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INLAND TRANSPORT COMMITTEE

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

**A. REPORT OF WP.29 ON ITS ONE-HUNDRED-AND-TWENTY-NINTH
SESSION (11-14 March 2003)**

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- (2) 1998 Agreement (Global) - Seventh session of the Executive Committee (AC.3) of the Agreement (13 March 2003)
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REPORT

ATTENDANCE

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) held its one-hundred-and-twenty-ninth session from 11 to 14 March 2003, under the chairmanship of Mr. V. Kutenev (Russian Federation). The following countries were represented, following Rule 1(a) of the Rules of Procedure of WP.29 (TRANS/WP.29/690): Andorra; Australia; Austria; Belgium; Bulgaria; Canada; Czech Republic; Denmark; Estonia; Finland; France; Germany; Greece; Hungary; Ireland; Italy; Japan; Latvia; Luxembourg; Netherlands; Norway; People's Republic of China; Poland; Portugal; Republic of Korea; Romania; Russian Federation; Slovakia; Slovenia; South Africa; Spain; Sweden; Switzerland; Turkey; Ukraine; United Kingdom of Great Britain and Northern Ireland; United States of America. Representatives of the European Community (EC) participated. The following non-governmental organizations were also represented: International Organization for Standardization (ISO); 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) ^{1/}; European Tyre and Rim Technical Organization (ETRTO); Working Party "Brussels 1952" (GTB); International Electronic Commission (IEC); Society of Automotive Engineers (SAE); European LPG Association (AEGPL); Federation of European Motorcyclists' Associations (FEMA); International Motor Vehicle Inspection Committee (CITA).

OPENING AND THE STATEMENTS MADE DURING THE SESSION

2. Mr. J. Capel Ferrer, Director of the UNECE Transport Division, opened the session and welcomed the delegates. Selecting items of concern, he stressed the potentials of the Intelligent Transport Systems (ITS) and suggested that the Round Table should be held on the occasion of the sixty-sixth session of the Inland Transport Committee (ITC) (17-19 February 2004). He acknowledged the working programme of WP.29 and reviewed the status of the three Agreements concerned. He informed WP.29 that, after receiving the Resolution adopted by the Executive Committee of the 1998 Agreement in November 2002, the Office of Legal Affairs maintained its position on the administrative and legal responsibilities. He recommended that AC.3 should explore all acceptable solutions and declared that the UNECE secretariat would be prepared to assume its responsibilities. He informed WP.29 that a new P-4 post had been included in the budget proposed for 2004–2005 and that the number of days of WP.29 sessions in this budget period had not been affected by reductions applied to a number of other UNECE intergovernmental bodies. However, he requested WP.29 to endeavour to attain maximum efficiency and to explore any possibility of reducing the volume of documents or number of meetings. He concluded that, during the UNECE Spring Seminar on Sustainable Development in the ECE Region, held on 3 March 2003, transport and energy were also addressed and the Seminar participants were informed about the activities of WP.29 and the Round Table on new vehicle propulsion technologies held during the ITC session of February 2002.

^{1/} Representing also Motor and Equipment Manufacturers Association (MEMA) and Japan Auto Parts Industries Association (JAPIA) (TRANS/WP.29/885, para. 4).

3. Mr. P.-O. Engelbrecht, Head of Unit in the Directorate General Enterprise of the European Commission, acknowledged the work of WP.29 with regard to the increased safety of vehicles, and in the reduction of emissions levels. He considered that efforts should be made to achieve acceptable levels of harmonization of existing regulations, accepting a staggered approach or exemptions, where necessary. In this respect, he mentioned the installation of lighting devices, child restraint systems and the exhaust emission test cycles and limits. He also requested an effort to introduce into the Regulations provisions for new technologies ranging from propulsion systems based on fuel cells or using hydrogen fuel to intelligent tyres. He also supported the elaboration of a new Regulation to avoid whiplash injuries and mentioned the development of new side impact dummies. Concluding his address, he supported the intentions of WP.29 to improve the quality of drafting and simplification and codification of Regulations.

4. Mr. K. Wani, Director of the International Affairs Office of the Road Transport Bureau of the Ministry of Land, Infrastructure and Transport of Japan, recalled the results of the Environmental Friendly Vehicles (EFV) International Conference, held in Tokyo on 23 and 24 January 2003 (informal documents Nos. 10 and 11). He stressed that the Conference recognized the important role of WP.29 and concluded that the existing expertise should be used to ensure technical development and dissemination of EFVs. He thanked Mr. Gauvin for representing WP.29 and GRPE at the Conference and for his presentation, and announced that the second Conference was intended to be held in 2005.

5. Dr. J.W. Runge, Administrator of the National Highway Traffic Safety Administration (NHTSA), congratulated WP.29 for being the world focal point in vehicle safety and pollution prevention and for the quick development of the 1998 Global Agreement, and emphasized his country's commitment to the Forum. He informed WP.29 on the activities of his Administration in research, regulating measures, and policy commitments. He mentioned the proposal for developing a regulation under the 1998 Agreement concerning the door locks and door retention components. Amongst other important safety items under the Agreement, he identified head restraints as an area that the United States of America would sponsor. He pointed out the ruling in progress in the United States of America concerning the subject, which harmonizes with the UNECE Regulation and proposes new requirements to improve neck protection and reduce whiplash injuries. Concerning the crash compatibility of vehicles, he underlined that, due to the important differences in masses, geometry, stiffness and design of structures of various categories of vehicles, passenger car occupants were more endangered in accidents. He asked WP.29 to continue to cooperate on the subject, in order to exchange information and develop solutions in a harmonized fashion. He also mentioned the hydrogen fuelled and/or fuel cell vehicles and said that much work remained to be done in order to ensure their safety, in particular in accidents. He proposed that the informal group on hydrogen develop a cooperative action plan for the assessment of the technologies, including an outline of research and testing to support a potential crashworthiness regulation. He underscored the role of WP.29 in that work and thanked the industry for their early attention to these important safety concerns. Closing his address, Dr. Runge thanked the retiring Secretary of WP.29 for his work and presented him with a commemorative NHTSA plaque.

6. In the discussion that followed Dr. Runge's presentation, the Chair and a number of delegations supported the challenge brought forward.

A. SESSION OF WP.29

1. ADOPTION OF THE AGENDA

7. The provisional agenda (TRANS/WP.29/908) was adopted by WP.29 with the modifications noted below:

(i) Additional documents:

Items 5.2. and B.2.1.2. documents TRANS/WP.29/2003/17;
TRANS/WP.29/2003/18 and TRANS/WP.29/2003/19;

(ii) Deferred items (for justifications see para. 10. below):

Item 4.2.3. Regulation No. 13

Item 4.2.10. Regulation No. 67

Items 4.3.1. and 4.3.3. to 4.3.7. New draft Regulations

Item 4.4.1. Regulation No. 18 (outstanding proposal).

8. The documents distributed without a symbol during the session are listed in the annex 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)

9. The eighty-first session of WP.29/AC.2, considering the coordination and organization of work of WP.29, was held on 10 March 2003, 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.

10. WP.29/AC.2 reviewed the provisional agenda of the current session of WP.29 (TRANS/WP.29/908) and recommended the modifications (see para. 7. above). Concerning the items deferred, it was noted that:

(a) For item 4.2.3., document TRANS/WP.29/2003/3, the ISO standard to which a reference was made in the document had not yet been adopted and, therefore, the Working Party on Brakes and Running Gear (GRRF) decided, at its fifty-third session, to request that consideration of the proposal be postponed, awaiting the publication of the ISO standard concerned (TRANS/WP.29/GRRF/53, para. 7).

(b) For item 4.2.10., concerning Regulation No. 67, the representative of the European Commission (EC) announced that document TRANS/WP.29/2001/61 has not yet been cleared for voting by the EU Member States. The representative of Italy said that minor modifications were proposed and should be considered by GRPE at its next session, in May 2003.

(c) For items 4.3.1. and 4.3.3. to 4.3.7., the representative of the EC confirmed that the internal procedures necessary for a formal adoption were in progress, but he was still awaiting the authorization to vote on behalf of the EU Member States.

(d) 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 motor vehicles against unauthorized use (item 4.3.1.).

11. WP.29/AC.2 reviewed also the state of preparation of the third informal meeting on Intelligent Transport Systems (ITS), and examined the documents tabled for consideration. It suggested that for WP.29, prior to the third informal meeting, only a general review should be presented by the Chairman of the ITS informal group (see para. 24 below). WP.29/AC.2 agreed that WP.29 should ask the UNECE Transport Division Director to suggest an appropriate occasion and date for the Round Table. A detailed consideration of the subject should be delegated to the third meeting of the informal group, scheduled for Friday, 14 March 2003 (see paras. 25 and 26 below).

12. WP.29/AC.2 reviewed also the forecast by the secretariat for the agenda of the one-hundred-and-thirtieth session, to be held in Geneva, from 24 to 27 June 2003. It noted that twenty-six amendments were expected to existing ECE Regulations, along with already pending proposals for six new draft Regulations. Besides, two amendments were expected to be tabled concerning the Consolidated Resolution on the Construction of Vehicles (R.E.3).

13. With respect to the 1958 Agreement, WP.29/AC.2 continued its deliberations concerning the enforcement of type approval and conformity of production standards, in particular with respect to the proposal by ISO for improving the quality of drafting of regulations (informal document No. 1 of the one-hundred-and-twenty-eighth session, redistributed), and the parallel "Format of global technical regulations" (TRANS/WP.29/883), that had already been agreed as a guide for the 1998 Agreement. WP.29/AC.2 agreed to resume its consideration at the next session. For that purpose, the representative of the United Kingdom volunteered to study the subject in detail and attempt to merge both proposals.

14. Concerning the assistance in resolving interpretation issues, WP.29/AC.2 examined a proposal tabled by France relating to the treatment of interpretations and supervision of the Technical Services. WP.29/AC.2 welcomed the proposal and invited the delegates to send their remarks directly to the representatives of France and the United Kingdom, for consideration to be resumed at the next session.

15. WP.29/AC.2 also noted that, for the current session of WP.29, the United States of America and the United Kingdom submitted descriptions of their systems used for remedy of existing non-compliance and safety defects (for details see paras. 104 and 105 below).

16. Concerning the development of new global technical regulations under the 1998 Agreement, WP.29 noted official proposals to the Executive Committee AC.3 of the Agreement by Canada on motorcycle braking and on installation of lighting and light-signalling, and from Japan on common definitions of masses and dimensions, (for details see paras. 136 and 140 below). Furthermore, WP.29/AC.2 noted a new proposal to the Executive Committee AC.3

of the Agreement by the United States of America for developing a global technical regulation on door locks and door retention components.

17. With regard to the implementation of the Agreement, WP.29/AC.2 was informed by the secretariat that the UN Office of Legal Affairs has not changed his position on depositary and administrative functions of the 1998 Global Agreement, even after receiving through the Secretary-General the Resolution adopted by AC.3 at the session of November 2002. WP.29/AC.2 understood that AC.3 should explore all acceptable solutions (for details see paras. 148 and 149 below).

18. For the 1997 Agreement on periodical technical inspections, WP.29/AC.2 agreed to propose to WP.29 a detailed discussion on Thursday 13 March 2003, prior to the second AC.4 session (for details see paras. 93 to 98 below).

19. Concerning other subjects on the agenda of the eighty-first session, the Administrative Committee for the Coordination of Work (WP.29/AC.2) noted that:

- (a) new information concerning the question of replacement parts could only become available during the WP.29 session;
- (b) Japan intended to present to WP.29 the results of the EFV International Conference, held in Tokyo on 23 and 24 January 2003 (for details see para. 4 above).
- (c) following the provisions of Rule No. 1, annexed to the 1997 Agreement, the secretariat has received on 10 March 2003 a notification from Finland designating the administrative authority responsible for technical inspections under this Rule.

20. WP.29 noted the report of WP.29/AC.2 on its eighty-first session and accepted the recommendations.

2.2. Programme of work and documentation

Documentation: TRANS/WP.29/2003/1; informal documents Nos. 10 and 11 of the annex to this report.

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

22. Concerning the results of the EFV International Conference (informal documents Nos. 10 and 11, see also para. 4 above), WP.29 acknowledged that the Working Party on Pollution and Energy (GRPE) had this subject in its programme of work and was prepared to work on relevant proposals, as soon as they became available.

2.3. Matters arising from the sixty-fifth session of the Inland Transport Committee (ITC)

23. WP.29 noted the information given by the Division Director (see para. 2 above). It noted with satisfaction that ITC supported the requested allocation in the 2004-2005 budget of the UNECE Transport Division of the of an additional P-4 post for the Unit of Vehicle Construction of the Technology Section, and repeated the invitation to all delegations to support this proposed budget allocation at all levels, in particular in the consideration by the Budget Committees in the UNECE and in the United Nations Headquarters. WP.29 stressed again that, with respect to the workload, it was highly desirable to implement this decision as early as possible at the beginning of the budgeted period.

2.4. Intelligent Transport Systems (ITS) - including the preparation of a Round Table

Documentation: Informal documents Nos. 9, 12, 13, 14, 15, 18 and 19 of the annex to this report.

24. Mr. K. Wani, the Chairman of the informal group on Intelligent Transport Systems (ITS), briefed WP.29 about the documents submitted for consideration at the third meeting of the ITS group, scheduled for 14 March 2003. He said that the ITS informal group had as a priority in the short term the preparation of the Round Table on ITS and in the medium term the implementation and incorporation of ITS systems in the work of WP.29. The representative of the United States of America briefly described the US documents in relation to the subject.

25. The third informal meeting on ITS was held in the morning of Friday 14 March 2003. It adopted the agenda proposed by the Chairman (informal document No. 12), giving priority in consideration to the preparation of a Round Table, planned, most likely, for the afternoon of 18 February 2004 (during the sixty-sixth session of the Inland Transport Committee). The proposed programme of the Round Table was considered (informal document No. 14), taking into account the comments by the United States of America (informal document No. 19). To avoid duplication in the presentations, the informal meeting agreed that all speakers should be identified well before its fourth meeting (to be held on 27 June 2003) and that they should be invited to present the abstracts of their papers also before that date, using fax and E-mail connection, as appropriate (E-mail addresses: Mr. K. Wani: wani-k2b6@mlit.go.jp; UNECE secretariat: jan.jerie@unece.org (until the end of May 2003 only), or juan.ramos.garcia@unece.org). At the June session of the group, the programme of the Round Table should be finalized and a decision made concerning its date.

26. Also discussed was the mission of the informal group ("Draft Role and Position" – informal document No. 13) and the comments to it, as received from various parties before the meeting (informal document No. 15). The Chairman of the informal meeting agreed to update the mission document for the June meeting of the group, in particular with respect to the comments and suggestions provided by the United States of America, in informal documents Nos. 9 and 18. He invited the delegations to transmit to him by fax or E-mail any additional relevant contributions.

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

3.1. Working Party on Brakes and Running Gear (GRRF)
(Fifty-second session, 16-18 September 2002)

Documentation: TRANS/WP.29/GRRF/52.

27. WP.29 recalled the report of the GRRF Chairman, given during the one-hundred-and-twenty-eighth session (TRANS/WP.29/885, paras. 38-45), and approved the report.

3.2. Working Party on Noise (GRB)
(Thirty-seventh session, 19 and 20 September 2002)

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

28. WP.29 recalled the oral presentation that had been given by the GRB Chairman during the one-hundred-and-twenty-eighth session (TRANS/WP.29/885, paras. 46-51), and approved the report. The Chairman of GRB informed WP.29 about the ongoing work of the informal group considering the test procedure for Regulation No. 51 and envisaged that a proposal would be submitted to GRB for consideration at its next session, in September 2003.

3.3. Working Party on Lighting and Light-Signalling (GRE)
(Forty-ninth session, 30 September - 4 October 2002)

Documentation: TRANS/WP.29/GRE/49.

29. WP.29 recalled the session results, as they had been presented by the GRE Chairman during the previous session (TRANS/WP.29/885, paras. 52-62) and approved the report.

30. Noted was the information by the representative of Germany that his Government would not be in a position to invite the fifty-first session of GRE (15 to 19 September 2003) to Germany, and therefore, the session would be held at Geneva, as it had been originally scheduled.

3.4. Working Party on General Safety Provisions (GRSG)
(Eighty-third session, 15-18 October 2002)

Documentation: TRANS/WP.29/GRSG/62.

31. WP.29 recalled the account of the session proceedings that had been given by the GRSG Chairman during the one-hundred-and-twenty-eighth session (TRANS/WP.29/885, paras. 63-72), and approved the report.

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

3.5.1. Passive Safety (GRSP)
(Thirty-second session, 10-13 December 2002)

32. In her recollection of the session proceedings, the Chairwoman of GRSP began with the developments related to the 1998 Global Agreement Program of Work. Concerning pedestrian safety, she said that the informal group formed to develop a global technical regulation (gtr) had met twice, under the Chairmanship of the expert from Japan, and that that two more meetings were scheduled before the next GRSP session in June 2003, where a detailed report on the work of the group was expected. Concerning the gtr on lower anchorages and tethers for child restraints, the Chairwoman reported that GRSP participants advocated the completion of the work on ISOFIX provisions for Regulations Nos. 14, 16 and 44, before beginning the development of the gtr. She indicated that the representative of the United States highlighted the importance of reconsidering some of the provisions in the current proposal of the ECE Regulations in light of global harmonization and provided an update on other child restraint regulatory and legislative activities currently taking place in the United States of America. Further, she requested guidance from the Executive Committee of the 1998 Agreement and WP.29 on how to proceed with the development of a gtr, given that the Contracting Parties of the 1958 Agreement were about to recommend the adoption of amendments to existing ECE Regulations on this subject, which will diverge in many respects from the existing regulations in the United States of America and Canada.

33. Concerning the door retention components, the Chairwoman informed WP.29 that the informal group had met twice under the Chairmanship of the United States of America, and that the group intended to meet at least once before the next GRSP session, where a progress report would be provided. Referring to the gtr on head restraints, she reported that the expert from the United States of America had submitted a document at the thirty-first session of GRSP summarizing a Notice of Proposed Rulemaking to upgrade the regulation of the United States of America and asked for comments on the document but, due to time constraints, the discussion of the proposal was postponed. The Chairwoman also reported that the United States of America expert had informed the group that the final rule on head restraints in his country might be published in the Federal Register by June 2003.

34. The Chairwoman also reported that GRSP had an exchange of views on side impact dummies, with presentations from the Netherlands comparing the performance of EUROSID-2 (ES-2) and WorldSID dummies, OICA on the evaluation of the ES-2, and the United States of America on further testing carried out by the National Highway Traffic Safety Administration for evaluating the ES-2 dummy. Following these presentations, GRSP agreed to resume its consideration of this subject at its June 2003 session. Regarding the crash compatibility, the Chairwoman recalled that the Chairman of the International Harmonization Research Activities (IHRA) working group on compatibility had presented to GRSP a general overview of the group's activities.

35. Regarding the 1958 Agreement, she said that GRSP dedicated most of the available time to ISOFIX and, at the end, adopted the related proposals. She announced that the proposals for amending Regulations Nos. 14 (Safety-belt anchorages), 16 (Safety-belts), and 44 (Child

restraints) would be transmitted to WP.29 and AC.1 for consideration at their June 2003 sessions. Further, she indicated that she was requested to seek guidance from WP.29 regarding the inclusion of a policy statement on misuse tests within the text of the Regulation and that WP.29, at its next session, would be asked to make a decision on bracketed text vis-à-vis the issue of quality drafting of Regulations.

36. Concerning another item under the 1958 Agreement, the Chairwomen reported that GRSP had agreed to request the consent of WP.29 for the setting up of an informal group, chaired by the expert from the Russian Federation, to deal with the amendments to Regulation No. 29 (Cabs of commercial vehicles).

37. The Chairwoman regretted that, due to the lack of time, GRSP was forced to postpone the consideration of the amendments to Regulations Nos. 14 (Safety-belt anchorages), 16 (Safety-belts), 17 (Strength of seats), 21 (Interior fittings), 44 (Child restraints), and 95 (Lateral collision protection), as well as the consideration of the acceleration test devices and restraining of children travelling in buses and coaches. Also postponed had been the consideration of amendments to several Regulations proposing the elimination of the ECE approval marking of certain systems installed in vehicles.

38. The Chairwoman concluded her report by explaining to WP.29 that standard SAE J826 had been modified in June 2002, and that the 3-D H machine had been replaced by the new HPM-II manikin. Consequently, the 3-D H machine used in regulations around the world, including ECE Regulations, might not be commercially available anymore. She said that GRSP had requested her to report this situation to WP.29 in order to clarify with SAE the question of the availability of the 3-D H machine. GRSP considered this subject to be serious and agreed to resume its consideration at its June 2003 session.

39. WP.29 acknowledged the progress made by GRSP during its thirty-second session. Following the confirmation by the representative of the United Kingdom, it noted that the next meeting of the informal group on door latches and door retention systems was scheduled to be held in London on 2 and 3 April 2003.

40. With regard to the above-mentioned ISOFIX proposals adopted by GRSP as draft amendments to ECE Regulations Nos. 14, 16 and 44, the representative of the United States of America signalled that the differences in strength requirements of the ISOFIX anchorages in the proposal (8 kN) and in the respective standard of the United States of America and Canada (15 kN), among other differences, would hamper the development of a corresponding grt. He requested that WP.29 and the Contracting Parties to both 1958 and 1998 Agreements take a serious look at the necessity for the divergent provisions. In the following discussion, the representative of the United Kingdom asked for the reasons of this divergence. The representative of CLEPA pointed out the difference between the frontal impact procedures in the ECE and in the United States of America and was of the opinion that the proposals concerning ISOFIX anchorages and child restraint systems needed to be adopted under the 1958 Agreement, in order to permit their type approval. As a next step, the efforts should continue to harmonize and eliminate differences in requirements. WP.29 recommended the delegates to reflect on this issue and agreed to address it again, when considering the proposals at its June session. It was noted that attention should be paid also to the statement on misuse tests, incorporated in the proposal concerning Regulation No. 44.

41. WP.29 endorsed the request of GRSP for the setting up an informal group for the development of Regulation No. 29. With regard to the availability of the 3-D H machine, the representative of SAE confirmed that the 3-D H machine would remain commercially available until the Regulations concerned were modified for the use of the new HPM-II manikin.

3.5.2. Working Party on Pollution and Energy (GRPE)
(Forty-fifth session, 13 – 17 January 2003)

42. The Chairman of GRPE recalled that, similar to previous sessions, the forty-fifth session harboured five informal meetings, which had been held prior to the GRPE proper - the third informal meeting on World-Wide Harmonization of On-Board Diagnostics for heavy-duty vehicles (WWH-OBD), the fourteenth informal meeting of the working group on World-wide Heavy-Duty Certification procedure (WHDC), third informal meeting on Off-Cycle emissions (Off-Cycle), the sixth informal meeting of the group on World-wide Motorcycle emission Test Cycle (WMTC) and the sixth informal meeting of the Particle Measurement Programme (PMP) working group.

43. He recalled that, with regard to the development of world-wide harmonized test cycles for heavy-duty engines, the evaluation of the Step 2 programme was still in progress within the WHDC working group (chaired by Mr. C. Havenith - Netherlands) and that the validation tests were delayed due to budgetary problems. He pointed out GRPE's decision to stress the finalization of the test cycle and its validation tests, as well as the group's intention to start the Round-Robin Test Programme in October 2003, according to the initial timetable. With regard to the development of a global technical regulation (gtr), he informed WP.29 that a proposal for a draft gtr would probably be presented at the forty-seventh session of GRPE, in January 2004.

44. In relation to the list of priorities of the 1998 Global Agreement programme of work, the Chairman of GRPE informed WP.29 that the informal group on Off-Cycle emissions, chaired by Ms. J. Armstrong (United States of America), and the WWH-OBD informal group, chaired by Mr. M. Odaka (Japan), had made good progress in their work.

45. He also briefed WP.29 on the status of work in the Particle Measurement Programme within the PMP informal group, chaired by Mr. M. Dunne (United Kingdom). He stated that the work on PMP Phase II was still in progress, and that the group intended to finalize it and present the results to GRPE during its next session, in May 2003.

46. With regard to the worldwide emission test for motorcycles, WP.29 was informed on the progress made by the WMTC group (chaired by Mr. C. Albus - Germany). The Chairman of GRPE raised the group's open question, concerning the need, or no need, to specify limit values within proposed global technical regulations, and suggested that the Executive Committee AC.3 of the 1998 Global Agreement should provide its guidance in this matter.

47. Recalling the implementation of the 1998 Agreement and its programme of work (TRANS/WP.29/861, para. 115), the Chairman informed WP.29 that GRPE had agreed to establish a working group (chaired by Mr. De Santi – European Commission) on the emissions of non-road mobile machinery (NRMM) in order to elaborate a transient test protocol, as a basis for a draft gtr. He recalled that the NRMM group intended to organize a start-up meeting on

16 May 2003 at the EC Joint Research Centre in Ispra, Italy, and a second meeting after the next proper session of GRPE, during the afternoon of Friday 23 May 2003.

48. With regard to the informal group on hydrogen and fuel cell vehicles, chaired by Mr. C. Albus (Germany), the Chairman of GRPE informed WP.29 that the informal group had already made good progress. He raised the group's outstanding issue concerning the provisions relating to the performance of hydrogen container(s) made from other than metal materials. He also pointed out the importance and urgency of the general introduction into UNECE Regulations of derogatory provisions permitting the type approval of vehicles equipped with new innovative technologies. GRPE had already initiated the work on hydrogen vehicles, requested by Mr. P.O. Engelbrecht of the EC in his statement (see para. 3 above).

49. Referring to the support in developing environmentally friendly vehicles (EFV), the GRPE Chairman informed WP.29 about his participation in the EFV International Conference that took place in Tokyo on 23 and 24 January 2003. He acknowledged the efforts of the Japanese Government in the promotion of the development of new vehicle technologies and confirmed that GRPE should be instrumental in this work.

50. With regard to the work completed by GRPE in its proper session, the Chairman informed WP.29 that Corrigenda had been adopted to Regulations Nos. 67 (Equipment for LPG) and 83 (Emissions of M1 and N1 categories of vehicles) and should be submitted for consideration to WP.29 and AC.1 at their sessions of June 2003.

51. WP.29 acknowledged the work carried out by GRPE and its informal groups during the forty-fifth session. It accepted the request to the Executive Committee AC.3 of the 1998 Agreement to consider the question of global technical regulations with respect to the need to specify limits along with the test methods (for details see para. 143 below).

52. With regard to the efforts of the informal group on hybrid vehicles, chaired by Mrs. B. Lopez (France), the Chairman reported that GRPE had adopted a proposal to insert into Regulation No. 83 provisions for the type approval of hybrid vehicles. He noted that GRPE had also adopted a proposal for a declaration, on the basis of Regulation No. 83, which would allow the Contracting Parties to certify compliance of vehicles or their equipment with the requirements of an obsolete version of a Regulation. He invited WP.29 and its subsidiary bodies to prepare analogous proposals for other Regulations concerned. He confirmed that both above-mentioned proposals should be submitted to WP.29 and AC.1 for consideration at their sessions of June 2003.

53. With regard to the proposal by OICA concerning the deletion of the ECE approval marking deemed redundant for some vehicle systems, the Chairman pointed out that GRPE had agreed on the principle of the proposal and had requested OICA to submit concrete proposals for the concerned Regulations for detailed consideration during its next session.

54. The GRPE Chairman also recalled that GRPE had adopted a proposal for amendments to Regulation No. 85 (Measurement of the net power) as well as a proposal for amendments to Regulation No. 110 (Specific components for CNG) for consideration by WP.29 and AC.1 at their sessions of June 2003.

55. Referring to other items of the agenda, the GRPE Chairman concluded that further work was also necessary for amending the proposals concerning Regulations Nos. 83 (Emissions of M1 and N1 categories of vehicles), 96 (Off-road engines) and 103 (Replacement catalytic converters).

56. WP.29 supported the principles of the proposal of declaration for application only for Regulations annexed to the 1958 Agreement and agreed to annex it to the Consolidated Resolution on the Construction of Vehicles (R.E.3). It was noted that this declaration should be considered as information only and had no legal implication. The representative of the United Kingdom stated that the 1998 Agreement contained formal procedures to deal with different levels of stringency.

57. The representative of the United States of America expressed his concerns about the safety of hydrogen tanks during a crash and the need to include crashworthiness provisions in the current draft documents of the informal group on hydrogen. He offered his experience and collaboration in the future work of GRPE on this subject.

3.5.3. Brakes and Running Gear (GRRF)
(Fifty-third session, 3-7 February 2003)

58. The new Chairman of GRRF, Mr. G. Harvey (United Kingdom), introduced himself to WP.29, after being elected at the beginning of the fifty-third GRRF session, to which the election had been postponed in September 2002, during the fifty-second session.

59. In reviewing the session results, he began with braking matters, and informed WP.29 that GRRF had agreed to recommend that the consideration of the proposal for draft amendments to Regulation No. 13 (TRANS/WP.29/2003/3), scheduled for the current WP.29 session (item 4.2.3. of the agenda), be postponed, because the standard to which references in the text were made (ISO 11992:2003) had not yet been adopted by ISO. He said that, once the standard was finalized, GRRF would check the proposal and re-transmit it for consideration to WP.29 and AC.1. Concerning other braking subjects, he reported that a proposal for facilitating the periodical technical inspection of braking systems of vehicles in service would be transmitted to WP.29 and AC.1 for consideration at their June 2003 sessions. He also informed WP.29 that work had advanced considerably in the issue of illumination of stop lamps and, although an agreement on the illumination by the operation of the of endurance braking control and by selective braking were not yet reached, he hoped that a final solution could be found in the October 2003 GRRF session. Concerning the braking compatibility, he said that the work was almost finished. In his last reference to braking subjects under the 1958 Agreement, he requested WP.29's consent to set up an informal group to assess the success of the application of Regulation No. 90 (Replacement braking linings) with a view to any revisions that might be required in the light of that assessment.

60. As concerns braking issues under the 1998 Agreement, the Chairman reported that the

expert from Japan had officially informed GRRF that his country was not in a position to be the technical sponsor for the development of a global technical regulation (gtr) on passenger vehicle brakes and was also unable to propose a Chairman for the informal group that had been envisaged to prepare the proposal for this new gtr. Nevertheless, he informed WP.29 that, under the auspices of Japan, preparatory work was in progress to define the matters that a new gtr should address. With regard to motorcycles, he said that the technical sponsor country (Canada) was progressing in the elaboration of the proposal for a gtr and noted that a proposal would be submitted for consideration at this session of the Executive Committee AC.3 of the 1998 Global Agreement (TRANS/WP.29/2003/18).

61. Recalling other items, the Chairman said that development work was still in progress on handling and stability of vehicles (Regulation No. 111), but had advanced well in ensuring the introduction of electronic steering systems in Regulation No. 79. For the latter, a detailed page by page reading of the proposal had taken place and a decision had been reached that, at the current state, the proposal should not cover autonomous steering systems for speeds exceeding 50 km/h. This decision had caused concerns to the expert from Germany, who reported that there might be a possibility of having national type approval for electronic autonomous steering systems for speeds exceeding 50 km/h that, in the German expert's opinion, could represent a major problem in the application of the 1958 Agreement. He said that the 50 km/h figure was still pending and that this issue was the only one that remained open for consideration at the next GRRF session. The Russian Federation's proposals for more objective measures for the basic Regulation would be considered as a further step in the development of the Regulation.

62. Concerning the work on tyres, the Chairman reported that global harmonization of tyre regulations had been put aside, and would again continue only after the adoption of the FMVSS tyre ruling. He said that work still continued on a tyre adhesion test, indicating that GRRF should still decide if the respective new requirements should become a part of an existing Regulation or be proposed as a new one.

63. Concerning the updating of tyre Regulations, the Chairman announced that a new proposal to amend Regulation No. 30 (Pneumatic tyres) would be transmitted for the June 2003 session and that work would continue on Regulations Nos. 54 (Pneumatic tyres for commercial vehicles), 64 (Temporary use spare wheels/tyres), 108 (Retreaded pneumatic tyres), and 109 (Retreaded pneumatic tyres for commercial vehicles). Regarding Regulation No. 109, he informed WP.29 that there had been a proposal by the industry to accept for retreading tyres not "e" or "E" marked, rejected by a considerable number of Contracting Parties, but considered acceptable by others. In that respect, GRRF agreed to ask WP.29 for a general guidance on accepting, as equivalent to ECE type approved, components complying or approved to other standards. Finalizing the tyre issues, he reported that GRRF had begun discussion on rolling resistance as proposed by the Russian Federation.

64. In addition, he reported that Germany had introduced the concept of creating a new Regulation concerning electronic systems. Germany considered that GRRF was the correct forum to discuss such a Regulation. The Chairman had reminded Germany that this issue had been raised several years earlier and had not progressed. The Chairman requested Germany to produce a position paper for the next GRRF session, so that experts could understand its justification.

65. WP.29 accepted GRRF's request to create an informal group to develop Regulation No. 90 and stated that for Regulations Nos. 108 and 109 non "e" or "E" marked components could not be accepted. The United Kingdom stated that non "e" or "E" marked components should only be accepted if for these tyres the equivalence in performance to Regulations Nos. 30 and 54 could be demonstrated, as non "e" or "E" marked tyres for commercial vehicles existed in Europe, and this would maximize the possibility of recycling. WP.29 also noted that GRRF would receive for examination a proposal by Germany for a new draft Regulation concerning automotive electronics safety.

66. With regard to the tyre noise test, the representative of the United States of America questioned the bases for different test track surfaces for safety and noise. The representatives of Sweden and ETRTO recalled that the surface of the ISO test track for noise represented the urban street surface and was linked to the limit values. Any change in the surface should have implication in the limit values. Finally, the Chairman of GRB agreed to deal with this issue in a further session.

4. 1958 AGREEMENT

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

Documentation: TRANS/WP.29/343/Rev.11.

67. The secretariat presented the new issue of the status document, reflecting the situation as at 19 February 2003 (TRANS/WP.29/343/Rev.11), and provided additional information, received after that date:

(a) Clarifications received from the Treaty Section of the UN Office of Legal Affairs revealed the necessity to bring the status document in line with the records of the Treaty Section, particularly with respect to interpretation of application of ECE Regulations in some cases of succession and new accession to the 1958 Agreement. The Treaty Section agreed to verify and update its records accessible in the website of the United Nations and, after this work was completed, the secretariat would compare this information with the status document and present the summary of modifications to WP.29, most likely at its next session, in document TRANS/WP.29/343/Rev.11/Amend.1. The website of the UN Office of Legal Affairs concerning the "Status of Multilateral Treaties" might be accessible outside of the UN only upon registration:

<http://untreaty.un.org/ENGLISH/bible/englishinternetbible/partI/chapterXI/subchapB/chapXIB.asp>

(b) Depositary Notification C.N.177.2003-TREATIES-2 of 28 February 2003 confirmed that Germany will apply Regulation No. 36 as from 28 April 2003.

(c) Depositary Notifications C.N.187.2003.TREATIES-2 to C.N.198.2003.TREATIES-2, all of 4 March 2003, confirmed that Turkey will apply as from 28 April 2003 Regulations Nos. 34, 36, 40, 42, 44, 47, 60, 80, 84, 87, 93 and 94. A copy of the Verbal Note, by which this application had been communicated to the UN Secretary-General, referred also to Regulations Nos. 107, 112 and 113. However, according to the records of the Treaty Section of OLA, Regulation No. 107 was already applied by Turkey as from 18 June 1998, and Regulations Nos. 112 and 113 were applied by Turkey as from 21 September 2001; for the latter two, the

information is correctly reflected in TRANS/WP.29/343/Rev.11, but for Regulation No. 107 the status document will have to be corrected (see (a) above). The verbal note by Turkey had also mentioned Administrative Department 37/A and Technical Services 37/B and 37/C, but it failed to specify if both Technical Services should be responsible for all 15 Regulations jointly, or if in some cases only one of them should be designated. The secretariat has requested the representative of Turkey to clarify this matter and provide the details to the secretariat before the end of April, in order to make this information available in document TRANS/WP.29/343/Rev.11/Amend.1.

(d) Yugoslavia advised the UN Secretary-General that, from 4 February 2003, its official name will be Serbia and Montenegro. The UN Office deals with the matter and the secretariat awaits its instructions. The change of name should be reflected in TRANS/WP.29/343/Rev.11/Amend.1.

(e) Verbal note No. 1475 of 11 December 2002 designated Technical Services responsible in Belarus for a number of ECE Regulations, however, without providing the addresses. A reply to an inquiry by the secretariat, dated 14 January 2003, was received in the form of a Verbal note No. 213/1 of 7 March 2003, but contained the full name and address of one of the two Technical Services only. Being incomplete, the information received from Belarus has not been included in document TRANS/WP.29/343/Rev.11. Note by the secretariat: After the session, the explanation was received from the Permanent Mission of Belarus at Geneva that the name of Technical Service 28/C had changed. The full information, reproduced below, should be incorporated in TRANS/WP.29/343/Rev.11/Amend.1

Designated Technical Service			Responsible for Regulations Nos.
	Name	Address	
28/C	RUE Minsk Automobile Plant "MAZ" Test Centre	Sotsialisticheskaya 2 220831 Minsk, Republic of Belarus	13, 24, 28, 39, 46, 48, 49, 51, 61
28/K	OJSC "MAZ-Kupava" (Automobile Trailers and Bodies Plant MAZ-Kupava, Ltd.)	18 Mashinostroitelej Str. 220118 Minsk, Republic of Belarus	13, 26, 36, 48, 58, 61, 73

68. The representative of the United Kingdom suggested that accurate notifications of accession to an agreement, or to a Regulation(s) should help in processing the information and reduce the possibility of errors. He requested the secretariat to provide a sample of an accession instrument. This information is available in the annexes of the Treaty Handbook of the UN Office of Legal Affairs and it may be consulted on-line:

http://untreaty.un.org/ola-internet/Assistance/handbook_eng/hbframeset.htm

4.2. CONSIDERATION OF DRAFT AMENDMENTS TO EXISTING REGULATIONS

4.2.1. Regulation No. 8

(Headlamps (H1, H2, H3, HB3, HB4, H7, H8, H9, HIR1, HIR2 and/or H11))

Documentation: TRANS/WP.29/2003/9.

69. WP.29 considered the draft corrigendum applicable to the English text only of Revision 4 of the Regulation and recommended to AC.1 to adopt it by vote.

4.2.2. Regulation No. 13 (Braking)
Documentation: TRANS/WP.29/2003/2.

70. WP.29 considered the draft corrigendum and recommended to AC.1 to adopt it by vote, including the undermentioned correction:

After the end of item 9.12.2. of annex 12, appendix 3 and before the next item 5.6., insert the text to read:

"Annex 12, appendix 4,"

4.2.3. Regulation No. 13 (Braking)
Documentation: TRANS/WP.29/2003/3.

71. Item deferred (see paras. 7 and 10 above).

4.2.4. Regulation No. 13-H (Harmonized braking)
Documentation: TRANS/WP.29/2003/4.

72. WP.29 considered the draft corrigendum and recommended to AC.1 to adopt it by vote.

4.2.5. Regulation No. 36 (Large capacity passenger vehicles)
Documentation: TRANS/WP.29/2003/13.

73. WP.29 considered the proposal and recommended to AC.1 to adopt it by vote.

4.2.6. Regulation No. 48 (Installation of lighting and light-signalling devices)
Documentation: TRANS/WP.29/2002/76/Rev.1.

74. WP.29 recalled its consideration of the question of limited application of Regulation No. 48 by Japan at its previous session (TRANS/WP.29/885, paras. 22 and 86) and recommended to AC.1 to adopt by vote the respective corrigendum to the Regulation.

4.2.7. Regulation No. 48 (Installation of lighting and light-signalling devices)
Documentation: TRANS/WP.29/2003/10.

75. WP.29 considered the proposal and recommended to AC.1 to adopt it by vote, with the following correction in the French text:

Paragraph 2.9.2., the last subparagraph, correct the words "correspond" and "comporte" to read both "entoure".

4.2.8. Regulation No. 54 (Pneumatic tyres for commercial vehicles)
Documentation: TRANS/WP.29/2003/5.

76. WP.29 considered the proposal and recommended to AC.1 to adopt it by vote, with the following corrections:

Paragraph 3.1.11., the date of "[1 January 2004]", amend to read "1 March 2004".

Annex 3, example of the arrangement of tyre marking, correct the French version only, to correspond to the English (dimension "d").

77. The expert from ETRTO requested to clarify that provisions of Supplement 15 to Regulation No. 54 apply only to new approvals, after the day of entry into force of this Supplement. He accepted the assurance of WP.29 and the Contracting Parties to the 1958 Agreement that, except corrigenda, all amendments (new series, Supplements) to ECE Regulations apply to new approvals only, unless specific transitional provision indicated otherwise. However, he requested to have this general statement recorded in the report, with particular reference to the above-said Supplement 15 to Regulation No. 54.

4.2.9. Regulation No. 64 (Temporary use spare wheels/tyres)
Documentation: TRANS/WP.29/2003/6.

78. WP.29 considered the proposal and recommended to AC.1 to adopt it by vote.

79. The representative of Hungary requested that the pressure units in bar of Regulation No.64 should be corrected into kilopascals (kPa). WP.29 agreed, but indicated that it would be done at the next Revision of the Regulation.

4.2.10. Regulation No. 67 (Equipment for LPG)
Documentation: TRANS/WP.29/2001/61.

80. Item deferred (see paragraphs 7 and 10 above).

4.2.11. Regulation No. 98 (Headlamps with gas-discharge light sources)
Documentation: TRANS/WP.29/2003/11.

81. WP.29 considered the proposal and recommended to AC.1 to adopt it by vote.

4.2.12. Regulation No. 105 (ADR vehicles)
Documentation: TRANS/WP.29/2003/14.

82. WP.29 considered the draft corrigendum applicable to French text only of the Regulation and recommended to AC.1 to adopt it by vote. It was noted that the title of document TRANS/WP.29/2003/14 was erroneous and should refer to Regulation No. 105.

4.2.13. Regulation No. 107 (Double-deck large passenger vehicles)
Documentation: TRANS/WP.29/2003/15.

83. WP.29 considered the proposal and recommended to AC.1 to adopt it by vote.

4.2.14. Regulation No. 108 (Retreaded pneumatic tyres)
Documentation: TRANS/WP.29/2003/7.

84. WP.29 considered the proposal and recommended to AC.1 to adopt it by vote.

4.2.15. Regulation No. 109 (Retreaded pneumatic tyres for commercial vehicles)
Documentation: TRANS/WP.29/2003/8.

85. WP.29 considered the proposal and recommended to AC.1 to adopt it by vote.

4.2.16. Regulation No. 112 (Headlamps emitting an asymmetrical passing beam)
Documentation: TRANS/WP.29/2003/12.

86. WP.29 considered the proposal and recommended to AC.1 to adopt it by vote.

4.3. CONSIDERATION OF NEW DRAFT REGULATIONS

4.3.1. Proposals for new draft Regulations (Items deferred)
Documentation: Informal document No. 4 of the annex to this report (concerning item 4.3.3.).

87. Consideration of the six new draft Regulations (listed under agenda items 4.3.1. and 4.3.3. to 4.3.7.) were deferred (see paras. 7 and 10 above). For the titles of the draft Regulations and the symbols of the corresponding documents, please refer to the respective items of the session agenda (TRANS/WP.29/908). Nevertheless, the representative of GTB requested to speed up the internal procedure within the European Community (EC) in order to adopt the new draft Regulations, especially with regard to the cornering lamps. The representative of OICA informed WP.29 that, if the internal procedure in the EC had not yet been started, he would propose amendments. If this was not the case, he agreed to reconsider the OICA position.

- 4.3.2. Uniform provisions concerning the approval of: (i) specific LPG retrofit systems to be installed in motor vehicles for the use of LPG in their propulsion system; (ii) specific CNG retrofit systems to be installed in motor vehicles for the use of CNG in their propulsion system

Documentation: TRANS/WP.29/2000/42.

88. WP.29 considered the proposal and recommended to AC.1 to adopt it by vote.

- 4.3.3. Uniform provisions concerning the approval of tyres with regard to rolling sound emissions

89. For the draft Regulation, the amendment to the approval marking requested by ETRTO in informal document No. 4 was accepted by WP.29, but it was agreed to consider it as a corrigendum after the adoption of the draft Regulation.

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.

90. Item deferred (see paras. 7 and 10 above).

5. 1998 AGREEMENT (GLOBAL)

- 5.1. Status of the Agreement

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

91. WP.29 noted that, effective 1 February 2003, Sweden became the twenty-second Contracting Party to the Agreement. Also noted was the status information, given in the informal document, providing details concerning fifteen priority areas for developing of proposals for new global technical regulations, following the decision of the Executive Committee of the Agreement in March 2002 (TRANS/WP.29/841, para. 109 and annex 4).

- 5.2. Implementation of the 1998 Agreement Programme of Work by the Working Parties subsidiary to WP.29

Documentation: TRANS/WP.29/2003/17; TRANS/WP.29/2003/18; TRANS/WP.29/2003/19; informal documents Nos. 5, 6 and 7 of the annex to this report.

92. WP.29 noted the documents tabled for the seventh session of AC.3.

6. 1997 AGREEMENT (INSPECTIONS)

6.1. Status of the Agreement

Documentation: Informal documents Nos. 2, 3 and 16 of the annex to this report.

93. The secretariat informed WP.29 that the Agreement continued to have six Contracting Parties and eighteen signatories (informal document No. 2).

94. Concerning the pending ratifications, the Vice-Chairman of WP.29 recalled the invitation to the European Union made by WP.29 at its one-hundred-and-twenty-sixth session, to clarify its position to the Agreement (TRANS/WP.29/841, paras. 113-115). He welcomed at the session Mr. John Berry from the Directorate General Energy and Transport of the European Commission and envisaged that opening of the dialogue would help to remove obstacles that may have prevented some EU Member States from taking action.

95. Mr. J. Berry considered the 1997 Agreement a positive and necessary international legal instrument. He said that, before the EU could consider its accession to it, the provision of Article 12 needed to be clarified in a way that would ensure that a Party to the Agreement, in which a vehicle had been registered, would keep control of its periodical technical inspections. He also suggested that some modifications might be required of Rule No. 1, in order to align it fully with EU Directive 96/96/EC. He welcomed the proposal for draft Rule No. 2 and congratulated WP.29 and the International Motor Vehicle Inspection Committee (CITA) for the work done. He noted that, after removing square brackets in one case (Annex, item 1.2.1.(b)), the proposal would be fully equivalent to the EU Roadworthiness Directive (96/96/EC). He agreed to prepare for the session of June 2003 a working paper proposing the resolution for Article 12 and, possibly, suggesting also the course of action for Rule No. 1.

96. The Chair acknowledged the explanations provided by Mr. Berry and hoped that all obstacles would soon be removed and the Agreement would become fully functional for a steadily increasing number of Contracting Parties. He suggested that the Administrative Committee AC.4 of the Agreement consider in detail informal documents Nos. 3 and 16 (see paras. 154 and 155 below).

97. The secretariat complemented the information contained in informal document No. 2. Since its issue, verbal note GEN0026-8 of 3 March 2003 was received from the Permanent Mission of Finland at Geneva, designating the administrative authority responsible for supervising the inspection tests and issuing the International Inspection Certificates, according to para. 6 of Rule 1. Also received was a copy of verbal note No. 8.2/2225 of 7 March 2003, from the Ministry of Foreign Affairs of the Republic of Estonia, addressed to the UN Secretariat in New York, and appointing the administrative authority in Estonia. The names and addresses of both authorities are below:

Finland: Vehicle Administration Centre (Ajoneuvohallintokeskus)

P.O. Box 120

FIN – 00101 HELSINKI

Tel: (+358) 100-7800

Estonia: Eesti Riiklik Autoregistrikeskus
Mäepealse 19
EST – 12618 TALLINN

Tel: (+372) 6201-200
Fax: (+372) 6201-201

6.2. CONSIDERATION OF DRAFT RULES TO BE ANNEXED TO THE AGREEMENT

6.2.1. Proposal for draft Rule No. 2 (Inspections with regard to safety)
Documentation: TRANS/WP.29/2003/16.

98. WP.29 recalled its consideration of the process proposed for developing and adoption of draft Rule No. 2 at the one-hundred-and-twenty-third session, and in line with it, recommended to the Administrative Committee AC.4 to transmit document TRANS/WP.29/2003/16 for examination to its subsidiary Working Parties concerned, i.e. GRRF, GRE, GRSG and GRSP (TRANS/WP.29/776, para. 94).

7. OTHER BUSINESS

7.1. Enforcement of type approval and conformity of production standards
Documentation: (TRANS/WP.29/2002/28).

99. The secretariat communicated to WP.29 that information had been received from the Government of Canada that the Director of Enforcement and the Chief of Testing would present the Canadian enforcement and conformity of production system during the next session, in June 2003.

7.1.1. Rules and recommendations for preparation of standards and regulations
Documentation: Informal document No. 1 of the one-hundred-and-twenty-eighth session (redistributed – see the annex to this report).

100. WP.29 repeated its appreciation of the work done by the delegate from ISO (informal document No. 1 of the one-hundred-and-twenty-eighth session) proposing rules of drafting and presentation dedicated to improve the legibility of regulations. It recalled that the representative of the United Kingdom intended to consider this proposal along with document TRANS/WP.29/883 and agreed to return to this subject, when available.

101. The expert from OICA suggested to keep available for later reference justifications of the proposals, generally presented only to the experts of the Working Parties subsidiary to WP.29. The subject was discussed and preambles to the Regulation or explanatory notes were mentioned as possible solutions. The representative of South Africa supported the suggestions of OICA, and proposed that document control, as a part of quality management system, could be a solution.

7.1.2. Resolving of interpretation issues

102. WP.29 recalled the report of WP.29/AC.2, concerning the draft proposal by France for providing assistance in resolving interpretation issues and the commitment to complete the proposal as soon as possible (see para. 14 above).

103. The representative of the Russian Federation drew the attention of WP.29 to his informal document No. 8 of the one-hundred-twenty-sixth session of WP.29, and proposed to consider it together with the French proposal. The Chair indicated that the Russian recommendation had been partly observed by France and recalled also its consideration by WP.29 in the last session (TRANS/WP.29/885, para. 113).

7.1.3. Recall systems applied by various Contracting Parties to the Agreements
Documentation: Informal documents Nos. 8 and 17 of the annex to this report.

104. WP.29 noted informal document No. 8, tabled by the United States of America, and acknowledged that the US recall system served as an example for other countries. The representative of the United States of America noted that the information addressed only safety defects and that a more succinct document would be made available for the next session.

105. The representative of the United Kingdom explained the system by which the vehicle safety defects are addressed in his country (informal document No. 17). He said that it was a voluntary code of practice, established in cooperation with the industry and its parallel existed also for motorcycles. Its function was legally supported by the Consumer Safety Act.

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

106. WP.29 noted that no new document was tabled on this subject. However, it noted that following the example provided by Australia, the work was in progress in several countries.

7.2. Replacement parts
Documentation: TRANS/WP.29/2002/27.

107. The expert from OICA withdrew the document from consideration. The representative of the United Kingdom acknowledged that the matter of concern was being satisfactorily addressed case by case. WP.29 agreed to delete this subject from its agenda.

7.3. Tribute to Mr. R. Summersell and retirement of the Secretary of WP.29

108. Informing WP.29 about his coming retirement, Mr. R. Summersell recalled the beginnings of South Africa's participation in the work of WP.29 and acknowledged the progress that had enabled the accession by his country to the Agreements of 1958 and 1998. He wished for a continued cooperation and introduced his successor, Mrs. Jelena Janjic. Speaking on behalf of all delegates, the Chairman wished Mr. Summersell a long and happy retirement and welcomed his successor.

109. WP.29 also wished all the best to its Secretary of the last thirteen years, Mr. Jan Jerie, departing on his own request for an early retirement at the end of May 2003. The Vice-Chairman of WP.29 thanked cordially Mr. Jan Jerie for his outstanding personal commitment that, in the view of the Forum, had contributed notably to the world recognition of the work of WP.29. Rewarding him, WP.29 presented Mr. Jerie with a commemorative book with wishes and signatures of the session participants. The Secretary thanked WP.29, recalled the challenges of

the work, and wished future success to WP.29 and to his colleagues, Messrs. Juan Ramos and Romain Hubert, who would have to carry the secretarial work forward.

8. ADOPTION OF THE REPORT

110. WP.29 adopted the report together with the annex at its one-hundred-and-twenty-ninth session.

* * *

B. SESSIONS OF THE ADMINISTRATIVE/EXECUTIVE COMMITTEES

1. 1958 AGREEMENT

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

1.1. ESTABLISHMENT OF THE AC.1

111. Of the forty Contracting Parties to the Agreement, representatives of 31 Parties were present and established AC.1 for its twenty-third session.

1.2. ELECTION OF OFFICERS

112. Following the previous practice, AC.1 invited Mr. B. Gauvin, Vice-Chairman of WP.29, to chair the session of AC.1.

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

1.3.1. Regulation No. 8 (Headlamps (H1, H2, H3, HB3, HB4, H7, H8, H9, HIR1, HIR2 and/or H11))

113. Parties applying the Regulation: 36 present and voting: 28
Adoption of document TRANS/WP.29/2003/9 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 Corrigendum 1 to Revision 4 of Regulation No. 8 (English only), applicable ab initio.

1.3.2. Regulation No. 13 (Braking)

114. Parties applying the Regulation: 36 present and voting: 29
Adoption of document TRANS/WP.29/2003/2 by unanimity, as corrected by WP.29 (see para. 70. 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 Corrigendum 2 to Supplement 6 to the 09 series of amendments to Regulation No. 13, applicable ab initio.

1.3.3. Regulation No. 13 (Braking)

115. Item deferred (see para. 71. above).

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

116. Parties applying the Regulation: 33 present and voting: 29
Adoption of document TRANS/WP.29/2003/4 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 Regulation No. 13-H, applicable ab initio.

1.3.5. Regulation No. 36 (Large capacity passenger vehicles)

117. Parties applying the Regulation: 21 present and voting: 17
Adoption of document TRANS/WP.29/2003/13 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 8 to the 03 series of amendments to Regulation No. 36 (Article 12 of the Agreement).

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

118. Parties applying the Regulation: 34 present and voting: 28
Adoption of document TRANS/WP.29/2002/76/Rev.1 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 2 to the 02 series of amendments to Regulation No. 48, applicable ab initio.

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

119. Parties applying the Regulation: 34 present and voting: 28
Adoption of document TRANS/WP.29/2003/10 by unanimity, as corrected (French only) by WP.29 (see para. 75 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 6 to the 02 series of amendments to Regulation No. 48 (Article 12 of the Agreement).

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

120. Parties applying the Regulation: 36 present and voting: 29
Adoption of document TRANS/WP.29/2003/5 by unanimity, as corrected by WP.29 (see para. 76 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 15 to Regulation No. 54 (Article 12 of the Agreement).

1.3.9. Regulation No. 64 (Temporary use spare wheels/tyres)

121. Parties applying the Regulation: 27 present and voting: 25
Adoption of document TRANS/WP.29/2003/6 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 draft Supplement 2 to Regulation No. 64 (Article 12 of the Agreement).

1.3.10. Regulation No. 67 (Equipment for LPG)

122. Item deferred (see para. 80 above).

1.3.11. Regulation No. 98 (Headlamps with gas-discharge light sources)

123. Parties applying the Regulation: 29 present and voting: 26
Adoption of document TRANS/WP.29/2003/11 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 3 to Regulation No. 98 (Article 12 of the Agreement).

1.3.12. Regulation No. 105 (ADR vehicles)

124. Parties applying the Regulation: 32 present and voting: 28
Adoption of document TRANS/WP.29/2003/14 (with the title corrected) 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 the 02 series of amendments to Regulation No. 105 (French only), applicable ab initio.

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

125. Parties applying the Regulation: 28 present and voting: 25
Adoption of document TRANS/WP.29/2003/15 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 4 to Regulation No. 107 (Article 12 of the Agreement).

1.3.14. Regulation No. 108 (Retreaded pneumatic tyres)

126. Parties applying the Regulation: 31 present and voting: 27
Adoption of document TRANS/WP.29/2003/7 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. 108 (Article 12 of the Agreement).

1.3.15. Regulation No. 109 (Retreaded pneumatic tyres for commercial vehicles)

127. Parties applying the Regulation: 31 present and voting: 27
Adoption of document TRANS/WP.29/2003/8 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 Corrigendum 1 to Supplement 1 to Regulation No. 109, applicable ab initio.

1.3.16. Regulation No. 112 (Headlamps emitting an asymmetrical passing beam)

128. Parties applying the Regulation: 35 present and voting: 29
Adoption of document TRANS/WP.29/2003/12 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 3 to Regulation No. 112 (Article 12 of the Agreement).

1.4. DRAFT AMENDMENTS TO EXISTING REGULATIONS,
CURRENTLY OUTSTANDING

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

129. Item deferred (see para. 90 above).

1.5. NEW DRAFT REGULATIONS - VOTING BY AC.1

1.5.1. Uniform provisions concerning the approval of:
(i) specific LPG retrofit systems to be installed in motor vehicles for the use of LPG in their propulsion systems; (ii) specific CNG retrofit systems to be installed in motor vehicles for the use of CNG in their propulsion systems

130. Parties present and voting: 31 Party abstaining: Japan
Adoption of document TRANS/WP.29/2000/42 by 30 Parties to the Agreement, with the EC representative voting for the Member States. 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.

1.5.2. Proposals for new draft Regulations (agenda items 4.3.1. and 4.3.3. to 4.3.7.)

131. Items deferred (see paras. 7 and 10 above).

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

2.1. OPEN MEETING

132. The seventh session of AC.3 was held in the morning of Thursday 13 March 2003, and briefly reconvened in the afternoon of the same day. The representatives of nineteen Contracting Parties to the Agreement attended the session.

2.1.1. Election of Officers

133. The outgoing Chairman of AC.3, Mr. K. Feith (United States of America), recalled the history and achievements of the Agreement and believed that a threshold for producing the first global technical regulation was almost reached. He wished to continue his participation in future work as a member of the delegation of the United States of America.

134. Recalling the deliberations concerning the organization of work of the Committee during the previous session (TRANS/WP.29/885, para. 152), AC.3 elected unanimously Mr. M. Fendick (European Community) Chairman. Mr. K. Wani (Japan) and Mr. K. Simon (in absentia, United States of America) were, also unanimously, elected Vice-Chairmen. The new officers were congratulated. In his acceptance address, the Chairman committed himself to promoting the global harmonization under the Agreement.

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

Documentation: TRANS/WP.29/2003/17; TRANS/WP.29/2003/18; TRANS/WP.29/2003/19 and informal documents Nos. 1, 5, 6, 7, 18 and 19 of the annex to this report.

135. The Chairman proposed to AC.3 to review the status of all fifteen first priority items under the 1998 Agreement programme of work (informal document No. 1). He suggested that informal documents 18 and 19 should first be considered by the informal group on ITS at its third session and, only after that, implications examined by AC.3.

136. The representative of Canada introduced the proposal to develop a gtr concerning vehicles with regard to the **installation of lighting and light-signalling devices** (TRANS/WP.29/2003/19), and a proposal to develop a gtr concerning **motorcycle brake systems** (TRANS/WP.29/2003/18). Receiving information from GRE and GRRF, the Executive Committee acknowledged that the work was well in progress. The representative of Canada suggested amending the text of TRANS/WP.29/2003/18 in order to recognize the work done by IMMA in comparing the three main sets of rules (USA, Japan and UNECE), which had represented a good basis of the work. AC.3 agreed to amend the text as follows:

Description of the proposed regulation

"..... such as ABS and CBS.

The work already carried out by the International Motorcycle Manufacturers Association (IMMA) and the results of the motorcycle brakes test programme initiated by the United States and conducted by Canada will form the foundation for the proposed gtr.

Elements, which cannot be agreed"

137. The representative of Canada informed AC.3 that, regarding the proposal for a gtr on **controls and displays**, the technical work had been completed by GRSG and that a final proposal would be transmitted for adoption by GRSG, once legal procedures in his country would be concluded. The representative of the United States of America announced that his country was also in the process of completion of legal procedures for rulemaking.

138. AC.3 noted that the United Kingdom had volunteered to assume the chairmanship and secretariat of the informal group on **passenger braking systems**. AC.3 requested the representative of Japan to assume the sponsorship of the gtr, but he declined due to the lack of resources in his administration. The Chairman suggested that the proposal for developing the gtr might be developed by the informal group and handed over to a prospective technical sponsor.

139. The representative of Germany informed AC.3 that the work on **safety glazing** had already been initiated. He noted that a formal proposal for developing the gtr was required to be submitted to AC.3.

140. Concerning the gtr on **vehicle classification, masses and dimensions**, the representative of Japan informed AC.3 that the informal group had finalized the work and the proposal to develop the gtr was on the agenda (TRANS/WP.29/2003/17). As requested in informal document No. 7, tabled by the United States of America, AC.3 agreed that the proposal was not suitable for a gtr, but should rather be developed into a reference document, or annexed to every gtr concerned. Discussing the subject, AC.3 considered possibilities to insert the classification of vehicles in a resolution referring to the 1998 Global Agreement, or even in Consolidated Resolution R.E.3. The opinions were divergent on all suggested alternatives. AC.3 agreed that proposal TRANS/WP.29/2003/17 should not be submitted for adoption and agreed to resume its consideration of the subject at the next session.

141. The Chairwoman of GRSP informed AC.3 on the progress within the informal groups on **pedestrian safety and head restraints**. She also presented informal document No. 6 containing the proposal for the development of a gtr on **door locks and door retention components**. AC.3 requested the secretariat to distribute informal document No. 6 with an official symbol for consideration at the June 2003 sessions of WP.29 and AC.3.

142. Concerning the **lower anchorages and tethers for child safety seats**, she recalled her request for guidance made when presenting the GRSP highlights. AC.3 agreed to resume consideration at the June 2003 session on the basis of the proposals agreed by GRSP at its December 2002 session (see para. 32 above).

143. The Chairman of GRPE informed AC.3 that the development of the **worldwide heavy-duty certification procedure (WHDC)** and the **worldwide motorcycle emission test cycle (WMTC)** would hopefully be finalized at the May 2003 session of GRPE. He explained that these test cycles should be validated and benchmarked by the round-robin tests. During this process, the cycles should remain fixed. For that purpose, he suggested to adopt in a first step the draft gtr without the introduction of limit values and to introduce the limit values in a second step. The expert from FEMA supported the two-step procedure (informal document No. 5). However, this was considered not acceptable and not conforming to the Agreement, because a gtr should be performance oriented. To resolve the difficulty and ensure that the test cycles were not modified by authorities outside of WP.29 or AC.3, the adoption of these test cycles as WP.29 final

documents, or their inclusion as annexes to the respective formal proposals for developing gtrs were pointed out as alternative solutions. AC.3 agreed to resume consideration of this issue at the next June session.

144. With regard to the development of gtrs on **heavy-duty on board diagnostic systems (WWH-OBD)**, **off-cycle emissions** and **non-road mobile machinery (NRMM)**, the GRPE Chairman informed AC.3 that the work was in progress within the informal groups and estimated that they were unlikely to be concluded before 2005.

145. AC.3 adopted the proposals of documents TRANS/WP.29/2003/18 (modified as indicated in para. 136) and TRANS/WP.29/2003/19, and requested the secretariat to create a new series of document symbols for documents adopted by AC.3.

146. Extending the discussion of the necessity for gtrs to be performance oriented and contain sufficiently stringent limits, the representative of the United States of America gave examples of developing gtrs on rolling noise of vehicles and on hydrogen vehicles. He agreed that before such work could start, the 1998 Agreement Programme of work should be reconsidered.

2.1.3. Other business

147. The representative of Australia announced that his country had initiated the internal procedure to accede to the 1998 Agreement and expressed his hope that the process would be completed within the next two years.

2.2. CLOSED MEETING (Contracting Parties only)

2.2.1. Legal and administrative procedures concerning the Agreement

148. The Executive Committee AC.3 noted that, after having received the resolution adopted at the last session on the interpretation of the division of responsibilities of legal functions of the 1998 Agreement, the position of the Office of Legal Affairs remained unchanged, insisting that neither the Compendium nor the Registry were parts of the Agreement. AC.3 noted that the Secretary-General of the United Nations, in his capacity of chief administrative officer of the Organization, could delegate the administrative functions of the Agreement to the UNECE.

149. The Chairman concluded that AC.3 would have to explore all possible solutions, including the amendment of the Agreement and the delegation of the administrative functions to the UNECE. AC.3 requested the representative of the United States of America to examine the possibility to amend the Agreement and the secretariat to investigate how the delegation of responsibility for the Compendium and the Registry could be formally delegated to the UNECE. AC.3 agreed to resume consideration of this issue at its next session, but reminded all Contracting Parties to reflect on the situation, to come well prepared, and make maximum efforts for ensuring everything in their power that would enable an expeditious resolution of the stalemate.

2.2.2. Resolving of the pending issues

150. Full consideration of this item is reported in paragraphs 148. and 149. above.

**3. 1997 AGREEMENT (INSPECTIONS)
SECOND SESSION of the Administrative Committee (AC.4) of the Agreement**

3.1. ESTABLISHMENT OF THE AC.4

151. Representatives of the six Contracting Parties to the Agreement established the AC.4 for its second session.

3.2. ELECTION OF OFFICERS

152. Following the proposals by Romania, AC.4 elected unanimously Mr. B. Kisulenko (Russian Federation) its Chairman, and Mr. C. Doornheim (Netherlands), the Vice-Chairman for the year 2003. The Committee also remembered the untimely death of its first Chairman, Mr. G.J.M. Meekel, who passed away on 4 February 2002.

3.3. Consideration of the interpretation of Article 12 of the Agreement, as agreed by WP.29 (TRANS/WP.29/609, para. 92).

Documentation: Informal documents Nos. 3 and 16 of the annex to this report.

153. AC.4 acknowledged the clarifications provided by the expert from the European Commission (see para. 95 above). It also recalled the interpretation of Article 12 of the Agreement (ECE/RCTE/CONF./4), agreed by WP.29 at its one hundred-and-fourteenth-session, according to which "specific authorization shall be required to carry out periodical technical inspections on behalf of another Contracting Party to the Agreement" (TRANS/WP.29/609, para. 92).

154. The representative of Finland presented to AC.4 informal document No. 3 and provided additional explanations concerning the implementation of the Agreement in his country. He requested that, besides the specific authorization by an authority of a country in which the vehicle was registered, the authority of the second country should authorize its certified technical inspection centre to inspect (a) vehicle(s), registered abroad. He also supported the intentions to ensure the best possible alignment of the Rules annexed to the Agreement with EU Directive 96/96/EC.

155. The representative of the Russian Federation presented informal document No. 16, explaining all possible alternatives of application of Article 12, although, he was prepared to accept the one that had been agreed by WP.29 (see para. 153 above).

156. In the discussion that followed, the representative of Hungary stated that the Technical Inspection Services in his country would decline the requests for inspecting vehicles registered in other countries, from purely technical reasons. The representative of Estonia reported that his country's authorities would be reluctant to recognize technical inspections of vehicles registered in Estonia, if they had been carried out abroad. The representative of Finland suggested that such difficulties would be resolved if his idea of authorization by both the country of registration and the country in which the Technical Inspection Service was located would be required for each inspection abroad.

157. AC.4 agreed to resume its consideration of the subject at its next session, and requested the secretariat to schedule it for June 2003. It acknowledged that a proposal for consideration should be expected from the European Commission (see para. 95 above), but invited the Contracting Parties to present also their proposals, if diverging from the interpretation that had been agreed by WP.29, as reproduced in para. 153 above.

3.4. Questions of the implementation of the Agreement

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

158. The representatives of Finland and Estonia informed AC.4 that all necessary provisions were made in their countries for the implementation of the Agreement and that vehicles registered in territories of other Contracting Parties to the Agreement were required as from 27 January 2003, with only a short period of leniency.

159. AC.4 noted this information and acknowledged the achievement made by the Government of both countries. However, at the same time, it noted the information from other Contracting Parties that more time would be needed for the implementation of the provisions of the Agreement in their territories. In this respect, AC.4 recalled that the 1997 Agreement allows to use the national technical inspection certificate as an alternative to the International Certificate specified in appendix 2 to the Agreement. To resolve the difficulty, AC.4 accepted the proposal to extend the leniency period in the territories of all Contracting Parties to the Agreement until 31 December 2003. The representatives of Finland and Estonia agreed to inform their authorities accordingly, but were not in a position to confirm that such proposal would be accepted.

3.5. Further action concerning the proposal for draft Rule No. 2

Documentation: TRANS/WP.29/2003/16.

160. Following the advice by WP.29, the Administrative Committee AC.4 agreed to transmit document TRANS/WP.29/2003/16 for consideration to GRRF, GRE, GRSG and GRSP. It recognized that these expert bodies would need some time to complete the work, but requested them to work expeditiously, possibly completing the assignment in not more than two sessions.

Annex

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

No.	Transmitted by	Agenda item	Language	Title
1.	Secretariat	5.1. and B.2.1.2.	E	Status of the 1998 Global Agreement
2.	Secretariat	6.1.	E	Status of the 1997 Agreement (Inspections)
3.	Finland	6.1., B.3.3.3., B.3.3.4.	E	Problems concerning the Agreement on Periodical Technical Inspections and proposals for their solution
4.	ETRTO	4.3.3.	E	Proposal to amend annex 2 of the proposed draft Regulation on rolling sound of tyres
5.	FEMA	5.2. and B.2.1.2.	E	Global Technical Regulations and Performance Requirements
6.	United States of America	5.2. and B.2.1.2.	E	Proposal for the Development of a Global Technical regulation on Door Locks and Door Retention Components
7.	United States of America	5.2. and B.2.1.2.	E	U.S. Comments and Suggestions on japan Proposal to Develop a Global Technical Regulation Concerning Uniform Provisions for Common Tasks
8.	United States of America	7.1.3.	E	The Vehicle Safety Recall Process in the U.S.A.
9.	United States of America	2.4.	E	United States Intelligent Transportation Systems (ITS)
10.	Japan	2.2.	E	Chair's Statement: EFV International Meeting, Tokyo, Japan, January 23-24, 2003
11.	Japan	2.2.	E	EFV International Meeting, Tokyo, 24 January 2003

12.	Chair, ITS group	2.4.	E	Provisional agenda for the 3rd session of the informal group on "ITS"
13.	Chair, ITS group	2.4.	E	Role and Position (Draft): ITS informal group
14.	Chair, ITS group	2.4.	E	Programme of the ITS Round Table
15.	Chair, ITS group	2.4.	E	The Comment on the Draft Document of the Role and Position of ITS Informal Group
16.	Russian Federation	6. and B.3.3.	E/R	Interpretation of the Article 12 of the 1997 Vienna Agreement Concerning Periodic Technical Inspections of Wheeled Vehicles
17.	United Kingdom	7.1.3.	E	UK Code of Practice on Vehicle Safety Defects
18.	United States of America	2.4. and B.2.1.2.	E	U.S. Comments and Suggestions on (Draft) Role and Position of the ITS Informal Group on WP.29
19.	United States of America	2.4. and B.2.1.2.	E	Comments of the U.S. on ITS Roundtable Program

Informal document of the one-hundred-and-twenty-eighth session - redistributed (relative to agenda item of the current session)

1.	ISO	7.1.1.	E/F	Proposals for rules of drafting and presentation dedicated to improve the legibility of regulations
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