**Work by GRs – Priorities and recurrent items (as received from GRs)**

1. **GRE**

|  |
| --- |
| **GRE** |
| **Priority/recurrent** | **Title**  | **Tasks / Deliverables** | **References** | **Allocations / IWGs** | **Timeline** | **Initiator** | **Comments** |
| ***General*** |
| *Priority* | *Simplification* | *The overarching objective is to update and harmonize technical requirements for lighting and light-signalling, suitable for global implementation under the 1958 and 1998 Agreements.* | *New simplified UN Regulations Nos. 148, 149 and 150**GRE reports in 2015-2019* | *IWG-SLR**and**GRE* |  | *WP.29**(EC, JPN)* | *The time schedule according to the T.o.R. is ambitious* |
| **Short term** |
| Priority | SimplificationStage 2, step 1 | Revise the technical requirements of the new Regulations Nos .148, R.149, R.150, to become future proof and technology neutral, with performance-based and objective test requirements | New simplified UN Regulations Nos. 148, 149 and 150  | IWG-SLR andGRE | [2020] | IWG-SLR(GRE) | Ongoing |
| Priority | Headlamp levelling (visibility and glare) | Taking into account glare and visibility considerations. Amend installation Regulations taking into account the work of IWG-VGL. | ECE/TRANS/WP.29/GRE/2020/8 | ~~IWG-VGL~~ =>IWG-SLRandGRE | 2020 | Various CP’s | To be finalized |
| Priority | InstallationNew Series of Amendments for Regulation No. 48(R.48-08) | Many proposals merged; various amendments, improvements and clarifications included(headlamps, direction indicators, daytime running lamps, rear position lamps, etc.) | UN Regulation No. 48 | SIG-R.48andGRE | 2020 | Various CP’s | To be finalized |
| Priority | ‘Unique Identifier’ | Suitable application of the ‘Unique Identifier’ (‘UI’) | SLR-37-01 | IWG-SLRandGRE | [2020] | IWG-SLR | Ongoing |
| Recurrent | Lights sources  | Development of replaceable LED lights sources (incl. substitutes and replacement light sources for filament lamps) | ECE/TRANS/WP.29/2019/29,ECE/TRANS/WP.29/2019/126,ECE/TRANS/WP.29/GRE/2020/6,… | TF-S/RandGRE |  |  | Ongoing |
| Recurrent | Adaptation to technical progress | e.g. road light projections | ECE/TRANS/WP.29/GRE/2020/4 | GRE |  |  | Continuous process |
| Potential | Software | Awareness of GRVA activity on software updates |  | GRE |  |  | t.b.c. |
| **Medium term** |
| Priority | SimplificationStage 2, step 2 | Simplify and update the technical requirements of the installation Regulations Nos. 48, 53, 74, 86, to become future proof and technology neutral, with performance-based and objective test requirements | UN Regulations Nos. 48, 53, 74, 86 | IWG-SLR | [2022] | IWG-SLR(GRE) | Started |
| Priority | EMC issues for electrical vehicles | Further development of EMC requirements for electrical vehicles (EV’s) | UN Regulation No. 10 | TF-EMC |  |  | Ongoing |
| Recurrent | Automation | Signalling requirements for autonomous vehicles |  | TF-AVSR |  |  | Awaiting guidance WP.29(WP.1?) |
| Recurrent | Electromagnetic compatibility  | Updating EMC requirements in relation to various international standards | UN Regulation No. 10 | TF-EMC |  |  | Ongoing |
| Recurrent | Adaptation to technical progress | e.g. further development of adaptive and intelligent lighting systems |  | GRE |  |  | Continuous process |
| Potential | Sensors | New, or additional, requirements related to optical sensors (e.g. ensuring adequate illumination for – and avoid glaring of – optical sensors) |  | t.b.c. |  |  | t.b.c. |
| Potential | Reference EMC | Regulation No. 10 should become the reference for EMC requirements for all GR’s | UN Regulation No. 10 | TF-EMCandGRE |  |  | t.b.c. |
| Potential | Global harmonization | Development of globally standardized signalling for automated/ autonomous vehicles (AV’s) |  | t.b.c. |  |  | t.b.c. |
| Potential | Sustainability | Attention to environmental aspects (energy efficiency, waste reduction, etc.) |  | GRE |  |  | t.b.c. |
| Potential | “Zero emission” | “Zero emission mode” light signalling (hybrid vehicles, city centers, etc.) |  | t.b.c. |  |  | t.b.c. |
| Potential | Avoid approval by-passing | Further amendments to Regulation No. 10 to avoid by-passing the approval of other regulations | UN Regulation No. 10 | TF-EMCandGRE |  |  | t.b.c. |
| Potential | New systems and AV’s | New, or additional, requirements for automated/autonomous vehicles (AV’s) and new systems |  | GRE |  |  | t.b.c. |
| Potential | Light source regulations | Regulatory improvement by further consolidation of the light source regulations |  | t.b.c. |  |  | t.b.c. |
| Potential | Connected vehicles (CV’s) | Connected & communicating light signalling lamps |  | t.b.c. |  |  | t.b.c. |

1. GRBP

|  |
| --- |
| **GRBP** |
| **Priority/recurrent** | **Title**  | **Tasks / Deliverables** | **References** | **Allocations / IWGs** | **Timeline** | **Chair/Initiator** | **Comments** |
| recurrent | Maintenance of the text | Clarification/Simplification/ update of the regulations according to the feedback and the possible interpretations of the regulations |  | GRBP |  |  |  |
| Priority | Real Driving Additional sound emission Provision (ASEP)  | Real driving sound emissions and the extended work of IWG ASEP such as manipulation-safe active components and software, anti-tampering, ASEP NORESS | R 51, R 41 | IWG ASEP | GRBP January 2020 for UN-R41.05 1st step.GRBP January 2021 with UN-R51-04 (latest) | Chair: Germany secretariat OICA | M1, N1L3and their NORESS |
| Priority | Reverse Warning System (RWS) | Harmonisation of Reverse Warning Systems (Compo­nents and vehicles) with the aim of lower sound emissi­ons on a high safety level. Camera Monitor systems as an alternative to RWS | New REGULATION | TF-RWS | GRBP September, 2020 | Chair: Japan Secretariat OICA | [M2], N2, M3, N3 |
| Priority | Uncertainties | Assessment of measure­ment uncertainties and track alignment | R51R117R41 | TF-MU(to become an informal group) | January 2021official document R 51 & R 117 | Chair: Norway Secretariat: OICA | R 51: Noise R117: Noise Other regulationsDeadline to be defined |
| recurrent | Selection scheme for a representative vehicle | Consideration on tolerances for type defining parameters and selection scheme for a representative vehicle for type approval test | *[New]* R51 R41 | TF XX | Deadline to be defined | OICA |  |
| Priority | Limits for R 51  | Revision of limit values Phase 3 (considering new technologies and tyre noise related to UN-R51-03)  | Article 11 of Regulation (EU) 540/2014, for the EC study on sound level limits, that should be published by 1/7/2021 | IWG |  | Maybe to be created in 2020]? | M, N |
| ~~recurrent~~ | ~~GTR 16 phase 2~~ | ~~GTR 16~~ | ~~IWG Tyres GTR~~ | ~~C1, C2~~ | ~~Russian Federation~~ | ~~ETRTO~~ | ~~GRBP January 2020~~~~(Adopted GRBP Sept 2019)~~ |
| Priority | Wet Grip on Worn Tyres (WGWT) | Additional prescriptions regarding performances on Wet Grip of Worn Tyres to be added in R 117. |  | IWG  | C1: GRBP Jan. 2021 | Co- Chairs: France & European CommissionSecretariat: ETRTO  |  |
| Priority | Introduction of snow tyres: 3PMSF in R 117 |  |  | GOIE Snow Tyres | GRBP September 2019 for special use tyres[GRBP September 2020 full package] | Chair: Germany | C1, C2, C3 |
| Priority | R117 | Introduction of new Wet Grip test method for C1 tyres (ISO TC31 WG12) |  | GRBP | GRBP September 2020 (ETRTO) | ETRTO | C1 |
| Priority | R117 | Introduction of new Traction definition for C2 and C3 tyres |  | GRBP | GRBP September 2020 (ETRTO) | ETRTO |  C2, C3 |
| Priority | TPMS | Tyre Pressure Monitoring System (TPMS) |  | GRBP  |  GRBP January 2021 | \ | Linked to work done by EC |
|  |  |  |  |  |  |  |  |
| Priority | PTI & Roadside checks | Pass by test light for roadside-checks and PTI has to be incorporated insideR9, R41, (R63, R51) and gives guidelines and tolerances to the type approval values |  | [to be created after IWG ASEP] | GRBP January 2022 |  | L3, L4, L5, M1, N1 |
|  |  |  |  |  |  |  |  |
| recurrent | New technology | Adjustment to the new technologies |  | GRBP |  |  |  |

1. GRPE

|  |
| --- |
| **GRPE** |
| **Priority/recurrent** | **Title**  | **Tasks / Deliverables** | **References** | **Allocations / IWGs** | **Timeline (WD in GRPE)** | **Comments** |
| Priority | Global Real Driving Emissions (RDE) phase 1 | New UN GTR and new UN Regulation | GRPE-79-20-Rev.1 | IWG on GRDE | Q2 2020  |  |
| Priority | Determination of Electrified Vehicle Power (DEVP) | New UN GTR | GRPE-79-28-Rev.1 | IWG on EVE | Q2 2020 | New timeline announced in GRPE 79.IWG Mandate expiring in June 2021 |
| Priority | In Vehicle Battery Durability | New UN GTR | GRPE-79-28-Rev.1 | IWG on EVE | [Q2 2021] | IWG Mandate expiring in June 2021 |
| Priority | Sub-23 nm exhaust particles | Amendments to UN GTR No. 15 | GRPE-79-14-Rev.1 | IWG on PMP | Q2 2020 | IWG Mandate expiring in June 2021 |
| Priority | Brake emissions | New UN GTR | GRPE-79-14-Rev.1 | IWG on PMP | Q2 2021 | About half of the work concluded. Work progress according to schedule |
| recurrent | Transposition to Euro VI step E | Introduction to PEMS cold start and PN-PEMS measurement to UN Regulation No. 49 | ECE/TRANS/WP.29/GRPE/79, para. 26 | GRPE | Q1 2021 |  |
| recurrent | New series of amendments to UN Regulation No. 83 | Develop the 08 series of amendment to Un Regulation No. 83 |  | IWG on WLTP | [Q2 2020] |  |
| recurrent | Finalising Worldwide light duty test procedure (WLTP) | Amendments / improvements to UN GTR No. 15 and UN Regulation No. XXX on WLTP | GRPE-79-19 | IWG on WLTP | Q2 2020 | IWG Mandate expiring in June 2020 |
| recurrent | OBD-2 for L Category vehicles | Amendment to UN GTR No. 18 | GRPE-79-24 | IWG on EPPR | Q2 2020 |  |
| recurrent | Revision on M.R.3 concerning VIAQ | Amendment to Mutual Resolution No.3 | GRPE-79-18 | IWG on VIAQ | Q2 2020 |  |
| recurrent | Transposition of UN GTR No.2 into UN Regulation | Include latest provisions of UN GTR No. 2 into UN Regulation No.[40] | GRPE-79-24 | IWG on EPPR | tbd |  |
| potential | Lifetime compliance: In-Service Conformity, in use compliance and beyond  | Ensure adequate and long-lasting environmental performance of vehicles:- In-Service Conformity (ISC) / durability provisions- On-Board Measurements and monitoring- Tampering prevention (e.g. NOx emulator, DPF removal…)-Provisions for PTI |  | GRPE / IWG on PTI |  |  |
| potential | Non-regulated Emissions | Include non-regulated pollutant into emissions regulations, if appropriate  |  | GRPE |  |  |
| potential | Tyre wear emissions | Develop methodology to characterize (PN, other?) emissions from tyre wear |  | IWG on PMP / GRBP ? |  |  |
| potential | Heavy Duty Hybrids | Introduction of approval provisions in UNR 49 and possible Amendments to UN GTR No. 4 |  | GRPE |  |  |
| potential | Hydrogen-powered Heavy Duty | Introduction of approval provisions in UNR 49 |  | GRPE |  |  |
| potential | Powertrain definitions  | Develop a more regular and systematic framework for the update of Mutual Resolution No. 2 Containing Vehicle Propulsion System Definitions |  | GRPE |  |  |
| potential | Replacement after-treatment systems | Amendments to UN Regulation No. 103 |  | GRPE |  |  |
| potential | Connected, automated and autonomous vehicles and the environment | Using vehicle connectivity, automation and self-driving capabilities to minimize environmental impact of vehicles and associated activity. |  | GRPE / GRVA |  |  |
| potential  | Method for stating energy consumption / emissions from EVs | Joint task force being set-up with the Group of experts on energy efficiency (GEEE) of the energy division of UNECE |  | IWG on EVE |  |  |

1. GRSG

|  |
| --- |
| **GRSG** |
| **Priority/recurrent** | **Title**  | **Tasks / Deliverables** | **References** | **Allocations / IWGs** | **Timeline** | **Initiator** | **Comments** |
| Priority | Event Data Recorder | Establish new performance requirements for EDR suitable for potential new UN R and/or UN GTR | ECE/TRANS/WP.29/2019/34/Rev. | IWG on EDR/DSSAD | 2020 | WP.29 | IWG reporting both to GRSG and GRVA |
| Priority | Augmented reality | Verify and address as necessary Augmented Reality related aspects in relation with existing UN Regulations / UN GTRs / UN Rules | - UN R- 125- GRSG-117-27  |  |  | OICA |  |
| Priority | Connectivity | Virtual keys | UN R 116GRSG-117-31 |  |  | OICA |  |
| recurrent | Consolidated Resolution on the construction of vehicles | Update to technical progressInclusion of automated vehicles (classification) | R.E.3GRSG-117-06 |  |  | WP.29France |  |
| recurrent | IWVTA | Update to technical progress | UN R 0 |  |  | WP.29 |  |
| recurrent | External projections of passenger cars | Update to technical progress | UN R 26 |  |  | WP.29 |  |
| recurrent | Prevention of fire risks | Update to technical progress | UN R 34 |  |  | WP.29 |  |
| recurrent | Foot controls | Update to technical progress | UN R 35 |  |  | WP.29 |  |
| recurrent | Speedometer/odometer | Update to technical progress | UN R 39  |  |  | WP.29 |  |
| recurrent | Safety glazing | Update to technical progress | UN R 43 / UNGTR 6 | Panoramic Sunroof Glazing (PSG) | April 2020 | KoreaWP.29 |  |
| recurrent | Devices for indirect vision | Update to technical progress | UN R 46  |  |  | WP.29 |  |
| recurrent | Mechanical couplings | Update to technical progress | UN R 55  |  |  | WP.29 |  |
| recurrent | Rear underrun protective devices | Update to technical progress | UN R 58 |  |  | WP.29 |  |
| recurrent | Driver operated controls (mopeds/motorcycles) | Update to technical progress | UN R 60  |  |  | WP.29 |  |
| recurrent | Anti-theft (mopeds/motorcycles) | Update to technical progress | UN R 62 |  |  | WP.29 |  |
| recurrent | Strength of superstructure (buses) | Update to technical progress | UN R 66  |  |  | WP.29 |  |
| recurrent | LPG vehicles | Update to technical progress | UN R 67  |  |  | WP.29 |  |
| recurrent | Lateral protection devices | Update to technical progress | UN R 73  |  |  | WP.29 |  |
| recurrent | Front underrun protection | Update to technical progress | UN R 93 |  |  | WP.29 |  |
| recurrent | ADR vehicles | Update to technical progress | UN R 105  |  |  | WP.29 |  |
| recurrent | M2, M3 vehicles | Update to technical progress | UN R 107 |  |  | WP.29 |  |
| recurrent | CNG and LNG vehicles | Update to technical progress | UN R 110  |  |  | WP.29 |  |
| recurrent | Anti-theft and alarm systems | Update to technical progress | UN R 116  |  |  | WP.29 | Splitting into three new UN R for compatibility with IWVTA |
| recurrent | Burning behaviour of materials | Update to technical progress | UN R 118  | Behaviour of M2 and M3 category vehicles' general construction in case of fire events (BMFE | Oct. 2020 | FranceWP.29 |  |
| recurrent | Identification of controls, tell-tales and indicators | Update to technical progress | UN R 121  |  |  | WP.29 |  |
| recurrent | Heating systems | Update to technical progress | UN R 122 |  |  | WP.29 |  |
| recurrent | Accident Emergency Call Systems (AECS) | Update to technical progress | UN R 144 |  |  | WP.29 |  |
| recurrent | Blind Spot Information Systems | Update to technical progress | UN R 151 | Awareness of Vulnerable Road Users proximity(VRU-Proxi) | April 2021 | Japan, ECWP.29 |  |
| potential  | Consolidated Resolution on the construction of vehicles | Inclusion of other vehicle categories (e.g. recreational vehicles) | R.E.3GRSG-117-19 |  |  | RVIA |  |
| potential | Automated vehicles | Review/screening of existing regulations having the word "driver" | All UN Rs and UN GTRs under the purview of GRSG |  |  | GRSG (Germany) |  |

1. GRSP

|  |
| --- |
| **GRSP** |
| **Priority/recurrent** | **Title**  | **Tasks / Deliverables** | **References** | **Allocations / IWGs** | **Timeline** | **Initiator** | **Comments** |
| **Short term** |
| Priority | Child restraint systems | Amendment of scopeHarmonization and improvement of test tools | ECE/TRANS/WP.29/GRSP/2019/28 | EC | Finalise in GRSP 66th meeting, WP.29 June 2020 | EC | To be finalised |
| Priority | Update of UN crash regulations following revised EU GSR | Depending on GRSP 66th meeting outcome if further work is needed or is transmitted to WP.29 June 2020 | ECE/TRANS/WP.29/GRSP/2019/29ECE/TRANS/WP.29/GRSP/2019/30ECE/TRANS/WP.29/GRSP/2019/37ECE/TRANS/WP.29/GRSP/2019/38GRSP-66-09 | TF - EU GSR Revision | Finalise in GRSP 66th meeting at the latest, WP.29 June 2020 | EC | To be finalised  |
| Priority | Head restraints | Transposition of GTR7 in UN R17 | ECE/TRANS/WP.29/GRSP/2019/27New consolidated working document for 67th session of GRSP | Ad hoc group on R17 | Finalise in GRSP 67th meeting at the latest, WP.29 November 2020 | EC | To be finalised  |
| Priority | Electric vehicles safety | Transposition of GTR20 in UN R94, R95, R100, [R136] R137 [and R146], [possibly in R12 (t.b.c.)] | N/A | Ad hoc group on R100 | Finalise in GRSP 67th meeting at the latest, WP.29 November 2020 | JPN, EC | Side meetings of EVS IWG Phase 2 |
| **Medium term** |
| Priority | Deployable pedestrian protection systems | Inclusion in GTR9 | ECE/TRANS/WP.29/AC.3/45ECE/TRANS/WP.29/AC.3/45/Rev.1 | IWG-DPPS | 06/2020 | KOR | Ongoing |
| Priority | Head impact zone enlargement | Inclusion in GTR9 | N/A | T.b.d. | WP.29 June 2021 | EC, JPN | To be started  |
| Priority | Deployable pedestrian protection systemsand head impact zone enlargement | Transposition in UN R127 | N/A | N/A | WP.29 June 2021 | EC, JPN | To be started  |
| Priority | Hydrogen safety material compatibility and new tank concepts  | Inclusion in GTR13‘phase 2’ | ECE/TRANS/WP.29/AC.3/49 | IWG-HFCV | WP.29 November 2021 | JPN, KOR, EC | Ongoing |
| Priority | Hydrogen safety material compatibility and new tank concepts  | Transposition in UN R134 [and R146] | N/A | T.b.d. |  | EC, JPN | To be started if agreed by GRSP  |
| Priority | Electric vehicles safety  | GTR20 Phase 2 |  | IWG-EVS | Proposal at December 2021 GRSP | US, EC, CN, JP | Ongoing |
| Priority | Children in buses | New reg | 2019/22 and GRSP-66-06 | IWG-STCBC | WP29 march 2023 | SP | Ongoing |
|  |  |  |  |  |  |  |  |
| **Long term** |
| Priority | Helmets | 07 series of amdtPhase 2 of IWG  | 2019/25 and GRSP-66-22 | IWG PH (mandate to be proposed) | 2022 ? | FR IT | To be started if agreed by GRSP |
| Priority/recurrent | Title  | Tasks / Deliverables | References | Allocations / IWGs | Timeline |  |  |
|  |  |  |  |  |  |  |  |
| Potential | Airbags jackets | New reg  | (EN 1621-4) | IWG ? | 2023 ? | FR ? |  |
|  | Improvement of crash safety of Motor caravans? |  | Crash tests on Motor caravan has been performed in Sweden revealing major shortcomings in crash safety. |  |  |  | Motor caravans is typical of category M1-SA with exemptions from several requirement in the EU regulations. As regulations is under update to follow GSR it is motivated to look into and question the exemption from safety requirements in Annex 11 of 2007/46/EU. |
|  | Improve safety for wider range of population using crash test dummies and test methods more representative of the population? |  | Study is being finalized in Sweden on if crash test dummies today do represent population (man, women, age, length, mass) in a good way. Sweden are willing to present the result of the study in GRSP May 2020. |  |  | SE?, (EC has earlier expressed support to look at this) | In order to give better protection for the wider range of population, representation of women, elderly and other aspects of population need more attention in the design and test of safety systems. |
| Priority | Passive safety with regard to new seating configurations in Automated vehicles | Collect available information and data describing the expected future seating position configurations related to highly automated and autonomous vehicles.Create a common understanding on the readiness of new systems over time and related regulatory needs and timelineIdentify a step-wise “regulatory approach” to enable the above identified solutions. | Link to GRVA and 179th WP29 session recommendation WP29-179-23WP29-179-25 | GRSPTaskforce to collect existing data/info IWG to develop regulation proposals | Depending from the identified “regulatory timeline” | To be defined | Automated/autonomous vehicles are seen to offer significant benefits in road safety It is expected that higher levels of automation will be available in the near future allowing occupants to aim for new seating configurations, e.g. improved comfort, working environment or improved communication. |
| Priority | Passive safety with regards vehicles Frontal impact, N1 and THOR (UNR No. 137) | New series of amendment to UNR No. 137 | N/A  | T.b.d. | WP.29 | JPN, EC | To be started  |

1. GRVA

| *Category* | *Item* | *Activities in 2020* | *Top three priorities for 2021* | *Initiator* |
| --- | --- | --- | --- | --- |
|  |  |  |  |  |
| ADAS | AEBS | X |  | EU |
|  | ACSF | X |  | OICA / AVERE |
| Automated Vehicles | ALKS | X |  | D/J |
|  | FRAV | X | X | Framework doc. |
|  | VMAD | X | X | Framework doc. |
|  | DSSAD | X |  | Framework doc. |
| Connectivity  | Cyber Security  | X | X | Framework doc. |
|  | (OTA) software updates | X |  | Framework doc. |
| Braking | MVC | X |  | Sweden / OICA |
|  | Motocycle braking | X |  | Italy / IMMA |

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_