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Items on which the exchange of views and data should continue or begin

Request for authorization to develop a new UN GTR in the area of Children Left in Vehicles for category 1 vehicles

Submitted by the Working Party on Passive Safety*

The text reproduced below was adopted by the Working Party on Passive Safety (GRSP) at its seventy-sixth session (ECE/TRANS/WP.29/GRSP/76, paragraph 53). It is based on informal document GRSP-76-36. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Executive Committee of the 1998 Agreement (AC.3) for consideration at their June 2025 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2025 as outlined in proposed programme budget for 2025 (A/79/6 (Sect. 20), table 20.6), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



I. Key Points and Proposal

1. The objective of this proposal is to request authorisation for development of a new UN Global Technical Regulation (UN GTR) and significantly extend the time for the informal working group (IWG) to continue working on the mandate given by WP.29 (ECE/TRANS/WP.29/1177) with respect to children left in vehicles;
2. The objective of the IWG is to develop requirements and/or test procedures under the 1998 agreement and the 1958 agreement. Where possible, this may involve developing common requirements in the form of one or more UN GTRs as well as associated UN Regulations made in the spirit of harmonisation, amendments and/or supplements;
3. To exchange information on current and future regulatory requirements in the area of children left in vehicle (CLIV) system performance requirements for "category 1 vehicles" and "M-category vehicles";
4. To minimize the differences between these regulatory requirements, while distinguishing M1, M2 requirements from M3 requirements, while facilitating the development of light vehicles to comply with such internationally harmonised requirements;
5. Assessing the coherency with other UN regulatory requirements and groups, such as those regarding audible warning devices (UN Regulation No. 28), anti-theft and alarm systems (UN Regulation No. 116), or vehicle alarm systems (UN Regulation No. 163);
6. To build further on the output of the group after finalising its first mandate, outlined in the CLIV IWG status report (ECE/TRANS/WP.29/2025/80);
7. The purpose of extending the mandate is to develop technical and regulatory requirements by developing a UN GTR with a UN Regulation in parallel following the group completing Phase 2 work within Phase 1 prior to the 76th session of Working Party on Passive Safety (GRSP) (identifying and evaluating potential countermeasures at a high level, while examining methods to maximise harmonisation and technological neutrality).

II. Introduction

8. GRSP formed a CLIV ad hoc group at its 74th session with the goal of making clear Terms of Reference. AC.3 upgraded the group as the IWG on safety of Children Left in Vehicles (IWG CLIV) following the 192nd session of WP.29. GRSP adopted the Terms of Reference for the IWG to develop a solution in two phases in GRSP May 2024.
9. Phase 1 aims involved defining preliminary findings, recommendations, scope and a definition of the safety problem to report to GRSP. The Chair agreed to deliver the IWGs findings to GRSP December 2024, which was agreed to by WP.29. Phase 2 as originally proposed would involve identifying and evaluating potential countermeasures at a high level while maximising harmonisation.
10. The group is established under both the 1958 and 1998 Agreements to create the basis for the possible development of UN Regulations and UN GTRs in the area of CLIV.
11. The group began work under the Phase 1 aims and progressively answered the Phase 1 IWG CLIV Terms of Reference objectives over several CLIV IWG sessions. These considered current research in both CLIV and heatstroke in children.
12. The group reviewed answers to the Phase 1 Terms of Reference objectives questions, additional countermeasures information and possible non-fatal CLIV injury prevalence from contracting parties. The group proposed to move to developing draft regulatory requirements in the form of a new UN GTR and a new UN Regulation. The contracting parties of Australia, Republic of Korea, China, the United States of America and Canada agreed to the proposal.
13. Following this proposal at the face to face IWG CLIV session, the group agreed that Phase 2 should involve the development of draft regulatory requirements, due to analysing countermeasures at a high level in Phase 1, thereby fulfilling the original intent for Phase 2 and removing the need for the original purpose of Phase 2.

14. The problem statement for the group was agreed to be *“After studying field data and analysis, the IWG agrees this vehicle safety problem of PVH caused by CLIV leads to fatalities and non-fatal injuries. Adoption of technologies can help to reduce the number of PVH deaths and injuries that occur from the conditions and scenarios identified above.”*

15. The group agreed that a technical solution under regulatory requirements will be looked at under M-category and Category 1 vehicles for each respective agreement.

III. Areas of work in the working group

16. The main activities of the IWG CLIV in Phase 2 would focus on drafting regulatory requirements for affected vehicle categories and initiating development of a new UN GTR in parallel with a UN Regulation in line with the CLIV IWG status report recommendation.

17. The group objective would be to develop harmonised regulatory requirements on countermeasures and compliance testing tools. The group would concurrently identify existing regulations that may be impacted by any new regulations concerning the safety of children left in vehicles, while recommending technology-neutral solutions and maximising harmonisation.

IV. Existing regulations and directives

18. The group acknowledged there being existing UN Regulations or UN GTRs that may interfere with potential future regulatory requirements for the safety of CLIV, including but not limited to UN Regulations Nos. 28, 116 and 163. The IWG aims to propose amendments to address conflicts with any UN Regulations or UN GTRs.

V. Timeline

19. The plan for Phase 2 is based on the draft timeline given to and examined at CLIV IWG session 6. The timeline will be regularly reviewed and updated to reflect the latest situation on progress in the IWG.

(a) December 2024: GRSP (76th Session) presentation of Phase 1 status report, Terms of Reference Phase 2, Summary Phase 1 Status Report, Request for the authorisation for development of a new UN GTR;

(b) March 2025: World Forum for Harmonization of Vehicle Regulations (195th session of WP.29) endorses the Terms of Reference for Phase 2 and the Request for the authorisation for development of a new UN GTR;

(c) May 2026: presentation of final report and proposal for regulation as an informal document to GRSP 79th session;

(d) November 2026: World Forum for Harmonization of Vehicle Regulations (200th session of WP.29) reviews the informal document.¹

¹ Dependent on the outcome of the 200th session of WP.29 review, the group would aim to submit a formal document to the 80th session of GRSP, with subsequent submission to the 202nd session of WP.29 to review and a vote on the formal document by the Administrative Committees of the 1998 and 1958 Agreements (AC.3/AC.1).