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Working Party on Passive Safety

Seventy-fifth session
Geneva, 27–31 May 2024

Report of the Working Party on Passive Safety on its Seventy-fifth Session

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I. Attendance

1. The Working Party on Passive Safety (GRSP) held its seventy-fifth session from 27 to 31 May 2024 in Geneva. Chaired by Mr. M. Koubek (United States of America), experts from the following countries participated 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.2): Australia, Austria, Canada, China, Finland, France, Germany, India, Italy, Japan, Kingdom of the Netherlands, Poland, Republic of Korea, Russian Federation, Spain, Sweden, Switzerland, United Kingdom of Great Britain and Northern Ireland, United States of America. The European Commission (EC) participated. Experts from the following non-governmental organizations participated: Consumers International (CI), European Association of Automotive Suppliers (CLEPA), International Association of the Body and Trailer Building Industry (CLCCR) and International Organization of Motor Vehicle Manufacturers (OICA).
2. Annex I lists the informal documents of the session.

II. Adoption of the Agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRSP/2024/1
Informal documents GRSP-75-02-Rev.1 and GRSP-75-09

3. GRSP considered and adopted the agenda (ECE/TRANS/WP.29/GRSP/2024/1), the running order (GRSP-75-02-Rev.1) and the annotations (GRSP-75-09). GRSP informal working groups are listed in annex X.

III. UN Global Technical Regulation No. 7 (Head restraints) (agenda item 2)

Proposal for Amendment 2

Documentation: ECE/TRANS/WP.29/2024/32
ECE/TRANS/WP.29/GRSP/2024/8
Informal document GRSP-75-20-Rev.1

4. GRSP noted that the Executive Committee of the 1998 Agreement (AC.3) at its March 2024 session had adopted the authorization (ECE/TRANS/WP.29/2024/32) to develop amendments to UN GTRs Nos. 6 (Safety Glazing), 7 (Head Restraints) and 14 (Pole side impact) which would allow the transfer of the reference, drawings and specification on the three-dimensional H- (3-D H-) point machine and calibration procedure from the UN GTRs to Mutual Resolution No. 1 (M.R.1). The expert from the Kingdom of the Netherlands, which sponsors the amendment, introduced ECE/TRANS/WP.29/GRSP/2024/8 amending the UN GTR and the final report of the amendment work (GRSP-75-20-Rev.1). Finally, GRSP recommended ECE/TRANS/WP.29/GRSP/2024/8, not amended, as Amendment 2 to UN GTR No. 7 and its final report GRSP-75-20-Rev.1 (as reproduced in annex II to this report) to the November 2024 session of AC.3.

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

5. New information was not provided.

V. UN Global Technical Regulation No. 14 (Pole Side Impact) (agenda item 4)

Documentation: ECE/TRANS/WP.29/2024/32
ECE/TRANS/WP.29/GRSP/2024/9
Informal document GRSP-75-20-Rev.1

6. As per paragraph 4, the expert from the Kingdom of the Netherlands, which sponsors the amendment, introduced ECE/TRANS/WP.29/GRSP/2024/9 amending the UN GTR and the final report of the amendment work (GRSP-75-20-Rev.1). GRSP recommended ECE/TRANS/WP.29/GRSP/2024/9, not amended, as Amendment 1 to UN GTR No. 14 and its final report GRSP-75-20-Rev.1 to the November 2024 session of AC.3.

VI. UN Global Technical Regulation No. 20 (Electric vehicle safety) (agenda item 5)

Documentation: Informal document GRSP-75-15

7. The Chair of IWG EVS, on behalf of the co-sponsors (China, Japan, United States of America, European Union) and of the members of IWG GTR No. 20, Phase 2, reported that WP.29 and AC.3 at their March 2024 sessions had agreed to extend the IWG mandate until March 2025 (ECE/TRANS/WP.29/1177, paragraphs 52 and 149). The expert from Japan offered to host the next IWG meeting during the first week of September 2024 in his country and requested GRSP experts to contact the IWG Chair.

8. The expert from CLEPA introduced GRSP-75-15 which aligns the UN GTR with the specific text of UN Regulation No. 100 (Electric power trained vehicles), that clarifies specific conditions for a clear interpretation of an AC voltage (rms). The GRSP Chair, who is also the IWG Chair, will inform the IWG of this proposal, but stated that the IWG will prioritize its Thermal Propagation work in the immediate future. The IWG may consider taking this issue up in future phases, provided that a Contracting Party sponsors this issue.

VII. UN Regulation No. 14 (Anchorages of safety-belts) (agenda item 6)

Documentation: ECE/TRANS/WP.29/GRSP/2023/27
ECE/TRANS/WP.29/GRSP/2023/28
Informal documents GRSP-75-13 and GRSP-75-27

9. GRSP agreed to discuss ECE/TRANS/WP.29/GRSP/2023/27 under agenda item 7 (see paragraph 11 below).

10. The expert from Germany informed GRSP (GRSP-75-27) about a workshop held at the Federal Highway Research Institute (BASt) on 25 and 26 April 2024. He noted that the workshop aimed at a verification ECE/TRANS/WP.29/GRSP/2023/28 (introduced by the expert from OICA at the December 2023 session of GRSP), which allows occupants to use alternative seating positions only if this was not in conflict with any other UN Regulation. The expert from CLEPA noted that the workshop had not referred to child restraint systems nor how to secure children. He added that only adult dummies had been considered and questioned the alternative seating positions of children. The expert from Germany confirmed the relevance of children in this issue.. The expert from OICA introduced GRSP-75-13 (superseding ECE/TRANS/WP.29/GRSP/2023/28). The expert from France asked for a detailed justification, stating that reference point "H_R" was confusing. GRSP agreed to resume consideration on a revised proposal tabled by the expert from OICA at its December 2024 session. GRSP requested its interested experts to liaise with the expert from OICA on feedback to improve GRSP-75-13.

VIII. UN Regulation No. 16 (Safety-belts) (agenda item 7)

Documentation: ECE/TRANS/WP.29/GRSP/2023/29
 ECE/TRANS/WP.29/GRSP/2023/32
 ECE/TRANS/WP.29/GRSP/2024/2
 ECE/TRANS/WP.29/GRSP/2024/3
 ECE/TRANS/WP.29/GRSP/2024/4
 ECE/TRANS/WP.29/GRSP/2024/5
 ECE/TRANS/WP.29/GRSP/2024/6
 Informal documents GRSP-75-23-Rev.1, GRSP-75-24 and GRSP-75-25-Rev.1.

11. GRSP resumed discussion on ECE/TRANS/WP.29/GRSP/2023/29 which complements ECE/TRANS/WP.29/GRSP/2023/27 on safety-belt anchorages and removes derogations for two-point safety-belts on buses and coaches. The expert from Finland, author of the proposals, informed GRSP that he could not provide global statistical data, due to a lack of resources, to justify his proposal as requested by GRSP at its December 2023 session to justify his proposal. The expert from Australia stated that he supported in principle the proposal. However, he added that the lack of worldwide statistical evidence hamper a world view of the situation. The expert from CI that the removal of two-point safety-belts would ease to secure children in buses. The expert from Sweden supported the proposal. The expert from the Russian Federation stated that three-points safety-belts would be better than the two-points safety-belts and proposed to further the benefits through studies. He also proposed to verify the benefits of adjusting the height of effective upper anchorage point to accommodate occupants of different sizes. The expert from Italy argued that the three-points safety-belts could be detrimental. The expert from Germany questioned the effectiveness of the three-points safety-belts in buses. He explained that the majority of injuries in buses were from flying objects or due to ejection outside of the occupant compartment during crashes. The expert from France informed GRSP that three-points safety-belts reduce injuries in the event of frontal impacts. However, he added that 50 per cent of accidents in buses were caused by roll over and in these cases three-points safety-belts would cause neck injuries. Finally, GRSP agreed to resume discussion on this topic waiting statistical studies voluntarily provided by the expert from France and Sweden.

12. GRSP resumed discussion on three proposals prepared by the experts of the ad hoc group to split UN Regulation No. 16 into three UN Regulations: (a) adult safety-belts and restraint systems (ECE/TRANS/WP.29/GRSP/2024/4 amended by GRSP-75-25-Rev.1), (b) vehicle type approval with regard to safety-belts and child restraint systems installation (ECE/TRANS/WP.29/GRSP/2024/5 amended by GRSP-75-23-Rev.1) and (c) safety-belt reminders (ECE/TRANS/WP.29/GRSP/2024/3 amended by GRSP-75-24). GRSP adopted the proposals and requested the secretariat to submit them for consideration and vote at the November 2024 sessions of WP.29 and of the Administrative Committee of the 1958 Agreement (AC.1) as:

- (a) Proposal for the 10 Series of Amendments to UN Regulation No. 16 (Safety-belts)(ECE/TRANS/WP.29/GRSP/2024/4 as amended by annex III to this report);
- (b) Proposal for a New UN Regulation on the Installation of safety-belts, restraint systems, child restraint systems, ISOFIX child restraint systems and i-Size child restraint systems (ECE/TRANS/WP.29/GRSP/2024/5 as amended by annex III to this report); and
- (c) Proposal for a New UN Regulation on Safety-Belt Reminders (ECE/TRANS/WP.29/GRSP/2024/3 as amended by annex III to this report).

13. The expert from the Republic of Korea, Chair of the ad-hoc group on seat-belt reminders (SBR), introduced GRSP-75-12 to explain that were different interpretations to be solved on SBR activation when the safety-belts was unfastened. The expert from Spain argued that current provisions in the UN Regulation need changes. Furthermore, the expert from the Republic of Korea introduced ECE/TRANS/WP.29/GRSP/2024/2 to clarify the text of the UN Regulation. GRSP also noted ECE/TRANS/WP.29/GRSP/2024/6, tabled by the

expert from Germany to clarify the buckle-opening test. GRSP endorsed in principle this last proposal. GRSP finally agreed to resume consideration on ECE/TRANS/WP.29/GRSP/2024/2, ECE/TRANS/WP.29/GRSP/2024/6 and ECE/TRANS/WP.29/GRSP/2023/32 (see ECE/TRANS/WP.29/GRSP/74, paragraph 19) at the December 2024 session of GRSP. The experts from Germany, Japan and the Republic of Korea were requested to adapt their respective proposals to the new adopted UN Regulations and to the 10 series of amendments to UN Regulation No. 16 (see paragraph 12 above).

IX. UN Regulation No. 17 (Strength of seats) (agenda item 8)

Documentation: ECE/TRANS/WP.29/2023/115
ECE/TRANS/WP.29/GRSP/2024/15
Informal documents GRSP-75-07, GRSP-75-28 and GRSP-75-30

14. The expert from the Kingdom of the Netherlands withdrew ECE/TRANS/WP.29/2023/115. GRSP agreed to defer discussion on ECE/TRANS/WP.29/GRSP/2024/15 at its December 2024 session. GRSP also agreed to send GRSP-75-30 (introduced by GRSP-75-28), tabled by the expert from CLEPA, to the IWG on equitable protection of occupants (EqOP) IWG.

X. UN Regulation No. 94 (Frontal impact) (agenda item 9)

15. New information was not provided.

XI. UN Regulation No. 95 (Lateral impact) (agenda item 10)

16. New information was not provided.

XII. UN Regulation No. 100 (Electric power trained vehicles) (agenda item 11)

Documentation: ECE/TRANS/WP.29/GRSP/2022/14
Informal documents GRSP-75-01-Rev.3, GRSP-75-16, GRSP-75-17 and GRSP-75-26

17. The expert from EC introduced GRSP-75-26, to present the outcome of work of the Special Informal Group on Thermal Propagation Electric Vehicle Safety (SIG TP EVS) in which he was Chair. He explained that the group had been focusing in improving implementation of the UN Regulation No. 100, 03 series of amendments on thermal propagation requirements in a reasonable, effective and practicable way focusing on occupant protection. He therefore introduced GRSP-75-16, as a new 04 series of amendments to UN Regulation No. 100 to incorporate the above-mentioned requirements. He added that the group would continue to work on the parts still in square brackets at its next meetings planned in July and August to provide two official proposals (including a revised version of GRSP-75-17 amending the 03 series of amendments) for the December 2024 session of GRSP. The expert from the Republic of Korea supported GRSP-75-16 and the removal of remaining square brackets. The experts from France and Italy expressed support to the work of SIG TP EVS, waiting for the final adoption of the document by the December 2024 session of GRSP. The expert from OICA expressed his expectations for the maximum harmonization between the work of the IWG and the SIG special group and encouraged uncompromised harmonization of the final texts of the UN Regulation and UN GTR No. 20. Finally, GRSP agreed to resume discussion on the outcome of work of the SIG TP EVS and on official revised versions of GRSP-75-16 and GRSP-75-17 at its December 2024 session.

18. The expert from CLCCR introduced GRSP-75-01-Rev.3, superseding his previous proposal ECE/TRANS/WP.29/GRSP/2022/14, to allow the type approval of a driven axle in a trailer or semi-trailer (e.g. with either a propulsion or a recuperation system). GRSP adopted GRSP-75-01-Rev.3. The secretariat was requested to submit it for consideration and vote at the November 2024 sessions of WP.29 and AC.1 as proposal of Supplement 4 to the 03 series of amendments and Supplement 1 to the 04 series of amendments to UN Regulation No. 100.

19. The secretary of the Working Party on Pollution and Energy (GRPE) addressed GRSP about the possibility of co-hosting a hybrid workshop on retrofitting internal combustion engine vehicles with electric hydrogen or fuel cells engines. He proposed 16 October 2024 as a possible date. GRSP agreed to the participation of its experts in the workshop, pending confirmation of the availability of GRSP Chair for drafting the introductory and concluding speech of the workshop.

XIII. UN Regulation No. 127 (Pedestrian safety) (agenda item 12)

Documentation: ECE/TRANS/WP.29/GRSP/2024/10

20. The expert from OICA reiterated a proposal (ECE/TRANS/WP.29/GRSP/2024/10), clarifying the definition of the "third of windscreen". GRSP noted the joint submission of the proposal by the experts from Germany, France, the Kingdom of the Netherlands and OICA. The proposal was endorsed by the experts from Italy and Japan. Finally, GRSP adopted the proposal not amended and requested the secretariat to submit it as draft Supplement 3 to the 03 series of amendments and as draft Supplement 2 to the 04 series of amendments to UN Regulation No. 127 for consideration and vote at the November 2024 sessions of WP.29 and AC.1.

XIV. UN Regulation No. 129 (Enhanced Child Restraint Systems) (agenda item 13)

Documentation: ECE/TRANS/WP.29/GRSP/2024/11
Informal documents GRSP-74-10, GRSP-75-18, GRSP-75-22-Rev.1

21. The expert from CLEPA provided an update on the status of Child Restraint System market compliance with UN Regulation No. 129 (GRSP-75-18). This included several examples of CRS with features and characteristics that appear to contravene important design requirements in the UN Regulation. He added that these non compliance examples included but were not limited to, the one belt route rule and the requirement for an anti-rotation device as a prerequisite for testing ISOFIX CRS on the test bench. GRSP agreed that the full list of UN Regulation No. 129 requirements that have been infringed on by these CRS (summarized by CLEPA in GRSP-75-32) were mandatory for type-approval to the UN Regulation since it was introduced, including following supplements to the UN Regulation.

22. The expert from the Kingdom of the Netherlands reiterated GRSP-74-10, as a guidance document for Type Approval Authorities and Technical Services on how to deal with Supplement 10 to the 03 series of amendments to UN Regulation No. 129 that would enter into force on 15 June 2024. He added that GRSP-74-10 further clarifies the existing requirement on a one belt route. This because since the introduction of the 03 series of amendments, certain combinations of CRS types in one device were allowed, provided that only one belt route exists. GRSP so far considered the requirement clear and unambiguous. However, in the market several CRS (type approved according to UN Regulation No. 129) were delivered with more than one belt route. He concluded that this might lead to misuse when end-users do not know which belt route to use to correctly install the CRS and creates an unlevelled playing field among manufacturers and Type Approval Authorities. Therefore, GRSP endorsed GRSP-74-10 as a guidance document clarifying that:

- (a) No new approvals are issued with more than one belt route;(b) Such new approvals will be challenged by GRSP;
- (b) The Granting Type Approval Authorities who issued such approvals in the past are fully responsible; and
- (c) Existing approvals, must still be modified to be up to date to with the 04 series of amendments to U N Regulation No. 129.

23. As a follow up to the discussion, GRSP acknowledged that although certain requirements had come into effect due to specific reasons, Type Approval Authorities and Technical Services sometimes lack this background and had different unwanted and unforeseen interpretations. Finally, GRSP agreed that all provisions should be understood

unambiguously, independent of any knowledge of backgrounds. GRSP also concluded that an introductory section "0" should be added to the text of the UN Regulation if the above mentioned background would be needed (like the preamble used for UN GTRs under the 1998 Agreement). Finally, GRSP agreed that the above decisions of GRSP would be reported by its Chair at the highlights at the WP.29 June 2024 session for its endorsement.

24. GRSP noted ECE/TRANS/WP.29/2024/11 to correct some editorial mistakes in the 04 series of amendments to UN Regulation No. 129. GRSP adopted ECE/TRANS/WP.29/2024/11, not amended. The secretariat was requested to submit the proposal as Supplement 2 to the 04 Series of Amendments to UN Regulation No. 129 for consideration and vote at the November 2024 sessions of WP.29 and AC.1.

25. Lastly, GRSP considered GRSP-75-22-Rev.1 tabled by the experts from the Kingdom of the Netherlands and Sweden to correct an inconsistency in the 04 Series of Amendments to UN Regulation No. 129. GRSP adopted GRSP-75-22-Rev.1 as reproduced in annex IV to the report. The secretariat was requested to submit the proposal as Corrigendum 1 to the 04 Series of Amendments to UN Regulation No. 129 for consideration and vote at the November 2024 sessions of WP.29 and AC.1.

XV. UN Regulation No. 134 (Hydrogen and Fuel Cells Vehicles) (agenda item 14)

Documentation: ECE/TRANS/WP.29/GRSP/2024/13
Informal document GRSP-75-04

26. The expert from the Kingdom of the Netherlands on behalf of the Task Force to transpose Amendment 1 of UN GTR No. 13 into UN Regulation No. 134 introduced ECE/TRANS/WP.29/GRSP/2024/13 and GRSP-75-04 amending it, that correct UN Regulation No. 134. GRSP adopted ECE/TRANS/WP.29/GRSP/2024/13, as amended by annex V to the report. The secretariat was requested to submit the proposal as Supplement 1 to the 02 Series of Amendments to the UN Regulation No. 134 (Hydrogen and Fuel Cell Vehicles) for consideration and vote to the November 2024 sessions of WP.29 and AC.1.

XVI. UN Regulation No. 137 (Frontal impact with focus on restraint systems) (agenda item 15)

Documentation: ECE/TRANS/WP.29/GRSP/2024/14
Informal document GRSP-75-31-Rev.2

27. The expert from Japan reiterated a revised proposal (ECE/TRANS/WP.29/GRSP/2024/14 and GRSP-75-31-Rev.2) on amending the requirement of the Thorax Compression Criterion (ThCC) of the 5th female dummy in vehicles of category N₁ with a maximum permissible mass not exceeding 2,800 kg. The expert from Italy lifted the concerns raised at the December 2023 session of GRSP on this revised proposal and endorsed it. GRSP adopted ECE/TRANS/WP.29/GRSP/2024/14, as amended by annex VI to this report. The secretariat was requested to submit the proposal as 04 Series of Amendments to the UN Regulation No. 137 for consideration and vote to the November 2024 sessions of WP.29 and AC.1.

XVII. UN Regulation No. 145 (ISOFIX anchorage systems, ISOFIX top tether anchorages and i-Size) (agenda item 16)

28. New information was not provided.

XVIII. UN Regulation No. 153 (Fuel system integrity and electric power train safety at rear-end collision) (agenda item 17)

Documentation: ECE/TRANS/WP.29/GRSP/2024/12/Rev.1
Informal document GRSP-75-14

29. The expert from France introduced a proposal to update the requirements on post-crash electrical safety of UN Regulation No. 153 (ECE/TRANS/WP.29/GRSP/2024/12/Rev.1 and GRSP-75-14 amending it). GRSP adopted ECE/TRANS/WP.29/GRSP/2024/12/Rev.1 as amended below. The secretariat was requested to submit the proposal as 01 Series of Amendments to the UN Regulation No. 153 for consideration and vote to the November 2024 sessions of WP.29 and AC.1.

Paragraphs 11. to 11.6., renumber as paragraphs 12. to 12.6. and remove the square brackets

XIX. Collective Amendments to UN Regulations Nos. 14, 16, 17, 21, 25, 29, 32, 33, 80, 94, 95, 114, 135, 137 and 145 (agenda item 18)

Documentation: ECE/TRANS/WP.29/GRSP/2024/7
Informal document GRSP-75-21

30. As per paragraphs 4 and 6 the expert from the Kingdom of the Netherlands introduced ECE/TRANS/WP.29/GRSP/2024/7 and amendment GRSP-75-21, to remove the reference to the 3-D H-point machine and calibration procedure from the UN Regulations under the remit of GRSP, from Consolidated Resolution on the Construction of Vehicles (R.E.3) to Mutual Resolution No. 1 (M.R.1). GRSP adopted ECE/TRANS/WP.29/GRSP/2024/7 as amended by annex VII to this report. The secretariat was requested to submit the proposals for consideration and vote to the November 2024 sessions of WP.29 and AC.1, as:

- (a) Proposal for supplement 4 to the 09 series of amendments of UN Regulation No. 14 (Anchorages of safety-belts) (ECE/TRANS/WP.29/GRSP/2024/7 as amended by annex VII to this report)
- (b) Proposal for Supplement 1 to the 09 Series of Amendments to UN Regulation No. 16 (Safety-belts) (ECE/TRANS/WP.29/GRSP/2024/7 as amended by annex VII to this report);
- (c) Proposal for Supplement 1 to the 11 Series of Amendments to UN Regulation No. 17 (Strength of seats) (ECE/TRANS/WP.29/GRSP/2024/7 as amended by annex VII to this report);
- (d) Proposal for Supplement 5 to the 01 Series of Amendments to UN Regulation No. 21 (Interior Fittings) (ECE/TRANS/WP.29/GRSP/2024/7 as amended by annex VII to this report);
- (e) Proposal for Supplement 2 to the 04 Series of Amendments to UN Regulation No. 25 (Head restraints) (ECE/TRANS/WP.29/GRSP/2024/7 as amended by annex VII to this report);
- (f) Proposal for Supplement 6 to the 03 Series of Amendments to UN Regulation No. 29 (Cabs of commercial vehicles) (ECE/TRANS/WP.29/GRSP/2024/7 as amended by annex VII to this report);
- (g) Proposal for Supplement 2 to the Original Version of UN Regulation No. 32 (Rear-end collision) (ECE/TRANS/WP.29/GRSP/2024/7 as amended by annex VII to this report);
- (h) Proposal for Supplement 3 to the original version of UN Regulation No. 33 (Head-on collision) (ECE/TRANS/WP.29/GRSP/2024/7 as amended by annex VII to this report);
- (i) Proposal for Supplement 1 to the 04 series of amendments to UN Regulation No. 80 (Strength of seats and their anchorages (buses)) (ECE/TRANS/WP.29/GRSP/2024/7 as amended by annex VII to this report);
- (j) Proposal for supplement 1 to the 05 series of amendments to UN Regulation No. 94 (Frontal collision protection) (ECE/TRANS/WP.29/GRSP/2024/7 as amended by annex VII to this report);

- (k) Proposal for supplement 1 to the 06 series of amendments to UN Regulation No. 95 (Lateral collision protection) (ECE/TRANS/WP.29/GRSP/2024/7 as amended by annex VII to this report);
- (l) Proposal for supplement 1 to the original version of UN Regulation No. 114 (Airbag module for a replacement airbag system) (ECE/TRANS/WP.29/GRSP/2024/7 as amended by annex VII to this report);
- (m) Proposal for supplement 3 to the 02 series of amendments to UN Regulation No. 135 (Pole Side Impact (PSI)) (ECE/TRANS/WP.29/GRSP/2024/7 as amended by annex VII to this report);
- (n) As Supplement 1 to the 03 series of amendments and as part (see paragraph 27 above) of proposal of 04 series of amendments to UN Regulation No. 137 (Frontal impact with focus on restraint systems) (ECE/TRANS/WP.29/GRSP/2024/7 as amended by annex VII to this report);
- (o) Proposal for supplement 1 to the 01 series of amendments of UN Regulation No. 145 (ISOFIX anchorage systems, ISOFIX top tether anchorages and i-Size) (ECE/TRANS/WP.29/GRSP/2024/7 as amended by annex VII to this report).

XX. Mutual Resolution No. 1 (agenda item 19)

Documentation: ECE/TRANS/WP.29/GRSP/2023/37
Informal document GRSP-74-09-Rev.1

31. As per paragraphs 4, 6 and 30, the experts from the Kingdom of the Netherlands re-introduced ECE/TRANS/WP.29/GRSP/2023/37 and GRSP-74-09-Rev.1 amending it, to propose a new M.R.1 addendum that reproduces the specifications of the 3-D H-point machine for final adoption (ECE/TRANS/WP.29/GRSP/74 paragraph 32). GRSP adopted ECE/TRANS/WP.29/GRSP/2023/37, as amended by annex VIII to this report. The secretariat was requested to submit the proposal as Amendment 5 to M.R.1 for consideration and vote to the November 2024 sessions of WP.29 and AC.3.

XXI. Equitable Occupant Protection (agenda item 20)

Documentation: Informal document GRSP-75-07

32. The experts from Austria and Sweden, Chairs of IWG on Equitable Occupant Protection (EqOP) introduced a status report (GRSP-75-07) highlighting the work of the different IWG task forces (TFs). They explained that within the IWG EqOP approach at first, field data studies had been analysed to explore equity issues, which had been presented at previous GRSP sessions. A written report to document the findings from the reviewed field studies is currently being prepared in TF 1. While: (a) TF 2 is considering rear impact assessment, (b) TF 3 is working on virtual crash testing, (c) TF 4 is focusing on restraint system requirements and TF 5 is working on extension towards currently not considered injury types.

33. The next IWG meeting will take place on 10 September in conjunction with the IRCOBi conference (<https://ircobi.org>) in Stockholm.

34. The IWG highlighted the importance of collaboration for the EqOP work. Discussions with individual experts from different WPs and IWGs are foreseen. US highlighted the importance of keeping WP.29 informed in line with customary practice and procedure under WP.29. The GRSP Secretary shared with the group an excerpt from a previous WP.29 report, which stated WP.29 thought it was premature to collaborate with Working Party on Regulatory Cooperation and Standardization Policies (WP.6) of UNECE Economic Cooperation and Trade Division (ECE/TRANS/WP.29/1166 paragraph. 73)

35. The expert from the United States of America noted that the IWG had a vast undertaking in the three approach scenarios. He underlined that IWG EqOP was IWG of WP.29 activities to undertake this monumental task. He therefore recommended that the IWG

report to WP.29 on its activities to seek endorsement and possible guidance. He insisted that WP.29 be informed and updated, and on any cooperation with WP.6. He underlined that the IWG approach should (a) identify the problem, (b) investigate and (c) find a solution. The expert from OICA stated that it was premature to base a solution on a task force outcome and argued that virtual testing cannot be imposed as a unique solution for type-approval of vehicles. OICA also remarked that the work of TF1 is the highest priority of the group and will facilitate a clear definition of problem statement such that solutions could be developed.

36. GRSP agreed to resume discussion at its December 2024 session based on feedback from WP.29 at its June 2024 session as a follow-up to the report of IWG EqOP at that session and of the highlights of the Chair of GRSP on this topic.

XXII. Securing Children in Buses and Coaches (agenda item 21)

Documentation: ECE/TRANS/WP.29/GRSP/2023/30
Informal document GRSP-75-06

37. The expert from Spain, Chair of IWG on Safer Transport of Children in Buses and Coaches (IWG-STCBC) introduced the status report of the Group (GRSP-75-06). She confirmed that the second phase of the UN Regulation would combine CRS two-point safety belts. She clarified that separate components on CRS for installation would not be allowed and that construction of buses would not be modified. She also sought guidance from GRSP on the approval of CRS according to UN Regulation No. 44 could be allowed. She added that the choice of such CRS would entail extending CRS production according to UN Regulation No. 44, which currently are not sold beyond the end of 2024. The expert from Germany clarified that guidance should be given on the possibility of type approve buses using these types of CRS as a component or built-in, since after 2029 such type approval would focus on dummy criteria stemming from UN Regulation No. 129. GRSP noted the need of to first informing first WP.29 through in the highlights of the Chair of GRSP at its June 2024 session and then resume discussion on this topic issue at its December 2024 session.

XXIII. Exchange of Views on Vehicle Automation (agenda item 22)

Documentation: ECE/TRANS/WP.29/GRVA/2023/18
Informal document GRSP-75-19-Rev.1

38. The secretary of the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) updated GRSP on the current activities of the group and about its two-part nineteenth session: an informal (20 – 24 May 2024, Troy, United States of America) and a formal (25 June 2024, Palais des Nations) part. He mentioned the arrangements to draft a UN Regulation and a UN GTR on Autonomous Driving Systems (WP.29-191-30/Rev.1).

39. The expert from Germany, Chair of the Task Force on Autonomous Vehicles Regulatory Screening (TF AVRS), reminded GRSP of ECE/TRANS/WP.29/GRVA/2023/18 on screening and review of UN Regulations and UN GTRs on their fitness for automated driving. He then introduced GRSP-75-19 on the outcome of its TF work. He underlined that active work was ongoing to draft informal documents for priority UN Regulations under the remit of GRSP for its December 2024 session. GRSP agreed to resume discussion on this topic at its December 2024 session.

XXIV. Strategy of the Inland Transport Committee (agenda item 23)

Documentation: ECE/TRANS/2024/3

40. The secretary of the Working Party on Pollution and Energy (GRPE), introduced the "Draft Inland Transport Committee Strategy on Reducing Greenhouse Gas Emissions from Inland Transport" document (ECE/TRANS/2024/3) endorsed at the February 2024 session

of the Inland Transport Committee. He underlined that Action 31 of the strategy directly addressed GRSP: "Ensure the safe and secure deployment of low- and zero-carbon modes, technologies for vehicles and their charging infrastructure". He highlighted that one of the decisions taken by Committee addressed electric vehicles and their charging infrastructure, as well as the broader electricity grid. He invited GRSP expert to directly contact the secretary of the Working Party on Transport Trends and Economics about the outcome of activities of the ECE Sustainable Energy Division on charging infrastructures.

XXV. Children Left in Cars (agenda item 24)

Documentation: Informal documents GRSP-75-05 and GRSP-75-11

41. The expert from Australia, Chair of the IWG on Children Left In Vehicles (CLIV), introduced the IWG status report (GRSP-75-11). He said that IWG had devised a two-phase approach: (a) develop a detailed definition of the safety problem and scope at a global scale and (b) identify and evaluate potential countermeasures at a high level, while maximizing harmonization. He then introduced the proposed terms of reference prepared by IWG CLIV (GRSP-75-05). The expert from the Kingdom of the Netherlands underlined conflicts between the EuroNCAP protocols and regulations, and suggested that this should be discussed during IWG meetings. Finally, GRSP adopted the IWG terms of references, as reproduced in annex IX to this report.

XXVI. Other Business (agenda item 25)

A. Exchange of Information on National and International Requirements on Passive Safety

Documentation: Informal document GRSP-75-03

42. The expert from Japan reiterated a presentation (GRSP-75-03) on heavy-duty trucks with a sleeping berth in the cabin. Since there were not yet any safety regulations in Japan on this subject, he renewed his request for comments to provide a basis for the study and discussion of future requirements in his country. The experts from Germany and the Kingdom of the Netherlands informed GRSP that the use of beds while driving was strictly forbidden in their respective countries, and GRSP noted as a general that experts from contracting parties show some concerns to establish international requirements. Finally, GRSP Chair noted Japan's presentation for new requirements and invited all experts to consider this issue seriously.

B. UN Regulation No. 0 (International Whole Vehicle Type Approval)

43. The expert from Japan, Chair of the Whole Vehicle Type Approval (IWVTA) IWG, informed GRSP that the Group had finalized an amendment proposal to the general guidelines on United Nations regulatory procedures and transitional provisions in UN Regulations, that was consideration at the June 2024 session of WP.29.

C. Highlights of the March 2024 Session of the World Forum for Harmonization of Vehicle Regulations

Documentation: Informal document GRSP-75-10

44. The Secretary reported on the 192nd session of WP.29.

D. Cooperation between the Global Forum for Road Traffic Safety and the World Forum for Harmonization of Vehicle Regulations

Documentation: Informal document GRSP-75-08

45. GRSP noted that WP.29 at its 192nd session (ECE/TRANS/WP.29/1177, paragraph 121) had fostered collaboration between WP.1 and WP.29 on automated vehicles, and recommended that its subsidiary bodies consider GRSP-75-08 during their next sessions. The secretary of GRVA, introduced GRSP-75-08 and at the same time, explained that WP.29 expected suggestions for a clear structure of cooperation between the two working parties.

E. Intelligent Transport Systems

46. New information was not provided.

F. Frontal Protection of Buses

47. GRSP noted that in report of the 127th session of the Working Party on General Safety Provisions (GRSG) (ECE/TRANS/WP.29/GRSG106, paragraph 5) this topic had been introduced by the expert from Norway. At that session he recalled the assessment study conducted by his country on the extent of bus collisions in Europe. He clarified that the research was to be finalized by end of 2024 for presentation at the December 2024 session of GRSP. GRSP took note and agreed to resume discussion at its December 2024 session.

G. Second Decade of Action for Road Safety

Documentation: ECE/TRANS/2023/7/Rev.1

48. GRSP noted the draft “Economic Commission for Europe Road Safety Action Plan 2023 – 2030”, and that WP.29 had agreed to request an updated version of ECE/TRANS/2023/7/Rev.1 for the GRSP experts to enable a review of topics in its remit. GRSP further noted that the updated version was not available because comments had not been provided by contracting parties to the 1958 and 1998 Agreements. GRSP also noted that statistically, the largest number of road victims, was in developing countries. The expert from the United States of America suggested that the offer of technical, vehicle-based regulations was not the best solution that WP.29 and its subsidiary bodies, like GRSP, could provide to developing countries to improve their road safety. He added that this offer should be given on harmonized basis. Therefore, he proposed, in an effort to be responsive to the second UN Decade of Action, to consider as a starting point developing a UN GTR on motorcycle helmets. because provisions of existing standards and UN Regulation would be easier to be conciliated. The Chair of GRSP underlined that a candidate UN GTR on helmets would curb casualties, and also proposed a workshop that would address the real needs of developing countries in terms of road safety. Finally, the experts from Australia, Austria, France, Italy, Kingdom of the Netherlands, Republic of Korea and United States of America supported the development of a UN GTR on safety helmets. The expert from the United States of America announced that a number of standards (including that one on safety helmets) of his country would be submitted for establishment in the Compendium of Candidates of UN GTRs. He encouraged contracting parties to the Agreement to follow suit.

H. GRSP Regulations on software updates

Documentation: Informal document GRSP-75-29

49. The expert from France introduced GRSP-75-29, listing all relevant UN Regulations and UN GTRs under the purview of GRSP, for the purposes of software updates. He recalled that during the 191st session of WP.29, the expert from France had proposed that all subsidiary Working Parties of WP.29 consider the list of Regulations under their respective purviews which may be relevant for the purposes of software updates (see ECE/TRANS/WP.29/1175, paragraph 37). GRSP agreed to resume discussion at its December 2024 session and to keep GRSP-75-29 as an informal document.

I. Tributes

50. GRSP learned the tragic passing away of Mr. Edwin Bastiaensen (Secretary General of IMMA) and dedicated him a minute of silence.

51. GRSP noted that Ms. Kazumi Watanabe (Japan) and Mr. Yves Van Der Straaten (Secretary General of OICA), would no longer attend the sessions. GRSP acknowledged their commitment and continued contributions during all the years of their participation in the sessions. GRSP wished Ms. Kazumi Watanabe and Mr. Yves Van Der Straaten all the best for a happy and long retirement and recognized their commitment to improvement of vehicle safety with a long applause.

J. Provisional Agenda for the Next Session

52. The seventy-sixth session of GRSP was scheduled for Geneva from 2 (2.30 p.m.) to 6 December (12.30 p.m.) 2024. GRSP noted the twelve-week deadline for the submission of official documents to the secretariat as 9 September 2024. GRSP is expected, based on the list of decisions taken to follow:

1. Adoption of the Agenda.
2. UN Global Technical Regulation No. 9 (Pedestrian Safety):
Proposal for Amendment 3.
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. 14 (Anchorages of safety-belts).
6. UN Regulation No. 16 (Safety-belts).
7. UN Regulation No. 17 (Strength of seats).
8. UN Regulation No. 94 (Frontal impact).
9. UN Regulation No. 95 (Lateral impact).
10. UN Regulation No. 100 (Electric power trained vehicles).
11. UN Regulation No. 127 (Pedestrian safety).
12. UN Regulation No. 129 (Enhanced Child Restraint Systems).
13. UN Regulation No. 134 (Hydrogen and Fuel Cell Vehicles).
14. UN Regulation No. 137 (Frontal impact with focus on restraint systems).
15. UN Regulation No. 145 (ISOFIX anchorage systems, ISOFIX top tether anchorages and i-Size).
16. Mutual Resolution No. 1.
17. Equitable Occupant Protection.
18. Securing Children in Buses and Coaches.
19. Exchange of Views on Vehicle Automation.
20. Strategy of the Inland Transport Committee.
21. Children Left in Cars.
22. Election of Officers
23. 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 June and November 2024 Session of the World Forum for Harmonization of Vehicle Regulations;
 - (d) Intelligent Transport Systems;
 - (e) Frontal Protection of Buses;

- (f) Exchange of Views on the Future Work of the Working Party on Passive Safety.

Annex I

[English only]

Informal Documents (GRSP-75-...)

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
01/ Rev.3	CLCCR	11	E	Proposal for Supplement 4 to the 03 and Supplement 1 the 04 Series of Amendments of UN Regulation No. 100 (Electric power-train vehicles)	(d)
02/ Re.1	GRSP Chair	1	E	Running order of the 75th session of the Working Party on Passive Safety	(a)
03	Japan	25(a)	E	Design Considerations, etc. for Sleeping Berths in Trucks [Summary]	(a)
04	TF R134	14	E	Proposal for Supplement 1 to the 02 Series of Amendments to the UN Regulation No. 134 (Hydrogen and Fuel Cell Vehicles)	(d)
05	IWG CLIV	24	E	Terms of Reference for the Informal Working Group regarding the safety of Children Left in Vehicles (IWG CLIV)	(a)
06	Spain	20	E	Status Report of the Informal Working Group on Safer Transport of Children in Buses and Coaches (IWG-STCBC)	(c)
07	IWG EqOP	20	E	Equitable Occupant Protection IWG, report to the 75th session of GRSP	(a)
08	Chair GRVA	25(d)	E	Proposal to WP.29 regarding the structuring of activities supporting the coordination between WP.1 and WP.29	(a)
09	Secretariat	1	E	Annotated Provisional Agenda for the Seventy-Fifth Session	(a)
10	Secretariat	25(c)	E	Highlights of WP.29 March 2024 session	(a)
11	IWG CLIV	24	E	IWG on Children Left In Vehicles (CLIVs), Status Report to the 75th session of GRSP	(a)
12	Rep. of Korea	7	E	SBR 2 nd level warning	(a)
13	Experts Workshop R14	6	E	Proposal for: Supplement 10 to the 07 Series of Amendments, Supplement 02 to the 08 Series of Amendments and Supplement 03 to the 09 Series of Amendments of UN Regulation No. 14 (Safety-belt anchorages)	(a)

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
14	France	17	E	Proposal for the 01 series of amendments to UN Regulation No. 153 (Fuel system integrity and electric power train safety at rear-end collision). Amendments to ECE/TRANS/WP.29/GRSP/2024/12/Rev. 1	(d)
15	CLEPA	5	E	Proposal for Amendment 1 to UN Global Technical Regulation No. 20 (Electric Vehicle Safety)	(a)
16	Expert from Contracting Parties participated into SIG Thermal Propagation	11	E	Proposal for the 05 series of amendments to Regulation No. 100 (Electric power trained vehicles)	(a)
17	Expert from Contracting Parties participated into SIG Thermal Propagation	11	E	Proposal for the supplement 4 to 03 series of amendments and the supplement 1 to 04 series of amendments to Regulation No. 100 (Electric power trained vehicles)	(a)
18	CLEPA	13	E	Ensuring CRS compliance with UN R129 - UpdateUse of a Bed in Trucks While Running	(a)
19/ Rev.1	TF-AVRS	22	E	Status Report TF-AVRS	(a)
20/ Rev.1	The Kingdom of the Netherlands	2 & 4	E	Draft Final Report on the Development of Amendment 4 to UN Global Technical Regulation No. 6 (Safety Glazing), Amendment 2 to UN Global Technical Regulation No. 7 (Head Restraints) and Amendment 1 to UN Global Technical Regulation No. 14 (Pole side impact)	(d)
21	The Kingdom of the Netherlands	18	E	Proposal for Collective Amendments to UN Regulations Nos. 14, 16, 17, 21, 25, 29, 32, 33, 80, 94, 95, 114, 135, 137 and 145	(d)
22/ Rev.1	Sweden and the Kingdom of the Netherlands	13	E	Proposal for a Corrigendum to the 04 Series of Amendments to UN Regulation No. 129 (Enhanced Child Restraint Systems)	(d)
23/ Rev.1	The Kingdom of the Netherlands	7	E	Proposal for a New UN Regulation on the Installation of safety-belts, restraint systems, child restraint systems, ISOFIX child restraint systems and i-Size child restraint systemsProposal for Amendment 4 of the Mutual Resolution No. 1 (M.R.1) of the 1958 and the 1998 Agreements - Amendments to ECE/TRANS/WP.29/GRSP/2023/33	(d)

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
24	The Kingdom of the Netherlands	7	E	Proposal for a New UN Regulation on Safety-Belt Reminders	(d)
25/ Rev.1	The Kingdom of the Netherlands	23(f)	E	Proposal for the 10 Series of Amendments to UN Regulation No. 16 (Safety-belts)	(d)
26	SIG TP EVS	11	E	Proposal for an amendment of UN R100 – new requirements on thermal propagation	(a)
27	Germany	6	E	GRSP UNECE R14 Workshop	(a)
28	CLEPA	8	E	CLEPA answer to ECE/TRANS/WP.29/GRSP/2024/15	(a)
29	France	25(h)	E	List of relevant GRSP Regulations for software updates	(a)
30	CLEPA	8	E	Proposal for the Suppl. 1 of 11 Series of Amendments to UN Regulation No. 17 (Strength of seats)	(a)
31/ Rev.2	Japan	15	E	Proposal for the 04 Series of Amendments to UN Regulation No. 137 (Frontal collision with focus on restraint systems)	(d)
32	CLEPA	13	E	R129 design requirements summarised from GRSP-75-18	(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

[English only]

Draft Final Report on the Development of Amendment 4 to UN Global Technical Regulation No. 6 (Safety Glazing), Amendment 2 to UN Global Technical Regulation No. 7 (Head Restraints) and Amendment 1 to UN Global Technical Regulation No. 14 (Pole Side Impact)

Adopted text based on GRSP-75-20-Rev.1 (paragraphs 4 and 6)

I. Introduction

1. The Kingdom of the Netherlands requested GRSP, WP.29 and the Executive Committee of the 1998 Agreement (AC.3), to authorise an alignment of the specifications, the installation procedure and calibration procedure of the three-dimensional "H"-point machine (3D -"H"-point machine) and to include them in the Mutual Resolution No. 1 (M.R.1). To consequently update the affected UN Regulations and Global Technical Regulations by adding a new reference to Addendum 6 in M.R.1 and by removing the existing references to the 3D "H"-point machine.
2. During the 192nd session of WP.29 in March 2024, WP.29 and AC.3 endorsed the request.

II. Objectives

3. The three dimensional (3-D) "H" point machine is used in several UN Regulations and GTRs to verify the Seat Reference Point (SRP, R-point) and Torso Angle of a seat or to set the H-point and Torso Angle in order to, for example, install a dummy (Anthropomorphic Test Devices) in a certain position. Depending on the time when those Regulations were developed, the measurement procedure, the setting and the version of the 3-D "H"-point machine for use, is not consistent in these Regulations and sometimes refers to versions of the 3-D "H"-point machine that no longer exist or can be calibrated according to the referenced protocol.
4. Therefore, the expert of the Netherlands proposes a new Addendum 6 on provisions for the specifications and calibration procedure of the 3-D "H"-point machine and the procedure for determining the "H"-point and the actual torso angle for seating positions in motor vehicles, to be used in all referenced UN Regulations and GTRs, into MR.1.

III. Summary

- (a) An Ad-Hoc ad hoc group, sponsored by the Kingdom of the Netherlands, was established after following the 72nd seventy-second session of GRSP sponsored by the Netherlands.
- (b) Amendment 5, Addendum 6 to M.R.1 has been prepared (GRSP-74-09-Rev.1 superseding ECE/TRANS/WP.29/GRSP/2023/37);
- (c) Proposals to update UN Global Technical Regulations 6, 7 and 14 have been prepared;
- (d) Proposals to update UN Regulations Nos. 14, 16, 17, 21, 25, 29, 32, 33, 35, 43, 46, 61, 80, 94, 95, 114, 125, 135, 137, 145, 158, 166 and 167 have been prepared;
- (e) The Kingdom of the Netherlands submitted the following reports and proposals to GRSG and GRSP.

<i>Reference</i>	<i>Title</i>
GRSP-72-33	Three dimensional H-point machine State of Play
GRSP-73-20	Status Report Ad-Hoc Group 3D H-point machine
GRSP/2023/37 as amended by GRSP-74-09Rev.1 (GRSG-127-37)	Amendment 5, Addendum 6 to M.R.1
GRSG/2024/18	UN R35 – Foot Controls
GRSG/2024/19 as amended by GRSG-127-16	UN R43 – Safety glazing
GRSG/2024/20	GTR-6 – Safety glazing
GRSG/2024/21 as amended by GRSG-127-17	UN R46 – indirect vision
GRSG/2024/22	UN R61 – External Projections cab cat. N
GRSG/2024/23 as amended by GRSG-127-22r1	UN R125 – Forward field of vision
GRSG/2024/24 as amended by GRSG-127-18	UN R158 – Devices for reversion motion
GRSG/2024/25 as amended by GRSG-127-19	UN R166 – Driver Awareness of VRUs in Close Proximity
GRSG/2024/26	UN R167 – Direct vision
GRSG-127-37 and ECE/TRANS/WP.29/2024/32	Request for Authorisation
GRSP/2024/7 as amended by GRSP-75-21	Collective amendment to UN R14, 16, 17, 21, 25, 29, 32, 33, 80, 94, 95, 114, 135, 137 and 145
GRSP/2024/8	GTR-7 – Head Restraints
GRSP/2024/9	GTR-14 – Pole side impact

Annex III

[English only]

UN Regulation No. 16 (Safety-belts)

Amendments adopted to ECE/TRANS/WP.29/GRSP/2024/4 (paragraph 12)

Paragraph 1.1., amend to read:

"1.1. Safety-belts of categories M, N, O, L₂, L₄, L₅, L₆, L₇ and T¹;"

Paragraphs 2.12.3. and 2.12.4., amend to read:

"2.12.3. **"Automatically locking retractor (type 3)" means a** retractor ...

2.12.4. **"Emergency locking retractor (type 4)" means a** retractor..."

Paragraphs 3.1. to 3.2.3., amend to read:

"3.1. The application ... representative **in accordance with the procedure set out in Schedule 3 of the Agreement (E/ECE/TRANS/505/Rev.3)**. In the ..."

Paragraph 5.1., shall be deleted

Paragraphs 5.1. and 5.2., amend to read:

"5.1. If ... belt **or restraint system pursuant to this Regulation** meet the requirements **of this Regulation**, approval **of that type of belt or restraint system** shall be granted.

5.2. An .. approved **in accordance with Schedule 4 of the Agreement (E/ECE/TRANS/505/Rev.3)**."

Paragraphs 5.3.3. to 5.3.8., renumber as paragraphs 5.3. to 5.8.

Paragraph 11.2., amend to read:

"11.2. Confirmation ... paragraph **5.3.** of this Regulation to the Parties to the Agreement applying this Regulation."

Paragraphs 15.7. to 15.7.5., square brackets shall be deleted

Annex 1, Item 12, footnote 4, amend to read:

"⁴ If a safety-belt ... concerned **meets the requirements of** UN Regulation No. 94, 01 series of amendments or its later version in force."

Amendments adopted to ECE/TRANS/WP.29/GRSP/2024/5 (paragraph 12)

Paragraph 3.1., amend to read:

"3.1. The application ... **in accordance with the procedure set out in Schedule 3 of the Agreement (E/ECE/TRANS/505/Rev.3)**."

Paragraph 4.1.(former), shall be deleted

Paragraph 4.2.and 4.3., renumber as paragraphs 4.1. and 4.2. and amend to read:

"4.1. If ... of **this Regulation**, approval of that vehicle type shall be granted.

4.2. An ... approved **in accordance with Schedule 4 of the Agreement (E/ECE/TRANS/505/Rev.3)**.

Paragraphs 4.4. to 4.5.2., renumber as paragraphs 4.3. to 4.4.2.

Insert new paragraph 4.5., to read:

- "4.5. If the vehicle conforms to a vehicle type approved, under one or more other Regulations annexed to the Agreement, in the country which has granted approval under this Regulation, the symbol prescribed in paragraph 4.4.1. above need not be repeated; in such a case the Regulation and approval numbers and the additional symbols of all the Regulations under which approval has been granted in the country which has granted approval under this Regulation shall be placed in vertical columns to the right of the symbol prescribed in paragraph 4.4.1."**

Insert new paragraph 5.4., to read:

- "5.4. Vehicle types of categories M, N, O, L₂, L₄, L₅, L₆, L₇ and T approved to UN Regulation No. 16, 08 series of amendments before 1 September 2026 or 09 series of amendments before 1 September 2027 are deemed to comply with this paragraph 5."**

Paragraph 6.2., shall be deleted

Paragraph 7.1., amend to read:

- "7.1. The approval granted in respect of a vehicle type pursuant to this Regulation..."**

Paragraph 8.1., amend to read:

- "8.1. Every ... type with regard to this ... type. The Type Approval Authority may then either:**
- (a) Decide, in consultation with the manufacturer, that a new type approval is to be granted; or**
 - (b) Apply the procedure contained in paragraph 8.1.1. (Revision) and, if applicable, the procedure contained in paragraph 8.1.2. (Extension).**

Insert new paragraphs 8.1.1. to 8.3., to read:

"8.1.1. Revision

When particulars recorded in the information documents have changed and the Type Approval Authority considers that the modifications made are unlikely to have appreciable adverse effect, and that in any case the vehicle still meets the requirements, the modification shall be designated a "revision".

In such a case, the Type Approval Authority shall issue the revised pages of the information documents as necessary, marking each revised page to show clearly the nature of the modification and the date of re-issue. A consolidated, updated version of the information documents, accompanied by a detailed description of the modification, shall be deemed to meet this requirement.

8.1.2. Extension

The modification shall be designated an "extension" if, in addition to the change of the particulars recorded in the information folder:

- (a) Further inspections or tests are required; or**
- (b) Any information on the communication document (with the exception of its attachments) has changed; or**
- (c) Approval to a later series of amendments is requested after its entry into force.**

- 8.2. Notice of confirmation, extension, or refusal of approval shall be communicated by the procedure specified in paragraph 4.3. above, to the**

Contracting Parties to the Agreement applying this Regulation. In addition, the index to the information documents and to the test reports, attached to the communication document of Annex 1, shall be amended accordingly to show the date of the most recent revision or extension.

- 8.3. The Type Approval Authority issuing the extension of approval shall assign a series number to each communication form drawn up for such an extension."**

Paragraphs 8.1.1. to 8.4. (former), shall be deleted

Paragraph 10., amend to read:

"10. ...

The Contracting Parties ... communicate to the **Secretariat of the United Nations the names...**"

Amendments adopted to ECE/TRANS/WP.29/GRSP/2024/3 (paragraph 12)

Paragraph 3.1.1., renumber as paragraph 3.1. and amend to read:

- "3.1. The application ... in accordance with the procedure set out in Schedule 3 of the Agreement (E/ECE/TRANS/505/Rev.3)."**

Paragraphs 4.1. to 4.5.2., shall be deleted

Insert new paragraphs 4.1. to 4.5., to read:

- "4.1. If the vehicle submitted for approval pursuant this Regulation meets the requirements of this Regulation, approval of that vehicle type shall be granted.**
- 4.2. An approval number shall be assigned to each type approved in accordance with Schedule 4 of the Agreement (E/ECE/TRANS/505/Rev.3).**
- 4.3. Notice of approval or of extension or refusal or withdrawal of approval or production definitively discontinued of a vehicle type pursuant to this Regulation shall be communicated to the Parties to the 1958 Agreement which apply this Regulation by means of a form conforming to the model in Annex 1 to this Regulation.**
- 4.4. There shall be affixed, conspicuously and in a readily accessible place specified on the approval form, to every vehicle conforming to a vehicle type approved under this Regulation an international approval mark consisting of:**
- 4.4.1. A circle surrounding the letter "E" followed by the distinguishing number of the country which has granted approval;²**
- 4.4.2. The number of this Regulation, followed by the letter R, a dash and the approval number to the right of the circle prescribed in paragraph 4.2. above.**
- 4.5. If the vehicle conforms to a vehicle type approved, under one or more other Regulations annexed to the Agreement, in the country which has granted approval under this Regulation, the symbol prescribed in paragraph 4.4.1. above need not be repeated; in such a case the Regulation and approval numbers and the additional symbols of all the Regulations**

² The distinguishing numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.7, Annex 3 - <https://unece.org/transport/standards/transport/vehicle-regulations>

under which approval has been granted in the country which has granted approval under this Regulation shall be placed in vertical columns to the right of the symbol prescribed in paragraph 4.4.1."

Paragraph 5.1.2., amend to read:

"5.1.2. All ... of **vehicles of categories M₁ and N₁³** shall be equipped..."

Insert new paragraph 5.7., to read:

"5.7. Vehicle types of categories M and N approved to UN Regulation No. 16, 08 series of amendments before 1 September 2026 or 09 series of amendments before 1 September 2027, are deemed to comply with this paragraph 5."

Paragraph 6., amend to read:

"6. Conformity of Production

The conformity of ... with the following requirements:

Every vehicle bearing approval under this Regulation shall conform to the vehicle type approved by meeting the requirements set out in paragraph 5. above."

Paragraphs 6.1. and 6.2., shall be deleted

Paragraph 7.1., amend to read:

"7.1. The approval granted in respect of a vehicle **type pursuant to this Regulation** may ... complied **with.**"

Paragraph 8.1., amend to read:

"8.1. Every modification of the vehicle **type with regard to this ... type. The Type Approval** Authority may then either:

- (a) **Decide, in consultation with the manufacturer, that a new type approval is to be granted; or**
- (b) **Apply the procedure contained in paragraph 8.1.1. (Revision) and, if applicable, the procedure contained in paragraph 8.1.2. (Extension)."**

Paragraph 8.1.1. to 8.3., shall be deleted.

Insert new paragraphs 8.1.1. to 8.3., to read:

"8.1.1. Revision

When particulars recorded in the information documents have changed and the Type Approval Authority considers that the modifications made are unlikely to have appreciable adverse effect, and that in any case the vehicle still meets the requirements, the modification shall be designated a "revision".

In such a case, the Type Approval Authority shall issue the revised pages of the information documents as necessary, marking each revised page to show clearly the nature of the modification and the date of re-issue. A consolidated, updated version of the information documents, accompanied by a detailed description of the modification, shall be deemed to meet this requirement.

8.1.2. Extension

The modification shall be designated an "extension" if, in addition to the change of the particulars recorded in the information folder:

- (a) **Further inspections or tests are required; or**

- (b) Any information on the communication document (with the exception of its attachments) has changed; or
- (c) Approval to a later series of amendments is requested after its entry into force.

8.2. Notice of confirmation, extension, or refusal of approval shall be communicated by the procedure specified in paragraph 4.3. above, to the Contracting Parties to the Agreement applying this Regulation. In addition, the index to the information documents and to the test reports, attached to the communication document of Annex 1, shall be amended accordingly to show the date of the most recent revision or extension.

8.3. The Type Approval Authority issuing the extension of approval shall assign a series number to each communication form drawn up for such an extension."

Annex IV

[English only]

Draft Amendment to UN Regulation No. 129 (Enhanced Child Restraint Systems)

Adopted text based on GRSP-75-22-Rev.1 (paragraph 25)

Paragraph 6.8.3.1., amend to read:

"6.8.3.1. Apply a force of **5,000 ± 100 N to each** generic ... shall be 5,000 N ± 100 N. ..."

Annex V

[English only]

UN Regulation No. 134 (Hydrogen and Fuel Cells Vehicles)

Amendments adopted to ECE/TRANS/WP.29/GRSP/2024/13
(paragraph 26)

Paragraph 2.3., amend to read:

"2.3. "Compressed ... attachments (if any), and all primary ..."

Paragraph 2.4., amend to read:

"2.4. "Container" (for hydrogen storage) ... chambers.

Note: The high-pressure ... the permanent interconnections between the chambers are ensured. ...

Permanent ... etc. that are designed to not change their initial flow resistance during the entire CHSS service life. Any disassembly of chambers and / or interconnections after manufacturing ..."

Paragraph 5., amend to read:

5. Part I – Specifications of the Compressed Hydrogen Storage System

...

- (b) The primary closure devices shall be mounted directly on or within each container.

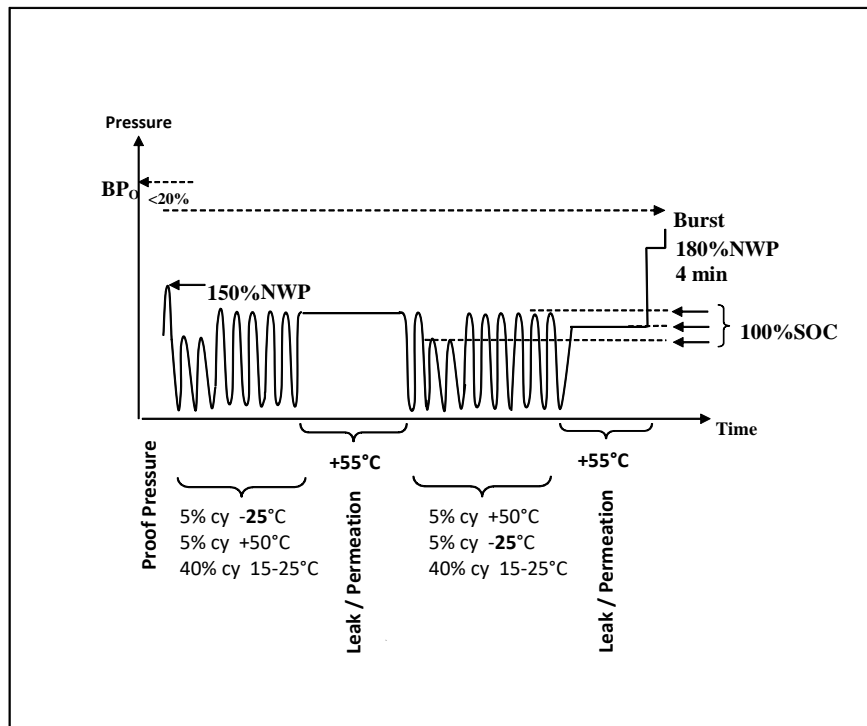
Table 2
Overview of Performance Requirements

Requirement section	Test article
...	...
5.2. ...	Container or container plus container attachments as applicable
..."	

Paragraphs 5 Figure 2., amend to read:

"Figure 2

Verification test for expected on-road performance (pneumatic)



"

Paragraph 5.2., leave it unamended

Annex 3, paragraphs 3.3 to 3.4., amend to read:

"3.3. Surface damage test (unpressurized)

...

Note: In case, ... approach, e.g worst case based on chamber material, and/or geometric characteristics differentiation affecting the burst pressure performance. "

Paragraph 3.4., Table 3, the note, amend to read:

"3.4. Chemical ... container

...

Note: In case, the CHSS contains ... worst-case approach, e.g worst case based on chamber material, and/or geometric characteristics differentiation affecting the burst pressure performance."

Annex VI

[English only]

UN Regulation No. 137 (Frontal impact with focus on restraint systems)

Amendments adopted to ECE/TRANS/WP.29/GRSP/2024/14 (paragraph 27)

Add a new paragraph 0., to read:

"0. Introduction to the 04 series of amendments to UN Regulation No. 137.

Currently, under UN Regulation No. 137 in its 03 series of amendments, to protect vehicle occupants of age 65 and older, the Thorax Compression Criterion (ThCC) for the Hybrid III American Female fifth percentile dummy (AF05) is limited to maximum 34 mm in vehicles of category M₁.

When developing this new 04 series of amendments to UN Regulation No. 137, GRSP considered it desirable to enhance protection of occupants of age 65 and older by applying the same AF05 dummy ThCC limit of 34 mm also to a certain range of vehicles of category N₁ which often may be used in specific countries by private consumers for commuting.

Some national accident data indicate that almost all the vehicles in which occupants of age 65 and older in front were fatally or seriously injured were very small N₁ vehicles only available in a certain number of countries. This amendment therefore seeks to address this particular case."

Annex VII

[English only]

Collective Amendments to UN Regulations Nos. 14, 16, 17, 21, 25, 29, 32, 33, 80, 94, 95, 114, 135, 137 and 145

Amendments adopted to ECE/TRANS/WP.29/GRSP/2024/7 (paragraph 30)

...

V. Proposal for Supplement 2 to the 04 Series of Amendments to UN Regulation No. 25 (Head restraints)

Paragraph 5.4.1., footnote 2, amend to read:

"² The distinguishing numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.7, Annex 3 - <https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

...

VI. Proposal for Supplement 6 to the 03 Series of Amendments to UN Regulation No. 29 (Cabs of commercial vehicles)

Paragraph 1., footnote 1, amend to read:

"¹ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.27, para. 2 - <https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

Paragraphs 2.6. and 2.7., amend to read:

"2.6. 'R point' means the seating reference point as defined in Annex 4.

2.7. 'H-point' means the point defined in Annex 4."

Paragraph 4.4.1., footnote 2, amend to read:

"² The distinguish numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.7 - <https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

Annex 1, paragraph 1.4., footnote 1, amend to read:

"¹ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.7, para. 2 - <https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

...

XIII. Proposal for Supplement 3 to the 02 Series of Amendments to UN Regulation No. 135 (Pole Side Impact)

Paragraph 2.19., renumber as paragraph 2.18.

Annex 5, shall be deleted

Insert new Annex 5, to read:

"Annex 5

Description of the three-dimensional H-point machine (3-D H machine)

The three-dimensional H-point machine is described in Addendum 6 of Mutual Resolution No. 1 (M.R.1) (document ECE/TRANS/WP.29/1101/Amend.5); see <https://unece.org/transport/vehicle-regulations/wp29/resolutions>."

...

Annex VIII

[English only]

Mutual Resolution No. 1

Amendments adopted to ECE/TRANS/WP.29/GRSP/2023/37 (paragraph 31)

Part II, paragraph 3.1., the table, amend to read:

...

Amend.5 - Addendum 6 to M.R.1	3-D "H"- point machine	No's. 14, 16, 17, 21, 25, 29 , 32, 33, 35, 43, 46, 61 , 80, 94, 95, 114, 125, 135, 137, 145 , 158, 166, 167	No's. 6, 7, 14	()
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...

Appendix, Addendum 5, paragraph 3.15.1., amend to read:

"3.15.1. The coordinates of the "H" point are measured with respect to the three-dimensional reference system. **The actual H-point is measured to the H-point sight buttons on either side of the H-point machine, and is midway between them.**"

Annex A,

Figure A.1, reference to H-point, amend to read:

"H-point **pivot sight button**"

Figure A.2, footnote *, amend to read:

"* Excludes H-point **sight** buttons"

Annex D, the table,

"Annex D

3D "H"-point machine dimensions and tolerances

3D "H" Point Machine

Date

...

7h	Torso angle (from CMM points on land--left torso weight yoke)	$90 \pm 0.5^\circ$
9	Lateral bubble level inclinometer reading	$0 \pm 1^\circ$
10a ²	Cushion pan width at H-point (3.8 mm button depth not included)	$379 \pm 2 \text{ mm}$
10b ²	Back pan width, maximum	$388 \pm 2 \text{ mm}$

Lower Legs

Left Right

3D "H" Point Machine

.....

Date

...

n.b. numbering is following SAE J826-Nov. 2008"

Annex IX

[English only]

Children Left in Cars

Adopted text based on GRSP-75-05 (paragraph 41)

I. Introduction

1. At the seventy-fourth session of GRSP in December 2023, GRSP collectively agreed to establish an Ad-Hoc Group (AHG) on Children Left in Vehicles (CLIV). Specifically, Australia, Canada, China, the Republic of Korea and the United States of America agreed to take an active role in this ad-hoc group (AHG CLIV) with advocacy and consumer groups. At the 192nd session of WP.29, AHG was formalized into an Informal Working Group (IWG). IWG will investigate and discuss the issue of children left in vehicles, and collectively explore and evaluate potential countermeasures. The above-mentioned Contracting Parties have agreed on the following:

2. First phase to develop a detailed definition of the safety problem and scope based on global field events, to report its preliminary findings and recommendation to GRSP as outlined in Section IV below. Other Working Groups ("GRs") that may be affected by the work on this topic will be informed / consulted.

3. Second phase to identify and evaluate potential countermeasures at a high level while maximising harmonisation.

II. Objective of the Informal Working Group

4. The purpose is to study and evaluate global field events. This would include defining the problem statement and scope of the safety issue based on field events, examining potential countermeasures and compliance test tools, and identifying research gaps (if applicable) regarding the safety of children left in vehicles. The IWG will evaluate potential countermeasures and compliance test tools with a view to pursue technology-neutral solutions to the extent possible, bearing in mind the need to maximize harmonization.

5. To facilitate defining the problem statement and scope of the safety issue based on global field events, the IWG will discuss and answer the following questions:

- (a) What are the factors driving and leading to the three typically known scenarios where Paediatric Vehicular Heatstroke (PVH) is observed in field events globally?
- (b) In what type of vehicles is PVH occurring in field events globally?
- (c) Under what environmental and vehicle conditions are global field events observed in which PVH occurs?
- (d) What age groups does PVH affect and how are the victims seated/oriented in the vehicle?
- (e) What are possible solutions/countermeasures which address the underlying safety concerns observed in the field?
- (f) How will the IWG structure the work to address PVH in the following areas:
 - (i). New vehicles vs. existing fleet?
 - (ii). Privately-owned passenger vehicles vs. third-party school buses/vans?

6. Upon concluding its preliminary investigation, IWG CLIV shall report to GRSP by summarizing its efforts, findings, and recommendations regarding future steps. Future steps may include, but are not limited to, developing guidelines, recommendations encouraging

communication campaigns or request authorization to develop a UN Regulation Global Technical Regulation or both.

III. Operating principles of the Informal Working Group

7. IWG CLIV will be chaired by Australia, vice-chaired by China and the Republic of Korea . Australia will provide the secretariat. The IWG CLIV will report to the Working Party on Passive Safety (GRSP).
8. Participation in IWG CLIV is open to all Contracting Parties, experts from advocacy / consumer groups, United Nations Economic and Social Council accredited Non-Governmental Organizations who can actively contribute to the discussions. All documents and proposals shall be submitted to the Secretary (Australia) of the group in a suitable electronic format in advance of the meetings. IWG may postpone discussion on any item or proposal which has not been circulated five working days in advance of the scheduled meetings.
9. Decisions and proposals of the group shall be reached by consensus among the participating Contracting Parties. When consensus cannot be reached, the Chair of the group shall present the different points of view to GRSP. IWG will regularly review the detailed problem statement and scope it develops to ensure that solutions under consideration address the underlying safety concerns observed in the field. Technical solutions developed by IWG shall meet a safety need, be performance-oriented, practicable and objective, not design-restrictive, and appropriate to each vehicle type. The IWG CLIV official language will be English.

IV. Timeline of the Informal Working Group

10. Phase 1: IWG plans to provide an agreed Terms of References and a status report to the May 2024 session of GRSP.
11. The initial work as defined in paragraph I in the introduction above are expected to be carried out before the December 2024 GRSP session. It is anticipated several meetings will be held between May and November 2024 (tentative dates 20 June, 18 September, 16 October and 13 November). It is anticipated the first face-to-face meeting of the IWG would be held in November 2024 in Australia before the December 2024 session of GRSP.
12. Phase 2: IWG plans to present its findings and recommendations to the December 2024 session of IWG Phase 2 would be developed following the December 2024 session of GRSP.
13. Recommendations may include authorization to develop a UN Regulation a UN GTR or both.

Annex X

[English only]

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>
UN GTR No. 9 on Pedestrian Safety Deployable – Pedestrian Protection Systems (DPPS)	Mr. Jin Seop PARK (Republic of Korea)	May 2024	OICA
UN GTR No. 20 (EVS) – Phase 2	Mr. Martin KOUBEK (USA) and vice- chaired by EC, China and Japan	March 2025	Japan
UN GTR No. 13 (HFCV) – Phase 2	Mr. Martin KOUBEK (USA) (co-chaired by Japan and vice-chaired by China and the Republic of Korea)	June 2024	[...]
Protective helmets	Mr. Luca ROCCO (Italy)	Suspended	
Securing children in buses and coaches	Ms. Marta ANGLES (Spain)	March 2024	
Equitable Occupant Protection (EqOP)	Ms. Pernilla BREMER (Sweden)	December 2027	CLEPA
Children Left in Vehicles	Mr. Abdul NILAR (Australia)	[December 2024 first Phase]	Australia