



# Economic and Social Council

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## Economic Commission for Europe

### Inland Transport Committee

### World Forum for Harmonization of Vehicle Regulations

#### 193rd session

Geneva, 25–28 June 2024

Item 4.8.1 of the provisional agenda

#### 1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRVA

## Proposal for Supplement 3 to UN Regulation No. 155 (Cyber Security and Cyber Security Management System)

### Submitted by the Working Party on Automated/Autonomous and Connected Vehicles\*

The text reproduced below was adopted by the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) at its eighteenth session (ECE/TRANS/WP.29/GRVA/18, para. 53). It is based on ECE/TRANS/WP.29/GRVA/2024/4. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their June 2024 sessions.

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\* In accordance with the programme of work of the Inland Transport Committee for 2024 as outlined in proposed programme budget for 2024 (A/78/6 (Sect. 20), table 20.5), 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.



*Paragraph 1.1.*, amend to read:

"1.1. This Regulation applies to vehicles, with regard to cyber security, of Categories L, M, N and O, if fitted with at least one electronic control unit."

*Paragraph 1.2.*, shall be deleted.

*Paragraphs 1.3. (former) and 1.4.*, renumber as paragraphs 1.2. and 1.3.

*Paragraph 7.3.1.*, amend to read:

"7.3.1. The manufacturer shall have a valid Certificate of Compliance for the Cyber Security Management System relevant to the vehicle type being approved. However, for type approvals of vehicles of Categories M, N and O first issued before 1 July 2024, and for type approvals of vehicles of Category L first issued before 1 July 2029, and for each extension thereof, if the vehicle manufacturer can demonstrate that the vehicle type could not be developed in compliance with the CSMS, then the vehicle manufacturer shall demonstrate that cyber security was adequately considered during the development phase of the vehicle type concerned."

*Paragraph 7.3.4.*, amend to read:

"7.3.4. The vehicle manufacturer shall protect the vehicle type against risks identified in the vehicle manufacturer's risk assessment. Proportionate mitigations shall be implemented to protect the vehicle type. The mitigations implemented shall include all mitigations referred to in Annex 5, Part B and C which are relevant for the risks identified. However, if a mitigation referred to in Annex 5, Part B or C, is not relevant or not sufficient for the risk identified, the vehicle manufacturer shall ensure that another appropriate mitigation is implemented. In particular, for type approvals of vehicles of Categories M, N and O first issued before 1 July 2024, and for type approvals of vehicles of Category L first issued before 1 July 2029, and for each extension thereof, the vehicle manufacturer shall ensure that another appropriate mitigation is implemented if a mitigation measure referred to in Annex 5, Part B or C is technically not feasible. The respective assessment of the technical feasibility shall be provided by the manufacturer to the approval authority."

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