

## **Draft Report of the 22<sup>nd</sup> Session of the GRSG Informal Working Group on awareness of Vulnerable Road Users proximity in low speed manoeuvres (VRU-Proxi)**

Dates: 17<sup>th</sup> and 18<sup>th</sup> of March 2022  
Venue: Webex meeting  
Chairs: Mr. Peter Broertjes (European Commission)  
Mr. Yasuhiro Matsui (Japan)  
Secretary: Mr. Johan Broeders (OICA)

### **1. Welcome and introduction**

The Chairs welcomed the members of the group. Due to the situation in Ukraine the following statement was given by the Chairman of the European Commission at the start of the meeting:

*At the outset let me express the EU and its Member States' full solidarity with Ukraine and the Ukrainian people. The EU condemns in the strongest possible terms Russia's unprovoked and unjustified military aggression against Ukraine, which grossly violates international law and the UN Charter, and undermines international security and stability. The EU demands that Russia immediately ceases its military actions, withdraws all its troops from the entire territory of Ukraine and fully respects Ukraine's territorial integrity, sovereignty and independence within its internationally recognised borders. The EU resolutely supports Ukraine's inherent right of self-defence, and the Ukrainian armed forces' efforts to defend Ukraine's territorial integrity and population in accordance with Article 51 of the UN Charter. At all times Russia must respect its responsibilities under international humanitarian law. Russia also needs to stop its disinformation campaign and cyber-attacks.*

The above statement was also supported by the UK.

### **2. Adoption of the agenda**

Document: [VRU-Proxi-22-01 Rev2 \(Chair\)](#)

The agenda was adopted by the group

### **3. Adoption of the report of the 21<sup>st</sup> VRU-Proxi session (online meeting)**

Document: [VRU-Proxi-21-15 \(Chair\)](#)

No comments to the report of last meeting were received, report was adopted.

#### **4. Announcements of the Chairs / proposed changes to chairmanship in ToR**

Document: [GRSG-123-01e](#)

The Chairs announced the following changes in chairmanship of this IWG:

- Mr. Matsui from J will resign as Chair of this IWG by the end of March 2022. J is not able to follow-up the co-chairmanship of this IWG and kindly asked the EC to continue the chairmanship.
- Mr. Broertjes from the EC will leave the IWG after the next GRSG session at the end of March 2022 due to moving to another position within the EC. Mr. Ladret Piciorus from the EC will follow-up Mr. Broertjes as Chair of this IWG.

Both Chairs thanked the IWG members very kindly for their full support and contribution to the outstanding deliverables of this IWG to the GRSG and congratulated the group for the contribution to the enhancement of future road safety. Also the new Chair, Mr. Ladret Piciorus, was warmly welcomed to continue the chairmanship of this IWG.

As a result of abovementioned changes, the reference for the chairmanship needs to be updated in the Terms of Reference. This change will be announced to the 123<sup>rd</sup> session of GRSG by means of an informal document.

#### **5. Discussion on documents to be submitted to GRSG 123**

##### **5.1. Blind Spot Information System - UN Regulation No. 151**

Documents: [ECE-TRANS-WP.29-GRSG-2022-09e](#)  
[VRU-Proxi-22-04 \(OICA\)](#)

The proposed supplement and amendments from OICA to UN Regulation No. 151 Blind Spot Information System were discussed. It was agreed to submit the proposal as described in VRU-Proxi-22-04 to the 123<sup>rd</sup> session of GRSG as a new informal document as amendment to GRSG-2022-09.

##### **5.2. Moving-off Information System – UN Regulation No. 159**

Document: [VRU-Proxi-22-05 \(OICA\)](#)

OICA tabled VRU-Proxi-22-05 with a proposal for a modification to UN Regulation No. 159 Moving-off Information System regarding the automatic deactivation in accordance with the similar proposal in GRSG-2022-09 to amend UN Regulation No. 151. The group agreed and approved the proposal for submitting as an informal document for the 123<sup>rd</sup> session of GRSG.

##### **5.3. Front and lateral detection M1/N1 – new UN Regulation**

Documents: [ECE-TRANS-WP.29-GRSG-2022-06e](#)  
[ECE-TRANS-WP.29-GRSG-2022-08e](#)

The proposed new UN Regulation for Driver's Awareness of Vulnerable Road Users in Close-Proximity to the Front and Lateral Sides of Vehicles was discussed. It was agreed that J will prepare a presentation to explain this new regulation to the GRSG experts in the 123<sup>rd</sup> session of GRSG.

There was some unclarity about the proposed amendment to UN Regulation No. 46. The Chair stated that the UN Contracting Parties will have to observe this proposal for a discussion in the 123<sup>rd</sup> session of GRSG.

#### 5.4. Reversing Motion - UN Regulation No. 158

Documents: [ECE-TRANS-WP.29-GRSG-2022-10e](#)  
[VRU-Proxi-22-06 Rev1 \(OICA\)](#)  
[VRU-Proxi-22-07 \(OICA\)](#)

The group discussed the proposed supplement to UN Regulation No. 158 Reversing Motion and the proposed changes were broadly accepted. However, there was no agreement reached on the topic about the temporary obstruction of the monitor view (e.g. caused by the spokes of the steering wheel in case of turning while reversing). OICA stated that this application already exists for some time in buses and, as far as known, without any issues reported. It seems to be a theoretical issue as the driver can increase the visibility of the monitor by moving the head. UK expressed concerns that drivers will report the obstruction as an excuse of not having seen a VRU in the monitor while reversing. FR, SE, DE and J had no final position.

As no consensus could be achieved, the Chair proposed to rephrase the text as given below including square brackets for a discussion in the 123<sup>rd</sup> session of GRSG.

*"16.1.3.1. The monitor defined size shall be visible without any [permanent] obstruction from the ocular reference point. [In case of a temporary obstruction the size of the obstruction shall be minimized.] A virtual testing is acceptable."*

OICA presented VRU-Proxi-22-06 Rev1 which was agreed and approved by the group. J will integrate this proposal in an informal document for the 123<sup>rd</sup> session of GRSG as replacement of GRSG-2022-10.

#### 5.5. Direct Vision – new UN Regulation

Documents: [ECE-TRANS-WP.29-GRSG-2022-07e](#)  
[VRU-Proxi-22-02 \(OICA\)](#)  
[VRU-Proxi-22-03 Rev2 \(OICA\)](#)  
[VRU-Proxi-22-09 \(LDS\)](#)

The Chair asked feedback from the group on the proposed new UN Regulation for Direct Vision. There were no comments on the draft regulation text and the feedback was in general positive and encouraging.

OICA tabled VRU-Proxi22-03 Rev1 including a proposal for an amendment to the draft direct

vision regulation regarding the vehicle loading conditions. The group agreed to submit this proposal as an informal document for the 123<sup>rd</sup> session of GRSG.

OICA raised a concern on paragraph 5.3 regarding the time condition of “Until 31 December 2024,...”. This short time frame would not provide the opportunity for the industry to make use of it for innovative cab designs as these would require much longer development times. Also, the Chair mentioned that for such a condition it is more appropriate and in accordance with the general guidelines for UN regulations to address this in the Terms of Reference. The group agreed to remove this time condition in paragraph 5.3 and to implement in the ToR the prerequisite that this paragraph shall be replaced by an alternative testing method for innovative designs to be introduced in phase 2. These changes need to be reflected in informal documents for the 123<sup>rd</sup> session of GRSG as amendments to GRSG-2022-07 and GRSG-123-01 (revised ToR).

Loughborough Design School (LDS) presented in VRU-Proxi-22-09 the status of the Tfl DVS and the progress of the work on technology neutrality issue in the UN Direct Vision regulation. For the investigation on technology neutrality the automated set-up and three different proposals were explained. The question was raised whether the technology neutrality shall only be applicable to the front zone. The group agreed to consider only the front area.

ACEA mentioned to work on a sensitivity analysis based on modifications of the LDS generic cab model. Further discussion on this subject will take place in the Direct Vision Taskforce and an update will be presented in the next IWG meeting.

## **6. Next meeting**

The Chairs announced the provisional dates for the next 23<sup>rd</sup> VRU-Proxi meeting being 18<sup>th</sup> and 19<sup>th</sup> of May 2022 (location / web meeting TBD).

## **7. Any Other Item**

No other items were discussed.