

## **Revised Terms of Reference and Rules of Procedure of the GRSG informal working group on awareness of Vulnerable Road Users proximity in low speed manoeuvres (VRU-Proxi) (para. 16)**

### **A. Terms of Reference**

1. The informal working group (IWG) shall develop a draft regulatory proposal that will enhance the driver's ability to detect vulnerable road users (VRU). It shall consider:

- (a) the approval of vehicles with regard to the direct Field of Vision (FOV) of the vehicle driver,
- (b) the approval of systems for the detection of VRU and their installation on the vehicles,
- (c) the approval of devices for indirect vision, and their installation on the vehicles.

It shall not cover intervening systems such as those intervening on the braking system or the steering system.

The IWG shall primarily focus on low speed manoeuvres in any direction based on accident data.

2. When developing the regulatory proposal, the IWG should take into account existing technology, data and research. Furthermore, it should consider pre-existing standards as well as national and international legislations covering the same scope.

3. The group shall focus on vehicles of categories M and N.

The IWG shall consider the relevance of addressing the vehicles of category O.

4. The target completion dates for the work of the IWG shall be:

- (a) Forward motion:
  - Vehicle turning: Completion of the proposal by Germany on new provisions for Blind Spot Information Systems (BSIS): 115<sup>th</sup> session of GRSG (October 2018);
  - Vehicle driving straight or taking off from standstill: 118<sup>th</sup> session of GRSG (April 2020) e.g. CMS or detection system
- (b) Reversing motion (e.g. Camera Monitoring Systems (CMS) or detection system): 118<sup>th</sup> session of GRSG (April ~~2019~~ 2020);
- (c) Direct vision: 120<sup>th</sup> session of GRSG (April 2021).

5. The IWG is expected to propose to GRSG a draft regulatory proposal on driver's visibility and system detection of VRU. The adoption process remains under the responsibility of GRSG, WP.29 and AC.1 in line with the administrative procedures as defined in the 1958 Agreement.

The IWG is expected to take into account the work performed by other Working Parties subsidiary to WP.29.

### **B. Rules of Procedure**

1. The IWG is a subsidiary body of GRSG and is open to all Contracting Parties to the Agreements administered by WP.29, vehicle manufacturers and their suppliers, Technical Services and the participants of all Working Parties (GRs) subsidiary to WP.29.

Additional experts may attend on a case by case basis, invited per a consensual decision of the IWG. These experts shall not be part of the decision process.

2. A Chairman, a co-chairman and a Secretary will manage the IWG.
    - (a) The chairmanship shall be under the responsibility of Japan;
    - (b) The co-chairmanship shall be under the responsibility of European Commission;
    - (c) The secretariat shall be under the responsibility of OICA.
  3. The working language of the IWG will be English.
  4. All documents and/or proposals shall be submitted to the Secretary of the group in a suitable electronic format in advance of the meeting. The group may refuse to discuss and endorse any item or proposal which has not been circulated 10 working days prior to that meeting.
  5. An agenda and related documents will be made available on the website by the Secretary, in advance of all scheduled meetings.
  6. Decisions will be reached by consensus. When consensus cannot be reached, the Chair of the group shall present the different points of view to GRSG. The Chair may seek guidance from GRSG, as appropriate.
  7. The progress of the IWG will be routinely reported to GRSG – wherever possible as an informal document and presented by the Chair, the Co-chair, the Secretary or their representative(s).
  8. All working documents should be distributed in digital format. Meeting documents should be made available to the Secretary for publication on the website of WP.29.
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