



Economic and Social Council

Distr.: General
27 March 2026

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

Working Party on Automated/Autonomous and Connected Vehicles

Twenty-fourth session

Geneva, 19-23 January 2026

Report of the Working Party on Automated/Autonomous and Connected Vehicles on its twenty-fourth session

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I. Attendance and opening

1. The Working Party on Automated/Autonomous and Connected Vehicles (GRVA) met on 19-23 January 2026 in Geneva. The meeting was chaired by Mr. R. Damm (Germany). Accredited representatives of the following countries participated in the work, in accordance with Rule 1 of the Rules of Procedure of the World Forum for Harmonization of Vehicle Regulations (WP.29) (ECE/TRANS/WP.29/690/Rev.2): Australia, Canada, China, Czech Republic, Denmark, France, Germany, India, Italy, Japan, Luxembourg, the Netherlands (Kingdom of), Norway, Poland, Republic of Korea, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Thailand (Kingdom of), United Kingdom of Great Britain and Northern Ireland, United States of America, and Zimbabwe. The European Commission also participated.

2. Representatives of the following Non-Governmental Organizations (NGOs) and international organizations participated: American Automotive Policy Council (AAPC), E-Mobility Europe (former European Association for Electric Mobility AVERE), European Agricultural Machinery Organization (CEMA), The International Motor Vehicle Inspection Committee (CITA), European Association of Automotive Suppliers (CLEPA/MEMA/JAPIA), European Garage Equipment Association (EGEA), European Association of Internal Combustion Engine Manufacturers (EUROMOT), Federation of European Manufacturers of Friction Materials (FEMFM), Institute of Electrical and Electronics Engineers (IEEE), International Automobile Federation (FIA), Council on Environmental Economics and Development Union (ICEED), International Motorcycle Manufacturers Association (IMMA), International Road Federation (IRF Global), International Organization for Standardization (ISO), International Telecommunication Union (ITU), International Organization of Motor Vehicle Manufacturers (OICA), Union Internationale des Transports Publics (UITP), Verband der TÜV e.V. and SAE International. One expert from the University of Warwick participated upon invitation by the Chair.

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRVA/2026/1
Informal documents GRVA-24-01 and GRVA-24-02/Rev.1

3. GRVA considered the provisional agenda prepared for its twenty-fourth session (ECE/TRANS/WP.29/GRVA/2026/1). GRVA adopted it as reproduced in informal document GRVA-24-01, which includes references to all informal documents received until 18 January 2026. (All informal documents considered during the session are listed in annex I to this report. Annex II provides the list of Informal Working Groups (IWGs) reporting to GRVA.)

4. GRVA also agreed on the running order prepared for the session (see informal document GRVA-24-01).

III. Highlights of the November 2025 session of WP.29 (agenda item 2)

Documentation: (ECE/TRANS/WP.29/1188)
Informal document GRVA-24-03

5. The secretariat presented informal document GRVA-24-03, highlighting key outcomes from the WP.29 session held in November 2025 that were relevant for GRVA. He referred participants to the session report ECE/TRANS/WP.29/1188 for further details. He also reminded participants of the administrative instructions received regarding copyrights (e.g., for illustrations) in documents posted on the UNECE website.

6. GRVA noted the report from the secretariat (GRVA-24-03) on the highlights of the last session (November 2025) of the parent body.

IV. Artificial Intelligence in vehicles (agenda item 3)

Documentation: (ECE/TRANS/WP.29/1182,
ECE/TRANS/WP.29/1186, para. 21 and Annex 6)
Informal document GRVA-24-34

7. The representative of the United States of America, Co-Chair of the Informal Working Group (IWG) on Artificial Intelligence (AI), informed GRVA (GRVA-24-34) about the progress made by the group on terms and definitions and on the development of a repository of use cases. She mentioned that the group would review its terms of reference at its next session, to be held in Seoul, Republic of Korea, in February 2026. GRVA welcomed this voluntary report.

8. The representative of Canada expressed satisfaction with the work of the group. He encouraged experts to engage with industry and not to consider regulation mature enough. The representative of ITU and SAE International, Co-Secretary of the IWG on AI, highlighted the strong engagement of the OICA delegation. GRVA noted that OICA had prepared five presentations for the session in Seoul.

9. GRVA agreed to retain agenda item 3 on the agenda for future sessions to allow for continued exchange.

V. Automated/autonomous and connected vehicles (agenda item 4)

A. Informal Working Group on Automated Driving System

Documentation: ECE/TRANS/WP.29/GRVA/2026/2
ECE/TRANS/WP.29/GRVA/2026/3
(ECE/TRANS/WP.29/2024/33,
ECE/TRANS/WP.29/AC.3/62
ECE/TRANS/WP.29/2025/44
ECE/TRANS/WP.29/2025/160)
Informal documents GRVA-24-24 (and /Add.1), GRVA-24-27,
GRVA-24-28 and GRVA-24-29

10. The representative of the United Kingdom of Great Britain and Northern Ireland, Co-Chair of the IWG on ADS, presented the status report (GRVA-24-27) of the group. He reported on the progress made since the last GRVA session, including the submission of two documents containing the draft UN Regulation and the draft UN Global Technical Regulation (GTR) on ADS. He outlined the planned activities of the group until June 2026. He suggested that GRVA adopt the documents, and submit them to WP.29 at its June 2026 session and noted that a further informal document was expected to be submitted to GRVA for review in May 2026 to cover outstanding item(s) on DSSAD.

11. The representative of OICA welcomed the achievements and supported the way forward. The representative of Canada highlighted the success of the new approach chosen by GRVA and welcomed the submitted documents. The secretariat mentioned the administrative and operational risks of proceeding with an informal document and advised keeping it short. The representative of China noted that, beyond the DSSAD provisions, Annex 5 would also require attention. The representative of AAPC indicated that the DSSAD activities would likely be finalized in February 2026 at the Seoul meeting. The representative of the United Kingdom of Great Britain and Northern Ireland assessed that the informal document would likely be short, containing one or two pages of amendments.

12. The secretariat detailed the content of informal documents GRVA-24-24 and GRVA-24-22/Add.1, which provided the written reports on the activities of the IWG on ADS meetings and the workshops. GRVA requested the secretariat to provide them to WP.29 and the Executive Committee of the 1998 Agreement (AC.3) as informal document for their March 2026 session.

13. GRVA reviewed informal documents GRVA-24-28 and GRVA-24-29 amending ECE/TRANS/WP.29/GRVA/2026/2 and ECE/TRANS/WP.29/GRVA/2026/3 respectively.
14. GRVA requested the secretariat to transmit ECE/TRANS/WP.29/GRVA/2026/2 as amended by GRVA-24-28 to WP.29 as informal document for consideration in March 2026 and as official document to WP.29 and AC.3 for consideration and vote in June 2026.
15. The representative of Switzerland raised an interpretation question on para. 17 in the draft UN Regulation concerning the competencies of Type Approval Authorities and if they would apply to “receiving Approval Authorities”. The representative of the United Kingdom of Great Britain and Northern Ireland explained that the requirement would only apply to “granting Approval Authorities”.
16. The representative of France supported ECE/TRANS/WP.29/GRVA/2026/3 as amended by GRVA-24-29. He thanked the Co-Chairs, the secretaries, ambassadors and all other stakeholders involved in the development of these documents. He marked this outcome as a milestone for GRVA and for the automotive sector.
17. The representative of the United States of America echoed the statement of France and noted the significance of the IWG on ADS work. She announced that the United States of America was proud of the work done, useful for industry and consumers and therefore intended to publish the draft GTR for public comments.
18. The representative of Japan echoed the statements by France and the United States of America. He acknowledged the remaining items to be addressed but noted that the regulations would contribute to the safe development of ADS.
19. The representative of Norway supported and welcomed this outcome. He hoped that industry would use it and safely deploy ADS on the roads in the coming years.
20. The representative of Australia acknowledged that this forum had provided opportunities for them to participate and influence the work. He welcomed that it recognized the specificity of his Country, a Contracting Party to the 1958 Agreement that does not issue type approvals.
21. The representatives of the European Commission, Germany and Sweden also expressed words of appreciation.
22. GRVA requested the secretariat to transmit ECE/TRANS/WP.29/GRVA/2026/3 as amended by GRVA-24-29 to WP.29 as informal document for consideration in March 2026 and as official document to WP.29 and to the Administrative Committee of the 1958 Agreement (AC.1) for consideration and vote in June 2026.
23. The representative of Canada recalled the start of these activities a decade ago, with the WP.29 IWG on Intelligent Transport System/Automated Driving (ITS/AD) activities and the Working Party on Brake and Running Gear (GRRF) activities on Automatically Commanded Steering Function (ACSF). He proudly acknowledged the achievement and mentioned the work ahead with the monitoring of the implementation. He committed to support these activities. He highlighted the importance of these activities as the future of automobile would be affected by ADS.
24. The representative of China welcomed that the documents are submitted to WP.29. She appreciated the work done but also noted that more needed to be done in the future. She provided insights on the corresponding national regulation, based on the GTR draft and with additional and more detailed provisions, in conformity with the national regulatory system.
25. The representative of OICA welcomed the documents and noted that GRVA had achieved in a short time, the creation of the ADS certification basis.

B. GRVA workshops

Documentation: (ECE/TRANS/WP.29/2024/33,
ECE/TRANS/WP.29/GRVA/18, Annex III)
Informal document GRVA-24-30

26. The representative of Australia, as one of the two ambassadors between the IWG on ADS and the GRVA workshops on ADS, presented the status report (GRVA-24-30) of the GRVA workshops on ADS.

27. He detailed the drafting activities related to the specific administrative provisions for the UN GTR and the UN Regulation on ADS, the development of the Guidance and Interpretation Document (GID) as well as the draft schedule of future sessions.

28. GRVA endorsed the status report on the outcome of the GRVA workshops on ADS.

C. Deliverables of the Informal Working Group on Event Data Recorder / Data Storage Systems for Automated Driving

Documentation: Informal document GRVA-24-12

29. The representative of Japan, Co-Chair of the IWG on Event Data Recorder and Data Storage System for Automated Driving (EDR/DSSAD), recalled the group's mandate and work plan. He provided an update on the progress achieved (GRVA-24-12), noting that the DSSAD guidance had been transferred to Annex 6 (GTR) or Annex 8 (UNR) of the ADS Regulation. He added that the two remaining items were expected to be resolved before the June 2026 sessions of GRVA and WP.29. He also informed GRVA that the secretariat position of the group remained vacant.

30. The representative of the United Kingdom of Great Britain and Northern Ireland emphasized the importance of completing the remaining items. The representative of OICA supported this view. The representative of Sweden asked whether it was envisaged to align the DSSAD provisions in UN Regulation No. 157 with the most recent provisions developed by the IWG on EDR/DSSAD.

31. GRVA endorsed the status report (GRVA-24-12) on the activities and deliverables of the IWG on Event Data Recorder / Data Storage System for Automated Driving (EDR/DSSAD) and looked forward to receiving the final version of the DSSAD provisions for the UN GTR and the UN Regulation on ADS for review at the next session.

D. UN Regulation No. 157

Documentation: Informal documents GRVA-24-36/Rev.1 and
GRVA-24-42/Rev.1

32. The representative of Germany recalled the purpose of GRVA-23-04 and expressed interest in reviewing the finalized corresponding text in the UN Regulation on ADS before further developing the proposal. He presented a revised proposal (GRVA-24-42/Rev.1), which received comments. GRVA agreed to resume consideration of this agenda item at its next session on the basis of an official document that the representative of Germany agreed to prepare.

33. The representative of OICA introduced GRVA-24-36/Rev.1, proposing in consistency with the corresponding provisions in UN Regulation No. 171 (DCAS) to require the upload of information received from the manufacturer regarding any remedial action addressing an ALKS design to the secure internet database "DETA." The proposal received positive comments. GRVA requested the secretariat to distribute the proposal with an official symbol for consideration at the next GRVA session.

E. Coordination of work on automation between working parties (GRs)

1. Fitness of UN GTRs and UN Regulations for ADS

Documentation: ECE/TRANS/WP.29/GRVA/2026/6
ECE/TRANS/WP.29/GRVA/2026/10
Informal documents GRVA-24-22, GRVA-24-23, GRVA-24-33,
GRVA-24-37

34. The representatives of France, Co-Chair of the Task Force on the Fitness of UN Regulations and UN Global Technical Regulations for ADS (TF on FADS), presented the status report of the task force (GRVA-24-33). He recalled the purpose of this workstream, presented an overview listing all GRVA regulation and the status of the screening. He listed the documents for review at this session and mentioned that two documents already transmitted to WP.29 would need to be revised. He then introduced document ECE/TRANS/WP.29/GRVA/2026/6 proposing amendment to UN Regulations Nos. 13, 89, 90, 130, 131, 139, 140, 152, 157, 171 and 178.

35. GRVA adopted the following documents as amended and requested the secretariat to distribute the following documents for consideration and vote at the June 2026 sessions of WP.29 and AC.1:

(a) ECE/TRANS/WP.29/GRVA/2026/6 as amended by document GRVA-24-37. (This document includes supplements to latest series of amendments to UN Regulations Nos. 89, 90, 130, 131, 139, 152, 157, 171 and 178);

(b) ECE/TRANS/WP.29/GRVA/2026/10 as amended by document GRVA-24-22;

(c) Informal document GRVA-24-23 as reproduced in annex III.

36. GRVA endorsed the status report of the Task Force.

2. Vehicle subcategories for ADS

37. The representative of the United Kingdom of Great Britain and Northern Ireland noted that the new categories X and Y had been adopted by WP.29 and AC.3.

38. The representative of France expressed interest in additional activities, including work on specific vehicle types for which no category currently exists and for which no international type-approval can be granted.

3. Exchange of views on scenarios

Documentation: Informal documents GRVA-24-13 and GRVA-24-15

39. The representative of France reported (GRVA2415) on the outcome of a workshop on scenarios held in Paris (France) on 25-26 November 2025. He explained that, while the discussion had originally focused on the use of a scenario database, the participants were now concentrating on the development of an information sharing tool to support the creation of scenarios. He proposed Terms of Reference and Rules of Procedure for a new IWG on Information Sharing for Scenario-based Assessment (ISSA), prepared during the workshop.

40. The representatives of the European Commission, Germany, the Netherlands, the United Kingdom of Great Britain and Northern Ireland, as well as AAPC, ITU, OICA and ITU supported the proposal. The representative of Japan did not express concerns regarding the content, but raised issues with the structure. The representative of the United States of America suggested incorporating the activities into the IWG on ADS after June 2026.

41. The representative of France noted that the experts agreed on the work to be done but not on the structure. He proposed continuing the work on the exploration of potential procedures and the functioning of the information exchange, under the same arrangements while GRVA restructured its activities. GRVA agreed that one or two workshops would take place and decided to resume consideration of GRVA-24-13 at its next session.

F. Other business

Documentation: Informal document GRVA-24-31

42. The Secretary recalled the purpose of the Framework Document on Automated Vehicles, which contains guidance to WP.29 subsidiary bodies and an annex defining the programme of activities on automated vehicles. The Chair proposed (GRVA-24-31) amendments to the annex for discussion in preparation for the June 2026 WP.29 session, where an update to this document could be proposed.

43. The proposal received some comments: the representative of the United States of America proposed to also examine at the first part of the framework document too. The representative of the Netherlands supported the extension of the IWG on ADS mandate beyond November 2026. The Chair of the TF on FADS mentioned that the task force will no longer be needed after 2026. The Chair of the IWG on CS/OTA mentioned the two topics that would be addressed by the group. OICA proposed to merge the IWG on ADS and the workshops. The European Commission expressed interest in working on the implementation of the ADS regulations. France reported on positive synergies provided by the implementation workshops along with the IWG on CS/OTA. He suggested to study the replication of this structure for other topics. Australia proposed considering flattening the GRVA structure. Japan proposed to integrate the scenario workshop into the activities of the implementation workshops on ADS. GRVA agreed to resume discussions on the GRVA structure at its twenty-fifth session.

VI. Connected vehicles (agenda item 5)

A. Cyber security, software updates and over-the-air issues

Documentation: ECE/TRANS/WP.29/GRVA/2026/5
ECE/TRANS/WP.29/GRVA/2026/7
Informal documents GRVA-24-32,

44. The representative of the United Kingdom of Great Britain and Northern Ireland, Co-Chair of the IWG on Cyber Security and Software Updates, presented the status report of the group (GRVA-24-32). He introduced the amendment proposals to the original version of UN Regulation No. 156 and to the corresponding Interpretation Document prepared by the group. He presented considerations on cyber security requirements for the ADS regulations and the discussions to date on proposed amendments to UN Regulation No. 155, including topics such as the remote operation of ADS and conditions for the recognition of management system certificates of compliance. He also reported on the activities carried out under the workshops on the implementation of UN Regulations Nos. 155 and 156 (deliberations on the application of the two regulations for multistage builds, and exchange of views on software updates of vehicles in use). Finally, he informed GRVA of changes in the leadership team.

45. The representative of the United States of America recalled GRVA's ambition to keep the UN GTR and the UN Regulation on ADS aligned and requested that cyber security be covered in the GTR if it is covered in the corresponding UN Regulation.

46. The representative of France highlighted that the discussion on software updates of vehicles in use could benefit from the expertise of the IWG on International Whole Vehicle Type Approval (IWVTA) and proposed contacting them.

47. GRVA endorsed the status report of the IWG on CS/OTA.

48. GRVA adopted ECE/TRANS/WP.29/GRVA/2026/5 requested the secretariat to submit it to WP.29 for consideration and approval at its June 2026 session.

49. GRVA adopted ECE/TRANS/WP.29/GRVA/2026/7 requested the secretariat to submit it as supplement to the original version of UN Regulation No. 156, to WP.29 for consideration and vote at its June 2026 session.

B. Data protection and privacy-by-design

50. The representative of FIA recalled the report provided to WP.29 in November 2025 on their activities and referred to informal documents WP.29-197-16 and WP.29-197-17.

C. Data and vehicle communications

Documentation: Informal document GRVA-24-09

51. The representative of Japan, Co-Chair of the IWG on ITS, informed GRVA on the recent activities of the Task Force on Vehicular Communication (GRVA-24-09) under the IWG on Intelligent Transport System (ITS). He announced the next task force hybrid meeting scheduled on 23 January 2026, dedicated to reviewing input provided by the Contracting Parties and the NGOs on measures to protect vulnerable road users by communication technology.

52. The representative of ITU informed GRVA on the preparation of the AI for Good summit scheduled for July 2026 and explained that it would host the UNECE/ITU Future Networked Car symposium.

D. Other business

53. No document was discussed under this agenda item.

VII. Advanced Driver Assistance Systems (agenda item 6)

A. Driver-Control Assistance Systems

Documentation: ECE/TRANS/WP.29/GRVA/2026/4
Informal documents GRVA-24-16, GRVA-24-17/Rev.2,
GRVA-24-18, GRVA-24-19 and GRVA-24-41/Rev.1

54. The representative of the Russian Federation, Chair of the Task Force on ADAS, presented the status report (GRVA-24-16), listing the activities performed by the task force since the twenty-third GRVA session, as mandated at the twentieth GRVA session (see GRVA-20-21/Add.1). He detailed the activities conducted under Phase 3 of the development of UN Regulation No. 171 and the production of the draft 02 series of amendments to UN Regulation No. 171 (DCAS). The representative of China inquired about the frequent amendments to that regulation and asked whether there was evidence demonstrating that the earlier series provided sufficient safety. He noted that China was closely monitoring this regulation while developing its corresponding national standard and asked whether any evaluations, surveys, or feedback loops on safety had been carried out prior to adopting the amendments. The representative of Norway raised a similar question. The Task Force Chair explained that the work of the task force had been organized in phases, and that each phase leading to a new series of amendments introduced additional use cases in the regulation and were not intended to address safety deficiencies of previous versions. The GRVA Chair recalled that the expectation for this regulation, like any other under the GRVA purview, was that it improves safety. He mentioned that GRVA would welcome safety-related data from all delegations.

55. GRVA reviewed the proposal (ECE/TRANS/WP.29/GRVA/2026/4, as amended by GRVA-24-17) for the 02 series of amendments to UN Regulation No. 171 (DCAS) and comments provided by the delegations, including GRVA-24-41/Rev.1.

56. The Task Force Chair also presented provisions from the draft 02 series of amendments to UN Regulation No. 171 with relevance for the 01 series (GRVA-24-18) as well as proposed supplements to the original version of UN Regulation No. 171 and its 01 series of amendments. He provided spitted versions (i.e. GRVA-24-18-A, GRVA-24-18-B, GRVA-24-19-A, and GRVA-24-18-B, specific for each relevant series). He consolidated all

amendments received in GRVA-24/17/Rev.1. GRVA agreed to resume consideration of GRVA-24-18 (A and B) and requested the secretariat to distribute GRVA-24-19 (A and B) with an official symbol at the twenty-fifth session. GRVA also agreed to discuss the future of the task force. The representative of Norway stated his reservations with the draft proposal. He welcomed the enhancements proposed to the Driver Monitoring System (DMS) provisions but noted that the extensions given to hands off situations and system-initiated manoeuvres may make DCAS too close to ADS.

57. GRVA adopted ECE/TRANS/WP.29/GRVA/2026/4, as amended by GRVA-24-17/Rev.2, as draft 02 series of amendments to UN Regulation No. 171 and requested the secretariat to submit it to WP.29 and AC.1 for consideration and vote at their June 2026 sessions.

B. Steering equipment

Documentation: ECE/TRANS/WP.29/GRVA/2026/8
Informal documents GRVA-24-10/Rev.1, GRVA-24-11,
GRVA-24-20, GRVA-24-25, GRVA-24-38 and GRVA-24-40.

58. GRVA reviewed GRVA-24-20 prepared by the Task Force on ADAS. The experts discussed whether the proposed text would exclude the approval of Remote-Control Parking (RCP) systems.

59. The representative of France presented ECE/TRANS/WP.29/GRVA/2026/8, as amended by GRVA-24-11, aimed to improve the accuracy and reliability of the verification of the driver warnings, hazard lights, and other indicators in relation to the objectively determined RMF initiation point. The representative of OICA proposed an alternative proposal (GRVA-24-38). Both proposals received some comments. GRVA agreed to resume consideration of ECE/TRANS/WP.29/GRVA/2026/8, as amended by GRVA-24-11 and GRVA-24-38, at its next session.

60. The representative of Japan introduced a proposal for corrigendum to paragraph 5.6.1.2.9 in the 02, 03, and 04 series of amendments to UN Regulation No. 79 (GRVA-24-25). GRVA adopted it and requested the secretariat to submit it (see annex IV) as proposal for corrigenda or supplements (as necessary) to WP.29 and AC.1 for consideration and vote at their June 2026 sessions.

61. The representative of Korea presented GRVA-24-10, which aims to clarify the pre-test conditions for measuring steering effort under a failure condition in UN Regulation No. 79. Following discussion, GRVA requested the secretariat to distribute GRVA-24-10/Rev.2 with an official symbol at the June 2026 session.

62. GRVA reviewed GRVA-24-20 and GRVA-24-40, which clarify the special provisions for Automated Commanded Steering Functions of Category A.

63. GRVA adopted GRVA-24-40 as reproduced in annex VII and requested the secretariat to revise ECE/TRANS/WP.29/2026/9, tabled for adoption in June 2026. GRVA also requested the secretariat to submit it as supplements to the 03 and 04 series of amendments to UN Regulation No. 79 to WP.29 and AC.1 for consideration and vote at their June 2026 sessions.

C. Acceleration Control for Pedal Error

Documentation: Informal document GRVA-24-35

64. The representative of Canada presented the summary of the first meeting of the IWG on ACPE on the development of a UN GTR on ACPE (GRVA-24-35), held virtually on 28 November 2025. He described the topics reviewed during the meeting, including a presentation by Canada of 14 real-world collisions caused by pedal misapplication, noting that only a few cases would trigger ACPE if assessed against the requirements of UN Regulation No. 175. He summarized the activities of the group, including the adaptation of the text structure to suit the needs of a GTR, and highlighted the additional research planned

for 2026 aimed at potentially broadening the ACPE intervention criteria. He also noted that the group would consider possible amendments to UN Regulation No. 175 to avoid divergence with the GTR, should different requirements be warranted. GRVA discussed whether the first version of the UN GTR should be aligned with UN Regulation No. 175 or follow a phased approach. GRVA encouraged the group to adjust the frequency of its meetings and to reflect on an appropriate timeline.

D. Emergency Lane Keeping System

Documentation: Informal document GRVA-24-05/Rev.2

65. The representative of Australia introduced (GRVA-24-05/Rev.2) a proposal for the 01 series of amendments to UN Regulation No. 178 (ELKS) aimed to clarify some of the existing text, and include reference to the lane markings of the 01 series of UN Regulation No. 130. He mentioned that the proposal built on the outcome of Australia New Car Assessment Program and included requirements for an additional use case, such as roads without lane marking. The representative of Germany mentioned that Euro NCAP would introduce similar requirements that could be tested in five to seven laboratories, where the characteristics of the road edges are well known. He noted that introducing these requirements into a regulatory framework would be more complex, as regulations must account for the full variety of real-world road edges. The representative of OICA confirmed that the corresponding Euro NCAP test protocol was not yet fully developed and that it was therefore too early to adopt it into regulation. The representative of Japan supported the objective of improving the ELKS requirements but noted that research was still ongoing. He stated that it would be acceptable to wait for the results before making regulatory changes. He also suggested examining the applicable speed range of ELKS operation. GRVA discussed whether the amendments would constitute a new series of amendments and would require transitional provisions. GRVA agreed to resume consideration of this item at its next session on the basis of an official document that the representative of Australia agreed to prepare.

E. Other business

66. No document was submitted under this agenda item.

VIII. Advanced Emergency Braking and Lane Departure Warning Systems (agenda item 7)

Documentation: ECE/TRANS/WP.29/GRVA/2026/9
(Informal document GRVA-23-08)
Informal documents GRVA-24-04, GRVA-24-06, GRVA-24-14 and GRVA-24-26

67. The representative of France presented (GRVA-24-26) the outcome of the workshop on “Information Sharing to Improve AEBS Reliability,” recalling GRVA’s agreement at its 23rd session to organize it in January 2026. He reported that the workshop took place on 13-14 January 2026, summarized the presentations received, and outlined proposed improvement options to UN Regulations Nos. 131 and 152. He noted that experts recommended establishing an informal working group focusing on updates to UN Regulation No. 152, including night-time pedestrian scenarios and false-positive mitigation. The representative of Germany added that the group had also discussed extending UN Regulation No. 151 (BSIS), currently under GRSG, to include active safety provisions and inquired about transferring it to GRVA.

68. Germany then proposed establishing an IWG on AEBS and introduced the related terms of reference (GRVA2414), co-tabled with Japan. The representative of Japan highlighted that Japan recorded its lowest number of road-traffic fatalities in 2025, that this result was due to the efforts of all parties involved in road safety and that according to the

evaluations, AEBS had contributed to this reduction. The representative of the United States of America supported establishing the IWG and proposed broadening its scope beyond UN Regulation No. 152 and beyond the 1958 Agreement, noting that Contracting Parties to the 1998 Agreement could benefit and contribute data. The representative of China also supported establishing the group and including Contracting Parties to the 1998 Agreement, stressing the global relevance of the issue. He informed GRVA of the Chinese AEBS national standard published in December 2025. The representative of Canada noted that their testing beyond formal protocols revealed performance drops under certain conditions, for example, pedestrian clothing colours, with blue pants and black shirts yielding the best performance. He also suggested reflecting on GRVA's structure. GRVA also discussed the need to introduce UN Regulation No. 151 on Blind Spot Information System (BSIS) in the scope of the considerations as it was identified that road crashes with vulnerable road users could be avoided if BSIS were to apply the brakes in addition to provide a warning to the driver. GRVA requested the secretariat to insert it under agenda item 7 and agreed to inform WP.29/AC.2 in March 2026.

69. GRVA adopted GRVA-24-14/Rev.2 as reproduced in annex VI and agreed to establish new IWG on AEBS.

70. The representative of SAE International supported the establishment of the IWG on AEBS and volunteered to serve as secretary or co-secretary; the representative of OICA also volunteered. He cautioned that expanding test protocols required consideration of the risk of increased false positives.

71. The representative of the United Kingdom of Great Britain and Northern Ireland introduced ECE/TRANS/WP.29/GRVA/2026/9 addressing a question raised by Australia on the overlap between UN Regulations Nos. 131 and 152 and the recognition of approvals by applying the provisions in the footnote in the scope of the regulation, treating UN Regulations Nos. 131 and 152 on an equal footing for heavy vehicles.

72. GRVA adopted ECE/TRANS/WP.29/GRVA/2026/9 and requested the secretariat to submit it as supplement to the 02 series of amendments to UN Regulation No. 152 and to UN Regulation No. 131 to WP.29 and AC.1 for consideration and vote at their June 2026 sessions.

73. The representative of Australia introduced informal document GRVA-24-04 introducing editorial corrections (as well as GRVA-24-06). GRVA requested the secretariat to distribute it with an official symbol at the next session and requested the secretariat to submit annex V as part of the supplement to the 02 series of amendments to UN Regulation No. 152 (AEBS) for consideration and vote by WP.29 and AC.1 at their June 2026 sessions.

IX. UN Regulations Nos. 13, 13-H, 139, 140 and UN GTR No. 8 (agenda item 8)

A. Electronic Stability Control

74. No document was submitted under this agenda item.

B. Electrical Transmission Braking Systems (brake-by-wire)

75. No document was submitted under this agenda item.

C. Clarifications

Documentation: (ECE/TRANS/WP.29/GRVA/2025/15
Informal documents GRVA-22-26, GRVA-23-11)
Informal documents GRVA-24-08 and GRVA-24-39

76. GRVA recalled the purpose of ECE/TRANS/WP.29/GRVA/2025/15 introducing provisions for the approval of e-axles. The representative of CLEPA, also on behalf of CLCCR and OICA, presented (GRVA-24-39) the ongoing discussions held at meetings of the e-trailer industry group, working in two phases. He recalled that Phase I was completed (dynamo function) and was tabled for adoption by WP.29 in March 2026. He detailed the activities on Phase II on e-trailers that recuperates and supports propulsion or other trailer systems. He detailed the timeline, which is interdependent with the timeline of the January 2027 edition of ISO 11992 (as the 2023 edition was deemed unsafe to implement). He recalled the provisions in UN Regulation No. 100 (Electric power trained vehicles) already adopted and in force since October 2025. He listed some technical aspects under discussion and announced two workshops scheduled in spring 2026. The representative of Sweden recommended to keep this workstream aligned with the trailer definition in the Consolidated Resolution R.E.3.

77. The representative of OICA presented GRVA-24-08 proposing to align the provisions of UN Regulation No. 13 with those already approved by GRVA (ECE/TRANS/WP.29/GRVA/2025/45/Rev.1) for UN Regulation No. 13-H. GRVA requested the secretariat to submit it as draft supplements to the 12, 13 14 and 15 series of amendments to UN Regulation No. 13 to WP.29 and AC.1 for consideration and vote at their June 2026 sessions.

X. Motorcycle braking (agenda item 9)

A. UN Global Technical Regulation No. 3

78. No document was submitted under this agenda item.

B. UN Regulation No. 78

79. The representative of France recalled that GRVA raised the question at its previous session whether vehicles of categories L6 and L7 should be reviewed in the context of the FADS work. The representative of the United Kingdom of Great Britain and Northern Ireland suggested two solutions, either preform the review of UN Regulation No. 78, or incorporate these categories in the scope of UN Regulation No. 13-H. The representative of Denmark recalled in a similar context the proposal from the World Bicycle Industry Association proposed to add Anti-lock Braking System provisions for pedelecs. GRVA agreed to resume consideration of this question at its next session.

XI. UN Regulation No. 90 (Replacement braking parts) (agenda item 10)

80. No document was submitted under this agenda item.

XII. Exchange of views on guidelines and relevant national activities (agenda item 11)

Documentation: Informal document GRVA-24-21

81. The representative of China presented (GRVA-24-21) an introduction to the progress of pilot program for the market access of Intelligent and Connected Vehicles (ICVs) in China.

He recalled that China was actively exploring road testing and demonstration applications since 2018 that the rollout pilot program for automated driving was revised several times since then. He detailed the core requirements, processes and principles for the access pilot program, he reported that nine consortia were admitted in the program and that two vehicle types achieved type-approval. He provided insights into the next steps, focused on regulations and standards.

82. He clarified, in response to a question from the expert from Japan on end-to-end AI, that China's approach was technology neutral.

XIII. Revision 3 of the 1958 Agreement (agenda item 12)

83. The secretariat recalled the transmission of an amendment to Schedule 2 of the 1958 Agreement to WP.29 and AC.1 for consideration and vote in March 2026.

XIV. Other business (agenda item 13)

A. Inland Transport Committee Climate Change Mitigation Strategy

Documentation: (Informal documents WP.29-192-10)

84. GRVA noted the Working Party on Pollution and Energy (GRPE) activities on the implementation of the Inland Transport Committee strategy on Climate Change Mitigation.

B. Arrangement of meetings

85. GRVA recalled the invitation of Canada to organize the informal part of the twenty-fifth GRVA session in May 2026 in Montréal from 18 to 22 May 2026, following the ESV conference (on 12-15 May 2026, Exhibition place, Toronto). He informed GRVA that Canada had booked a meeting room at the International Civil Aviation Organization and was working on side events. The secretariat confirmed that the official part of that session would be held on 23 June 2026 June (morning), before the start of the 199th WP.29 session.

86. GRVA also welcomed the proposal of the representative of China to host a GRVA session in May 2027 or later in her country.

C. Programme of Work

Documentation: (ECE/TRANS/WP.29/2026/1)

87. GRVA noted the activities undertaken by the parent bodies on administrative savings and priority setting, which may impact the programme of work of various UNECE working parties, including the WP.29 working parties.

D. Any other business

Documentation: Informal document GRVA-24-07

88. The representative of Spain presented (GRVA-24-07) the activities of the GRPE IWG on Electric Vehicles and Hybrid Fuel Cell Vehicles (EV/HFCV) retrofit systems. She invited the GRVA experts to join the next meetings as their expertise would be needed to address braking and cybersecurity provisions.

89. At the end of the session, the representative of the United States of America informed GRVA that a notice and request for comment on the draft UN GTR on ADS was posted online and available here: <https://www.federalregister.gov/documents/2026/01/23/2026-01274/notice-and-request-for-comment-proposal-for-a-new-united-nations-global-technical-regulation-on#page-2995>

XV. Tributes

90. GRVA took note that Mr. H. Frammund (Sweden) would no longer attend GRVA and wished him all the best for their future activities.

Annex I

List of informal documents (GRVA-24-...) considered during the session

[English Only]

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
1	(Chair) Running order of the 24th GRVA session	A
2	(Secretariat) Updated provisional agenda for the 24th GRVA, status 16 January 2026 COB	D
02/Rev.1	(Secretariat) Updated provisional agenda for the 24th GRVA, status 18 January 2026 COB	A
3	(Secretariat) Highlights of the November 2025 session of WP.29	A
4	(Australia) Proposal for a supplement to the 02 series of amendments to UN R 152 (AEBS)	A
05/Rev.2	(Australia) Revised proposal for the 01 series of amendments to UN Regulation No. 178 (Emergency Lane Keeping Systems)	D
6	(Australia) Proposal for a supplement to the 02 series of amendments to UN R 152 (AEBS)	D
7	(France, Spain) IWG on EV/HFCV Retrofit systems (Introduction to GRVA)	D
8	(OICA/CLEPA) Proposal for supplement to the 12, 13, 14 and 15 series of amendments to UN Regulation No. 13 (Heavy Vehicle Braking)	A
9	(ITS/VCTF) Status report from the IWG on ITS and its Task Force on Vehicular Communications	D
10/Rev.2	(ROK) Proposal for amendments to the 03 and 04 series of UN Regulation No. 79 (Steering equipment)	B
11	(France) Revised proposal for supplements to the 03 and 04 series of amendments to UN Regulation No. 79 (Steering equipment)	C
12	(EDR/DSSAD) Activities/Deliverables of IWG on EDR/DSSAD	D
13	(Scenarios) Proposal for ToR and RoP for a new IWG on Information Sharing for Scenario-Based Assessment (ISSA)	C
14	(Germany/Japan) Proposal for the establishment of the IWG for AEBS	D
14/Rev.1	(Germany/Japan) Revised proposal for the establishment of the IWG for AEBS	D
14/Rev.2	(Germany/Japan) Revised proposal for the establishment of the IWG for AEBS	A
15	(Scenarios) Summary of the GRVA workshop on scenarios, held on 25–26 November 2025 in Paris	D
16	(ADAS) Report of the TF on ADAS & Introduction of the Draft 02 series to UN R171 (DCAS)	D
17	(ADAS) Proposal for amendments to ECE/TRANS/WP.29/GRVA/2026/4 (DCAS)	D
17/Rev.1	(ADAS) Proposal for amendments to ECE/TRANS/WP.29/GRVA/2026/4 (DCAS)	D
17/Rev.2	(Secretariat / TF ADAS) Proposal for amendments to ECE/TRANS/WP.29/GRVA/2026/4 (DCAS)	A
18	(ADAS) provisions from the draft 02 series of amendments to UN R171 relevant for the 01 series	D
18-A	(ADAS) Provisions from the draft 02 series of amendments to UN R171 relevant for the 00 series	D
18-B	(ADAS) Provisions from the draft 02 series of amendments to UN R171 relevant for the 01 series	D
19	(ADAS) Proposal for a draft supplement to the original version of UN Regulation	B

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
	No. 171 (171.00) and its 01 series of amendments (171.01)	
19-A	(ADAS) Proposal for a draft supplement to the original version of UN Regulation No. 171 (171.00)	B
19-B	(ADAS) Proposal for a draft supplement to the 01 series of amendments to UN Regulation No. 171 (171.01)	B
20	(ADAS) Proposal for a supplement to the 03 and 04 series of amendments to UN Regulation No. 79 (Steering equipment)	D
21	(China) A Brief Introduction to the Progress of Pilot Program for the Access of Intelligent and Connected Vehicles	D
22	(FADS) Proposal for amendments to ECE/TRANS/WP.29/GRVA/2026/10	A
23	(FADS) Proposal to amend document ECE/TRANS/WP.29/2026/8	D
24	(Co-Chairs/GRVA officers) Progress report of the informal group on Automated Driving Systems and the GRVA Workshops on Automated Driving Systems	A
24/Add.1	(Co-Chairs/GRVA officers) Fourth progress report of the IWG on ADS and the GRVA Workshops on ADS intended for AC.3	A
25	(Japan) Proposal for Corrigenda to the 02, 03, and 04 series of amendments to UN Regulation No. 79 (Steering Equipment)	A
26	(France) GRVA meeting on information sharing to improve AEBS reliability	D
27	(IWG on ADS) Status report	D
28	(IWG on ADS) Proposal for amendments to ECE/TRANS/WP.29/GRVA/2026/2	D
29	(IWG on ADS) Proposal for amendments to ECE/TRANS/WP.29/GRVA/2026/3	D
30	(ADS Ambassadors) Status report to GRVA of the GRVA Workshops ADS	D
31	(Secretariat) Proposal for amendments to Table 1 in the Framework Document on automated / autonomous vehicles	D
32	(CS/OTA) Status report from the Informal Working Group on Cyber Security and Software Updates	D
33	(FADS) Status report	D
34	(IWG on AI) Status report	D
35	(ACPE) Summary of the 1st Meeting of the ACPE GTR IWG	D
36	(OICA) Proposal for supplements to the 00 and 01 series of amendments to UN Regulation No. 157	D
36/Rev.1	(OICA) Revised proposal for supplements to the 00 and 01 series of amendments to UN Regulation No. 157	B
37	(FADS) Proposal for amendments to ECE/TRANS/WP.29/GRVA/2026/6	D
38	(OICA) Alternative proposal to ECE/TRANS/WP.29/GRVA/2026/8 and to GRVA-24-11	C
39	(CLCCR/CLEPA/OICA) e-trailers - status report	D
40	(UK) Proposal for a supplement to the 03 and 04 [and 05] series of amendments to UN Regulation No. 79 (Steering equipment)	A
41	(UK) Proposal for amendments to ECE/TRANS/WP.29/GRVA/2026/4	D
41/Rev.1	(UK) Proposal for amendments to ECE/TRANS/WP.29/GRVA/2026/4	(A)
42	(Germany) Proposal for amendments to the 00 and 01 series of amendments of UN Regulation No. 157	D
42/Rev.1	(Germany) Proposal for amendments to the 00 and 01 series of amendments of UN Regulation No. 157	B

Notes:

Administrative follow-up, for the secretariat, with the informal documents:

- A. Adopted/Endorsed/Agreed/Noted;
- B. Distribute with an official symbol at the next session or resume consideration at the next session;
- C. Consideration completed;
- D. Keep on the agenda for the next session.

Annex II

List of Informal Working Groups reporting to GRVA (as of 23 January 2026)

<i>Informal working groups</i>	<i>Chair/Co-Chairs Vice-Chair</i>	<i>Country</i>	<i>Expiry date of the mandat</i>
Automated Driving System	Mr. I. Sow ¹	Canada	June 2026
	Ms. C. Chen ¹	China	
	Ms. C. Galassi ¹	EC	
	Mr. H. Matsukawa ¹	Japan	
	Mr. M. Braisher ¹	UK	
	Mr. E. Wondimneh ¹	USA	
Cyber Security and Over-The-Air software updates (CS/OTA)	Mr. Y. Shimoda ¹	Japan	November 2026
	Mr. D. Hannah ¹	UK	
	Mr. E. Wondimneh ¹	USA	
Event Data Recorder / Data Storage System for Automated Driving (EDR/DSSAD)	Mr. T. Guiting ¹	Netherlands	June 2027 (DSSAD)
	Mr. H. Matsukawa ¹	Japan	June 2027 (EDR)
	Ms. M. Caitlin ¹	USA	
Advanced Emergency Braking System	Tbd.	[Germany Japan]	September 2028
Acceleration Control for Pedal Error (ACPE)	Mr. D. Brault ¹	Canada	September 2026
	Mr. T. Kojima ¹	Japan	
	Mr. P. Seiniger ¹	Germany	

¹ IWG Co-Chairs

Annex III

Adopted revisions to ECE/TRANS/WP.29/2026/8

Agreed during the session, based on GRVA-24-23, see paragraph 25(c) above.

Paragraph 5.1.2.2., amend to read:

“5.1.2.2. Secondary braking system

The secondary braking system shall make it possible **by application of the service brake control or by demand from the ADS** (as applicable) to halt the vehicle within a reasonable distance in the event of failure of the service braking system. It shall be possible to graduate this braking action. A driver, if any, shall be able to obtain this braking action from his driving seat ~~while keeping at least one hand on~~ **without removing his hands from** the steering control. For the purposes of these provisions, it is assumed that not more than one failure of the service braking system can occur at one time.”

Annex IV

Adopted proposal for Corrections to UN Regulation No. 79

Agreed during the session, based on GRVA-24-25, see paragraph 60 above.

Paragraph 5.6.1.2.9., correct to read:

"5.6.1.2.9. For RCP systems based on detection of driver position and movement, the deactivation referred to in paragraph 5.6.1.1.3. shall be through a simple and obvious action that will be recognised by the system."

Annex V

Adopted amendments to the 02 series of amendments to UN Regulation No. 152 (AEBS for M1 and N1)

Agreed during the session, based on GRVA-24-04, see paragraph 73 above.

Paragraph 2.13., amend to read:

“2.13. *“Dry road affording good adhesion”* means a road with a sufficient nominal² Peak Braking Coefficient (PBC) that would permit:

- (a) A mean fully developed deceleration of at least 9 m/s²; or
 - (b) The design maximum deceleration of the relevant vehicle;
- Whichever is lower.”

Paragraph 2.14., amend to read:

“2.14. *“Sufficient nominal Peak Braking Coefficient (PBC)”*: means a road surface friction coefficient of:

- (a) 0.9, when measured using the American Society for Testing and Materials (ASTM) of E1136-19 standard reference test tyre in accordance with ASTM Method E1337-19 at a speed of 40 mph;
- (b) 1.017, when measured using either:
 - (i) The American Society for Testing and Materials (ASTM) of F2493-20 standard reference test tyre in accordance with ASTM Method E1337-19 at a speed of 40 mph; or
 - (ii) The k-test method specified in Appendix 2 to Annex 6 of UN Regulation No. 13-H.
- (c) The required value to permit the design maximum deceleration of the relevant vehicle, when measured using the k-test method in Appendix 2 to Annex 13 of UN Regulation No. 13.

Paragraph 5.4.2.3., amend to read:

“5.4.2.3. Where automatic deactivation of the AEBS function is a consequence of the driver manually switching off the ESC function of the vehicle, this deactivation of the ESC shall require at least two deliberate actions by the driver.”

Footnote 2, renumber as Footnote 3

Footnote 3, renumber as Footnote 4

Footnote 4, renumber as Footnote 5

Footnote 5, renumber as Footnote 6

Footnote 6, renumber as Footnote 7

Footnote 7, renumber as Footnote 8

Footnote 8, renumber as Footnote 9

Footnote 9, renumber as Footnote 2.

Annex VI

Adopted Terms of Reference and Rules of Procedures for the Informal Working Group on Advanced Emergency Braking System (AEBS)

Agreed during the session, based on GRVA-24-14/Rev.2, see paragraph 69 above.

I. Terms of Reference

1. The Informal Working Group (IWG) shall review current regulatory actions and data collected by contracting parties to the 1958 and 1998 Agreements on Automated Emergency Braking Systems (AEBS) and provide recommendations on future regulatory actions including but not limited to revisions to UN Regulation No. 152 with the aim to adapt the Regulation to the state of the art of AEBS technology and to align it with new concepts.
2. In particular, the IWG shall address the following issues:
 - (a) Examine and collect an inventory of current AEBS regulations worldwide.
 - (b) Assess the accident situation for passenger vehicles across the globe, looking at the effectiveness of the current performance requirements in each regulation with an emphasis on updating UN Regulation No. 152 to determine, and the need to include new requirements, if any.
 - (c) Draft state-of-the-art performance requirements for collision scenarios involving pedestrians at night.
 - (d) Investigate regulatory improvements to the performance requirements, for an increased avoidance speed and the addition of collision points other than at the centre of the vehicle, while collecting evidence this will not increase the level of false interventions.
 - (e) Investigate the feasibility to include updated requirements to avoid false activation of AEBS for light vehicles.
3. The IWG shall take full account of developments and work in full cooperation with other subsidiary Working Parties (GRs) of WP.29 and their IWGs.
4. The IWG should take account of existing data and research in making its regulatory proposals. It should consider pre-existing standards, Regulations, and safety programmes from territories of all participants of WP.29, for making its proposals.
5. Text recommendations and proposals shall, to the fullest extent possible, be performance based and technology neutral.
6. As one of its objectives, the IWG shall deliver the complete regulatory text for AEBS for passenger vehicle requirements as a revision of UN Regulation No. 152 for the September 2028 session of GRVA at the latest.

II. Rules of Procedure

1. The IWG shall report to GRVA and is open to all participants of WP.29.
2. Two Co-Chairs and a Secretary will manage the IWG.
3. The Co-Chairs may invite experts (at their discretion), including non-participants of WP.29, to assist in the development of technical standards.
4. The working language of the IWG will be English.
5. All documents and/or proposals must be submitted to the Secretary of the relevant group in a suitable electronic format in advance of the meeting. The group may refuse to

discuss any item or proposal which has not been circulated five working days in advance to the meeting.

6. An agenda and related documents will be circulated to all members of the IWG in advance of all scheduled meetings.
7. Decisions will be reached by consensus. When consensus cannot be reached, the Co-Chairs of the group shall present the different points of view to GRVA. The Co-Chairs may seek guidance from GRVA as appropriate.
8. The progress of the IWG will be reported routinely to GRVA – wherever possible as an informal document and presented by the Co-Chairs.
9. All documents shall be distributed in digital format. Meeting documents should be made available to the Secretary for publication on the dedicated website.
10. Final decision on proposals rests with WP.29 and the Contracting Parties.

Annex VII

Adopted revisions to ECE/TRANS/WP.29/2026/9

Agreed during the session, based on GRVA-24-40, see paragraph 63 above.

Paragraph 4.4.3., amend to read:

- “4.4.3. a letter “X” preceding the approval number in the case when either:
- (a) ACSF of Category **A**, B1 or C have been exempted from the technical requirements of this UN Regulation according to paragraph **5.6.1**, 5.6.2. and/or 5.6.4.
 - (b) The steering system exhibits functionality defined as ACSF of Category B2, D or E.”

Paragraph 5.6.1., amend to read:

- “5.6.1. Special Provisions for ACSF of Category A
- ~~Any ACSF of Category A shall fulfil the following requirements.~~
- Any ACSF of Category A shall fulfil the following requirements unless the vehicle is equipped with a DCAS which:**
- (a) **Incorporates this function, and**
 - (b) **Allows the activation of this function only during operation and as part of DCAS, and**
 - (c) **Complies with the technical requirements of the original version or later series of amendments of UN Regulation No. 171.⁸”**
-