



**Economic and Social  
Council**

Distr.  
GENERAL

TRANS/WP.29/861  
18 July 2002

ENGLISH  
Original: ENGLISH and  
FRENCH

**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-TWENTY-SEVENTH SESSION  
(25-28 June 2002)
- B. REPORTS OF THE ADMINISTRATIVE/EXECUTIVE COMMITTEES
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(AC.1) of the amended Agreement (26 June 2002)
  - (2) 1998 Agreement (Global) - Fifth session of the Executive Committee  
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**REPORT****ATTENDANCE**

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) held its one-hundred-and-twenty-seventh session from 25 to 28 June 2002, under the chairmanship of Mr. B. Gauvin (France). The following countries were represented, following Rule 1(a) of the Rules of Procedure of WP.29 (TRANS/WP.29/690): Australia; Belgium; Bulgaria; Canada; Croatia; Czech Republic; Denmark; Estonia; Finland; France; Germany; Greece; Hungary; Italy; Japan; Latvia; Luxembourg; Netherlands; New Zealand; Norway; People's Republic of China; Poland; Portugal; Republic of Korea; Romania; Russian Federation; Slovakia; South Africa; Spain; Sweden; Switzerland; Turkey; Ukraine; United Kingdom of Great Britain and Northern Ireland; United States of America; Yugoslavia. Representatives of the European Community (EC) participated. The representatives of Thailand 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 Organization for Standardization (ISO); International Touring Alliance/International Automobile Association (AIT/FIA); International Road Federation (IRF); 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); Federation of European Motorcyclists' Associations (FEMA); Union of Technical Assistance for Motor Vehicle and Road Safety (UNATAC); International Motor Vehicle Inspection Committee (CITA). At the invitation of the secretariat, the expert from the Society of Automotive Engineers (SAE) took part in the session.

**TRIBUTE TO MR. GIACOMO POCCHI, HONORARY CHAIRMAN OF WP.29**

2. WP.29 held a minute of silence in memory of Mr. G. Pocci, its founding member, and representative of Italy, who died on 29 May 2002, almost 88 years old. The Chairman recalled that Mr. Pocci had participated in the first session of WP.29, held at Geneva from 10-13 February 1953, was elected Chairman in the fourth session (27 February to 3 March 1956), and chaired WP.29 until the eighty-first session (10-13 March 1987), when he was elected Honorary Chairman. He acknowledged Mr. Pocci's numerous contributions to the success of WP.29 and of the 1958 Agreement that he helped to create.

**A. SESSION OF WP.29****1. ADOPTION OF THE AGENDA**

3. The provisional agenda (TRANS/WP.29/860 and Add.1) was adopted by WP.29 with the modifications noted below:

**(i) Additional documents:**

- Item 4.2.10. document TRANS/WP.29/2002/50 (French only)
- Item 4.2.11. document TRANS/WP.29/2002/45/Rev.1
- Item 4.3.1. document TRANS/WP.29/2000/3/Add.4/Rev.1 (symbol corrected)

**(ii) Additional items:**

- 7.4. South African National Colloquium on UNECE-WP.29
- 7.5. Environmentally Friendly Vehicles (EFVs)

**(iii) Deferred items (for justifications see para. 6 below):**

- 4.2.11. Regulation No. 75, document TRANS/WP.29/2002/45/Rev.1

4.2.21. Regulation No. 34, document TRANS/WP.29/2002/14  
4.3.1., 4.3.2., 4.3.4. and 4.3.5 New draft Regulations  
4.4.1. and 4.4.2. Draft amendments, outstanding

4. The documents distributed without a symbol during the session are listed in annex 1 to this report.

## 2. COORDINATION AND ORGANIZATION OF WORK

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

5. The seventy-ninth session of WP.29/AC.2, considering the coordination and organization of work of WP.29, was held on 24 June 2002, under the chairmanship of Mr. B. Gauvin (France) and attended by representatives of the European Community (EC); Canada; France; Germany; Italy; Japan; Russian Federation; United Kingdom; United States of America.

6. WP.29/AC.2 reviewed the provisional agenda of the current session of WP.29 (TRANS/WP.29/860 and Add.1) and recommended the modifications (see para. 3 above). Concerning the items deferred, it was noted that:

- (a) For items 4.2.11. and 4.2.21., no consent had been reached in the EC;
- (b) For items 4.3.1., 4.3.2., 4.3.4. and 4.3.5., the internal procedures in the EC were still in progress and, therefore, the consideration and voting by AC.1 should await their completion;
- (c) For item 4.4.1., concerning Regulation No. 18, no consent had yet been reached in the EC. It was recalled that these amendments could only be voted on together with the new draft Regulation on the protection of vehicles against unauthorized use (agenda item 4.3.1.).
- (d) For item 4.4.2., concerning Regulation No. 48, WP.29/AC.2 recommended to transmit document TRANS/WP.29/2001/8 to the Working Party on Lighting and Light-Signalling (GRE) for reconsideration.

7. Following the information by the secretariat, WP.29/AC.2 reviewed the update to the programme of work (TRANS/WP.29/2002/1/Amend.1), and examined the provisional calendar of meetings for 2003, for which it recommended a number of modifications. For the details see paras. 20 to 22 below.

8. The secretariat briefed WP.29/AC.2 about the results of the fifty-seventh session of the ECE and distributed copies of the English original of the session report (E/2002/37-E/ECE/1395). For the details see para. 23 below.

9. WP.29/AC.2 reviewed also the state of preparation of the round-table on Intelligent Transport Systems (ITS), planned for February 2003, back-to-back with the sixty-sixth session of the ITC. It noted with satisfaction that an informal group on ITS should meet immediately after the current session of WP.29 (tentatively in the afternoon of Friday 28 June 2002), and that a draft programme of the round table would already be discussed (informal document No. 11).

10. WP.29/AC.2 reviewed also the forecast by the secretariat for the agenda of the one-hundred-and-twenty-eighth session, scheduled to be held in Geneva, from 12 to 15 November 2002. It noted that amendments were expected to twenty-one existing ECE Regulations (including the two items deferred at the current session), and proposals for three new draft Regulations (Cornering Lamps; Identification of hand controls, tell-tales and indicators; Measurement of the net power of non-road and tractor engines) that should join four projects of draft Regulations, pending already in the session agendas for several years.

11. To facilitate the procedures related to adoption of the pending projects of draft new Regulations, WP.29/AC.2 requested the secretariat to consolidate the five documents of which the proposal for a draft Regulation concerning the protection of vehicles against unauthorized use consisted (agenda item 4.3.1.), as well as the two documents composing the proposal for draft Regulation concerning the rolling sound of tyres.
12. Noting that in the one-hundred-and-twenty-eighth session, WP.29 should elect its officers, WP.29/AC.2 recommended to establish in the agendas of the subsidiary Working Parties the same practice as in the agenda of WP.29, and list the item "Election of Officers" in each last annual session of every Working Party, in full compliance with the Terms of Reference and Rules of Procedure of WP.29 (TRANS/WP.29/690).
13. With respect to the 1958 Agreement, the considerations of WP.29/AC.2 focused on the questions of enforcement of type approval and conformity of production standards. WP.29/AC.2 acknowledged the contributions by Italy, Japan, Russian Federation and Switzerland describing the recall systems applied. It noted that the recall system of the United States of America was described in the WP.29 publication (section concerning Rulemaking Process in the USA). Also acknowledged was the expected presentation by Australia, concerning the electronic database for type approval exchange of information. For the improved drafting of Regulations, it was noted that a concise proposal by ISO, based on the guidelines for drafting of ISO standards would likely be available in the November session, as well as a proposal by France, to assist in resolving interpretation issues. For details see paras. 121 to 130 below.
14. Concerning the 1998 Global Agreement, WP.29/AC.2 noted with satisfaction that Working Parties already implement the decisions concerning priorities of work, made by AC.3 and endorsed by WP.29 in March (TRANS/WP.29/841, paras. 109-112 and annex 4). However, it was noted that only for two of the high priority items the formal proposals for preparing a gtr had been submitted and approved (TRANS/WP.29/841, para. 168) and they need to be prepared and submitted to AC.3 by Contracting Parties willing to engage in that work for all the remaining priority items already under consideration, or discussion.
15. For the 1997 Agreement, WP.29/AC.2 took note of the information by the representative of the European Community, the Chairman of WP.29 and the secretariat, concerning some recent development in defining the position of the European Union to the Agreement. It was noted that the discussion initiated by WP.29 during the previous session (TRANS/WP.29/841, paras. 113-115) might help to resolve the issue and allow the Member States of the European Union to proceed with ratifications of their signatures.
16. Concerning the subjects listed under "Other business" section of the current agenda, WP.29/AC.2 noted that no new information had been received concerning the two items raised by OICA, i.e. the replacement parts and the approval marking in ECE Regulations, however, that two new items were proposed by South Africa and Japan (see para. 3 above).
17. Following the invitation at its thirty-eighth session (TRANS/WP.1/81, paras. 47 and 48) by the Working Party on Road Traffic Safety (WP.1), there was a detailed discussion of the dangers posed by "bull-bars", installed mostly as an after-market equipment on various light trucks, sport utility vehicles and vans. The representative of the European Community informed WP.29/AC.2 that bull-bars would be regulated in the Community, prohibiting the rigid designs and allowing only structures not dangerous to pedestrians or motorcyclists. WP.29/AC.2 decided to recommend to WP.29 to await the completion of the work in the EC and to establish afterwards an ECE Regulation, that would parallel the Directive.



18. WP.29 noted the report of WP.29/AC.2 on its seventy-ninth session and accepted the recommendations. Wherever applicable, the recommendations are reflected in the related sections of the report.

19. Concerning the question of bull-bars (see para. 17 above), the representative of South Africa offered the experience of his country, where a standard concerning bull-bars was enforced. He mentioned the technical requirements on bull-bars limiting the dangers, and the social and political implications of the banning of unacceptable products. The representative of Australia referred to the situation in his country, where the standard was also established and the safety issues related to bull-bars continued to be disputed in relation to dangers of urban and rural transport.

## 2.2. Programme of work and documentation

Documentation: TRANS/WP.29/2002/1/Amend.1.

20. WP.29 noted the update to the programme of work prepared by the secretariat and invited the Chairpersons of the subsidiary bodies to examine it and to indicate to the secretariat any corrections or modifications deemed necessary.

21. WP.29 agreed to incorporate the question of the "bull-bars" into its programme of work, under item 1.6.

## 2.3. Calendar of sessions of WP.29 and of its subsidiary Working Parties for 2003

22. Considering the provisional calendar of meetings, proposed by the secretariat, WP.29 agreed with WP.29/AC.2 that the current reduced agenda of the Working Party on Noise (GRB) would allow to cancel the session scheduled for February 2003, and distribute the six session half-days with interpretation to GRRF (1/2 day), GRSG (1/2 day) and GRSP (four 1/2 days). In addition, WP.29 accepted the request of the Chairman of the Working Party on Lighting and Light-Signalling (GRE) to schedule the fifty-first session for September and instead, hold the fifty-fourth session of GRRF and the thirty-ninth session of GRB in the week from 6 to 10 October 2003. The secretariat informed WP.29 that the agreed modifications of the calendar should be feasible, although they would be subject to approval by the ECE secretariat, because the ECE calendar of sessions for 2003 was already finalized. Subject to the aforementioned condition, the agreed provisional calendar of sessions for 2003 is reproduced in annex 2 to the report.

(Note by the secretariat: After the session, the representative of the Netherlands has drawn the attention of the secretariat to the conflict of the Enhanced Safety Vehicle 2003 Conference (Nagoya, 19-22 May 2003) with the thirty-third session of GRSP. A solution will be proposed to WP.29 in November 2002 to swap the GRSP session with GRPE.)

## 2.4. Matters arising from the fifty-seventh session of the ECE

23. The secretariat informed WP.29 that Mrs. Brigita Schmögnerová (Slovakia) was appointed ECE Executive Secretary on 28 February 2002 and took up the office soon after. At the fifty-seventh session, the ECE considered the proposal for strengthening of the organization in the wider context of reform of the United Nations and addressed a range of proposals aimed for aligning its political and social programme with those of the United Nations. The session report (E/2002/37-E/ECE/1395), currently in translation and publication, should soon be available in the website of UNECE:

<http://www.unece.org/commission/index.htm>

2.5. Preparation of the round-table "Intelligent Transport Systems"

Documentation: Informal documents Nos. 10 and 11 of annex 1 to this report.

24. WP.29 noted the provisional agenda of the first session (informal document No. 10) of the informal group on Intelligent Transport Systems (ITS), as well as the proposed Programme of the Round-Table (informal document No. 11). With the progress made by WP.29 in the consideration of the session agenda during Tuesday 25 June, it appeared feasible to hold the ITS informal meeting in the afternoon of Thursday 27 June, instead of the originally proposed Friday, 28 June 2003 (TRANS/WP.29/841, para. 26). The Co-Chairmen of the ITS group, Mr. M. Naito (Japan) and Mr. B. Gauvin (France) were invited to inform WP.29 about the results of the first meeting on Friday 28 June or, at the latest during the next session, in November 2002.

**3. CONSIDERATION OF THE REPORTS OF THE WORKING PARTIES, SUBSIDIARY TO WP.29**

3.1. Working Party on Passive Safety (GRSP)  
(Thirtieth session, 3-6 December 2001)

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

25. WP.29 recalled the presentation given during the one-hundred-and-twenty-sixth session by Mr. C. Lomonaco (Italy), who chaired the GRSP up to its thirtieth session (TRANS/WP.29/841, paras. 37-45), and approved the report. Mr. Lomonaco's contribution to the achievements made by GRSP was again wholeheartedly appreciated.

3.2. Working Party on Pollution and Energy (GRPE)  
(Forty-third session, 15-18 January 2002)

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

26. WP.29 recalled the session results, as they had been presented by the GRPE Chairman during the previous session (TRANS/WP.29/841, paras. 50-58) and approved the report.

3.3. Working Party on Brakes and Running Gear (GRRF)  
(Fifty-first session, 4-8 February 2002)

Documentation: TRANS/WP.29/GRRF/51.

27. The oral presentation that had been given by the GRRF Chairman during the one-hundred-and-twenty-fifth session was recalled (TRANS/WP.29/841, paras. 59-68) and WP.29 approved the report.

3.4. Working Party on Noise (GRB)  
(Thirty-sixth session, 26-28 February 2002)

Documentation: TRANS/WP.29/GRB/34.

28. The presentation given by the GRB Chairman during the previous session was recalled (TRANS/WP.29/841, paras. 69-72) and WP.29 approved the report.

3.5. Highlights of the recent sessions  
(Oral reports by the Chairpersons)

3.5.1. Working Party on Lighting and Light-Signalling (GRE)  
(Forty-eighth session, 9-12 April 2002)

29. GRE Chairman reported that the group had had a very productive session. GRE had adopted new provisions concerning the installation of reversing lamps as well as provisions concerning the extension of the maximum height limitation for front fog lamps to N1 vehicles. The documents concerned

would be submitted for consideration to WP.29 and AC.1 during their sessions in November 2002.

30. GRE had also adopted amendments to Regulations No. 23 (Reversing lamps), No. 37 (Filament lamps), No. 87 (Daytime running lamps), No. 113 (Headlamps emitting a symmetrical passing beam) as well as the collective amendments (red light trichromatic coordinates) to Regulations Nos. 3, 7, 38, 50, 77 and 91. These amendments would be submitted for consideration by WP.29 and AC.1 in November 2002.

31. With regard to proposals for new ECE Regulations, GRE had adopted the proposal concerning the approval of cornering lamps. This draft Regulation would be submitted to WP.29 and AC.1 for consideration at their sessions in November 2002.

32. The Chairman of GRE informed WP.29 that GRE had agreed on some amendments (use of amber colour front position lamps for motorcycles) to Regulations Nos. 50, 53 and 74; however, GRE had decided to postpone their submission to WP.29.

33. With regard to Regulation No. 48, the GRE Chairman informed WP.29 about the good progress made in consideration of the new provisions for Distributed Lighting Systems (DLS). GRE had agreed to have a final consideration of a consolidated proposal at the next GRE session in September/October 2002.

34. The Chairman of GRE briefed WP.29 on the progress of the work on the new ECE Regulation regarding the approval of Adaptive Front-Lighting System (AFS). The draft text of the regulation was ready although, taking into account its size vis-à-vis the limited time during the GRE session proper, GRE had instructed the Chairman to solicit WP.29's permission to hold an informal session, outside of the Calendar of Meetings of WP.29, devoted solely to consideration of this document. The informal session was scheduled to take place in Frankfurt from 2 to 5 July 2002. The Chairman thanked GTB and VDA in Frankfurt for organizing this session.

35. WP.29 was also briefed on the progress of the draft global technical regulation (gtr) on the installation of lighting and light-signalling devices on vehicles.

36. The GRE Chairman reported that GRE had developed draft "Guidelines for the submission and evaluation of petitions concerning international automotive lighting regulations". After final review during the next GRE session, the document would be submitted to WP.29 for consideration.

37. Referring to other items of the agenda (e.g. single lamp definition, electromagnetic compatibility, special warning lamps, emergency brake light display, 42 Volt electric systems, possible amendments to the 1968 Vienna Convention, new provisions concerning the installation of retro-reflective markings and materials for contour and line marking of commercial vehicles, etc.), the GRE Chairman reported that the group would continue to work on these subjects during the coming sessions.

38. GRE Chairman concluded with a statement that GRE would attempt to expedite and streamline its work by encouraging the experts to have, in-between the sessions, more informal discussions utilizing exchange of faxes, electronic-mail and teleconferencing. Such approach would lead to reduction of number of formal and subsequent informal documents containing a multitude of proposals and counter-proposals on the same subject.

39. The Chairman also accepted the invitation by WP.29 to reconsider a proposal concerning amendments to Regulation no. 48 (see para. 6.(d) above).

3.5.2. Working Party on General Safety Provisions (GRSG)  
(Eighty-second session, 29 April - 3 May 2002)

40. The Chairman of GRSG started his information by reporting on the fourth meeting of the informal group on "Common Tasks", held prior to the GRSG proper, under the Chairmanship of Mr. T. Onoda (Japan). He said that the work on drafting global technical regulation "0" was in progress and that, after a new drafting meeting to solve open questions (afternoon of 15 October and morning of 16 October 2002) a final draft would most likely be transmitted for consideration to GRSG at its eighty-third session.

41. Referring to the work carried by GRSG itself, the Chairman informed WP.29 that new proposals concerning the accessibility of buses and coaches by people with reduced mobility, aligned with those of the European Community Directive on buses and coaches, were expected to be considered by GRSG at the October 2002 session for Regulations Nos. 36 (Large capacity passenger vehicles), 52 (Small capacity passenger vehicles, M2 and M3 category) and 107 (Double-deck large passenger vehicles). He also informed WP.29 that the combining of the three Regulations in a Revision of Regulation No. 107 had been initiated by GRSG and should also parallel the Directive. Concerning the prepared technical update of Regulation No. 66, the Chairman reported that good progress had been made by the informal group chaired by Mr. M. Matolcsy (Hungary), and that a draft revision of the Regulation would be transmitted to GRSG as the final output of the informal group.

42. Finalizing the report related to buses and coaches, he announced that Corrigenda related to electronic components or systems for Regulations Nos. 36, 52 and 107 had been adopted and confirmed that relevant proposals would be transmitted to WP.29 and AC.1 for consideration at their November 2002 sessions. He also said that work would continue in developing these Regulations in parallel with the work joining them in a single volume.

43. Concerning the proposal for amending Regulation No 34 (Prevention of fire risks), the Chairman announced that GRSG had found a solution to solve the issue of possible diesel spillage and confirmed that, to save time, the amendment was in the agenda for the current session and only a minor Corrigendum would be transmitted for the November 2002 sessions of WP.29 and AC.1.

44. Referring to Regulation No. 43 (Safety glazing) the Chairman reported that prescriptions for the installation of safety glazing in vehicles had been adopted and would be transmitted to WP.29 and AC.1 November 2002 sessions for consideration. He also informed WP.29 that Germany had announced its intention to sponsor the proposal for a global technical regulation (gtr) on safety glazing.

45. Concerning the other items under consideration by GRSG, the Chairman reported that work would continue on the new proposed draft Regulation concerning the protection of M1 and N1 category of vehicles against unauthorized use, and Regulation No. 97 (Vehicle alarm systems), as well as on the new draft Regulation on the driver's field of vision.

46. He also informed WP.29 that the new draft ECE Regulation on identification of controls, tell-tales and indicators had been adopted and that GRSG would continue to work and was expected to adopt a similar proposal for a gtr, on the basis of a decision that had been made by WP.29 (TRANS/WP.29/841, para. 168). He reported that work was discontinued on developing the draft global technical regulation on windshield defrosting/defogging, because that issue had not been included into the 1998 Global Agreement programme of work adopted by WP.29 at its one-hundred-and-twenty-sixth session (TRANS/WP.29/841, annex 4).

47. The Chairman also announced that GRSG had accepted new definitions of moped, motorcycle, tricycle and quadricycle for the 1971 European Agreement supplementing the 1968 Convention on Road Traffic, on the basis of a proposal that had been under consideration by the Working Party on Road Traffic Safety (WP.1). He said that the decision concerned should be transmitted through WP.29 to WP.1 for final adoption

48. Concluding his report, the Chairman informed WP.29 that GRSG had received a suggestion concerning ADR vehicles from the Working Party on the Transport of Dangerous Goods (WP.15), to introduce prescriptions for combustion heaters either into Regulation No. 105, or as a new ECE Regulation. He announced that WP.15 had agreed to incorporate these prescriptions into the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) for application in 2005, and that these prescriptions should parallel those of the European Union Directive 2001/56/EC. He indicated the preference given by GRSG to a new Regulation, and requested the endorsement by WP.29 for establishing such Regulation under the 1958 Agreement.

49. WP.29 noted the report given by the Chairman of GRSG and gave its formal consent to developing a new ECE Regulation for combustion heaters. The expert from OICA offered the assistance in preparing the proposal.

3.5.3. Working Party on Passive Safety (GRSP)  
(Thirty-first session, 13-17 May 2002)

50. The GRSP Chairwoman reported first about considerations of the 1998 Global Agreement programme of work. She said that, concerning pedestrian safety, the expert from Japan had confirmed that he would chair the informal group and had indicated that the first meeting should be scheduled as early as June or July 2002. The expert from the European Union presented an informal document proposing terms of reference for the informal group. She reported that GRSP accepted the proposal in principle, with some clarifications regarding the scope of work. She noted that the expert from the United States of America stated that the scope must include not only passenger cars, but also light trucks and vans, and that the overview of the current work on the subject should take into account any research and evaluations performed on the subject by various Contracting Parties, in addition to the research work done by the European Enhanced Vehicles-safety Committee (EEVC) and the International Harmonized Research Activities (IHRA).

51. Concerning the informal group on door retention components, the Chairwoman reported that the expert from the United States of America reaffirmed his country's position to chair the informal group and indicated that a first meeting should take place in September 2002. Further, she stated that the expert of the United States of America presented an informal document comparing requirements of the U.S. Federal Motor Vehicle Safety Standard (FMVSS) No. 206 - Door locks and door retention components, with those of ECE Regulation No. 11. The document should form the basis of a discussion at the upcoming informal group meeting. Concerning the other two high priority items under the responsibility of GRSP, lower anchorages and tethers for child restraints, and the head restraints, she noted that some presentations were made by the expert from the United States of America on efforts in his country to upgrade these regulations and that consideration of these items would continue at the next GRSP session.

52. Regarding the remaining areas where GRSP was expected to work on future global technical regulations, the Chairwoman recalled that GRSP had an exchange of views on the development of the World Side Impact dummy, and that the Chairman of the IHRA Working Group on Side Impact Protection reported that much progress had been made in his Group and that he would make a presentation regarding the Group's activities at the next GRSP meeting. For the crash compatibility of vehicles, she reported that GRSP would invite the Chairman of the IHRA Working Group on Compatibility to give a general overview of progress in this area at a later session.

53. Regarding the 1958 Agreement, and in relation to the important issue of "ISOFIX" anchorages for child restraints, affecting Regulations Nos. 14 (Safety-belt anchorages), 16 (Safety-belts) and 44 (Child restraints), the Chairwoman reported that GRSP had considered proposals put forward by the informal group led by France. She noted that, following a general favourable opinion by the Contracting Parties, updated proposals would be considered at the next GRSP session. Some important issues, such as the test without the top tether strap attached and the number of ISOFIX positions for certain small vehicles, remained under consideration. Further, she stated that the issue of reconciling the current proposal with the regulation already in place in the United States of America and any potential global technical regulation was discussed. However, she explained that the majority of the Contracting Parties were interested in finalizing the current proposal under the 1958 Agreement, before addressing a global technical regulation on the subject.

54. The Chairwoman also reported that GRSP had concluded proposals to amend Regulations Nos. 14 (Safety-belt anchorages) and 16 (Safety-belts) concerning mandatory installation of safety-belts in the rear forward-facing seating positions of all vehicles of category N. She said that some objections were raised by Consumers International regarding these proposals, which did not call for 3-point belts in these seating positions. However, GRSP agreed that these proposals should be adopted as they were, and forwarded to WP.29 and AC.1 for consideration in their November 2002 sessions. It was agreed that consideration of the issue of 3-point belts could take place in future sessions. The Chairwoman also indicated that GRSP discussed the issue of effective anchorages and that, while no conclusions were reached, discussion of this issue would resume at the next session.

55. Concerning Regulation No. 95 (lateral collision protection), she reported that an amendment concerning the mobile deformable barrier design was discussed. The amendment provided more specifications for the materials of the barrier's face, in order to reduce the differences in the performance of the dummies. Japan asked for a modification of the static corridors in the current proposal, in order to guarantee no difference in performance and reproducibility. However, despite the objection of Japan, the majority of Contracting Parties maintained that the amendments should be transmitted to WP.29 and AC.1 for consideration at their November 2002 sessions. Concerning the proposal for adopting the Euro Sid 2 (ES-2) Side Impact dummy, she reported that much discussion took place during the meeting and that some concerns pertaining to the ES-2 dummy directional sensitivity, inter-rib homogeneity, damping stiffness characteristics, and possible interaction of back plate with vehicle seat were discussed. However, she indicated that many delegates were of the opinion that the ES-2 provided improvements and additional benefits over the current dummy, and should be considered for adoption in the near future. She reported that GRSP would resume consideration of the dummy at the next GRSP meeting.

56. With regard to the issue of restraining children travelling in buses and coaches, she said that GRSP had acknowledged the mandate of WP.29 to study appropriate restraint means (TRANS/WP.29/841, para. 43), and had agreed to consider this issue at later sessions.

57. Besides the above, the Chairwoman recalled that development work was still in progress on Regulations Nos. 17 (Strength of seats), 21 (Interior fittings), 29 (Cabs of commercial vehicles), 44 (Child restraints), acceleration devices under Regulations Nos. 16 and 44, and future whiplash Regulation. She also indicated that the agenda of GRSP was extensive and with the implementation of the 1998 Global Agreement work programme, additional time would be needed during future sessions for addressing important items. She thanked WP.29 for allotting more days for the calendar year 2003.

58. In response to the report provided by the Chairwoman of GRSP on the issue of ES-2 Side Impact dummy, OICA expressed the view that, in addition to unresolved technical problems under discussion with ES-2, WP.29 should take

note of the World Side Impact dummy (SID) that was expected to be completed by 2004, and which offers improvements over both ES-2 and ES-1. OICA indicated that, given the timing of the World SID, it would be costly and impractical to introduce an interim dummy for a short period of time. The Chairwoman stated that the completion of the World SID was not yet clearly defined and that GRSP requested that ISO and IHRA provide a progress report on the project status at the next meeting. The expert from Hungary requested GRSP to consider, in evaluating the side impact dummies, the possibility of their use for assessing the safety of bus drivers in side impacts.

59. The expert from Consumers International requested from WP.29 that Contracting Parties applying Regulation No. 44 report on their procedures of conformity of production (COP) deemed varying from one jurisdiction to the next. In light of ongoing discussions regarding the subject of differing COP and interpretation among Contracting Parties, WP.29 agreed that Regulation No. 44 could be used as a pilot for the general examination of the COP procedures. WP.29 also requested that the description of various COP procedures pursuant Regulation No. 44 should be submitted to GRSP and WP.29 simultaneously.

3.5.4. Working Party on Pollution and Energy (GRPE)  
(Forty-fourth session, 10-14 June 2002)

60. The Chairman of GRPE recalled that, similar to previous sessions, the forty-fourth session was preceded by four informal meetings - the fourth informal meeting of the group on world-wide motorcycle emission test cycle (WMTC), the fifth informal meeting of the Particle Measurement Programme (PMP) working group, the thirteenth informal meeting of the working group on the worldwide heavy-duty certification procedure (WHDC) and the first informal meeting on world-wide harmonized heavy-duty vehicle on-board diagnostics (WWH-OBD). The originally planned informal meeting on Off-Cycle emissions was postponed, in order to provide more time for the WWH-OBD consideration. However, the Chairman of the Off-Cycle group gave an interim report on the activities of the group.

61. With regard to the new informal group on hydrogen-fuelled vehicles, meeting outside of GRPE and chaired by Mr. C. Albus (Germany), the Chairman informed WP.29 that good progress had been achieved in the consideration of the draft Regulations concerning the storage of liquid and gaseous hydrogen on board of vehicles. He appreciated that the informal group agreed to consider also the questions related to Fuel cells, selected as one of the GRPE assigned priorities under the 1998 Global Agreement programme of work.

62. Also in relation to the list of priorities for developing global technical regulations under the 1998 Global Agreement, the Chairman informed WP.29 that GRPE requested the United States of America, in cooperation with Japan and the European Community, to recommend a Chairperson for the informal group on the measurement of particulate matter emissions by non-road mobile machinery. The recommendation is to be presented at the January 2003 meeting of GRPE. This assignment was accepted by the parties.

63. Referring to the new category of environmentally friendly vehicles (EFVs) the GRPE Chairman informed WP.29 about the EFV International Conference scheduled to be held in Tokyo (23 and 24 January 2003), and confirmed his acceptance of the invitation by Japan to this Conference, under the condition of the approval by his Government.

64. Concerning the development of Regulation No. 49, the Chairman stated that the final report of the WHDC group containing the results of validation Step 1 had been presented to GRPE. The group started Step 2 evaluations and the results as well as a proposal for a reference cycle should be presented to GRPE in its January 2003 session.

65. The GRPE Chairman also recalled that the WWH-OBd informal group chaired by Mr. M. Odaka (Japan) had its preparatory meeting in Tokyo on 22 February 2002, followed by a meeting in California in May 2002, and made further good progress during the whole day plenary informal meeting prior to the forty-fourth GRPE session.

66. The PMP informal group chaired by Mr. M. Dunne (United Kingdom), working on the Particle Measurement Programme, had finalized the first phase evaluation and had presented the results to GRPE in its Phase I Report. The work would continue and the results of the Phase II programme should be presented to GRPE during its January 2003 session.

67. The WMTC group had worked already almost two years on the worldwide emission test for motorcycles and had completed the first set of validation tests. The Chairman said that the group was currently chaired by Mr. C. Albus (Germany), and GRPE expected to receive the final report at its next session in January 2003.

68. With regard to the work completed by GRPE in its proper session, the Chairman mentioned Regulation No. 67 (Equipment for LPG), for which amendments had been adopted and would be submitted for consideration to WP.29 and AC.1 at their November 2002 sessions.

69. He also recalled the adoption in principle of amendments to Regulation No. 83 (Emissions of M1 and N1 categories of vehicles), concerning hybrid vehicles. The Chairman acknowledged the work that had been carried out by an informal group chaired by Mrs. B. Lopez (France) and envisaged that the finalized proposal would be submitted to WP.29 and AC.1 for consideration in March 2003.

70. Furthermore, the Chairman reported that GRPE adopted a proposal for a new draft Regulation concerning the measurement of power of engines for non-road mobile machinery and agricultural and forestry tractors, and it should be submitted to WP.29 and AC.1 for consideration at their sessions of November 2002.

71. Concerning other items of the agenda, related namely to Regulations Nos. 83 (Emissions of M1 and N1 categories of vehicles), 101 (Emissions of CO<sub>2</sub> and fuel consumption), 103 (Replacement catalytic converters) and part of the proposals concerning Regulation No. 110 (Specific components for CNG), the Chairman said that the work was expected to continue in the forty-fifth session of GRPE, in January 2003. He confirmed to WP.29 that GRPE agreed to continue with the practice of informal meetings also in that session and evaluated this technically focused approach as highly effective.

72. He confirmed that GRPE was prepared to follow the requirements of the 1998 Global Agreement and, after the clarification received at the current session (see para. 14 above), the related official proposals for establishing global technical regulations would be prepared and the sponsoring Contracting Parties identified.

73. The Chairman also confirmed that GRPE was prepared to find a resolution to the problem caused by expiration of type approvals to the lower series of amendments to Regulations Nos. 49 and 83 (TRANS/WP.29/841, paras. 77 and 78). He said that that the legally correct denunciation of both Regulations by the European Union Member countries was not desirable for any Contracting Party. Within such limitation, the finding of a suitable solution proved not easy. France asked for more time and was now expected to submit a proposal for consideration by GRPE in January 2003.



74. Finally, Mr. B. Gauvin (France) informed WP.29 that, following the Terms of Reference and Rules of Procedure of WP.29 (TRANS/WP.29/690), he had been re-elected Chairman of GRPE for 2003.

75. In relation to the work within the responsibility of GRPE, the secretariat informed WP.29 that a meeting concerning the "Blue Corridor" should be held on 28 June in Warsaw, Poland. The secretariat recalled that this was the project to use natural gas-fuelled vehicles in freight and passenger transport operation in four corridors, linking Moscow with Berlin (and later Spain and Portugal), Helsinki (and later Sweden and Norway), Istanbul and Nuremberg (and later Italy and Sicily). The project is supported by UNECE and ITC had invited WP.29 to take part in its preparation.

76. WP.29 acknowledged the information by the secretariat and noted that the work necessary for allowing the type approval, registration and international trading of natural gas-fuelled vehicles had been completed. It recalled that Regulation No. 49 contains prescriptions concerning exhaust emissions and Regulation No. 110 requirements concerning the construction and safety of natural gas-fuelled vehicles. No further action could be envisaged, because WP.29 had no mandate and expertise in fuel distribution, vehicle trade and transport operations.

#### **4. 1958 AGREEMENT**

##### **4.1. Status of the Agreement and of annexed Regulations, including the latest situation report**

Documentation: TRANS/WP.29/343/Rev.10/Amend.1; informal document No. 14 of annex 1 to this report.

77. The update to the status document, reflecting the situation as at 19 June 2002, was presented by the secretariat. Also introduced was complementary information concerning the application of Regulations and designated Technical Services in Turkey (informal document No. 14).

78. WP.29 acknowledged the accession to the Agreement by Lithuania (E36), effective from 29 March 2002 and its application from the same date of all 114 Regulations annexed to the Agreement. Also acknowledged was the accession of Azerbaijan (E39), effective from 14 June 2002, by which the number of Contracting Parties to the Agreement reached forty.

79. The representative of Latvia informed WP.29 that notifications dated 19 June 2002 had been transmitted to the UN Secretary-General, indicating the intention of Latvia to apply Regulations Nos. 36, 52, 55, 65, 71, 86, 96 and 106 and appointing a competent authority for conformity of production verifications of forestry and agricultural wheeled tractors and their components and parts. In addition, the declarations stated that Latvia does not consider itself bound by Regulations Nos. 2, 9, 15, 29, 32-35, 40-42, 47, 61, 63, 68, 69, 76, 84, 88, 92, 94 and 95.

80. Besides the above, the secretariat received during the session advance information from the representative of Ukraine that internal procedures had recently been completed and the Government of Ukraine was about to notify the UN Secretary-General of its intentions to apply 84 ECE Regulations (Nos. 1-13, 13-H, 14, 16-20, 23-30, 34-43, 46-63, 66-86, 90, 92, 93, 96, 103-105, 110 and 111).

81. The secretariat also informed WP.29 that final versions of Regulations and their amendments continue to be prepared and posted in the website of WP.29, after the confirmed dates of entry into force, as early as the capacity of the secretariat allows. In this respect, WP.29 acknowledged the information that, by an agreement between the Treaty Section of the UN Legal Office in New York and the secretariat of the ECE Transport Division, a paperless transmission of final documents was introduced and the Depositary Notifications refer to website address of WP.29 final documents web page, instead of attaching a printed copy of a final document text. After receiving the Depositary Notification, the Contracting Parties may readily consult or download the final document concerned from the website. The paperless communication was first used for the eighteen amendments to ECE Regulations adopted in March 2002 and it proved to be very fast and efficient.

#### 4.2. CONSIDERATION OF DRAFT AMENDMENTS TO EXISTING REGULATIONS

##### 4.2.1. Regulation No. 13 (Braking)

Documentation: TRANS/WP.29/2002/41.

82. WP.29 considered the proposal and recommended its adoption by WP.29. It was noted that the proposal would allow the component type approval of braking systems for heavy trailers and introduce also some provisions necessary for the electronic stability systems of trailers.

83. The expert from Hungary suggested that one of the future tasks concerning Regulation No. 13 should be the change to the SI system of units. In this respect, he noted that, e.g. kPa should be used instead of bar for pressure. The suggestion was accepted and WP.29 invited a volunteer to prepare a corresponding proposal.

##### 4.2.2. Regulation No. 13 (Braking)

Documentation: TRANS/WP.29/2002/42.

84. WP.29 considered the corrigenda (French only) and recommended its adoption by AC.1.

##### 4.2.3. Regulation No. 13-H (Harmonized braking)

Documentation: TRANS/WP.29/2002/43.

85. WP.29 considered the proposal and recommended its adoption by WP.29.

##### 4.2.4. Regulation No. 14 (Safety-belt anchorages)

Documentation: TRANS/WP.29/2002/30.

86. WP.29 considered the proposal and recommended its adoption by WP.29.

##### 4.2.5. Regulation No. 14 (Safety-belt anchorages)

Documentation: TRANS/WP.29/2002/31.

87. WP.29 considered the corrigenda (French only) and recommended its adoption by AC.1.

##### 4.2.6. Regulation No. 16 (Safety-belts)

Documentation: TRANS/WP.29/2002/32.

88. WP.29 considered the proposal and recommended its adoption by WP.29.

4.2.7. Regulation No. 21 (Interior fittings)

Documentation: TRANS/WP.29/2002/33.

89. WP.29 considered the proposal and recommended its adoption by WP.29. It was noted that the introduction of the proposed provisions would align the Regulation with the latest update to Directive 74/60/EEC.

4.2.8. Regulation No. 30 (Pneumatic tyres)

Documentation: TRANS/WP.29/2002/44.

90. WP.29 considered the corrigenda and recommended its adoption by AC.1.

4.2.9. Regulation No. 48 (Installation of lighting and light-signalling devices)

Documentation: TRANS/WP.29/2002/10/Rev.1.

91. WP.29 recalled the consideration of the original document during the previous session (TRANS/WP.29/841, paras. 88 and 89) and recommended to AC.1 to adopt the revised document with the corrections noted below. The secretariat acknowledged that the information concerning the need to renumber a paragraph was received shortly before the session in a letter from National Standards Body of Belarus, and justified by the withdrawal from consideration of document TRANS/WP.29/2001/8 (see para. 6.(d) above).

Paragraph 2.7.26. (new), should be renumbered to read "Paragraph 2.7.25."

Paragraph 2.9.1., amend to read (to show that a second existing subparagraph is preserved):

.... of that part only is taken into account.  
....."

92. Following the recommendation to AC.1 to adopt by vote the proposed draft Supplement 4 to the 02 series of amendments to Regulation No. 48, WP.29 recalled that associated Supplement 2 to Regulation No. 98 and Supplement 2 to Regulation No. 112, concerning also cornering lamps, had been adopted by AC.1 three months previously, at its twentieth session, and were due to come into effect on 10 December 2002. With respect to this, WP.29 noted the urgent industrial need for the amendment contained in document TRANS/WP.29/2002/10/Rev.1 to come into effect, because the earlier amendments to Regulations Nos. 98 and 112 were of no practical use without amending Regulation No. 48. WP.29 had no powers to vary the notification periods set out in the 1958 Agreement and thus could not bring forward the effective date of this amendment. Nevertheless, WP.29 requested that Contracting Parties to the 1958 Agreement, that were signatories to Regulation No. 48, should show flexibility in dealing with applicants for type approval of the installation of cornering lamps before the coming into effect date. This would allow the necessary testing and preparation of paperwork to be completed in advance and the approvals to be issued as soon as legally possible.

4.2.10. Regulation No. 49 (Emissions of C.I., NG and P.I. (LPG) engines)

Documentation: TRANS/WP.29/2002/37; TRANS/WP.29/2002/37/Add.1;  
TRANS/WP.29/2002/50.

93. WP.29 considered the proposal for the draft 04 series of amendments to Regulation No. 49 (TRANS/WP.29/2002/37), and recommended to AC.1 to adopt it, as amended by TRANS/WP.29/2002/37/Add.1 (in English) and TRANS/WP.29/2002/50 (in French). It was noted that the 04 series of amendments would align Regulation No. 49 with European Union Directive 2001/27/EC and that the main features were the prohibition of defeat devices and irrational emission control strategy, modification of the gaseous reference fuel characteristics, and introduction of ethanol for diesel engines.

4.2.11. Regulation No. 75 (Pneumatic tyres for motorcycles)

Documentation: TRANS/WP.29/2002/45/Rev.1.

94. Item deferred (see paras. 3 and 6 above).

4.2.12. Regulation No. 79 (Steering equipment)

Documentation: TRANS/WP.29/2002/46.

95. WP.29 considered the proposal and recommended its adoption by AC.1. It was noted that its adoption should facilitate practical application of electric steering systems (steering-by-wire).

4.2.13. Regulation No. 94 (Frontal collision protection)

Documentation: TRANS/WP.29/2002/34.

96. WP.29 considered the proposal and recommended its adoption by AC.1. The Chairman of GRSP acknowledged that amending of the Regulation would introduce the obligation to use a label for warning the vehicle user that a rear-facing child restraint placed in the passenger seat protected by a frontal airbag could put the restrained child into a serious danger of death.

97. The representative of OICA informed WP.29 that some manufacturers would prefer to discourage the user from placing any child restraint into the front passenger seat. In addition, he requested assistance in collecting the text of the label in languages of all countries where passenger cars are sold, because the label was required to use always the proper local language.

98. Concerning the first request, WP.29 supported the opinion of the expert from Consumers International that the text of the label shown in the document represented a minimum requirement (para. 6.2.1.) and, therefore, deleting the reference to "rear-facing" (child restraint) would, de facto, introduce a more stringent provision. Concerning the second request of the representative from OICA, the secretariat declined the proposed function of a depositary of correct label translation in various world languages, pointing out that there were only three official languages of the ECE.

4.2.14. Regulation No. 94 (Frontal collision protection)

Documentation: TRANS/WP.29/2002/35.

99. WP.29 considered the corrigenda and recommended its adoption by AC.1.

4.2.15. Regulation No. 95 (Lateral collision protection)

Documentation: TRANS/WP.29/2002/36.

100. WP.29 considered the corrigenda and recommended its adoption by AC.1.

4.2.16. Regulation No. 96 (Off-road engines)

Documentation: TRANS/WP.29/2002/38.

101. WP.29 considered the proposal and recommended its adoption by AC.1, with the following correction, introducing a new text, to read (that had been omitted when preparing the document):

"Paragraph 5.2.3., should be deleted."

102. It was noted that amending of the Regulation would align it completely with the provisions of European Union Directive 97/68/EC.

4.2.17. Regulation No. 101 (Emissions of CO<sub>2</sub> and fuel consumption of M1 and N1 vehicles)

Documentation: TRANS/WP.29/2002/39.

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

Paragraph 3.1.2., correct the word "an equivalent test cycle dynamometer" to read "an equivalent test cycle".

104. WP.29 noted with satisfaction that provisions concerning the periodically regenerating systems would allow for measuring of fuel consumption and CO<sub>2</sub> emissions of vehicles that could already be type approved pursuant Regulation No.83.

4.2.18. Regulation No. 106 (Agricultural tyres)

Documentation: TRANS/WP.29/2002/47.

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

4.2.19. Regulation No. 106 (Agricultural tyres)

Documentation: TRANS/WP.29/2002/48.

106. WP.29 considered the corrigenda and recommended its adoption by AC.1.

4.2.20. Regulation No. 110 (Specific components for CNG)

Documentation: TRANS/WP.29/2002/40.

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

4.2.21. Regulation No. 34 (Fire risks)

Documentation: TRANS/WP.29/2002/14.

108. Item deferred (see paras. 3 and 6 above).

4.3. CONSIDERATION OF NEW DRAFT REGULATIONS

109. Consideration of four new draft Regulations (listed under agenda items 4.3.1., 4.3.2., 4.3.4. and 4.3.5.) was deferred (see paras. 3 and 6 above). For the titles of the draft Regulations and the symbols of the corresponding documents please refer to respective items of the session agenda (TRANS/WP.29/860).

- 4.3.3. Uniform provisions concerning the approval of: (i) an airbag module for a replacement airbag system; (ii) a replacement steering wheel equipped with an airbag module of an approved type; (iii) a replacement airbag system, other than that installed in a steering wheel

Documentation: TRANS/WP.29/1999/40; TRANS/WP.29/1999/40/Add.1.

110. The former Chairman of GRSP recalled that the proposal for the draft Regulation had a difficult approach period to adoption and appreciated that it has been finally cleared. The expert from the European Community acknowledged that, in the case of this draft Regulation, the European Parliament executed its democratic rights and, after full justification, accepted the proposal in second examination.

111. WP.29 noted the information, considered the proposal, and recommended its adoption by AC.1.

#### 4.4. CONSIDERATION OF DRAFT AMENDMENTS TO EXISTING REGULATIONS, CURRENTLY OUTSTANDING

- 4.4.1. Regulation No. 18 (Protection against unauthorized use)

Documentation: TRANS/WP.29/2000/18; TRANS/WP.29/2000/18/Add.1.

112. Item deferred (see paras. 3 and 6.(c) above).

- 4.4.2. Regulation No. 48 (Installation of lighting and light-signalling devices)

Documentation: TRANS/WP.29/2001/8.

113. Item deferred, document transmitted for reconsideration to GRE (see paras. 3 and 6.(d) above).

#### 5. 1998 AGREEMENT (GLOBAL)

- 5.1. Status of the Agreement

Documentation: Informal document No. 2 of annex 1 to this report.

114. The secretariat presented the informal document, giving details concerning the twenty-one Contracting Parties to the Agreement; it was noted that Spain became a Party effective from 22 June 2002, by ratification of the signature, and Azerbaijan and Romania acceded to the Agreement, with effective dates of 14 and 24 June 2002, respectively.

- 5.2. Implementation of the 1998 Agreement programme of work by the Working Parties subsidiary to WP.29

Documentation: Informal document No. 5 of annex 1 to this report.

115. After the fifth session, the Chairman of AC.3 informed WP.29 that the technical sponsors had been identified for the majority of the high priority items concerning the preparation of proposals for global technical regulations (TRANS/WP.29/841, annex 4, the first table). WP.29 acknowledged and endorsed the agreements reached by AC.3:

Working Party	Item	Informal group (chaired by)	Technical sponsor	Formal Proposal TRANS/WP.29/..
GRE	Installation of Lighting and Light-Signalling Devices	No	Canada	
GRRF	Motorcycle Brakes	No	Canada	
	Passenger Vehicle Brakes	Yes [ ]	[ ]	
GRSG	Safety Glazing	No	Germany	
	Controls and Displays	No	Canada	2002/29
	Vehicle Classification, masses and Dimensions	Yes (Japan)	Japan	
GRSP	Pedestrian Safety	Yes (Japan/EC)	EC	
	Lower Anchorages and Tethers for Child Safety Seats	No	[ ]	
	Door Retention Components	Yes (USA)	USA	
	Head Restraints	No	[ ]	
GRPE	World-wide Heavy-Duty Certification Procedure (WHDC)	Yes (Netherlands)	EC	
	World-wide Motorcycle Emission Test cycle (WMTC)	Yes (Germany)	[ ]	
	Heavy-Duty OBD (WWH-OBD)	Yes (Japan)	USA	2002/26
	Off-cycle Emissions	Yes (USA)	USA	
	Non-road Mobile Machinery (PM test)	Yes [ ]	EC	

116. WP.29 noted with interest the information by Canada concerning the rear underride protection (informal document No. 5), as presented to AC.3 (see para. 170 below).

117. The Chairman of GRRF indicated his intention to encourage during the next session of GRRF the Contracting Parties to the 1998 Agreement to volunteer for sponsoring of the global technical regulation concerning passenger vehicle brakes. He noted that considerable work would be required, even though there already had been technical equivalence among ECE Regulation No. 13-H, the Japanese Regulation, and the FMVSS No. 135 of the United States of America.

118. WP.29 was also informed that AC.3 adopted an amendment proposed by Canada (TRANS/WP.29/2002/49) to the Guidelines Regarding Proposing and Developing Global Technical Regulations (TRANS/WP.29/2002/24). It endorsed the document, as amended, and invited the secretariat to prepare a consolidated final document to be used as a handy reference in all future work on gtrs.

119. WP.29 also endorsed the adoption by AC.3 of the Proposed Format of Global Technical Regulations (TRANS/WP.29/2002/25), not amended, and invited the secretariat to issue it also under a final document symbol.

## 6. 1997 AGREEMENT (INSPECTIONS) - Status of the Agreement

Documentation: Informal document No. 3 of annex 1 to this report.

120. The secretariat distributed the informal document, confirming that no change had occurred since the previous session and the Agreement continued to have six Contracting Parties and eighteen signatory countries. However, it acknowledged that the request addressed to the European Union during the previous session of WP.29 (TRANS/WP.29/841, paras. 114 and 115) had re-initiated discussion and a recent exchange of messages between the European Commission and the ECE Secretariat could be interpreted as a starting point for the resolution of the current stalemate. The Chairman of WP.29 and the representative of the European Community confirmed the opinion expressed by the secretariat.

## 7. OTHER BUSINESS

### 7.1. Enforcement of type approval and conformity of production standards

Documentation: (TRANS/WP.29/2002/28), informal document No. 8 of the one-hundred-and-twenty-sixth session of WP.29.

121. WP.29 repeated its invitation to the delegations to consider the proposals put forward by the Russian Federation during the previous session of WP.29, in an informal document (No. 8). It was agreed to resume the consideration of the subject at the next session, continuing to keep the above-mentioned documents as a base for the discussion.

#### 7.1.1. Rules and recommendations for preparation of standards and regulations

122. The Chairman informed WP.29 that he had received the ISO Instructions for preparation of standards (TRANS/WP.29/841, para. 120.(a)), but considered the voluminous document difficult to use directly in discussion of ways how to improve practices in drafting of regulations. He said that he requested the expert from ISO to prepare, on the basis of the original ISO document, a concise summary, and informed WP.29 that it could be tabled for consideration during the next session, in November 2002 (see also para. 13 above).

#### 7.1.2. Resolving of interpretation issues

123. The Chairman recalled consideration of the subject by the Administrative Committee for the Coordination of Work (see para. 13 above) and envisaged that a proposal by France for assisting in resolving interpretation issues might also become available for consideration at the next session of WP.29.

#### 7.1.3. Recall systems applied by various Contracting Parties to the Agreements

Documentation: Informal documents Nos. 1, 7, 8 and 9 and a leaflet by Japan concerning the Motor Vehicle Recall System in Japan, of annex 1 to this report.

124. The representative of Switzerland introduced informal document No. 1, describing the method for random conformity of production control, used by the Swiss Administration. Responding to the questions, he confirmed that regular conformity of production control operation followed different schemes and was used for the production quality control.

125. The representative of Italy informed WP.29 about the recall system operated in his country, under voluntary agreements amongst the Government and associations representing the manufacturers and retailers. He provided detailed information and the statistics of recalls since the installation of the system (informal document No. 7).



126. The representative of the Russian Federation described the system operated in his country, under the Russian Federation Law concerning the protection of consumers' rights (informal document No. 8).

127. The representative of Japan described the motor vehicle recall system applied in his country (informal document No. 9) and supported his presentation by distributing detailed information contained in a folder titled "The Motor Vehicles Recall System of Japan".

128. The representative of the United States of America recalled that information concerning the well-established recall system operated in her country was contained in the WP.29 publication, commonly referred to as a "Blue Book" (see also para. 13 above). In responding to questions, she provided some details, and her colleague confirmed that the system used for emissions mirrored that used for safety-related subjects.

#### 7.1.4. Feasibility of establishing an electronic database for type approval exchange of information

Documentation: Informal document No. 6 of annex 1 to this report.

129. Following the commitment made during the previous session of WP.29 (TRANS/WP.29/841, para. 120), the representative of Australia made a presentation of the Road Vehicle Certification System established in his country and based exclusively on an electronic data interchange. He provided detailed data about efficiency of this type approval system that allows the manufacturer to use his own test facility, communicate data electronically to type approval authority - and issue the type approval if compliance with the Australian Design Rule was proven. The computer system automatically indicates non-compliance or errors and provides for their resolution through discussion between the type approval authority and the applicant. It allowed to reduce the time for issuing type approval of a product from 90 days to an average of 24 days, although for major category passenger vehicles this could be as little as 6 days. About 1,500 approvals are issued annually by 7 staff members of the Vehicle Safety Standards and the information about complying vehicles is publicly available in the website: <http://rvcs-prodweb.dot.gov.au> (for more information click on "About RVCS"). The complete presentation given to WP.29 is available in the WP.29 website (under WP.29 - informal documents - 127th session): <http://www.unece.org/trans/main/welcwp29.htm>

130. The presentation was highly appreciated by a number of delegates and the representatives of Australia replied to questions concerning the operation of the system. The expert from OICA praised the Australian Road Vehicle Certification System as efficient, modern and flexible, and wished to consider it for the evolution of the European type approval system (informal document No. 6).

#### 7.2. Replacement parts

Documentation: TRANS/WP.29/2002/27.

131. WP.29 noted that a common proposal by OICA and CLEPA concerning this subject (TRANS/WP.29/841, paras. 123 and 124) was not yet entirely ready for submission and envisaged that it may become available for consideration at the next, or one of the subsequent sessions of WP.29. To allow for its consideration, the secretariat was requested to keep the item in the agenda.

#### 7.3. Approval marking in ECE Regulations

Documentation: Informal document No. 15 of the one-hundred-and twenty-sixth session of WP.29.

132. The expert from OICA reiterated that the proposal of the informal document had only been referring to vehicle systems and that there were no

considerations concerning the component marking. He accepted the invitation of the Chairman to test the acceptability of the proposal by submitting to the respective Working Party a concrete proposal related to one of the targeted ECE Regulations.

#### 7.4. South African National Colloquium on UNECE-WP.29

Documentation: Informal document No. 4 of annex 1 to this report.

133. The representatives of South Africa informed WP.29 about the event that had been held in Johannesburg on 19 March 2002 and evaluated positively its contribution to the efforts of South Africa in harmonization of vehicle construction requirements with the ECE and implementation of the 1958 and 1998 Agreements. In respect of these goals, they appreciated the presentations that had been given in the Colloquium, also by the Secretary of WP.29, and by Mr, T. Akiba of JASIC.

134. The Secretary thanked the South African Bureau of Standards and the Department of Trade and Industry for the opportunity to participate at the Colloquium and for the possibility to visit the African country, so active in the work of WP.29.

135. The representative of the United States of America recalled that, at the 2002 SAE Government / Industry Conference held in Washington from 13 to 15 May 2002, a presentation of Global Harmonization of Standards and Regulations was also given by the Secretary of WP.29 and said that it well described the role of WP.29. (The presentation may still be viewed in the SAE website:

<http://www.sae.org/calendar/gim/index.htm> - bottom right-side box; "Special Events" - click on "Standards and Regulations Presentation").

#### 7.5. Environmentally Friendly Vehicles (EFVs)

Documentation: Informal documents Nos. 12 and 13 of annex 1 to this report.

136. The representative of Japan informed WP.29 that, in the follow-up of the Ministerial Conference on Transport that had been held in Tokyo on 15 and 16 January 2002, an "EFV International Conference" (tentative title) was being prepared, to be held in Tokyo, on 23 and 24 January 2003 (informal document No. 12). He explained that the objective was set to facilitate solutions to environmental problems through promoting EFVs and outlined the complete conference programme.

137. He also presented informal document No. 13, explaining that the EFVs were expected to be in practical use as early as 2015 and that WP.29 should ensure timely formulation of EFV targets and regulatory arrangements.

138. WP.29 acknowledged the efforts of the Government of Japan in facilitating the development of the next generation vehicles and confirmed its active participation in the work. Mr. B. Gauvin, Chairman of GRPE and WP.29, confirmed that he would take part in the EFVs Conference and ensure active contribution of WP.29 to achieving its goals.

7.6. European New Car Assessment Programme (Euro NCAP) crash test results  
The experts from AIT/FIA and Consumers International presented to WP.29 a video record of the latest set of tests (June 2002) of various models of cars. For additional information visit: [www.euroncap.com](http://www.euroncap.com)

### 8. **ADOPTION OF THE REPORT**

140. WP.29 adopted the report together with the annexes at its one-hundred-and-twenty-seventh session.

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**B. SESSIONS OF THE ADMINISTRATIVE/EXECUTIVE COMMITTEES**

**1. 1958 AGREEMENT**

**TWENTY-FIRST SESSION of the Administrative Committee (AC.1)**  
of the amended Agreement

1.1. ESTABLISHMENT OF THE AC.1

141. Of the forty Contracting Parties to the Agreement, representatives of thirty-two Parties were present and established AC.1 for its twenty-first session, chaired by Mr. B. Gauvin (TRANS(WP.29/841, para. 131).

1.2. DRAFT AMENDMENTS TO EXISTING REGULATIONS - VOTING BY AC.1

1.2.1. Regulation No. 13 (Braking)

142. Parties applying the Regulation: 35 present and voting: 30  
Adoption of document TRANS/WP.29/2002/41 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 the 09 series of amendments to Regulation No. 13 (Article 12 of the Agreement).

1.2.2. Regulation No. 13 (Braking)

143. Parties applying the Regulation: 35 present and voting: 30  
Adoption of document TRANS/WP.29/2002/42 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 2 to Supplement 5 to the 09 series of amendments to Regulation No. 13 (French only), applicable ab initio.

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

144. Parties applying the Regulation: 32 present and voting: 29  
Adoption of document TRANS/WP.29/2002/43 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 3 to Regulation No. 13-H, applicable ab initio.

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

145. Parties applying the Regulation: 34 present and voting: 29  
Adoption of document TRANS/WP.29/2002/30 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 3 to the 05 series of amendments to Regulation No. 14 (Article 12 of the Agreement).

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

146. Parties applying the Regulation: 34 present and voting: 29  
Adoption of document TRANS/WP.29/2002/31 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 Revision 2 of Regulation No. 14 (French only), applicable ab initio.

1.2.6. Regulation No. 16 (Safety-belts)

147. Parties applying the Regulation: 34 present and voting: 29  
Adoption of document TRANS/WP.29/2002/32 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 13 to the 04 series of amendments to Regulation No. 16 (Article 12 of the Agreement).

1.2.7. Regulation No. 21 (Interior fittings)

148. Parties applying the Regulation: 33 present and voting: 29  
Adoption of document TRANS/WP.29/2002/33 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 the 01 series of amendments to Regulation No. 21 (Article 12 of the Agreement).

1.2.8. Regulation No. 30 (Pneumatic tyres)

149. Parties applying the Regulation: 33 present and voting: 30  
Adoption of document TRANS/WP.29/2002/44 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 12 to the 02 series of amendments to Regulation No. 30 (English and Russian only), applicable ab initio.

1.2.9. Regulation No. 48 (Installation of lighting and light-signalling devices)

150. Parties applying the Regulation: 33 present and voting: 28  
Adoption of document TRANS/WP.29/2002/10/Rev.1 by unanimity, as modified by WP.29 (see para. 91 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 02 series of amendments to Regulation No. 48 (Article 12 of the Agreement).

1.2.10. Regulation No. 49 (Emissions of C.I., NG and P.I. (LPG) engines)

151. Parties applying the Regulation: 33 present and voting: 28  
Adoption of document TRANS/WP.29/2002/37, as amended by TRANS/WP.29/2002/37/Add.1 (English text) and by TRANS/WP.29/2002/50 (French text) 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 04 series of amendments to Regulation No. 49 (Article 12 of the Agreement).

1.2.11. Regulation No. 75 (Pneumatic tyres for motorcycles)

152. Item deferred (see paras. 3 and 6 above).

1.2.12. Regulation No. 79 (Steering equipment)

153. Parties applying the Regulation: 30 present and voting: 27  
Adoption of document TRANS/WP.29/2002/46 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. 79 (Article 12 of the Agreement).

1.2.13. Regulation No. 94 (Frontal collision protection)

154. Parties applying the Regulation: 17 present and voting: 15  
Adoption of document TRANS/WP.29/2002/34 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 2 to the 01 series of amendments to Regulation No. 94 (Article 12 of the Agreement).

1.2.14. Regulation No. 94 (Frontal collision protection)

155. Parties applying the Regulation: 17 present and voting: 15  
Adoption of document TRANS/WP.29/2002/35 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 Corrigendum 1 to the 01 series of amendments to Regulation No. 94, applicable ab initio.

1.2.15. Regulation No. 95 (Lateral collision protection)

156. Parties applying the Regulation: 18 present and voting: 16  
Adoption of document TRANS/WP.29/2002/36 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 Corrigendum 3 to Regulation No. 95, applicable ab initio.

1.2.16. Regulation No. 96 (Off-road engines)

157. Parties applying the Regulation: 24 present and voting: 22  
Adoption of document TRANS/WP.29/2002/38 by unanimity, as corrected by WP.29 (see para. 101 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 01 series of amendments to Regulation No. 96 (Article 12 of the Agreement).

1.2.17. Regulation No. 101 (Emissions of CO<sub>2</sub> and fuel consumption of M1 and N1 vehicles)

158. Parties applying the Regulation: 30 present and voting: 27  
Adoption of document TRANS/WP.29/2002/39 by unanimity, as corrected by WP.29 (see para. 103 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 5 to Regulation No. 101 (Article 12 of the Agreement).

1.2.18. Regulation No. 106 (Agricultural tyres)

159. Parties applying the Regulation: 29 present and voting: 26  
Adoption of document TRANS/WP.29/2002/47 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 Regulation No. 106 (Article 12 of the Agreement).

1.2.19. Regulation No. 106 (Agricultural tyres)

160. Parties applying the Regulation: 29 present and voting: 26  
Adoption of document TRANS/WP.29/2002/48 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 Regulation No. 106, applicable ab initio.

1.2.20. Regulation No. 110 (Specific components for CNG)

161. Parties applying the Regulation: 36 present and voting: 31  
Adoption of document TRANS/WP.29/2002/40 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 1 to Regulation No. 110 (Article 12 of the Agreement).

1.2.21. Regulation No. 34 (Fire risks)

162. Item deferred (see paras. 3 and 6 above).

1.3. DRAFT AMENDMENTS TO EXISTING REGULATIONS, CURRENTLY OUTSTANDING

163. items deferred (see paras. 112 and 113 above).

1.4. NEW DRAFT REGULATIONS - VOTING BY AC.1

164. AC.1 noted that only one proposal for a new draft Regulation should be submitted for voting (see para. 111 above):

1.4.1. Uniform provisions concerning the approval of: (i) an airbag module for a replacement airbag system; (ii) a replacement steering wheel equipped with an airbag module of an approved type; (iii) a replacement airbag system, other than that installed in a steering wheel

165. Parties present and voting: 32

Parties abstaining: Japan, Australia, New Zealand  
Adoption of documents TRANS/WP.29/1999/40 and TRANS/WP.29/1999/40/Add.1 by 30 Parties to the Agreement, with the EC representative voting for the Member States. A consolidated document to be transmitted to the United Nations Secretary-General 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.

**2. 1998 AGREEMENT (GLOBAL)  
FIFTH SESSION of the Executive Committee of the Agreement (AC.3)**

166. The fifth session of AC.3 was held on Thursday 27 June 2001, at the end of the morning session, under the Chairmanship of Mr. K. Feith (United States of America).

2.1. OPEN MEETING

2.1.1. Progress in developing proposals for candidate global technical regulations (gtrs)

167. AC.3 acknowledged that progress was being made by the Working Parties subsidiary to WP.29 in developing proposals for global technical regulations that had been given high priority during the previous session (TRANS/WP.29/841, annex 4). It identified the Technical sponsors for eleven of the fifteen priority items and reminded them that official proposals for developing the respective gtrs need to be submitted, following the requirements of the 1998 Global Agreement. AC.3 agreed to transmit the relevant information to WP.29 for endorsement (see para. 115 above).

2.1.2. Guidelines regarding proposing and developing gtrs

Documentation: TRANS/WP.29/2002/24; TRANS/WP.29/2002/49.

168. AC.3 recalled its first consideration of the proposal by Canada for amending the Guidelines (TRANS/WP.29/841, para. 169) and adopted the proposal by the United States of America (TRANS/WP.29/2002/24), as amended by the Canadian document (TRANS/WP.29/2002/49). To ensure the practical implementation of the guidelines, AC.3 decided to transmit the adopted document to WP.29 for endorsement (see para. 118 above).

2.1.3. Proposed format of gtrs and their preambles

Documentation: TRANS/WP.29/2002/25.

169. The consideration of the proposal in the previous session was recalled and, during that session, the proposal had been found adequate in addressing the concerns of the Russian Federation and IMMA. Therefore, AC.3 formally adopted document TRANS/WP.29/2002/25 and agreed to transmit it to WP.29 for endorsement (see para. 119 above).

2.1.4. Other business

Documentation: Informal document No. 5 of annex 1 to this report.

170. Following the announcement made during the previous session (TRANS/WP.29/841, para. 166), the representative of Canada presented the report of a study of rear under-ride protection guards for trucks and trailers, demonstrating that properly designed guards could reduce injuries and fatalities in collisions of passenger cars into the rear end of heavy vehicles, at a speed of 56 km/h (informal document No. 5). His presentation was accepted with interest, as a possible base for future gtr.

2.2. CLOSED MEETING (Contracting Parties only)

2.2.1. Legal and administrative procedures concerning the Agreement

171. AC.3 resumed its exchange of views on the questions of legal and administrative procedures and the implementation of the Agreement. The United States of America noted that the pending question of responsibility for maintaining the Compendium and the Global Registry was being raised with the responsible Offices of the United Nations both in New York and Geneva, and hoped for its resolution.

2.2.2. Resolving of the pending issues

172. Considering the questions of the functioning of the Agreement, AC.3 received information of representatives of some Contracting Parties about their efforts towards the issue resolution. The information by the secretariat concerning the implementation of the paperless transmission of documents and decisions to the Treaty Section of the UN Office of Legal Affairs in the matters concerning the 1958 Agreement (see para. 81 above) was noted, and AC.3 had an exchange of views on the possibility to apply a parallel system also for the 1998 Global Agreement

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Annex 1

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

No.	Transmitted by	Agenda item	Language	Title
1.	Switzerland	7.1.3.	E	Tests of conformity
2.	Secretariat	5.1.	E	Status of the 1998 Global Agreement
3.	Secretariat	6.	E	Status of the 1997 Agreement (Inspections)
4.	South Africa	7.4.	E	South African National Colloquium on UNECE-WP.29
5.	Canada	5.2. and B.2.1.4.	E	A Discussion on Rear Underride Protection in Canada
6.	OICA	7.1.4.	E	OICA Position on Australian Type Approval System
7.	Italy	7.1.3.	E	Report about Safety Recall Campaign Procedures in Italy
8.	Russian Federation	7.1.3.	E/R	Legislative Provisions of the Russian Federation Related to Product Recalls
9.	Japan	7.1.3.	E	The Motor Vehicle Recall System in Japan
10.	Japan	2.5.	E	Provisional agenda for the first session of the informal group on "ITS"
11.	Japan	2.5.	E	Program of the ITS Roundtable 2003 (Proposal)
12.	Japan	7.5.	E	EFV International Conference (tentative title)
13.	Japan	7.5.	E	Relationship between the EFV International Conference and WP.29
14.	Turkey	4.1.	E	Modifications to document TRANS/WP.29/343/Rev.10
-	Japan	7.1.3.	E/Japan.	The Motor Vehicles Recall System of Japan
-	Hungary	3.5.2.	E	33rd Meeting of Bus and Coach Experts - International Conference on Vehicle Safety and Reliability (Budapest, Hungary, 2-4 September 2002)
-	Australia	7.1.4.	E	Presentation: Vehicle Certification System in Australia

No.	Transmitted by	Agenda item	Language	Title
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<u>Informal documents of the one-hundred-and-twenty-sixth session</u> - redistributed (relative to agenda items of the current session)				
8.	Russian Federation	7.1.	E/R	Possibilities of Further Development of Type Approval and Conformity of Production Inspection Procedures
15.	OICA	7.3.	E	Approval marking in ECE Regulations

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Annex 2

PROVISIONAL CALENDAR OF MEETINGS OF WP.29 AND OF ITS SUBSIDIARY BODIES  
FOR 2003 \*/

<u>Meetings</u>	<u>Session</u>	<u>Dates</u>	<u>No. of half-days</u>
Working Party on Pollution and Energy (GRPE)	forty-fifth	14 - 17 January (p.m./a.m.)	6
Working Party on Brakes and Running Gear (GRRF)	fifty-third	3 (p.m.) - 7 February	9
Administrative Committee (WP.29/AC.2)	eighty-first	10 March	2
World Forum (WP.29) and Admin./ Executive Committees (AC.1; AC.3; AC.4)	one-hundred-and-twenty-ninth 23rd; 7th; 3rd	11 - 14 March	8
Working Party on Light. and Light-Signal. (GRE)	fiftieth	8 - 11 April (p.m./a.m.)	6
Working Party on Gen. Safety Provisions (GRSG)	eighty-fourth	5 (p.m.) - 9 May	9
Working Party on Passive Safety (GRSP) **/	thirty-third	19 (p.m.) - 23 May	9
Working Party on Pollution and Energy (GRPE) **/	forty-sixth	3 - 6 June (p.m./a.m.)	6
Administrative Committee (WP.29/AC.2)	eighty-second	23 June	2
World Forum (WP.29) and Admin./ Executive Committees (AC.1; AC.3; AC.4)	one-hundred-and-thirtieth 24th; 8th [4th?]	24 - 27 June	8
Working Party on Light. and Light-Signal. (GRE)	fifty-first	15 - 19 September (p.m./a.m.)	8
Working Party on Brakes and Running Gear (GRRF)	fifty-fourth	6 - 8 October	6
Working Party on Noise (GRB)	thirty-eighth	9 and 10 October	4
Working Party on Gen. Safety Provisions (GRSG)	eighty-fifth	21 - 24 October (p.m./a.m.)	6
Administrative Committee (WP.29/AC.2)	eighty-third	10 November	2
World Forum (WP.29) and Admin./ Executive Committees (AC.1; AC.3; AC.4)	one-hundred-and-thirty-first 25th; 9th; [5th?]	11 - 14 November	8
Working Party on Passive Safety (GRSP)	thirty-fourth	8 (p.m.) - 12 December	9
		<b>Total</b>	----- 108 half-days (54 days)

\*/ The sessions marked "(p.m./a.m.)" will begin in the afternoon, at 14.30 h on the indicated date and will be closed at 12.30 h on the indicated date.

The sessions marked "(p.m.)" will begin in the afternoon, at 14.30 h on the indicated date and are expected to last to 17.30 h on the indicated date.

The sessions not marked start at 9.30 h on the indicated date and are expected to last to 17.30 h on the indicated date.

The sessions of WP.29/AC.2 begin at 10.00 h on the indicated date.

The sessions of WP.29 proper begin at 10.00 h on the indicated date.

The sessions of the Administrative / Executive Committees are held during WP.29 sessions:

AC.1 (1958 Agreement) on Wednesdays, towards the end of the afternoon;

AC.3 (1998 Agreement) on Thursdays morning;

AC.4 (1997 Agreement) on Thursdays afternoon (if needed).

\*\*/ Will be proposed to be interchanged (see para. 22 of the report)

Notes:

Inland Transport Committee (ITC), sixty-fifth session: 18-20 February 2003;  
(ITC Bureau: 17 February (limited participation) and 21 February 2003);

Geneva Motor Show, Palexpo: 6-16 March 2003;  
(Press days: 4 and 5 March 2003);

Economic Commission for Europe, fifty-eighth session: 3 - 6 March 2003.

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