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World Forum for Harmonization of Vehicle Regulations

Working Party on Passive Safety

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Item 4(b) of the provisional agenda

GLOBAL TECHNICAL REGULATION No. 9
(Pedestrian safety)

Proposal for draft Amendment 1 to global technical regulation No. 9

Submitted by the experts from Germany and Japan */

The text reproduced below was prepared by the experts from Japan and Germany and contains a proposal to develop amendments to global technical regulation (gtr) No. 9 aimed at amending the scope of global technical regulation (gtr) No. 9. It is based on ECE/TRANS/WP.29/AC.3/23 adopted by the Executive Committee (AC.3) of the 1998 Global Agreement at its twenty-sixth session, in June 2009. It contains changes agreed after internal discussion between the experts from Germany and Japan. The modifications to the current text of gtr No. 9 are marked in bold or strikethrough characters.

*/ In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles with respect to passive safety. The present document is submitted in conformity with that mandate.

A. PROPOSAL

TEXT OF THE REGULATION

Paragraph 2.1., amend to read:

"2.1. This global technical regulation (gtr) shall apply to the frontal surfaces of power driven vehicles of category 1-1 with a gross vehicle mass exceeding 500 kg; and of category 1-2 with a gross vehicle mass exceeding 500 kg but not exceeding 4,500 kg; and of category 2 with a gross vehicle mass exceeding 500 kg but not exceeding 4,500 kg 1/. However, power driven vehicles of category 1-2 and category 2, where the distance, measured longitudinally on a horizontal plane, between the transverse centre line of the front axle and the R-point of the driver's seat is less than ~~1,000~~ **1,100** mm, are exempt from the requirements of this regulation. **Contracting Parties can exempt category 1-1 vehicles where the distance, measured longitudinally on a horizontal plane, between the transverse centre line of the front axle and the R-point of the driver's seat is less than 1,100 mm and having the same frontal structure as the above-mentioned category 1-2 and category 2 vehicles.**

All definitions of Special Resolution No. 1 shall apply as necessary."

B. JUSTIFICATION

As a result of internal discussions, the experts from Germany and Japan agreed on the above proposal of amendments of the scope of the gtr. The present proposal amends ECE/TRANS/WP.29/AC.3/23 adopted by the Executive Committee (AC.3) of the 1998 Global Agreement at its twenty-sixth session, in June 2009 and transmitted to the Working Party on Passive Safety (GRSP).

With regard to the above amendment, every Contracting Party can equally decide on the exemption of category 1-1 vehicles, up to their own national situations according to traffic accidents.

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1/ A contracting party may restrict application of the requirements in its domestic legislation if it decides that such restriction is appropriate.