annex III

### Draft amendments to UN Regulation No. 16 (Safety-belts)

#### Amendments adopted to ECE/TRANS/WP.29/GRSP/2020/2 (see paragraph 9 of this report)

*Paragraph 8.4.4.2., amend to read:*

- "8.4.4.2. The visual warning shall indicate at least all rear seating positions to allow the driver to identify, while facing forward as seated on the driver seat, any seating position in which the safety-belt is unfastened. For vehicles that have information on the occupancy status of the rear seats, the visual warning does not need to indicate unfastened safety-belts for unoccupied seating positions. **For** seats, which can be **fixed** to different **designated seating** positions within the vehicle (e.g. floor rail mounted), **the visual warning** shall at least indicate when any rear safety belt is unfastened."

## Annex IV

### **Draft amendments to UN Regulation No. 17 (Strength of seats)**

#### **Amendments adopted to ECE/TRANS/WP.29/GRSP/2020/8 (see paragraph 12 of this report)**

*Insert new paragraphs 13.13. to 13.13.5., to read:*

"...

13.13.2. Until 1 September **2026**, Contracting Parties applying this UN Regulation shall accept UN type approvals to the preceding series of amendments that were first issued before 1 September 2022.

13.13.3. As from 1 September **2026**, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the preceding series of amendments to this Regulation.

13.13.4. Notwithstanding paragraph 13.13.3., Contracting Parties applying the UN Regulation shall continue to accept UN type approvals to the preceding series of amendments to the UN Regulation, for vehicles which are not affected by the changes introduced by the 10 series of amendments.

..."

## Annex V

## Draft amendments to UN Regulation No. 44 (Child Restraint Systems)

### Adopted text based on GRSP-67-14 and GRSP-67-31 (see paragraph 33 of this report)

Paragraph 6.1.3., amend to read:

"6.1.3. According to the category which it belongs to, the child restraint shall be secured to the vehicle structure or to the seat structure.

Possible configurations for approval Groups / categories table

Group category		Universal (1)		Semi-universal (2)		Restricted		Specific vehicle	
		CRS	ISOFIXCRS	CRS	ISOFIXCRS	CRS	ISOFIXCRS	CRS	ISOFIXCRS
0	Carry-cot	A(3)	NA	A(3)	A(3)	A(3)	NA	A(3)	A(3)
	Rearward facing	A(3)	NA	A(3)	A(3)	A(3)	NA	A(3)	A(3)
0+	Rearward facing	A(3)	NA	A(3)	A(3)	A(3)	NA	A(3)	A(3)
I	Rearward facing	A(3)	NA	A(3)	A(3)	A(3)	NA	A(3)	A(3)
	Forward facing (integral)	A(3)	A(3)	A(3)	A(3)	A(3)	NA	A(3)	A(3)
	Forward facing (non-integral)	NA	NA	NA	NA	NA	NA	NA	NA
II	Forward facing (non-integral – see paragraph 6.1.12.)	A(3)	NA	A(3)	NA	A(3)	NA	A(3)	A(3)
	Rearward facing	A(3)	NA	A(3)	NA	A(3)	NA	A(3)	A(3)
	Forward facing (integral)	A(3)	NA	A(3)	NA	A(3)	NA	A(3)	A(3)
III	Forward facing (non-integral)	A(3)	NA	A(3)	NA	A(3)	NA	A(3)	A(3)
	Rearward facing	A(3)	NA	A(3)	NA	A(3)	NA	A(3)	A(3)
	Forward facing (integral)	A(3)	NA	A(3)	NA	A(3)	NA	A(3)	A(3)

With:

CRS: Child restraint system

A: Applicable

NA: Not Applicable

(1) ISOFIX universal CRS means forward facing restraints for use in vehicles with positions equipped with ISOFIX anchorages system and a top tether anchorage.

(2) ISOFIX semi universal CRS means:

- Forward facing restraints equipped with support leg or
- Rearward facing restraints equipped with a support leg or a top tether strap for use in vehicles with positions equipped with ISOFIX anchorages system and a top tether anchorage if needed
- Or rearward facing restraints, supported by the vehicle dashboard, for use in the front passenger seat

Group category	Universal (1)		Semi-universal (2)		Restricted		Specific vehicle	
	CRS	ISOFIXCRS	CRS	ISOFIXCRS	CRS	ISOFIXCRS	CRS	ISOFIXCRS
equipped with ISOFIX anchorages system, <ul style="list-style-type: none"> <li>• Or lateral facing position restraint equipped if needed with an anti-rotation device for use in vehicles with positions equipped with ISOFIX anchorages system and top tether anchorage if needed.</li> </ul> ...								
(3) New approvals and extensions will be granted in accordance with paragraphs 17.16 to 17.23.								

"

Paragraph 17.21., amend to read:

"17.21. As from 1 September **2023**, no extensions shall be granted under this Regulation to child restraint systems other than Group 3."

Insert new paragraphs 17.22. to 17.25., to read:

"17.22. As from 1 September 2021, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued according to this Regulation, first issued after 1 September 2021.

17.23. Until 1 September 2023, Contracting Parties applying this Regulation shall accept type approvals issued according to the 04 series of amendments to this Regulation, first issued before 1 September 2021.

17.24. As from 1 September 2023, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued in accordance with this Regulation.

17.25. Notwithstanding paragraphs **17.22. and** 17.24., Contracting Parties applying this Regulation shall continue to accept type approvals of vehicle specific "built in" or specific vehicle "built in" child restraint systems issued according to the 04 series of amendments to this Regulation."

"

## Annex VI

### Draft amendments to UN Regulation No. 94 (Frontal collision)

#### Amendments adopted to ECE/TRANS/WP.29/GRSP/2020/4 (see paragraph 17 of this report)

*Paragraph 2.16.*, amend to read:

"2.16. "Rechargeable Electrical Energy Storage System (REESS)" means the rechargeable energy storage system **that** provides electric energy for **electrical** propulsion.

A battery whose primary use is to supply power for starting the engine and/or lighting and/or other vehicle auxiliaries' systems is not considered as a **REESS**.

**REESS** may include the necessary systems for physical support, thermal management, electronic controls and casing."

*Paragraphs 12.2. and 12.3.*, amend to read:

"12.2. As from **1 September 2023**, Contracting Parties applying this Regulation shall not be obliged to accept type-approvals of **vehicles according** to the **preceding** series of amendments, first issued after **1 September 2023**.

12.3. Contracting Parties applying this Regulation shall continue to accept type-approvals of **vehicles according** to the **preceding series of amendments, first issued before 1 September 2023, provided the transitional provisions in these respective previous series of amendments foresee this possibility.**"

## Annex VII

### Draft amendments to UN Regulation No. 95 (Lateral collision)

#### Amendments adopted to ECE/TRANS/WP.29/GRSP/2020/5 (see paragraph 18 of this report)

Paragraph 2.16., amend to read:

"2.16. "Rechargeable Electrical Energy Storage System (REESS)" means the rechargeable energy storage system **that** provides electric energy for **electrical** propulsion.

A battery whose primary use is to supply power for starting the engine and/or lighting and/or other vehicle auxiliaries' systems is not considered as a **REESS**.

**EESS** may include the necessary systems for physical support, thermal management, electronic **controls** and **casing**."



## Annex VIII

### Draft amendments to UN Regulation No. 100 (Electric power train vehicles)

#### Amendments adopted to ECE/TRANS/WP.29/GRSP/2020/6 (see paragraph 19 of this report)

Paragraphs 1.1. to 1.2., amend to read:

"1.1. Part I: Safety requirements with respect to the electric power train of road vehicles of categories M and N<sup>1</sup>, with a maximum design speed exceeding 25 km/h, equipped with electric power train, excluding vehicles permanently connected to the grid.

Part I of this regulation does not cover;

- (a) Post-crash safety requirements of road vehicles.
- (b) High voltage components and systems which are not galvanically connected to the high voltage bus of the electric power train.

1.2. Part II: Safety requirements with respect to the Rechargeable Electrical Energy Storage System (REESS), of road vehicles of categories M and N equipped with electric power train, excluding vehicles permanently connected to the grid.

**Part II of this Regulation does not apply to a battery REESS(s) whose primary use is to supply power for starting the engine and/or lighting and/or other vehicle auxiliaries' systems."**

Paragraph 2.9.(former), renumber as paragraph 2.14.

Paragraph 2.29.(former), renumber as paragraph 2.37. and amend to read:

"**2.37.** "Rechargeable Electrical Energy Storage System (REESS)" means the rechargeable energy storage system that provides electric energy for **electrical** propulsion.

A battery whose primary use is to supply power for starting the engine and/or lighting and/or other vehicle auxiliaries' systems is not considered as a **REESS**.

**The REESS** may include the necessary systems for physical support, thermal management, electronic **controls** and **casing**."

Insert new Paragraphs 12.3. and 12.4., to read:

"**12.3.** **Until 1 September 2025, Contracting Parties applying this Regulation shall accept type approvals to the preceding series of amendments, first issued before 1 September 2023.**

**12.4.** **As from 1 September 2025, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the preceding series of amendments to this Regulation."**

Renumber (former) Paragraphs 12.3 and 12.4. as Paragraphs 12.5. and 12.6.

<sup>1</sup> As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.2, para. 2.

## Annex IX

### Draft amendments to UN Regulation No. 137 (Frontal impact with focus on restraint systems)

#### Amendments adopted to ECE/TRANS/WP.29/GRSP/2020/7 (see paragraph 25 of this report)

Paragraph 2.12., amend to read:

"2.12. "Rechargeable Electrical Energy Storage System (REESS)" means the rechargeable energy storage system **that** provides electric energy for **electrical** propulsion.

A battery whose primary use is to supply power for starting the engine and/or lighting and/or other vehicle auxiliaries' systems is not considered as a **REESS**.

**REESS** may include the necessary systems for physical support, thermal management, electronic **controls** and **casing**."

Paragraphs 12.1. and 12.2., amend to read:

"12.1. As from the official date of entry into force of the **02** series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type-approvals under this Regulation as amended by the 02 series of amendments.

12.2. As from 1 September 2023, Contracting Parties applying this Regulation shall not be obliged to accept type-approvals of vehicles having an electric power train operating on high voltage according to the **01** series of amendments, first issued after 1 September 2023."

## Annex X

### **Draft amendments to the new UN Regulation on fuel system integrity and safety of electric power trains in the event of a rear-end collision**

**Adopted text based on GRSP-67-19-Rev.1 (see paragraph 35 of this report) (ECE/TRANS/WP.29/2020/76)**

*Paragraph 2.8., amend to read:*

"2.8. *"Rechargeable Electrical Energy Storage System (REESS)"* means the rechargeable energy storage system **that** provides electric energy for **electrical** propulsion.

A battery whose primary use is to supply power for starting the engine and/or lighting and/or other vehicle auxiliaries' systems is not considered as a **REESS**.

**REESS** may include the necessary systems for physical support, thermal management, electronic **controls** and **casing**."

## Annex XI

[English only]

## List of GRSP informal working groups

<i>Informal working group</i>	<i>Chair</i>	<i>Expiry date of the mandate [pending WP.29 decision]</i>	<i>Secretary</i>
Harmonized side impact dummies	Mr. David SUTULA (USA) Phone: +1 202 366 32 73 Fax: +1 202 493 29 90 Email: david.sutula@dot.gov	Suspended	
Head Restraints (GTR7-Phase 2)	Mr. Bernard FROST (UK) Phone: +44(0)207 9442107 Fax: +44(0)207 9449623 Email: bernie.frost@dft.gsi.gov.uk	Dissolved	OICA
UN GTR No. 9 on Pedestrian Safety Deployable – Pedestrian Protection Systems (DPPS)	Mr. Jin Seop PARK (Republic of Korea) Email: jspark@kotsa.or.kr	June 2021	OICA
UN GTR No. 20 (EVS) – Phase 2	Mr. Martin KOUBEK (USA) and vice-chaired by EC, Japan, and China) Phone: +1 202 366 4026 Email: martin.koubek@dot.gov	December 2021	Japan
Three-dimensional H-point machine	Mr. Luis MARTINEZ (Spain) Phone: +34 91 336 53 00 Fax: +34 91 336 53 02 Email: luis.martinez@upm.es	[...]	
UN GTR No. 13 (HFCV) – Phase 2	Mr. Martin KOUBEK (USA)(co-chaired by Japan and vice-chaired by China and Republic of Korea) Phone: +1 202 366 4026 Email: martin.koubek@dot.gov	December 2020	[...]
Protective helmets	Mr. Luca ROCCO Phone: +39 06 4158 3268 Fax: +39 06 4158 3253 Email: luca.rocco@mit.gov.it	Suspended	
Securing children in buses and coaches	Ms. Marta ANGLES Phone: +34 977 166 020 Fax: ++34 977 166 009 Email: mangles@idiada.com]	March 2023	