

Revised Terms of Reference and Rules of Procedure of the Informal Working Group on Awareness of Vulnerable Road Users Proximity in Low-Speed Manoeuvres (VRU-Proxi)

Consolidated from: Annex II of the report of the GRSG 127th session and Annex III of the report of the GRSG 128th session

A. Terms of Reference

1. The Informal Working Group (IWG) shall review evidence and, where appropriate, 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; and
- (c) the approval of devices for indirect vision, and their installation on the vehicles.

The consideration shall not cover interventions such as those that are outside the purview of GRSG, for example, those operating on the braking system or the steering system.

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

2. IWG should take into account existing technology, data and research. Furthermore, it should consider pre-existing standards as well as national and international legislation covering the same scope. IWG shall take account of the delay between the application of the regulation and its effect in the field.

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

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:

- (i) Vehicle turning:

- a. Completion of the proposal by Germany on new provisions for Blind Spot Information Systems (BSIS): 115th session of GRSG (October 2018); Status: completed per UN Regulation No. 151;
- b. Possible completion of alternative testing procedure, depending on the evaluation of the feasibility of the alternative testing procedure, to be decided by the IWG: 123rd session of GRSG (April 2022). Status: completed per UN Regulation No. 151.

- (ii) Vehicle driving straight or taking off from standstill (M₂, M₃, N₂, N₃): 118th session of GRSG (April 2020) e.g. CMS or detection system; Status: completed per UN Regulation No. 159;

- (iii) Vehicle taking off from standstill (M₁, N₁): Completion of the proposal by Japan on new provisions for awareness of VRU: 123rd session of GRSG (April 2022); Status: completed per UN Regulation No. 166.

(b) Reversing motion (e.g. Camera Monitoring Systems (CMS) or detection system): 118th session of GRSG (April 2020); Status: completed per UN Regulation No. 158;

(c) Direct vision:

Phase 1: Base regulation 123rd session of GRSG (April 2022).

Phase 2: Amendments

Amending the alternative testing method for innovative vehicle designs (e.g. aerodynamic narrow A-pillar designs) possibly by replacing paragraph 5.3. (October 2023 or earlier if possible).

For vehicles with competing objectives (e.g. improved direct vision versus high-capacity transport, high efficiency, new powertrain technology, impact on freight industry) with direct vision challenges an alternative approach could be considered. It shall be limited to Level 3 for N₃ category of vehicles and shall be based on quantified data. (October 2023 or earlier if possible).

Status: completed per UN Regulation No. 167

(d) The group shall continue to work on:

i. Completing draft regulatory proposals for Separate Technical Unit (STU) approvals for the following regulations (if applicable):

- UN Regulation No. 151
- UN Regulation No. 158
- UN Regulation No. 159
- UN Regulation No. 166.

ii. Considering the need for the following extensions of the scope concerning the following regulations:

- UN Regulation No. 151: N₁ category of vehicles
- UN Regulation No. 158: O category of vehicles (if applicable).

iii. Considering the need for further improvements of the established regulations of this group, in the context of:

- Assessment of the collective effect UN Regulations in reducing collisions with VRUs
- While respecting competition law, the availability of new or enhanced technologies in relation to UN Regulations No. 151 and No. 159
- Assessment of the benefits of combination of a camera and a detection system in relation to UN Regulation No. 158
- Further enhancement of pedestrian safety around buses.

A status report will be provided to the October 2025 session of GRSG.

Taking note of paragraph 2 of these Terms of Reference, the reports drafted by the group on points 4(d)ii and 4(d)iii shall consider:

(a) any cost-benefit analyses of the safety benefits of the proposals

(b) the safety effects already established by the latest versions of the applicable UN Regulations and their combination.

5. IWG is expected to draft regulatory proposals on the approval of Separate Technical Units to GRS. Furthermore, a report on the need for further amendments to the Regulations in question shall be provided. 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.

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

B. Rules of Procedure

6. 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.
7. Additional experts may attend on a case-by-case basis, invited by consensus decision of IWG. These experts shall not be part of the decision process.
8. A Chair and a Secretary will manage IWG.
 - (a) The chairmanship shall be under the responsibility of European Commission;
 - (b) The secretariat shall be under the responsibility of OICA.
9. The working language of IWG will be English.
10. All documents or proposals shall be submitted to the Secretary of the group in a suitable electronic format twelve weeks 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.
11. An agenda and related documents shall be made available on the website by the Secretary, in advance of all scheduled meetings.
12. 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.
13. The progress of IWG will be routinely reported to GRSG – wherever possible as an informal document and presented by the Chair, the Secretary or their representative(s).
14. 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.
