

GRE-TF on “Glare Prevention”

*DVN “Glare Forum”
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*Laurel Manor
Livonia, Michigan, USA*

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(on behalf of GRE-TF GP Secretariat)*

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- Various **CPs over the years have raised concerns on glare**. With increasing complaints about glare, there is a pressing challenge for regulators and authorities to respond with initiatives to mitigate the phenomenon.
- **GRE-IWG VGL** (Visibility Glare and Levelling) investigated the subject over the years (2015-2018). The activity then moved under **GRE-IWG SLR** (Simplification of Lighting Regulations) which concluded its work with the GRE approval of mandatory Auto levelling in April 2023, finally adopted by WP.29 in March 2024.
- At **GRE-90** (April 2024), GRE agreed to consider establishing a TF in order to address the results of the 2024 European consumer study on glare in road traffic highlighted by FIA (GRE-90-20 and GRE-90-40).
→ *According to the surveys conducted by 10 Europeans mobility clubs presented by FIA, the majority of drivers felt dazzled in road traffic, and three out of four of the respondents believed that glare prevention should be better regulated.*
- At **GRE-91** (October 2024), GRE decided to launch a **new TF on “Glare Prevention”** (TF-GP). Germany and Netherlands are co-chairing the TF and GTB provides the secretariat.

- **Agreed Terms of Reference** (see GRE-92-25/Rev.1)
- **Objectives** of the TF:
 - Distinguish between **avoidable and unavoidable** glare occurrences as well as **short-term and long-term** solutions.
 - In a first step consider glare caused by **road illuminating devices** (headlamps, including ADB and AFS) and, in a second step, glare caused by light signalling devices.
 - Improve the understanding of **different factors that influence glare**, visibility and conspicuity, and their respective weighted importance.
- **Big participation:** more than 60 members, including 13 Contracting Parties and 9 NGOs.

Established 4 “Homework Teams” (HWT):

- Literature: examine the most relevant materials available and summarise the key factors to focus on
- Periodic Technical Inspections (PTI): identify the most critical issues that lead to glare and how to avoid that. Consider 3 key stages of the initial vehicle life, from Type Approval to the first PTI (i.e. at the end of the production line, at the point of sale, at the first PTI), and what occurs to the initial aiming between these stages
- ADB/AFS: determine the elements that could negatively affect the performance of ADB/AFS and cause glare (e.g. dirt, delays, etc.) and identify improvable ADB performance requirements
- Regulation 48 (*not active for the time being*): coordinate the preparation of the recommendations to GRE



Meetings held so far:

- 23 January 2025 - Kick-off meeting (WebEx)
- 8 April 2025 - 1st session (Brussels - BE / WebEx)
- 20 May 2025 - 2nd session (Bonn - DE / WebEx)
- 8 July 2025 - 3rd session (Brussels - BE / WebEx)

Meetings planned in 2025:

- 9 September 2025 - 4th session (Brussels - BE / WebEx)
- 9 December 2025 - 5th session (Brussels - BE / WebEx)

Roadmap

April 2025	GRE-92: Approval of ToR
October 2025	GRE-93: Status update
April 2026	GRE-94: Draft recommendations on first step (RID)
October 2026	GRE-95: Recommendations on first step (RID)



Thank you for your attention!

CONTACTS

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