**GRPE Proposals to amend document ECE/TRANS/WP.29/2021/148**

1. Amend items 16 to 18 to read as follows:

“16. The whole-life compliance approach shows the necessary stages to better ensure the vehicles’ performance, reasonably, during their whole life. Table 1 below shows various phases of whole-life compliance.

Table 1. **Whole-Life Compliance**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Development & Production** | | **Vehicle in Use** | | | |
| Type Approval | Conformity of Production | In Service Conformity | Periodical Technical Inspections | Road side inspection | Market Surveillance |
| OEM, Approval Authorities (1958 Agreement) | OEM, Approval Authorities (1958 Agreement) | OEM, Approval Authorities (1958 Agreement) | Competent Authorities (1997 Agreement) | Competent Authorities (UN R.E.6) | National Market Surveillance Competent Authorities (not included in the 1958/97 agreement) |
| Whole-Life Compliance | | | | | |

The main tool to assess the convenience of stages of whole-life compliance, like the addition of market surveillance, geofencing, retrofit or recall campaigns, is the risk analysis described later. The risk analysis approach is also a valid framework to prioritise the different stages of whole-life compliance.

17. The risk analysis consists of assessing the possibilities of noncompliance of vehicle, its parts and equipment and their impacts.

18. Once followed the path described, a better rationale will be available to consider thenecessity:

(a) to check of vehicle, its parts and equipment during the life of the vehicle;

(b) to foresee any kind of provision required during the Type Approval;

(c) to provide Competent Authorities with data and system access for an impartial assessment.”

2. Annex to be deleted.