

GRE Task Force on Glare Prevention (TF GP)

6th meeting (hybrid session)

**3 February 2026
9:30 – 17:00 (CET)**

CLEPA Headquarters
Cours Saint-Michel 30g, Brussels

REPORT

	Item	Documents
1.	<p>Welcome and opening remarks The Chairman welcomed the participants to the meeting and thanked CLEPA for hosting this session.</p>	
2.	<p>Introduction of participants and organisations A list of all participants is available in Annex 1 to this Report.</p>	
3.	<p>Adoption of the agenda The agenda was adopted with minor modifications, see TFGP-06-01/Rev.1 for details.</p>	TFGP-06-01
4.	<p>Approval of the report on the last meeting The report on the 5th meeting (Brussels, 9 December 2025) was approved without modifications.</p>	TFGP-05-12
5.	<p>HWT on Literature – status update Mr. Matarazzo presented the final status report from the HWT on Literature (doc. TFGP-06-02). The document contains extensive information regarding the types of glare, factors influencing it, regulatory situation and proposed solutions identified during the examination of the literature collected by the TF-GP and by GTB. After the presentation, the participants commented as follows:</p> <ul style="list-style-type: none"> - Within the framework of the 1958 Agreement, only certain aspects of glare can be addressed. Nevertheless, the result of the work done by the TF-GP will be shared with the Contracting Parties in GRE, who will then decide if and how following up on specific items; - Market surveillance needs to be improved. CPs shall take actions to remove illegal products from the markets; - In recent years, manufacturers have increased the luminous flux below the cut-off line to optimize light distribution. While this enhancement has improved visibility and detection distance, it has also resulted in greater light exposure for oncoming drivers in case of misaimed headlamps or road unevenness; - ADB was not introduced to reduce glare, but to increase the visibility for the driver – without disturbing the other drivers – by increasing the usage of the driving-beam that is normally underutilised because annoying to turn it ON and OFF every moment. However, ADB does reduce glare if compared to a standard driving-beams ON; 	TFGP-06-02

	<ul style="list-style-type: none"> - No study on the impact of soiling in small headlamps could be found, but may be useful considering the current design trend to reduce the size of headlamps; - FIA could contribute to the users' education regarding the proper use of manual headlamp aiming systems and the importance of regular maintenance and cleaning of headlamps and windscreen. Moreover, drivers should be made aware that ADB can (sometimes shall) be overridden when necessary. ADAS such as ADB are great tools to increase safety but ultimately the responsibility is on the driver, also to avoid glaring others. <p>Mr. Matarazzo informed that the HWT on Literature concluded its activities, and no further contributions to the TF-GP are foreseen for the time being. However, the team remains available to review any new literature materials that may emerge.</p>	
6.	<p>HWT on PTI – status update</p> <p>Mr. Ondrejka presented document TFGP-06-03. The HWT decided to prioritize items related to aiming by documenting the advantages and disadvantages of each approach. CITA will prepare a list of contents for PTI provisions, which will be addressed only after completing work on aiming. Some experts questioned this methodology, and Mr. Ondrejka clarified that initial aiming serves as the foundation for measurements and that a clear definition for the "kink of the elbow" is essential before proceeding further.</p> <p>Mr. Nordeke noted that the technical provisions in Reg. 149 were developed for type-approval purposes rather than PTI applications. Mr. Schröder shared the same view and emphasized the importance of establishing a connection between type-approval requirements and PTI by adding PTI provisions in UN lighting regulations. He added that the measurement method shall be clear and repeatable. Accuracy and uncertainty shall also be comparable.</p> <p>Regarding the cut-off line determination, Ms. Barton explained that the testing location should be considered, as both the vehicle position and its loading conditions can affect measurement results. Mr. Ondrejka added that Reg. 48 currently does not contain requirements for evenness of the floor, given that each country may have different methods to regulate it.</p>	TFGP-06-03
7.	<p>HWT on ADB/AFS – status update</p> <p>Mr. Bauckhage presented document TFGP-06-04. The HWT completed its review of literature material extracted from multiple ISAL symposia and is now utilizing the key findings to identify:</p> <ul style="list-style-type: none"> • Factors that may cause glare when ADB/AFS is activated • Adverse effects on ADB/AFS performance • Areas for improvement in ADB performance requirements <p>The group aims to provide a comprehensive update on this topic to the next TF-GP meeting in April 2026.</p> <p>Mr. Böttcher noted that a primary challenge with ADB is its slower response time compared to human perception when adapting to changing lighting conditions, as the system must first process information through various vehicle-mounted sensors. It is unrealistic to expect drivers to regularly evaluate ADB functionality and manually deactivate the system in the event of a malfunction.</p>	TFGP-06-04
8.	<p>Update from the GTB Task Force “Glare Control”</p> <p>Mr. Matarazzo reported that the GTB TF-GC is developing a list of potential solutions to address the glare factors outlined in document TFGP-05-07. Following a change in the group's chairmanship, GTB experts resumed their activities in January 2026. A more comprehensive contribution is expected to be submitted to the TF-GP at the next meeting in April 2026.</p>	

9.	<p>Next steps During the presentation of the HWTs status reports, Mr. Puglisi compiled a draft list of potential items for inclusion in the TF-GP's submission to GRE-94, following the next session. The list was shown and agreed by the participants (doc. TFGP-06-05). The Chairman tasked all the HWT leaders to review this list within their respective groups and provide feedback to the Secretariat prior to the next session.</p>	TFGP-06-05
10.	<p>Any Other Business Mr. Puglisi recalled that during the previous TF-GP session, Mr. Bailey raised a question regarding the use of polarizing filters on windshields and headlamps to reduce glare. GTB, which was tasked to investigate the potential application of these filters for glare mitigation, confirmed that the glare reduction would be accompanied by an equivalent reduction in visibility. Compensating for this visibility loss would require more exterior light outside the vehicles (e.g.: street lights). Consequently, these filters are not considered a viable solution for mitigating glare while maintaining current safety standards.</p>	
11.	<p>Next meetings <i>7th meeting in Brussels (BE) on 13 April 2026</i> The 7th meeting of the TF-GP will be held in Brussels (BE) on 13 April 2026 at the CLEPA Headquarters. After this session, the TF officers will finalize the inputs to be submitted to GRE-94. The 8th session will be held on 9 June 2026 at CLEPA (pending confirmation for the location). Both meetings will be hybrid, with possibility to join via web.</p>	
12.	<p>Closure The Chairman thanked the experts for their fruitful participation and closed the meeting.</p>	

Participation at the 6th TF-GP meeting*Brussels (BE)/Hybrid, 3 February 2026*

Marc Fischer	GERMANY / TF Chairman	In person
Davide Puglisi	GTB / TF co-secretary	In person
Federico Matarazzo	GTB / TF co-secretary	WebEx
Daniel Kutschkin	AUSTRALIA	WebEx
Carroll Lau	CANADA	WebEx
Peter Ondrejka	CITA	WebEx
Ruta Tamosiunaite	CITA	WebEx
Ana-Isabel Munoz	CLEPA	WebEx
Frederic Hay	CLEPA	WebEx
Silke Barton	CLEPA	WebEx
Thomas Bauckhage	CLEPA	WebEx
Tomás Caetano	CLEPA	WebEx
Harm Zeven	FIA	WebEx
Burkhard Böttcher	FIA	WebEx
Timo Kärkkäinen	FINLAND / GRE Chairman	WebEx
Antoine Depree	FRANCE	WebEx
Ralph Schröder	FSD	In Person
Stephan Rabe	FSD	In Person
Rainer Krautscheid	GERMANY	WebEx
Rainer Neumann	GTB	WebEx
Philipp Plathner	IEC	WebEx
Walter Schlager	IEC	WebEx
Alexander Desplenter	IMMA	In Person
Takashi Sugiura	IMMA	WebEx
Takuya Minagawa	IMMA	WebEx
Rahul Kumar	INDIA	WebEx
Satoru Kanai	JAPAN	WebEx
Manabu Fushimi	JAPAN	WebEx
Seiji Nemoto	JAPAN	In Person
Michiaki Sekine	JAPAN	WebEx
Yoko Kato	JAPAN	WebEx
Fernando Roshan	NORWAY	WebEx
Magnus Nordeke	OICA	WebEx
Sonia Sudrie	OICA	WebEx
Tomasz Targosinski	POLAND	WebEx
Phil Bailey	UK	In person