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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29) */

A. REPORT OF WP.29 ON ITS ONE-HUNDRED-AND-TWENTIETH SESSION

(7-10 March 2000)

**B. REPORT OF THE ADMINISTRATIVE COMMITTEE (AC.1) OF THE AMENDED
1958 AGREEMENT ON ITS FOURTEENTH SESSION**

(8 March 2000)

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*/ Formerly Working Party on the Construction of Vehicles (WP.29).

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REPORT

ATTENDANCE

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) held its one-hundred-and-twentieth session from 7 to 10 March 2000 under the chairmanship of Mr. V. Koutenev (Russian Federation). The following countries were represented: Austria; Belgium; Bulgaria; Canada; Czech Republic; Estonia; Finland; France; Germany; Greece; Hungary; Italy; Japan; Latvia; Luxembourg; Netherlands; Norway; Poland; Portugal; Romania; Russian Federation; Slovakia; Slovenia; Spain; Sweden; Switzerland; Turkey; Ukraine; United Kingdom of Great Britain and Northern Ireland; United States of America. Representatives of the European Community (EC) participated. Representatives of Australia and the Republic of South Africa took part in the session under Rule 1(b) of the Rules of Procedure of WP.29 (TRANS/WP.29/690). The following non-governmental organizations were also represented: International Road Transport Union (IRU); International Touring Alliance/International Automobile Association (AIT/FIA); International Organization of Motor Vehicle Manufacturers (OICA); International Motorcycle Manufacturers Association (IMMA); European Association of Automotive Suppliers (CLEPA); European Tyre and Rim Technical Organization (ETRTO); Working Party "Brussels 1952" (GTB); Consumers International (CI); European LPG Association (AEGPL); Federation of European Manufacturers of Friction Materials (FEMFM); International Motor Vehicle Inspection Committee (CITA); International Confederation of Associations of Experts and Consultants (CIDADEC); Union of Technical Assistance for Motor Vehicle and Road Safety (UNATAC); Federation of European Motorcyclists' Associations (FEMA). At the invitation of the secretariat, an expert from the Society of Automotive Engineers (SAE) participated.

OPENING OF THE SESSION

2. The session was opened by Mr. J. Capel Ferrer, Director of the Transport Division, who congratulated WP.29 on its achievements during forty-seven years of work and welcomed its transformation into a body with a wider, global scope. He informed the delegates that the Inland Transport Committee (ITC) had, at its sixty-second session (15-17 February 2000), endorsed the new name "World Forum for Harmonization of Vehicle Regulations (WP.29)" and the new "Terms of Reference and Rules of Procedure". He congratulated the Government of Japan which, under these new rules, becomes a full participant in WP.29. He also revealed that only completion of some administrative procedures prevented Australia and the Republic of South Africa from taking the same position during the current session of WP.29.

3. After reviewing the situation of the three major Agreements administered by WP.29, Mr. Capel Ferrer invited Governments to continue their efforts in order to ensure the earliest possible entry into force of both the 1998 Global Agreement and the 1997 Agreement on Technical Inspections. With regard to the former, he also touched on the question of the division of administrative and legal responsibilities between the Treaty Section of the UN Office for Legal Affairs (OLA) in New York and the ECE secretariat in Geneva and regretted that the OLA's views were not in line with those of WP.29. He felt that a direct intervention of existing Contracting Parties to the 1998 Agreement at the highest possible level with OLA might be helpful.

4. He informed WP.29 of the decision of the ITC to establish an Ad-hoc multi-disciplinary group of experts on safety in tunnels which, beside others, should also comprise representative(s) of WP.29. He also informed the delegates that the ITC had requested that the group should not be too large and that the secretariat had already sent to ITC members letters requesting the nomination of focal points for this group.

5. Mr. Capel Ferrer reiterated the commitment and dedication of the secretariat to assist WP.29 in its new, global endeavour.

A. SESSION OF WP.29

ADOPTION OF THE AGENDA

6. The Working Party adopted the provisional agenda (TRANS/WP.29/702) with the modifications noted below:

(i) Additional documents:

Item 6.9. - document TRANS/WP.29/2000/4/Add.1
Item 6.14. - document TRANS/WP.29/689, para. 100

(ii) Deferred items:

Item 6.6. - Regulation No. 18 (see para. 14.(a) below)
Item 6.18. - Regulation No. 55 (see para. 14.(b) below)
Item 6.24. - Regulation No. 107 (see para. 14.(c) below)
Items 7.1. to 7.10. - (see para. 14.(d) below)
Items 8.3. to 8.5. - (see para. 14.(d) below)

7. The secretariat informed WP.29 that difficulties continued mainly in the translation, but also in publication and distribution of documents. Of the session working documents submitted to the UNOG Conference Services Division before the deadline of 28 December 1999, a number of documents had been issued less than six weeks before the session, whilst seven documents, including the session agenda, remained pending. The secretariat regretted the inconvenience caused not only by insufficient resources, but also by an exceptional volume of documentation for the current session. It acknowledged that consideration of affected items of the agenda was only made possible by the cooperation of all the delegates who had acquired the original versions of the working documents from the website of WP.29.

8. The documents distributed without a symbol during the session are listed in the annex to this report.

ELECTION OF OFFICERS

9. WP.29 confirmed the decision made during the one-hundred-and-seventeenth session for a further year and re-elected Mr. V. Koutenev (Russian Federation) Chairman and Mr. B. Gauvin (France) Vice-Chairman for the three sessions scheduled for the year 2000.

10. It was noted that, according to Rule 13 of the Rules of Procedure of WP.29 (TRANS/WP.29/690), the Officers for the year 2001 should be elected at the end of the one-hundred-and-twenty-second session, in November 2000.

COORDINATION AND ORGANIZATION OF WORK

(a) Report of the Administrative Committee for the Coordination of Work (WP.29/AC.2)

11. The seventy-second session of WP.29/AC.2, considering the coordination and organization of work of WP.29 was held on 6 March 2000, under the chairmanship of Mr. B. Gauvin (France) and attended by representatives of the European Community (EC); France; Germany; Italy; Japan; Luxembourg; Netherlands; Russian Federation; United Kingdom; United States of America.

12. WP.29/AC.2 reviewed the provisional agenda of the current session of the Working Party and recommended its modifications (see para. 6. above).

13. It welcomed the new representative of the European Community, Mr. P.-O. Engelbrecht (Head of the Automotive Unit, European Commission, Directorate-General Enterprise) and noted his report that the procedural stalemate had been resolved and that he was authorized to vote for the EC member States in the session of AC.1 besides the amendments to Regulations applied by the Community also on the proposals for two new draft Regulations (items 8.1. and 8.2. of the agenda).

14. Concerning the deferred items of the agenda, it was noted that:

- (a) for item 6.6. the consideration of amendments to Regulation No. 18 should only take place in conjunction with the adoption by AC.1 of the new draft Regulation concerning the protection of motor vehicles against unauthorized use (agenda item 8.5.);
- (b) for item 6.18. additional modifications of the proposal for the draft 01 series of amendments to Regulation No. 55 had only been adopted by GRRF at its forty-seventh session (see para. 75 below) and the consideration of the complete proposal may therefore only take place during the forthcoming sessions of WP.29 and AC.1, in July 2000;
- (c) for item 6.24. additional clarifications should be provided by GRSG and consideration of the proposal for draft Supplement 1 to Regulation No. 107 may therefore take place at the earliest in July 2000.
- (d) for items 7.1. to 7.10. and 8.3. to 8.5. the Administrative Committee noted that procedures were in progress in the European Community and that the EC representative expected to receive the authorization to vote in one of the coming sessions of Administrative Committee (AC.1) of the amended 1958 Agreement.

15. WP.29/AC.2 noted with satisfaction that, after the approval by the European Community, the 1998 Global Agreement had already six Contracting Parties and only two more were necessary for its entry into force. In view of the future operation of the Global Agreement, WP.29/AC.2 resumed the consideration of the division of administrative and legal responsibilities

between the ECE and the UN Office for Legal Affairs (OLA) in New York and reiterated its opinion that global technical regulations (GTR) in the Global Registry should be treated in the same way as Regulations annexed to the 1958 Agreement. It invited both the secretariat and the existing Contracting Parties to the Agreement to follow-up this matter directly with OLA (see also para. 3 above).

16. WP.29/AC.2 had a fruitful discussion concerning the strategy for developing global technical regulations (GTR). It noted numerous contributions to this matter by the Governments and the non-governmental organizations. The secretariat was requested to prepare, for the next session of WP.29/AC.2, a reference list of projects of GTRs already under consideration, as listed in the programme of work (TRANS/WP.29/2000/1) and WP.29/AC.2 planned to set the priorities at its next session in July 2000.

17. WP.29/AC.2 recognized the importance of "common tasks" identified by Japan in paragraph 2 of document TRANS/WP.29/2000/33 and decided to recommend to WP.29 the establishment of an informal group, operating under GRSG during its regular sessions, and charged with formulation of common definitions of vehicle categories and vehicle mass and dimensions. It was suggested that this informal group should be chaired by Japan and its representative agreed to consider the possibility of providing a Chairperson for the next session of WP.29, in July 2000.

18. The progress in preparation of the GTR on tyres was also considered. WP.29/AC.2 was briefed on the results of the meeting which took place in Washington and noted that the informal group should again meet in April in Japan (see para. 76 below). It was reported that the group was taking a positive and creative approach to finding a solution to a number of existing issues.

19. WP.29/AC.2 examined the third draft of the planned update of the publication "WP.29 - Its role in the international perspective". It thanked the representative of the United States of America for her contributions and the compilation of the draft. The members of WP.29/AC.2 were invited to prepare their comments and suggestions in order to finalize the text at the next session (July 2000).

20. The secretariat informed WP.29/AC.2 that it had recently been confirmed by the UN Office for Legal Affairs that the Russian Federation was a Contracting Party to the 1997 Agreement on Periodical Technical Inspections by a definitive signature on 13 November 1997 and that, therefore, there were four Contracting Parties to this Agreement, whilst twenty signatories should consider ratifications of their signatures.

21. Concerning the safety of electronic equipment in vehicles, WP.29/AC.2 noted that the technical work on this matter was in progress in GRRF. It discussed the philosophy of regulatory control of innovative electronic equipment and agreed that the approach taken should not inhibit the development of technology. In this respect, the representative of Germany asked for clarification of the intended speed limitation devices for passenger cars and their practicability as an assistance to the driver. WP.29/AC.2 agreed to resume the consideration of this item at its next session, in July 2000.

22. There was also an exchange of views in WP.29/AC.2 on the question of uniform application of type approval procedures. It was noted that quality certification according to European or ISO standards should resolve the matter. The representative of the United Kingdom agreed to prepare a relevant proposal for consideration at the next session of WP.29/AC.2 in July 2000.

23. WP.29/AC.2 also returned to the question of a possible standardization of the frequency of 433.92 MHz with a radiated power of 25 mW for radio transmission systems in automotive use. The Chairman of GRSG confirmed that the matter had been resolved for the time being and noted the information that any action concerning standardization could only be taken by the ITU Member States in one of the forthcoming World Radio Communication Conferences.

24. The representative of the United States of America informed WP.29/AC.2 of the results of the "Trans-Atlantic Policy Roundtable" held in Brussels on 2 and 3 December 1999, organized by the European Parliament, Directorate-General Transport of the European Commission. The intent of the Roundtable was to facilitate discussion between high-level officials of the European Union and the United States of America with regard to the harmonization of environmental regulations. At the end of the Roundtable an agreement was reached to discuss bilateral harmonization of other transportation related environmental issues at another Roundtable, the date of which remained to be determined.

25. WP.29 noted the report of WP.29/AC.2 on its seventy-second session and endorsed its recommendations.

26. Concerning the uniform application of type approval procedures, the expert from Consumers International brought to the attention of WP.29 the concerns of his organization. As an example, he cited the recent Supplement 2 to the 03 series of amendments to Regulation No. 44, which came into force on 18 November 1999. This Supplement required that all rearward facing child restraints manufactured after that date should be marked in the area where the child's head rests, with a clear pictogram and text warning of the hazards associated with use of the restraint on a seat equipped with frontal protection airbag. Consumer groups in Europe had found samples of restraints manufactured after 18 November 1999 which were not in compliance. Consumers International asked WP.29 to draw the attention of all signatories of Regulation No. 44 to the need to ensure that their approval authorities rigorously applied the requirements of Supplement 2 to the 03 series of amendments to Regulation No. 44.

(b) Programme of work and priorities

Documentation: TRANS/WP.29/2000/1/Amend.2.

27. The programme of work, prepared by the secretariat, was noted. A brief examination revealed that for GRRF, under item 4.2., the reference to the "Draft Regulation on grip devices for tyres" and to the corresponding document symbol and priority rating should be deleted as a result of the decision taken by WP.29 during the previous session (TRANS/WP.29/689, para. 55). WP.29 invited the Chairmen of the subsidiary bodies to indicate to the secretariat any other corrections or modifications deemed necessary after the detailed examination of the document.

28. Concerning the calendar of sessions of WP.29 and of its subsidiary bodies for the year 2000 (TRANS/WP.29/680, annex 2), the secretariat informed WP.29 that the Central Planning and Coordination Service of the UNOG Conference Services Division had informed ECE that the premises of the Palais des Nations would be used for a World Summit during the week of 26 to 30 June 2000 and that therefore:

Administrative Committee WP.29/AC.2, seventy-third session, shall be held on **3 July 2000**, instead of the originally scheduled 26 June 2000); and

World Forum (WP.29), one-hundred-and-twenty-first session, shall be held from **4 to 7 July 2000**, instead of the originally scheduled 27-30 June 2000.

29. The secretariat reported that it had tried to negotiate an exemption for WP.29 from this inconvenient change of schedule, however, with no success.

(c) Terms of Reference and Rules of Procedure of the Working Party

Documentation: TRANS/WP.29/690.

30. The secretariat informed WP.29 that the final text of the Terms of Reference and Rules of Procedure, as adopted during the one-hundred-and-nineteenth session (TRANS/WP.29/689, para. 26), had been endorsed by the Inland Transport Committee at its sixty-second session (ECE/TRANS/133, para. 50) and is contained in the above-mentioned document. It was noted that the Terms of Reference and Rules of Procedure shall also apply to the subsidiary bodies of WP.29.

(d) Matters arising from the sixty-second session of the Inland Transport Committee (15-17 February 2000)

31. The secretariat recalled that the Inland Transport Committee took note of the work carried out by WP.29 and its subsidiary bodies in 1999, approved the corresponding WP.29 session reports, and endorsed the new name and the Terms of Reference and Rules of Procedure of WP.29 (see paras. 2 and 30 above).

32. Also mentioned was the invitation of the ITC to WP.29 to take part in the work of the Ad-hoc multi-disciplinary group of experts on safety in tunnels and the follow-up of this decision already pursued by the secretariat (see para. 4 above).

GLOBAL HARMONIZATION

(a) Agreement of 25 June 1998

Documentation: (ECE/TRANS/132 and Corr.1); informal document No. 5 of the annex to this report.

33. The secretariat confirmed that there were already six Contracting Parties to the 1998 Global Agreement:

United States of America (signing 25 June 1998; acceptance 26 July 1999);

Canada (definitive signing 22 June 1999);

Japan (acceptance 3 August 1999);

France (signing 22 September 1999; approval 4 January 2000);

United Kingdom (definitive signing 10 January 2000);

European Community (signing 18 October 1999; approval 15 February 2000).

34. The representatives of the Russian Federation and the Republic of South Africa reiterated the commitment of their Governments to sign the 1998 Global Agreement and confirmed to WP.29 that the necessary national procedures had almost been completed and that the signing should take place in the near future.

35. The expert from OICA presented to WP.29 the Concept of his organization for global harmonization, outlining the principles and evaluation of their importance (informal document No. 5).

36. In the discussion which followed, several delegations voiced their opinions and presented complementary information. It was recalled that WP.29/AC.2 was still expected to set the priorities in global harmonization (see para. 16 above).

(b) Future Global Technical Regulations

Documentation: TRANS/WP.29/2000/33; TRANS/WP.29/2000/34; informal documents Nos. 2, 3, 5, 9, 10 and 12 of the annex to this report.

37. The representative of Japan recalled his presentation of an informal document during the previous session of WP.29 and indicated that the first part of that document containing his Government's assessment of priorities for future candidates for global technical regulations was published as document TRANS/WP.29/2000/33, whilst the second part, containing a description of procedures for establishing and amending the regulations, was made available under document symbol TRANS/WP.29/2000/34.

38. In the following discussion, WP.29 again recalled that priorities for future global technical regulations remained to be established (see para. 16. above). The expert from GTB noted that, whilst a number of current lighting and light-signalling ECE Regulations were mentioned in document

TRANS/WP.29/2000/33, the list did not contain Regulations Nos. 37 and 99 concerning the light sources and suggested that these should also be taken into consideration.

39. The expert from IMMA presented the proposals of his organization for future global technical regulations, together with the expected timetable of their development and the evaluation of various benefits of regulatory harmonization (informal document No. 2). He said that, in his view, it should be possible to develop both the type approval and the self-certification regimes into systems capable of mutual co-existence and cooperation under the 1998 Global Agreement. He accepted the invitation of WP.29 to present for future consideration some more detailed advice concerning this area.

40. A list of Consumers International Priorities for Harmonization was presented in informal document No. 3. The expert from Consumers International stressed that his organization's most important target is an improved protection of consumers. He also presented a timescale for the results achievable within short (2-3 years) and medium term (< 5 years).

41. The representative of the United States of America reported on the meeting of the Trans-Atlantic Consumer Dialogue (TACD), which took place from 10 to 12 February 2000, in Washington, D.C. She stated that the TACD displayed similar concerns and priorities to those of Consumers International (informal document No. 3) and made recommendations to the United States of America and the European Union urging them to ensure that harmonization be used as a floor, not a ceiling, and that the process of harmonization be open and transparent. In response, the United States of America confirmed its commitment to three major principles of harmonization:

- (a) best safety practices;
- (b) transparency;
- (c) sovereignty.

42. The representative of the United States of America further reported that a notice requesting comments regarding the US priorities for future global technical regulations would soon be published. She also stated that, in the spirit of openness and transparency, the United States of America has been working on developing a public participation process that would be used in the implementation of the 1998 Global Agreement.

43. A statement giving the priorities for the proposed global technical regulations was also made by the expert from AIT/FIA (informal document No. 10).

44. During the general discussion of the above-mentioned presentations, the concept paper presented by OICA (informal document No. 5) was also taken into consideration. WP.29 agreed in principle that, within the limited resources available to the Governments, WP.29, its subsidiary bodies and the secretariat as well, the priorities would need to be set and the timetables might not remain to be so optimistic as presented. It was also made clear that, in some cases, the views of the Governments might differ from those of industrial organizations, because the highest importance would be given to areas most enhancing the safety of road users, protection of the environment and conservation of energy.

45. The expert from Japan presented informal document No. 9, containing a joint statement of the participants of twelve economies of Asia and Oceania, made during a meeting in Tokyo, in January 2000. In this statement, the government-related personnel and private organizations set a tentative schedule for participation in the work of WP.29 and for accession by their countries either to the 1958 or the 1998 Agreement, or to the both of them.

46. The expert from FEMFM presented the request of his organization to address the question of matching the global technical regulations (GTR) with requirements existing in self-certification regulatory regimes. He said that there was no reference to "vehicle type" in the FMVSS Rules of the United States of America but, at the same time, vehicle type definition was very important e.g. for the correct matching of replacement brake linings, under GTR specifications. He suggested to address the question in the informal group being formed within GRSG (para. 17 above).

47. WP.29 considered the matter, but decided to transmit informal document No. 12 for consideration to GRRF. It was noted that, for the time being, the priority was relatively low for considering a GTR on replacement brake linings, because no regulatory requirements existed for replacement parts both in Japan and the United States of America and the trade in these components should therefore be relatively free.

CONSIDERATION OF THE REPORTS OF THE WORKING PARTIES

- (a) Working Party on Brakes and Running Gear (GRRF)
(Forty-sixth session, 13-15 September 1999)

Documentation: TRANS/WP.29/GRRF/46.

48. WP.29 recalled the summary of the session results given by the Chairman of GRRF during the previous session (TRANS/WP.29/689, paras. 44-55) and approved the report.

- (b) Working Party on Noise (GRB)
(Thirty-first session, 16 and 17 September 1999)

Documentation: TRANS/WP.29/GRB/29.

49. WP.29 recalled the account of the session proceedings given by the Chairman of GRB during the one-hundred-and-nineteenth session (TRANS/WP.29/689, paras. 56-59) and approved the report.

- (c) Working Party on Lighting and Light-Signalling (GRE)
(Forty-third session, 4-8 October 1999)

Documentation: TRANS/WP.29/GRE/43.

50. WP.29 recalled the detailed oral presentation of the session results by the Chairman of GRE during the previous session (TRANS/WP.29/689, paras. 60-74) and approved the report.

51. The representative of France recalled the consideration by GRE of Adaptive Frontlighting Systems (AFS). The Chairman of GRE reminded WP.29 that application was presently not covered by existing ECE Regulations, including Regulation No. 48 and would require their amending. He confirmed that this would only be done after a detailed consideration of suitable proposals. He also said that such proposals were not yet available, but that during the next session of GRE a further demonstration of AFS systems would be given to the GRE experts, with a possibility of some test drives of vehicles equipped with different AFS headlamps. The expert from GTB confirmed that work was in progress on amendments to Regulation No. 48 and also on a proposal for a new draft Regulation, which for AFS would be necessary.

- (d) Working Party on General Safety Provisions (GRSG)
(Seventy-seventh session, 25-28 October 1999)

Documentation: TRANS/WP.29/GRSG/56.

52. WP.29 recalled the summary of the session proceedings given by the Chairman of GRSG during the one-hundred-and-nineteenth session (TRANS/WP.29/689, paras. 75-85) and approved the report of the session.

53. The representative of Hungary recalled the question of revitalization of the informal group developing Regulation No. 66, as raised during the previous session of WP.29 (TRANS/WP.29/689, para. 78). He said that the expert from Hungary who Chaired this group would re-join GRSG at its seventy-eighth session in April 2000 and would present his plan for the continuing work of the informal group under his Chairmanship. The statement of the representative of Hungary was acknowledged by the Chairman of GRSG, who praised the competence of Mr. M. Matolcsy and expressed his view that the work would again progress on updating of Regulation No. 66.

- (e) Highlights of the recent sessions

- (i) Working Party on Passive Safety (GRSP)
(Twenty-sixth session, 29 November - 3 December 1999)

54. The Chairman of GRSP reported on the development of the draft Regulation on airbags. Concerning hearing damage due to airbag deployment, he said that proposals by the expert from Switzerland would be considered at the next GRSP session.

55. Concerning the "ISOFIX" system, affecting Regulations Nos. 14 and 44, the Chairman informed WP.29 that a final draft report of the informal group had been received and that GRSP had agreed to take a final decision on the question of the choice between the top tether or a support leg for preventing the rotation of child restraints at the next session in December.

56. He also said that for Regulations Nos. 14 (Safety-belt anchorages), 16 (Safety-belts), 17 (Strength of seats), 21 (Interior fittings), 44 (Child restraints), and 80 (Strength of seats in public service vehicles) proposals had been agreed and transmitted to WP.29 and AC.1 for consideration during the current session.

57. Concerning the future work, the Chairman said that development work concerning the above-listed Regulations (para. 51 above) still continued, as well as development of an update to Regulation No. 29 (Cabs of commercial vehicles) proposals. Concerning other items, he informed WP.29 that for Regulation No. 94 (Frontal collision protection), a new proposal was expected to solve the labelling issue, and that for Regulation No. 95 (Lateral collision protection), the report of the final part of the programme of mobile barrier design study should be presented by EEVC to GRSP for consideration at the next session in December 2000.

58. Concerning activities related to the 1998 Global Agreement, the Chairman informed WP.29 of the intention of GRSP to start a study of a proposal for a global technical regulation on safety-belt anchorages.

59. The Chairman concluded his oral summary by informing WP.29 that a draft corrigendum to Regulation No. 22 (Protective helmets) had been adopted by GRSP and transmitted to WP.29 and AC.1 for consideration during the current session.

60. WP.29 noted the oral report and approved the proposal to include the project of a global technical regulation on safety belt anchorages into the programme of work of GRSP.

61. The expert from Consumers International drew the attention of WP.29 to the proposal to amend Regulation No. 14, which had been approved by GRSP during the twenty-sixth session, and which was on the current agenda of WP.29 (item 6.5., document TRANS/WP.29/2000/24). He said that he had opposed the proposal when considered by GRSP and had to do it again, because it potentially reduces the occupant protection by not taking account of an additional load to the seat back by luggage placed in the vehicle luggage compartment. He explained that such load might deform the seat back and influence the position of the safety-belt anchorage located there. He accepted that GRSP had expressed the commitment to consider the matter, but said that it was in his view inappropriate to consider it under Regulation No. 17.

(ii) Working Party on Brakes and Running Gear (GRRF)
(Special session, 13-16 December 1999)

62. The Chairman of GRRF reported to WP.29 that, at the special session, GRRF had only considered items related to Regulations Nos. 13 and 13-H (braking), to the new draft Regulation on handling and stability of vehicles, and to Regulation No. 79 (Steering devices). He said that for both Regulations Nos. 13 and 13-H, a complete set of additional prescriptions had been adopted at the special session and transmitted to WP.29 and AC.1 for consideration during the current session. He acknowledged the work of the informal group EBS-II which had made the progress possible.

63. The Chairman also recalled the progress made in developing the new draft Regulation on handling and stability of vehicles, and informed WP.29 that a proposal on the dynamic stability test and a calculation method should be transmitted by the informal group to GRRF for consideration during its forty-eighth session in September 2000. He reminded WP.29 that, once elaborated, a decision would remain to be made concerning whether or not the scope of this

draft Regulation should be extended to vehicles other than those for carrying dangerous goods. In the light of the potential high cost of compliance to such a standard, a rigorous analysis of the cost and benefits was essential before any decision could be made, and GRRF would pay special attention to this point.

64. Concerning Regulation No. 79, the Chairman informed WP.29 that GRRF had agreed not to continue consideration of the proposal to lower the limit of the effort on the steering wheel. He also said that GRRF planned to consider a new proposal for electric transmission for steering devices.

(iii) Working Party on Pollution and Energy (GRPE)
(Thirty-ninth session, 11-14 January 2000)

65. The Chairman of GRPE reported on the activities of the two informal groups which had held their sessions prior to the GRPE session proper: the working group on the World-wide Heavy-Duty Certification procedure (WHDC) and an informal group focusing on particulate emissions. He recalled that the WHDC group aimed at developing a new emission test cycle, world-wide harmonized, and that it should agree at its next session on a proposal for a heavy-duty transient cycle. Concerning the particulate emissions group, the Chairman clarified that it planned to examine in detail if the current test procedures and limits had to be adjusted to ensure adequate health protection for humans. He said that both groups had made progress and that once final research results were available, GRPE would consider possible proposals to regulate related matters.

66. With respect to the extensive programme of work, the Chairman proposed that, for the next GRPE session, two full days should be reserved for the activities of both informal meetings. He therefore suggested that the fortieth session of GRPE should be held from 22 to 26 (morning only) May 2000. In particular, the informal meeting on particulate emissions should be held on 22 May 2000 (09.30 h to 17.30 h without interpretation), whilst the WHDC meeting should take place on 23 May 2000 (09.30 h to 17.30 h, morning without interpretation, full interpretation during the afternoon).

67. Concerning the GRPE session proper, the Chairman recalled the projects which had been completed during the thirty-ninth session and scheduled for consideration by WP.29 and AC.1 in July 2000, i.e. amendments to Regulations Nos. 24, 67 and 83. He also said that GRPE should have the opportunity to further consider at its next session in May 2000 the draft proposal (05 series of amendments) to align Regulation No. 83 to the corresponding EC Directive 70/220/EEC (as last amended by EC Directive 98/69/EC). Furthermore, he added that GRPE would also consider a proposal to align Regulation No. 49 to the corresponding EC Directive 1999/96/EC.

68. Amongst other items, the Chairman mentioned that GRPE had adopted a proposal for a new draft Regulation on retrofit systems for gas-fuelled vehicles (LPG and CNG) which would be submitted to WP.29 (and possibly also to AC.1) at their next sessions in July 2000. With regard to the draft Regulation concerning the specific equipment of motor vehicles fuelled by compressed natural gas (CNG) he said that GRPE planned to consider a proposal for a draft corrigenda only after the adoption of the draft Regulation by AC.1.

69. The Chairman also informed WP.29 that GRPE had considered again in its agenda the evolution of fuel quality. He reminded WP.29 that GRPE had no mandate to regulate fuel quality. However, given the importance of the subject, it had agreed to continue consideration of this matter at the next session. He also informed WP.29 that a proposal to extend the scope of Regulation No. 96 to non-road machinery should be finalized by GRPE at the next session and that a proposal to amend Regulation No. 100 would also be considered in detail, in order to introduce safety prescriptions which would limit the flow of hydrogen released during battery recharge operations.

70. Concerning other subjects, the Chairman informed WP.29 that GRPE had supported the idea of developing a world-wide motorcycle emission test cycle (WMTC) and to establish it in the framework of the 1998 Agreement on Global Technical Regulations. In this respect, he mentioned that a draft programme of work had been drawn up and attached to the report of the last session of GRPE (TRANS/WP.29/GRPE/39, Annex 2). He asked WP.29 to consider this matter and to provide guidance to GRPE.

71. In concluding his oral presentation, the Chairman of GRPE mentioned that new anti-pollution technologies intended to be fitted on petrol and diesel fuelled vehicles would require the use of discontinued regenerative device(s). GRPE had agreed that the relevant type approval procedure should be refined to avoid any possibility of varying interpretations of the text of Regulations Nos. 83 and 101.

72. WP.29 noted the report and agreed that GRPE should start the work on the two new subjects (see paras. 70 and 71 above.)

(iv) Working Party on Brakes and Running Gear (GRRF)
(Forty-seventh session, 31 January to 4 February 2000)

73. The Chairman of GRRF reported to WP.29 on further development of Regulations Nos. 13 and 13-H. He said that the work continued in the informal groups on Modular Type Approval for Trailers and on Periodical Technical Inspections (PTI). He also said that the work on provisions for electric vehicles, compatibility of braking, and illumination of stop lamps without intervention of the driver would continue at the next GRRF session. He recalled that the proposals had been shelved for extending the scope of Regulation No. 13-H to N1 category vehicles, as well as for increasing secondary brake performance and limiting pedal effort.

74. GRRF had also considered the Adaptive Cruise Control system (ACC), and the Chairman explained to WP.29 its importance and implications for several Regulations. A full consideration of the issues raised by the introduction of such technology will be undertaken at the next GRRF session in September 2000.

75. The Chairman also informed WP.29 about the progress of the work on Regulations Nos. 79 (Steering equipment) and 89 (Speed limitation devices), where two informal groups had been proposed to facilitate the drafting of the corresponding proposals. Addressing another item of GRRF's work, the Chairman said that updating of the draft amendments to Regulation No. 55 (Mechanical coupling devices) had been completed, and that a proposal would be transmitted to WP.29 and AC.1 for consideration during the next sessions, in July 2000.

76. The Chairman also reported on the considerable progress made during its Washington meeting by the informal group on Global Harmonization of Tyre Regulations, and on a formulation of a new tyre adhesion test. He announced that the next meeting of this informal group was scheduled to be held in Japan, on 12 and 13 April 2000.

77. Amongst other items which had been addressed during the forty-seventh session of GRRF, had been the issue of commercial vehicle wheel loss and GRRF had decided not to continue consideration of this matter for the time being. Concerning the proposals for a new draft Regulation on wheels, and new draft global technical regulations on motorcycle braking and on replacement brake linings for motorcycles, the Chairman reported that GRRF had agreed to request guidance from WP.29 on the priority that should be afforded to this work.

78. GRRF also received a progress report on the work being undertaken by the motorcycle industry in developing proposals for a GTR on motorcycle braking. GRRF had endorsed the comprehensive and consultative approach being taken, and was looking forward to further progress on this topic.

79. WP.29 acknowledged the work which had been done by GRRF and considered the requests made on behalf of GRRF by its Chairman. It authorized the creation of the two informal working groups (see para. 75 above).

80. The representative of Germany wished to have it clearly recorded in the session report that speed limiters, as proposed for M1 vehicles, were rather an assistance to the driver than safety enhancing devices and did not need to be regulated (see also para. 21 above). He expressed his objection to the creation of an informal group charged to prepare a proposal for amending Regulation No. 89 (see paras. 75 and 79 above). The position of Germany was supported by OICA.

(v) Working Party on Noise (GRB)
(Thirty-second session, 22-25 February 2000)

81. The Chairman of GRB gave an account of the session results. He informed WP.29 that, with regard to tyre/road noise, GRB had continued consideration of the proposal for a new draft Regulation, made by ETRTO. He recalled that during the previous sessions of GRB, an agreement had been reached on technical annexes concerning the test method for measuring sound levels and on the specifications for the test site. He added that technical annexes had also been adopted, with minor modifications, by the Working Group on Economic Questions of the European Council, where a proposal for an EC Directive on tyre/road noise had been agreed and it will be submitted to the European Parliament for its second reading. He said that, during the last GRB session, several amendments had been agreed in order to align the text of the draft Regulation to the corresponding draft Directive. With regard to noise limits, he said that GRB had adopted the same values as agreed by the above-mentioned Working Group on Economic Questions of the European Council. The Chairman concluded his presentation on tyre/road noise informing WP.29 that further consideration would be given to this subject at the next GRB meeting on the basis of a revised text of the proposal and that further amendments might be introduced with the aim of keeping the draft Regulation in line with the draft EC Directive.

82. Regarding Regulation No. 51, the Chairman informed WP.29 that GRB had continued to work in order to establish a new noise measurement testing method and that the alternative methods had also been considered. In particular, he said that the expert from Germany had presented the results of an investigation for improving the method of noise measurement for motor vehicles based on a "full throttle" speed test. He added that an alternative proposal for a new noise measurement procedure had also been presented by the expert from OICA, based on a combination of a "full throttle" and a constant speed test, and that a further contribution to the discussion on urban acceleration levels had been given by the expert from ISO. He also said that, during the session, a presentation had been given by the expert from the Netherlands who suggested to maintain the present test procedure and to lower the noise limits. He said that an agreement on test noise method could still not be reached and, consequently, a draft proposal to amend Regulation No. 51 had remained pending. In this respect, the Chairman of GRB informed WP.29 that some meetings on road traffic noise would be convened by the European Commission in the coming months and wished that this could help to find a common approach to this subject.

83. The Chairman also recalled that a proposal to amend Regulation No. 59 had been withdrawn by the expert from Poland, because its adoption would have required amending some definitions of Regulation No. 83 that, at the moment, should not be further amended in order to keep its text in line with the corresponding EC Directive.

84. The Chairman also informed WP. 29 that GRB had considered a proposal to amend Regulation No. 41, presented by the expert from Belarus. He said that the proposed amendments, some of which had been of an editorial nature, had not been given high priority, and GRB agreed to resume consideration of the proposal at its coming sessions.

85. The Chairman also informed WP. 29 about a presentation given by the expert from IMMA, aimed at establishing a series of measures which should prevent the selling and use of illegal exhaust silencing systems for two-wheeled vehicles.

CONSIDERATION OF DRAFT AMENDMENTS TO EXISTING REGULATIONS

- (1) Regulation No. 6 (Direction indicators)

Documentation: TRANS/WP.29/2000/9.

86. The Chairman of GRE explained that the proposed amendment would resolve the question of the colour of the signalling light, which in the past had caused difficulties due to different interpretations. WP.29 considered the proposal and recommended its adoption by AC.1.

- (2) Regulation No. 7 (Position, stop and end-outline marker lamps)

Documentation: TRANS/WP.29/2000/10.

87. WP.29 noted that the proposal paralleled the one mentioned above (para. 86) and recommended its adoption by AC.1.

(3) Regulation No. 13 (Braking)

Documentation: TRANS/WP.29/1999/23; TRANS/WP.29/2000/31; informal document No. 6 of the annex to this report.

88. The Chairman of GRRF explained that both documents should be combined into draft Supplement 5 to the 09 series of amendments to Regulation No. 13 (the title of TRANS/WP.29/2000/31 to be corrected accordingly) and would introduce into Regulation No. 13 provisions concerning automatic adjusters of brake wear and substantially improve provisions for electronic braking. He recommended adopting document TRANS/WP.29/2000/31 with the modification proposed in informal document No. 6 (see para. 89 below).

89. WP.29 considered the proposal and recommended the adoption of documents TRANS/WP.29/1999/23 and TRANS/WP.29/2000/31, by AC.1. It was agreed that the latter document should be modified as follows:

Annex 13, paragraph 4.5.2., amend to read:

".... for this purpose. The warning signal may be constant or flashing."

90. The secretariat noted the attention of WP.29 to one additional amendment (to para. 5.2.1.18.4.1.) which had been agreed by GRRF at its fortieth session (TRANS/WP.29/GRRF/40, para. 3), and not yet incorporated into any set of amendments to Regulation No. 13. WP.29 considered this omission, agreeing, however, that its introduction would not be appropriate at this stage and should be done at a later occasion (e.g. 10 series of amendments, as proposed in TRANS/WP.29/GRRF/40, para. 3).

(4) Regulation No. 13-H (Harmonized braking)

Documentation: TRANS/WP.29/2000/32.

91. The proposal was considered and WP.29 recommended its adoption by AC.1. It was noted that, concerning electronic braking, the proposal paralleled the one for Regulation No. 13 (see para. 88 above).

(5) Regulation No. 14 (Safety-belt anchorages)

Documentation: TRANS/WP.29/2000/24; informal document No. 4 of the annex to this report.

92. WP.29 considered the proposal and recommended its adoption by AC.1 with the following correction:

Annex 8 (English only), correct to read:

".
Hip circumference (sitting) 1200 mm
Waist circumference (sitting) 1080 mm
Chest depth "

93. The expert from CLEPA explained the nature of the additional modifications proposed in informal document No. 4. However, WP.29 decided to transmit this informal document to GRSP for consideration at its twenty-seventh session in May 2000.

94. The expert from Consumers International repeated his reservations (see para. 61 above).

95. The expert from OICA explained that, contrary to the statement from Consumers International, the draft amendments to ECE Regulation No. 14 were based on detailed studies, aimed at facilitating application of protective devices especially suited to elderly occupants.

96. In order to make progress, WP.29 decided to support the text as proposed (TRANS/WP.29/2000/24), but requested GRSP to further examine the implications of the concerns expressed by Consumers International (see para. 61 above).

(6) Regulation No. 18 (Protection against unauthorized use)

Documentation: TRANS/WP.29/2000/18.

97. Item deferred (see paras. 6 and 14.(a) above).

(7) Regulation No. 23 (Reversing lamps)

Documentation: TRANS/WP.29/2000/11.

98. WP.29 noted that the proposal paralleled the one mentioned in para. 86 above and recommended its adoption by AC.1.

(8) Regulation No. 28 (Audible warning devices)

Documentation: TRANS/WP.29/2000/8.

99. The proposal was considered and WP.29 recommended its adoption by AC.1. It was noted that it allowed the testing of audible warning devices designed for various voltage systems.

(9) Regulation No. 30 (Pneumatic tyres)

Documentation: TRANS/WP.29/2000/4 and Add.1.

100. The proposal was considered and WP.29 recommended the adoption of document TRANS/WP.29/2000/4 with the amendment contained in TRANS/WP.29/2000/4/Add.1.

(10) Regulation No. 36 (Public service vehicles)

Documentation: TRANS/WP.29/2000/19; informal document No. 7 of the annex to this report.

101. The proposal was considered and WP.29 recommended its adoption by AC.1 with a correction, based on a section of informal document No. 7:

Paragraph 2.18.1 (new), renumber as paragraph 2.19.1.

(11) Regulation No. 37 (Filament lamps)

Documentation: TRANS/WP.29/2000/17.

102. The Chairman of GRE introduced the proposal and mentioned the new filament lamp categories and special marking provisions for small filament lamps, being introduced into the Regulation. WP.29 recommended its adoption by AC.1.

(12) Regulation No. 38 (Rear fog lamps)

Documentation: TRANS/WP.29/2000/12.

103. WP.29 noted that the proposal paralleled the one mentioned in para. 86 above and recommended its adoption by AC.1.

(13) Regulation No. 43 (Safety glazing)

Documentation: TRANS/WP.29/2000/20.

104. The proposal was considered and WP.29 recommended its adoption by AC.1.

(14) Regulation No. 45 (Headlamp cleaners)

Documentation: TRANS/WP.29/1999/33; TRANS/WP.29/689, para. 100.

105. The proposal was considered and WP.29 recommended its adoption by AC.1, however, without the complementary proposal mentioned in TRANS/WP.29/689, para. 100. It was noted that the following correction was necessary:

Paragraph 6.5.4. (French only), correct the words "essuie-glaces" to read "lave-glaces".

(15) Regulation No. 50 (Position, stop, direction indicator lamps for motorcycles)

Documentation: TRANS/WP.29/2000/13.

106. WP.29 noted that the proposal paralleled the one mentioned in para. 86 above and recommended its adoption by AC.1.

(16) Regulation No. 52 (Small capacity public service vehicles)

Documentation: TRANS/WP.29/2000/21; informal document No. 7 of the annex to this report.

107. WP.29 considered the proposal and recommended its adoption by AC.1 with the following modifications, based on informal document No. 7:

Paragraph 2.1., amend to read:

"2.1. "Vehicle" means a single-deck vehicle of category M₂ or M₃ 1/ designed and constructed for the carriage of seated, or seated and standing persons and having a capacity

Footnote 1/, pertinent to paragraphs 1. and 2.1., amend the reference to the document symbol to read "(document TRANS/WP.29/78/Rev.1/Amend.2)".

Paragraph 2.19.1. (new), renumber as paragraph 2.20.1.

Paragraph 5.7.5.1., the text at the end of the paragraph, below the notes, should be retained, reading:

".....

The gauging device may come into contact with strap hangers if fitted and move them away."

Annex 3,

Figure 8, amend the dimension "F (min) : 20 cm" to read "F : 20 cm".

Figure 21 (new), should not be inserted (Note: subject of further study).

(17) Regulation No. 54 (Pneumatic tyres for commercial vehicles)

Documentation: TRANS/WP.29/2000/5.

108. The proposal was considered and WP.29 recommended its adoption by AC.1.

(18) Regulation No. 55 (Mechanical couplings)

Documentation: TRANS/WP.29/1999/25.

109. Item deferred (see paras. 6 and 14.(b) above).

(19) Regulation No. 62 (Vehicles with handlebars)

Documentation: TRANS/WP.29/2000/22.

110. WP.29 considered the proposal and recommended its adoption by AC.1.

(20) Regulation No. 77 (Parking lamps)

Documentation: TRANS/WP.29/2000/14.

111. The proposal was considered and WP.29 recommended its adoption by AC.1. It was noted that, besides addressing the colour of the emitted light, the provisions were specified for lamps mounted less than 750 mm above the ground.

(21) Regulation No. 87 (Daytime running lamps)

Documentation: TRANS/WP.29/2000/14.

112. WP.29 noted that the proposal paralleled the one mentioned in para. 86 above and recommended its adoption by AC.1.

(22) Regulation No. 90 (Replacement brake linings)

Documentation: TRANS/WP.29/2000/6; TRANS/WP.29/2000/35.

113. WP.29 considered document TRANS/WP.29/2000/6 and recommended its adoption by AC.1. It was considered important to treat it as a corrigendum, applicable ab-initio.

114. Document TRANS/WP.29/2000/35 was also considered and WP.29 recommended its adoption by AC.1.

(23) Regulation No. 91 (Side-marker lamps)

Documentation: TRANS/WP.29/2000/16.

115. The proposal was considered and WP.29 recommended its adoption by AC.1. It was noted that besides addressing the colour of the emitted light, the provisions were specified for lamps mounted less than 750 mm above the ground.

(24) Regulation No. 107 (Double-deck large passenger vehicles)

Documentation: TRANS/WP.29/2000/23; informal document No. 7 of the annex to this report.

116. Item deferred (see paras. 6 and 14.(c) above).

(25) Regulation No. 16 (Safety-belts)

Documentation: TRANS/WP.29/2000/25.

117. The proposal was considered and WP.29 recommended its adoption by AC.1.

118. OICA raised the problem that in order to grant type approval pursuant Regulation No. 94, the vehicle concerned should be fitted with safety-belts which had already been approved.

119. In order to avoid any administrative difficulties, WP.29 stated that the sense of the approved amendment was that a vehicle can be submitted to a frontal impact test according to Regulation No. 94 with safety-belts already complying with all Regulation No. 16 specifications, except the dynamic test. As a result, both the Regulation No. 94 type approval test of the vehicle, and the Regulation No. 16 type approval of the safety-belt, would be completed after the positive results of the frontal impact test.

(26) Regulation No. 17 (Strength of seats)

Documentation: TRANS/WP.29/2000/26.

120. The proposal was considered and WP.29 recommended its adoption by AC.1.

(27) Regulation No. 21 (Interior fittings)

Documentation: TRANS/WP.29/2000/27.

121. The proposal was considered and WP.29 recommended its adoption by AC.1, however, as a Corrigendum 1 to the 01 series of amendments to the Regulation.

(28) Regulation No. 22 (Protective helmets)

Documentation: TRANS/WP.29/2000/28.

122. The proposal was considered and WP.29 recommended its adoption by AC.1. It was noted that this Corrigendum 1 to the 05 series of amendments to the Regulation provided the linguistic improvement of the original English text (see TRANS/WP.29/689, para. 95) and should be introduced "ab-initio".

(29) Regulation No. 44 (Child restraints)

Documentation: TRANS/WP.29/2000/29.

123. WP.29 considered the proposal and recommended its adoption by AC.1, with the following correction:

Paragraph 7.2.1.7., amend to read:

".... and repeated operation, and shall, before the dynamic test prescribed in paragraph 8.1.3. undergo"

(30) Regulation No. 80 (Strength of seats and their anchorages)

Documentation: TRANS/WP.29/2000/30.

124. The proposal was considered and WP.29 recommended its adoption by AC.1.

CONSIDERATION OF DRAFT AMENDMENTS TO EXISTING REGULATIONS, CONSEQUENTIAL TO NEW DRAFT REGULATIONS "00" AND "MH" (see paras. 131 and 132 below)

125. <u>Deferred items</u> (see paras. 6 and 14.(d) above)	<u>Documentation</u>
(a) Regulation No. 1 (Headlamps (R2 and HS1))	TRANS/WP.29/1998/43
(b) Regulation No. 8 (Headlamps (H1, H2, H3, HB3, HB4, H7, H8, H9, HIR1, HIR2, H11))	TRANS/WP.29/1998/44
(c) Regulation No. 20 (Headlamps (H4))	TRANS/WP.29/1998/45
(d) Regulation No. 53 (Installation of lighting and light-signalling devices for L3 category vehicles)	TRANS/WP.29/1999/2
(e) Regulation No. 56 (Headlamps for mopeds)	TRANS/WP.29/1998/47
(f) Regulation No. 57 (Headlamps for motorcycles)	TRANS/WP.29/1998/48
(g) Regulation No. 72 (Headlamps (HS1))	TRANS/WP.29/1998/46
(h) Regulation No. 74 (Installation of lighting and light-signalling devices for mopeds)	TRANS/WP.29/1999/3
(i) Regulation No. 76 (Headlamps for mopeds)	TRANS/WP.29/1998/49
(j) Regulation No. 82 (Headlamps (HS2))	TRANS/WP.29/1998/50

CONSIDERATION OF NEW DRAFT REGULATIONS

- (a) Uniform provisions concerning the approval of: (i) specific components of motor vehicles using CNG in their propulsion systems; (ii) vehicles with regard to the installation of specific components of an approved type for the use of CNG in their propulsion system

Documentation: TRANS/WP.29/1998/33; TRANS/WP.29/1998/33/Corr.1; TRANS/WP.29/1998/64; TRANS/WP.29/1998/68; TRANS/WP.29/1998/68/Add.1.

126. The Chairman of GRPE stressed the importance of this new draft Regulation. He proposed that document TRANS/WP.29/1998/33 should be adopted with modifications contained in documents TRANS/WP.29/1998/33/Corr.1; TRANS/WP.29/1998/64; TRANS/WP.29/1998/68 and TRANS/WP.29/1998/68/Add.1 and said that some minor additional corrections should only be considered at a later stage.

127. The representative of Japan indicated that in his country some further studies needed to be carried out before deciding if this new Regulation could be applied. He informed WP.29 that, for this reason, Japan would abstain from voting in AC.1 on this new draft Regulation.

128. WP.29 considered the proposal, took account of the information provided, and decided to recommend the adoption of this new draft Regulation by AC.1.

- (b) Uniform provisions concerning the approval of tank vehicles of categories N and O with regard to rollover stability

Documentation: TRANS/WP.29/1998/36.

129. The Chairman of GRRF explained that the new draft Regulation was intended to harmonize stability requirements applicable to tank vehicles transporting dangerous substances. He said that extension of the scope to other vehicles was out of question at this stage (see para. 63 above). He recommended that the proposal should be corrected as follows:

Paragraph 5.3.1., correct to read:

"... to this Regulation, must fulfil one of the following conditions, subject to paragraph 5.1.2.:"

130. WP.29 noted the information, considered the proposal, and recommended its adoption by AC.1. Japan indicated the intention to abstain from voting in AC.1.

- (c) Uniform provisions concerning the approval of motor vehicle headlamps emitting an asymmetrical passing beam or a driving beam or both and equipped with filament lamps

Documentation: TRANS/WP.29/1998/41; TRANS/WP.29/1998/41/Add.1.

131. Consideration of this item was deferred (see paras. 6 and 14.(d) above).

- (d) Uniform provisions concerning the approval of motor vehicle headlamps emitting a symmetrical passing beam or a driving beam or both and equipped with filament lamps

Documentation: TRANS/WP.29/1998/42; TRANS/WP.29/1998/42/Add.1.

132. Consideration of this item was deferred (see paras. 6 and 14.(d) above).

- (e) Uniform technical prescriptions concerning the protection of motor vehicles against unauthorized use

Documentation: TRANS/WP.29/2000/3.

133. Consideration of this item was deferred (see paras. 6 and 14.(d) above).

CONSOLIDATED RESOLUTION ON THE CONSTRUCTION OF VEHICLES (R.E.3)

Amendments to Annex 2: Tyres

Documentation: TRANS/WP.29/2000/7.

134. WP.29 considered and adopted the proposal updating the provisions in R.E.3 in line with the current texts of Regulations Nos. 30 and 54 and taking into account Regulations Nos. 106, 108 and 109. The secretariat was requested to issue the text under document symbol TRANS/WP.29/78/Rev.1/Amend.3, and bring it to the attention of the Inland Transport Committee during its sixty-third session (13-15 February 2001).

1958 AGREEMENT (STATUS)

Status of the Agreement and of the annexed Regulations, including the latest situation report

Documentation: TRANS/WP.29/343/Rev.8; informal documents Nos. 8 and 11 of the annex to this report.

135. The representative of Australia said that his Government had deposited its instrument of accession to the 1958 Agreement with the UN Secretary-General on 25 February 2000 (informal document No. 8). He revealed that the corresponding Depositary Notification remained pending, because the Treaty Section of the UN Office for Legal Affairs in New York was seeking some additional clarifications. He also mentioned that the alignment of the Australian Design Rules was in progress and that twenty-five ECE Regulations should most probably be applied by the end of the current year.

136. The representative of Ukraine informed WP.29 that on 10 February 2000 the Parliament of his country passed a law concerning the accession of Ukraine to the 1958 Agreement and that the respective instrument should be deposited with the UN Secretary-General very soon. He also said that a list of ECE Regulations to be applied by Ukraine is expected to be defined by the end of the year.

137. WP.29 recalled the statement made at the third Government/Industry Meeting organized by JASIC (Japan Automobile Standards Internationalization Center) and presented by Japan during the current session (informal document No. 9, see para. 45 above). It noted that, besides referring to the 1998 Global Agreement, the document contained a tentative schedule of accessions of a number of Asian countries also to the 1958 Agreement. The Working Party appreciated the leading role that JASIC was taking in this area and its very positive results.

138. The secretariat presented the new consolidated issue of the status document (TRANS/WP.29/343/Rev.8), together with some additional information and corrigenda (informal document No. 11), reflecting the situation as at 21 February 2000.

139. The representative of the Russian Federation provided preliminary information that his country will cease to apply Regulations Nos. 15, 32 and 33.

140. The representative of Belgium informed WP.29 that his country is preparing to apply Regulation No. 36.

1997 AGREEMENT ON PERIODICAL TECHNICAL INSPECTIONS

(a) Status of the Agreement

Documentation: (ECE/RCTE/CONF./4); informal document No. 1 of the annex to this report.

141. The secretariat repeated the previously given information (para. 20. above) that there were four Contracting Parties to the Agreement and that only one more was required for the Agreement to enter into force. It repeated the invitation to the signatories of the Agreement (TRANS/WP.29/689, para. 125) to promote actively procedures necessary for ratification of the signatures.

142. WP.29 took note of informal document No. 1, tabled by the expert from UNATAC and containing ideas for improving the technical control of in-use vehicles. It also appreciated the distribution by UNATAC of a publication entitled "Development of the compulsory technical inspection of in-use vehicles around the world".

(b) Draft Rule No. 1 (to be annexed to the Agreement)

Documentation: (ECE/RCTE/CONF./5/FINAL; TRANS/WP.1/1998/5; TRANS/WP.29/1999/18; TRANS/WP.29/1999/19).

143. WP.29 again recalled that the proposed Rule No. 1 could only be considered, amended and finally established by the Administrative Committee of the Agreement, after the entry of the Agreement into force.

OTHER BUSINESS

(a) European New Car Assessment Programme (Euro NCAP)

144. The expert from Consumers International gave a video presentation of the Euro NCAP tests of a selection of small cars. The results have shown a considerable improvement since the time the Euro NCAP programme started, although an area for improvement still remained, in particular with respect to pedestrian protection.

(b) New Road Safety Strategy in the United Kingdom

145. The representative of the United Kingdom introduced the Road Safety Strategy which had been recently launched by his Government. He mentioned the ambitious targets for reduction of road accident casualties during the next decade (40 per cent for killed and seriously injured generally, and 50 per cent for killed and seriously injured children). He said that detailed information is available from the following websites:

<http://www.roads.detr.gov.uk/roadsafety/strategy/tomorrow/index.htm>
<http://www.roads.detr.gov.uk/roadsafety/strategy/speedmanagement/index.htm>
<http://www.highways.gov.uk/document/docums.htm>

(c) Control of Air Pollution from New Motor Vehicles in the United States of America

146. The representative of the United States of America informed WP.29 that his Government had proposed domestically the so-called Tier 2 level of motor vehicle emission standards for automobiles and has begun work on Tier 2 standards for heavy-duty diesel vehicles. He noted that detailed information could be found in the website of the US Environmental Protection Agency:
<http://www.epa.gov>

(d) AIT/FIA Policy

147. The expert from AIT/FIA distributed three publications of his organizations setting its policy towards sustainable mobility and the protection of the environment:

Motorists' Charter: A Fair Deal for Motorists;
Europe in Motion: Sustainable Mobility in the New Millennium;
Climate for Change: Global Warming & the Automobile.

148. WP.29 appreciated the information received and commended the efforts of AIT/FIA for cleaner and safer road transport and stronger consumer protection.

(e) Invitations to International Congresses

149. The expert from International Road Transport Union (IRU) made available invitations to the IRU Twenty-seventh World Congress and Exhibition, to be held in Brussels from 17 to 20 May 2000.

150. The representative of Turkey made available invitations to the Forty-fifth European Quality Congress to be held in Istanbul, from 19 to 21 September 2001.

(f) Tribute to Mr. Thomas M. Baines

151. With great sorrow, WP.29 received the news that Mr. Tom Baines of the US Environmental Protection Agency had passed away suddenly on 7 March 2000. The delegates recalled that Mr. Baines had been one of the core experts in the Working Party on Pollution and Energy (GRPE), where he had represented the United States of America for more than twelve years and where he had co-chaired the informal group on particulate emissions. He had also actively worked in WP.29, mainly in the period 1993-1995, during the time of the revision of the 1958 Agreement and had been personally instrumental in starting the project of a "parallel agreement" which was successfully completed by signing the Global Agreement in June 1998. WP.29 held a minute of silence as a tribute to their colleague and friend who will be missed dearly.

ADOPTION OF THE REPORT

152. WP.29 adopted the report together with the annex at its one-hundred-and-twentieth session.

B. FOURTEENTH SESSION OF THE ADMINISTRATIVE COMMITTEE AC.1

ESTABLISHMENT OF AC.1

153. Of the thirty-five Contracting Parties to the Agreement, representatives of twenty-nine countries were present and established AC.1 for its fourteenth session, chaired by Mr. B. Gauvin, Vice-Chairman of WP.29.

DRAFT AMENDMENTS TO EXISTING REGULATIONS - VOTING BY AC.1

(1) Regulation No. 6 (Direction indicators)

154. Parties applying the Regulation: 33 present and voting: 28
Adoption of document TRANS/WP.29/2000/9 by unanimity, with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 9 to the 01 series of amendments to Regulation No. 6 (Article 12 of the Agreement).

(2) Regulation No. 7 (Position, stop and end-outline marker lamps)

155. Parties applying the Regulation: 32 present and voting: 27
Adoption of document TRANS/WP.29/2000/10 by unanimity, with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 5 to the 02 series of amendments to Regulation No. 7 (Article 12 of the Agreement).

(3) Regulation No. 13 (Braking)

156. Parties applying the Regulation: 32 present and voting: 27
Adoption of documents TRANS/WP.29/1999/23 and TRANS/WP.29/2000/31 by unanimity, as modified by WP.29 (see para. 89 above), with the EC representative voting for the Member States. The consolidated and modified document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 5 to the 09 series of amendments to Regulation No. 13 (Article 12 of the Agreement).

(4) Regulation No. 13-H (Harmonized braking)

157. Parties applying the Regulation: 30 present and voting: 25
Adoption of document TRANS/WP.29/2000/32 by unanimity. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 1 to Regulation No. 13-H (Article 12 of the Agreement).

(5) Regulation No. 14 (Safety-belt anchorages)

158. Parties applying the Regulation: 31 present and voting: 26
Adoption of document TRANS/WP.29/2000/24 by unanimity, as corrected by WP.29 (see para. 92 above), with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 1 to the 05 series of amendments to Regulation No. 14 (Article 12 of the Agreement).

(6) Regulation No. 18 (Protection against unauthorized use)

159. Item deferred (see para. 97 above).

(7) Regulation No. 23 (Reversing lamps)

160. Parties applying the Regulation: 32 present and voting: 27
Adoption of document TRANS/WP.29/2000/11 by unanimity, with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 7 to Regulation No. 23 (Article 12 of the Agreement).

(8) Regulation No. 28 (Audible warning devices)

161. Parties applying the Regulation: 34 present and voting: 29
Adoption of document TRANS/WP.29/2000/8 by unanimity, with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 3 to Regulation No. 28 (Article 12 of the Agreement).

(9) Regulation No. 30 (Pneumatic tyres)

162. Parties applying the Regulation: 33 present and voting: 28
Adoption of documents TRANS/WP.29/2000/4 and TRANS/WP.29/2000/4/Add.1 by unanimity, with the EC representative voting for the Member States. The consolidated document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 11 to the 02 series of amendments to Regulation No. 30 (Article 12 of the Agreement).

(10) Regulation No. 36 (Public service vehicles)

163. Parties applying the Regulation: 13 present and voting: 9
Adoption of document TRANS/WP.29/2000/19 by unanimity, as corrected by WP.29 (see para. 101 above). Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 4 to the 03 series of amendments to Regulation No. 36 (Article 12 of the Agreement).

(11) Regulation No. 37 (Filament lamps)

164. Parties applying the Regulation: 31 present and voting: 26
Adoption of document TRANS/WP.29/2000/17 by unanimity, with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 19 to the 03 series of amendments to Regulation No. 37 (Article 12 of the Agreement).

(12) Regulation No. 38 (Rear fog lamps)

165. Parties applying the Regulation: 32 present and voting: 27
Adoption of document TRANS/WP.29/2000/12 by unanimity, with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 6 to Regulation No. 38 (Article 12 of the Agreement).

(13) Regulation No. 43 (Safety glazing)

166. Parties applying the Regulation: 31 present and voting: 26
Adoption of document TRANS/WP.29/2000/20 by unanimity, with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as Corrigendum 1 to Supplement 4 to Regulation No. 43, applicable ab initio.

(14) Regulation No. 45 (Headlamp cleaners)

167. Parties applying the Regulation: 24 present and voting: 23
Adoption of document TRANS/WP.29/1999/33 by unanimity, as corrected by WP.29 (see para. 105 above), with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to

the Regulation, for consideration as draft Supplement 4 to the 01 series of amendments to Regulation No. 45 (Article 12 of the Agreement).

(15) Regulation No. 50 (Position, stop, direction indicator lamps for motorcycles)

168. Parties applying the Regulation: 30 present and voting: 25
Adoption of document TRANS/WP.29/2000/13 by unanimity, with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 3 to Regulation No. 50 (Article 12 of the Agreement).

(16) Regulation No. 52 (Small capacity public service vehicles)

169. Parties applying the Regulation: 15 present and voting: 13
Adoption of document TRANS/WP.29/2000/21 by unanimity, as modified by WP.29 (see para. 107 above). Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 2 to the 01 series of amendments to Regulation No. 52 (Article 12 of the Agreement).

(17) Regulation No. 54 (Pneumatic tyres for commercial vehicles)

170. Parties applying the Regulation: 33 present and voting: 29
Adoption of document TRANS/WP.29/2000/5 by unanimity, with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 12 to Regulation No. 54 (Article 12 of the Agreement).

(18) Regulation No. 55 (Mechanical couplings)

171. Item deferred (see para. 109 above).

(19) Regulation No. 62 (Vehicles with handlebars)

172. Parties applying the Regulation: 26 present and voting: 25
Adoption of document TRANS/WP.29/2000/22 by unanimity, with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as Corrigendum 1 to Supplement 1 to Regulation No. 62, applicable ab initio.

(20) Regulation No. 77 (Parking lamps)

173. Parties applying the Regulation: 26 present and voting: 24
Adoption of document TRANS/WP.29/2000/14 by unanimity, with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 5 to Regulation No. 77 (Article 12 of the Agreement).

(21) Regulation No. 87 (Daytime running lamps)

174. Parties applying the Regulation: 25 present and voting: 24
Adoption of document TRANS/WP.29/2000/15 by unanimity, with the
EC representative voting for the Member States. Document to be transmitted to
the Secretary-General of the United Nations by the secretariat, for
communication to the Contracting Parties to the Regulation, for consideration
as draft Supplement 3 to Regulation No. 87 (Article 12 of the Agreement).

(22) Regulation No. 90 (Replacement brake linings)

175. Parties applying the Regulation: 25 present and voting: 24
Adoption of document TRANS/WP.29/2000/6 by unanimity, with the
EC representative voting for the Member States. Document to be transmitted to
the Secretary-General of the United Nations by the secretariat, for
communication to the Contracting Parties to the Regulation, for consideration
as Corrigendum 4 to Supplement 2 to the 01 series of amendments to Regulation
No. 90, applicable ab initio.

176. Also adopted by unanimity was document TRANS/WP.29/2000/35, with the
EC representative voting for the Member States. Document to be transmitted to
the Secretary-General of the United Nations by the secretariat, for
communication to the Contracting Parties to the Regulation, for consideration
as draft Supplement 4 to the 01 series of amendments to Regulation No. 90
(Article 12 of the Agreement).

(23) Regulation No. 91 (Side-marker lamps)

177. Parties applying the Regulation: 26 present and voting: 25
Adoption of document TRANS/WP.29/2000/16 by unanimity, with the
EC representative voting for the Member States. Document to be transmitted to
the Secretary-General of the United Nations by the secretariat, for
communication to the Contracting Parties to the Regulation, for consideration
as draft Supplement 3 to Regulation No. 91 (Article 12 of the Agreement).

(24) Regulation No. 107 (Double-deck large passenger vehicles)

178. Item deferred (see para. 116 above).

(25) Regulation No. 16 (Safety-belts)

179. Parties applying the Regulation: 32 present and voting: 27
Adoption of document TRANS/WP.29/2000/25 by unanimity, with the EC
representative voting for the Member States. Document to be transmitted to
the Secretary-General of the United Nations by the secretariat, for
communication to the Contracting Parties to the Regulation, for consideration
as draft Supplement 10 to the 04 series of amendments to Regulation No. 16
(Article 12 of the Agreement).

(26) Regulation No. 17 (Strength of seats)

180. Parties applying the Regulation: 31 present and voting: 26
Adoption of document TRANS/WP.29/2000/26 by unanimity, with the EC
representative voting for the Member States. Document to be transmitted to

the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as Corrigendum 1 to the 07 series of amendments to Regulation No. 17, applicable ab initio.

(27) Regulation No. 21 (Interior fittings)

181. Parties applying the Regulation: 29 present and voting: 25
Adoption of document TRANS/WP.29/2000/27 by unanimity, with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as Corrigendum 1 to the 01 series of amendments to Regulation No. 21, applicable ab initio.

(28) Regulation No. 22 (Protective helmets)

182. Parties applying the Regulation: 30 present and voting: 27
Adoption of document TRANS/WP.29/2000/28 by unanimity, with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as Corrigendum 1 to the 05 series of amendments to Regulation No. 22, applicable ab initio.

(29) Regulation No. 44 (Child restraints)

183. Parties applying the Regulation: 25 present and voting: 24
Adoption of document TRANS/WP.29/2000/29 by unanimity, as corrected by WP.29 (see para. 123 above), with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 3 to the 03 series of amendments to Regulation No. 44 (Article 12 of the Agreement).

(30) Regulation No. 80 (Strength of seats and their anchorages)

184. Parties applying the Regulation: 25 present and voting: 24
Adoption of document TRANS/WP.29/2000/30 by unanimity, with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 2 to the 01 series of amendments to Regulation No. 80 (Article 12 of the Agreement).

DRAFT AMENDMENTS TO EXISTING REGULATIONS, CONSEQUENTIAL TO NEW DRAFT REGULATIONS "00" AND "MH" - VOTING BY AC.1

185. Consideration of the proposals was deferred (see para. 125 above).

NEW DRAFT REGULATIONS - VOTING BY AC.1

- (a) Uniform provisions concerning the approval of: (i) specific components of motor vehicles using CNG in their propulsion systems; (ii) vehicles with regard to the installation of specific components of an approved type for the use of CNG in their propulsion system

186. Countries present: 29; voting: 29.

Adoption of document TRANS/WP.29/1998/33, as amended by documents TRANS/WP.29/1998/33/Corr.1, TRANS/WP.29/1998/64, TRANS/WP.29/1998/68, and TRANS/WP.29/1998/68/Add.1 by twenty-seven Contracting Parties, with the EC representative voting for the Member States. The Russian Federation and Japan (see para. 127 above) abstained from voting. The consolidated document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Agreement as a new draft Regulation (Article 1 of the Agreement). The AC.1 agreed that, if adopted (according to Article 1, paragraph 2 of the Agreement), this draft Regulation should enter into force (Article 1, paragraph 4) on the date of its adoption, i.e. six months after the date of the depositary notification by which it had been communicated to the Contracting Parties to the Agreement.

- (b) Uniform provisions concerning the approval of tank vehicles of categories N and O with regard to rollover stability

187. Countries present: 29; voting: 29.

Adoption of document TRANS/WP.29/1998/36 by twenty-eight Contracting Parties, with the EC representative voting for the Member States. Japan abstained from voting (see para. 130 above). Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Agreement as a new draft Regulation (Article 1 of the Agreement). The AC.1 agreed that if adopted (according to Article 1, paragraph 2 of the Agreement), this draft Regulation should enter into force (Article 1, paragraph 4) on the date of its adoption, i.e. six months after the date of the depositary notification by which it had been communicated to the Contracting Parties to the Agreement.

- (b) Items deferred

188. Consideration of the proposals for new draft Regulations referred to in paragraphs 131, 132 and 133 above was deferred.

Annex

LIST OF INFORMAL DOCUMENTS DISTRIBUTED WITHOUT A SYMBOL
DURING THE ONE-HUNDRED-AND-TWENTIETH SESSION

No.	Transmitted by	Agenda item	Language	Title
1.	UNATAC	11.1.	E/F	Remarks on the compulsory periodical technical inspection of wheeled vehicles
2.	IMMA	4.2.	E	IMMA proposals for future Global Technical Regulation projects
3.	CI	4.2.	E	List of Consumers International Priorities for Harmonisation
4.	CLEPA	6.5.	E	Draft amendments to ECE Regulation No. 14 (Document TRANS/WP.29/2000/24): Modifications proposed by CLEPA
5.	OICA	4.1., 4.2.	E	Concept for Global Harmonization Presented by OICA
6.	OICA	6.3.	E	Draft amendments to ECE Regulation 13 - OICA comments to document TRANS/WP.29/2000/31
7.	OICA	6.1., 6.16., 6.24.	E	Corrigenda to draft Supplements to: Regulation No. 36: TRANS/WP.29/2000/19 Regulation No. 52: TRANS/WP.29/2000/21 Regulation No. 107: TRANS/WP.29/2000/23
8.	Australia	10.	E	Australia's accession to the UN/ECE 1958 Agreement
9.	Japan	4.1.	E	Joint Statement released at JASIC 3rd Government/Industry (G/I) Meeting
10.	AIT/FIA	4.2.	E	Statement on the World Forum for Harmonization of Vehicle Regulations by David Ward, Director General AIT/FIA
11.	Secretariat	10.	E	Additional Information concerning document TRANS/WP.29/343/Rev.8

<u>No.</u>	<u>Transmitted by</u>	<u>Agenda item</u>	<u>Language</u>	<u>Title</u>
12.	FEMFM	4.2.	E	Questions on the Drafting of Global Technical Regulations
-	AIT/FIA	12.	E/F	Motorists' Charter - A Fair Deal for Motorists
-	AIT/FIA	12.	E	Europe In Motion - Sustainable Mobility in the New Millennium
-	AIT/FIA	12.	E	Climate for Change - Global Warming & the Automobile
-	UNATAC	11.1.	E/F	Development of the compulsory technical inspection of in-use vehicles around the world - 1999
-	IRU	12.	E	IRU XXVIIth World Congress & Exhibition "Mobility of People and Goods 2000+" Programme and Registration Form (Brussels 17-20 May 2000)
-	Turkey	12.	E	The 45th European Quality Congress "Quality: The bridge to global competition" - Congress Reply Form (Istanbul, 19-21 September 2001)
