

GRE Task Force on Glare Prevention (TF GP)

4th meeting (hybrid session)

9 September 2025
9:30 – 17:00 (CEST)

CLEPA Headquarters
Cours Saint-Michel 30g, Brussels

REPORT

		Documents
1.	Welcome and opening remarks Both Co-chairmen welcomed the participants to the meeting and thanked CLEPA for hosting this session.	
2.	Introduction of participants and organisations A list of all participants is available in Annex 1 to this Report.	
3.	Adoption of the agenda The agenda was adopted without modifications.	TFGP-04-01
4.	Approval of the report on the last meeting The report on the 3 rd meeting (Brussels, 8 July 2025) was approved without modifications.	TFGP-03-02
5.	HWT on Literature – status update Mr. Matarazzo introduced document TFGP-04-02, as a first status report of the activity of the HWT Literature. After the presentation, the participants commented as follows: <ul style="list-style-type: none"> - Multiple factors contribute to glare, so their cumulative effect is to be considered. Combinations like headlamps misalignment and higher color temperature can intensify glare beyond the impact of either factor when evaluated alone. - There is an unclear period between the end of the production line and the actual use on the road, during which little is known about what happens to the vehicle. Rough handling during transportation could affect headlamp alignment, so a better understanding of what happens in this early phase of the vehicle life becomes important. - Vehicles typically cover most of their mileage in their four years of life; in most countries this means before they undergo their first PTI inspection. During this period, lower maintenance may result in headlamps alignment not being properly adjusted. - If the initial setting is incorrect, the automatic levelling system is not in the condition to operate correctly and may actually worsen the misalignment instead of correcting it. 	TFGP-04-02

	<ul style="list-style-type: none"> - Concerns about light colour are not new: in the 1970s, newspapers were already reporting complaints about the harshness of bright white light in newer lamps compared to the older models. - During the examination of the literature, both qualitative and quantitative aspects should be considered. - It was observed that there are two main groups of factors: those related to the vehicle and those linked to human perception. Although it is important considering both, the regulatory action should ultimately focus on the vehicle aspects within the frameworks of the 1958, 1998, and 1997 Agreements. Individual vision problems, unless widespread, should be treated as exceptions rather than determinants of the average human eye behaviour. - As the Task Force does not have the possibility to run independent researches, it was decided to proceed using the existing literature and evaluate only in the future the potential need for further studies. 	
6.	<p>HWT on PTI – status update</p> <p>Mr. Ondrejka and Mr. Schröder presented doc TFGP-04-03 as first output of the HWT on PTI. The document identifies a first set of critical issues that lead to glare, divided in 4 areas where work is needed:</p> <ul style="list-style-type: none"> - Headlamp aiming - Requirements on construction - Provisions for PTI - Measurement issues during PTI <p>It was clarified during the presentation that several items in the document should also be addressed by other HWTs.</p>	TFGP-04-03
7.	<p>HWT on ADB/AFS</p> <p><u>Identification of a coordinator</u></p> <p>As no Chairperson was designated during the 3rd TF session, Mr. Schramm offered to serve as co-coordinator for this HWT. One additional candidate is being sought within the group for sharing the co-coordinator role. (<i>Note: after the meeting, Mr. Bauckhage volunteered for this role.</i>)</p> <p><u>Activity planning</u></p> <p>Mr. Puglisi reminded the objectives for this HWT as defined during the last session:</p> <ul style="list-style-type: none"> - Identify elements that could negatively affect the performance of ADB/AFS and cause glare; - Identify improvable ADB performance requirements (e.g. by adaptivity of some parameters); - Identify elements that can further improve the glare situation. <p>It was also clarified that the group will focus on both Adaptive and Automatic systems, in order to cover the majority of the vehicles on the road.</p> <p>In addition to dirt and delays, as examples of elements that could negatively affect the performance of ADB/AFS and cause glare, the participants added other factors such as response time, accuracy of the cut-off and resolution.</p> <p>Regarding the timeline for this HWT, a proposal was made to hold a virtual kick-off meeting in early October 2025. The purpose of this meeting would be to expand the group's objectives and plan the future activities. GTB will assist the group by providing Secretariat support to the co-coordinators.</p>	

8.	<p>Next steps</p> <p>In view of the upcoming GRE-93 session, it was agreed to identify the main contents of the status report that will be presented. The participants agreed to provide a brief overview on the four HWTs that have been established, give some indication on the timing (focussing on the near future) and share some information about the early findings, to show the initial progress.</p> <p>The TF-GP Officers will produce the final presentation for GRE-93 on the basis of the indications agreed during the meeting.</p>	
9.	<p>Any Other Business</p> <p>Mr. Bailey informed that the UK study on glare from TRL will likely be available by October 2025. Once published, the document will be shared with the HWT Literature for examination.</p> <p>Ms. Lau reported that the report on glare under preparation by Transport Canada should be completed by December 2025. This report will also be shared with the TF-GP.</p>	
10	<p>Next meetings</p> <ul style="list-style-type: none"> - <i>Editorial meeting (status report) via WebEx on 10 October 2025</i> The editorial meeting will be used by the Officers of the TF-GP to finalise the status report to GRE-93 - <i>5th meeting in Brussels (BE) on 9 December 2025</i> The 5th meeting of the TF-GP will be held in Brussels, the day before SLR-75. 	
11	<p>Closure</p> <p>Both Co-chairmen thanked the participants for the fruitful contribution and closed the meeting.</p>	

Annex 1 to TFGP-04-04

Participation at the 4th TF-GP meeting Brussels (BE)/Hybrid, 9 September 2025

Marc Fischer	GERMANY / TF co-chair	In person
Derwin Rovers	NETHERLANDS / TF co-chair	In person
Davide Puglisi	GTB / TF co-secretary	In person
Federico Matarazzo	GTB / TF co-secretary	WebEx
Rav Choda	AAPC	WebEx
Daniel Kutschkin	AUSTRALIA	WebEx
Caroll Lau	CANADA	WebEx
Peter Ondrejka	CITA	WebEx
Ana I. Munoz	CLEPA	WebEx
Frederic Hay	CLEPA	WebEx
Frederic Masson	CLEPA	WebEx
Michael Pernkopf	CLEPA	WebEx
Thomas Bauckhage	CLEPA	WebEx
Harm Zeven	FIA	WebEx
Timo Kärkkäinen	FINLAND / GRE Chairman	WebEx
Antoine Pamart	FRANCE	WebEx
Ralph Schröder	FSD	In person
Rainer Krautscheid	GERMANY	WebEx
Philipp Plathner	IEC	WebEx
Pere Hernandez	IMMA	WebEx
Takashi Sugiura	IMMA	WebEx
Takuya Minagawa	IMMA	WebEx
Rahul Kumar	INDIA	WebEx
Yoshiro Aoki	JAPAN	WebEx
Kotaro Hashimoto	JAPAN	WebEx
Manabu Fushimi	JAPAN	WebEx
Seiji Nemoto	JAPAN	WebEx
Michiaki Sekine	JAPAN	WebEx
Yoko Kato	JAPAN	WebEx
Yuichiro Mito	JAPAN	WebEx
Magnus Nordeke	OICA	WebEx
Sonia Sudrie	OICA	WebEx
Thomas Schramm	OICA	WebEx
Torsten Schwarz	OICA	WebEx
Ziya Metin Coskun	OICA	WebEx
Thomas Schramm	OICA	In person
Tomasz Targosinski	POLAND	WebEx
Phil Bailey	UK	In person