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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

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

**A. REPORT OF WP.29 ON ITS ONE-HUNDRED-AND-TWENTY-FOURTH SESSION**

(26-29 June 2001)

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

- (1) 1958 Agreement - Eighteenth session of the Administrative Committee (AC.1) of the amended Agreement (27 June 2001)
- (2) 1998 Agreement (Global) - Second session of the Executive Committee (AC.3) of the Agreement (28 June 2001)

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**REPORT****ATTENDANCE**

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) held its one-hundred-and-twenty-fourth session from 26 to 29 June 2001, under the chairmanship of Mr. B. Gauvin (France). The following countries were represented, following Rule 1(a) of the Rules of Procedure of WP.29 (TRANS/WP.29/690): Australia; Austria; Belgium; Bulgaria; Canada; Croatia; Czech Republic; Estonia; Finland; France; Georgia; Germany; Greece; Hungary; Italy; Japan; Kazakhstan; Latvia; Luxembourg; Netherlands; Norway; People's Republic China; Poland; Portugal; Republic of Korea; Romania; Russian Federation; Slovakia; Slovenia; South Africa; Spain; Sweden; Switzerland; The former Yugoslav Republic of Macedonia; Turkey; United Kingdom of Great Britain and Northern Ireland; United States of America. Representatives of the European Community (EC) participated. Representatives of Thailand took part in the session under Rule 1(b) of the Rules of Procedure of WP.29 (TRANS/WP.29/690). The following non-governmental organizations were also represented: International Organization for Standardization (ISO); International Touring Alliance/International Automobile Association (AIT/FIA); International Organization of Motor Vehicle Manufacturers (OICA); International Motorcycle Manufacturers Association (IMMA); European Association of Automotive Suppliers (CLEPA); European Tyre and Rim Technical Organization (ETRTO); Working Party "Brussels 1952" (GTB); Consumers International (CI); European LPG Association (AEGPL); Federation of European Manufacturers of Friction Materials (FEMFM); Federation of European Motorcyclists' Associations (FEMA); Union of Technical Assistance for Motor Vehicle and Road Safety (UNATAC); International Confederation of Associations of Experts and Consultants (CIDADEC). At the invitation of the secretariat, the experts from the Motor and Equipment Manufacturers Association (MEMA) and the Society of Automotive Engineers (SAE) took part in the session.

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

2. The provisional agenda (TRANS/WP.29/790) was adopted by WP.29 with the modifications noted below:

(i) Additional documents:

Item 4.2.3. - document TRANS/WP.29/2001/35/Add.1

Item 7.1. - document TRANS/WP.29/743, annex 2

(ii) Additional items:

7.2. - ISO Business plans

7.3. - Research in Japan on safety regulations

(iii) Deferred items:

- 4.2.14. - Regulation No. 89 (see para. 11 below)
- 4.3.1. to 4.3.3. - New draft Regulations (see para. 11 below)
- 4.4.1. and 4.4.3. - draft amendments, outstanding (see para. 11 below)
- 4.4.5. - document TRANS/WP.29/2000/23/Rev.1 only postponed.

3. The secretariat acknowledged that, with an exception of only two documents (TRANS/WP.29/2001/25; TRANS/WP.29/2001/30), the documents listed in the agenda were issued in the foreseen working languages, although some of them only fairly recently. At the same time, it was noted that the original versions of the working documents had been timely available via the Internet, in the website of WP.29 ( <http://www.unece.org/trans/main/welcwp29.htm> ). The website featured also those informal documents which were received by the secretariat before the session.

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

## **2. COORDINATION AND ORGANIZATION OF WORK**

5. During the first day of the session, WP.29 was addressed by Mr. J. Capel Ferrer, Director of the Transport Division. He informed WP.29 that his chairing of the International Conference on Intelligent Transport Systems - The Road to Future Standards (see para. 23 below) prevented him from joining WP.29 for the opening of the session. He informed WP.29 briefly about the Conference and explained its aims.

6. Recalling the developments after the March session of WP.29, Mr. Capel Ferrer briefed WP.29 about the High level meeting on Transport, Environment and Health, organized by the ECE and the European Regional office of the World Health Organization (WHO) on 4 May 2001. He described that the meeting in principle merged the processes started by the 1997 ECE Conference on Transport and Environment in Vienna and the 1999 London Conference on Health, Transport and Environment. He also recalled that the High level meeting had decided that further ministerial meetings should consider the possible launching of negotiations of a Framework convention on transport, environment and health. A final decision should be taken at a second High level meeting, to be convened before the next environmental summit (ten years after the Rio de Janeiro summit), taking place in Johannesburg in Autumn 2002.

7. Mr. Capel Ferrer also reported on the fifty-sixth session of the ECE, which again addressed the questions of transport and the environment. Finally, he gave a short information about the situation in the secretariat, where a selection process was in progress of a candidate for the vacant post of a Secretary servicing three subsidiary bodies of WP.29. He reiterated his personal commitment and that of the secretariat and wished WP.29 success in its work.

8. Following the above-mentioned address, statements were made by the representatives of South Africa and the Republic of Korea, regarding their countries' accession to the 1998 and 1958 Agreements (see paras. 79 and 80 below).

9. The representative of Japan informed WP.29 about a Ministerial Conference on Transport and Environment to be held in Tokyo, in January 2002. For the details see para. 127 below.

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

10. The seventy-sixth session of WP.29/AC.2, considering the coordination and organization of work of WP.29, was held on 25 June 2001, under the chairmanship of Mr. B. Gauvin (France) and attended by representatives of the European Community (EC); France; Germany; Italy; Japan; Luxembourg; Netherlands; Russian Federation; United Kingdom; United States of America.

11. WP.29/AC.2 reviewed the provisional agenda of the current session of WP.29 (TRANS/WP.29/790) and recommended some modifications (see para. 2 above). Concerning the deferred items, it was noted that:

(a) For item 4.2.14. no consent had yet been reached in the EC;

(b) For items 4.3.1. to 4.3.3. the internal procedures in the EC were still in progress and the consideration and voting by AC.1 should therefore await their completion;

(c) For item 4.4.1. the vote should be in conjunction with the related new draft Regulation (item 4.3.1.);

(d) For item 4.4.3. no consent had yet been reached in the EC.

12. Reviewing the programme of work, WP.29/AC.2 reiterated that, besides the availability of working documents (A; B; C) mentioned in documents TRANS/WP.29/2001/1 and Amend.1, the work priorities would need to be recorded, once corresponding decisions were made (TRANS/WP.29/743, para. 23). The secretariat explained that concerning the document availability A = document available; B = document being prepared on the basis of an available draft; C = document not available. In addition, in some cases (A) = document expected soon. The secretariat agreed to put these explanations as footnotes in the next issues of the programme of work or its amendments.

13. Concerning the provisional calendar of meetings, WP.29/AC.2 accepted the suggestion of the expert from the European Community to study possibilities for improving the efficiency of work in order to become even more receptive to the challenges of new technologies and invited the expert from the European Community to prepare a proposal for consideration during the next session of WP.29/AC.2. It was agreed to focus on the mid- and long-term planning, as no difficulties were experienced in the short term scale. In respect of the latter, WP.29/AC.2 recommended to endorse the requests of the Chairmen of GRSG and GRSP for an additional half day each for the sessions in October and December 2001 (see para. 34 below). It was recalled that for this



purpose one half-day with interpretation was saved during the previous session of WP.29 (the morning of 6 March 2001) and recommended that the next session of WP.29 be closed on Friday 9 November 2001 at 12.30, in order to save the afternoon half-day with interpretation as well.

14. The representative of the United States of America informed WP.29/AC.2 about the meeting in the World Trade Organization, scheduled for Friday, 29 June 2001, where a new set of amendments to the Agreement on Technical Barriers to Trade (TBT) should be considered. WP.29/AC.2 recognized the relevance of the subject and noted that regulatory control executed by WP.29 should clearly be distinguished and accepted as a contribution to the removal of trade barriers. In this respect the lack of understanding of some trade experts was noted. WP.29/AC.2 recalled in this respect the positive response of the Working Party on Standardization Policies to the presentation given by Mr. V. Kutenev in its meeting on 7 November 2000 (TRANS/WP.29/743, para. 19).

15. WP.29/AC.2 noted also the recommendations for vehicles currently considered by the multi-disciplinary group of experts on safety in tunnels and recommended that they should be dutifully considered, once they were adopted by the group.

16. WP.29/AC.2 noted also the information by the Chairman of GRPE concerning the programme of the Round-Table on Future Propulsion Technologies and endorsed its structure in principle (see para. 31 below).

17. Concerning the proposal by Australia for a new draft Regulation on Cabin Air Quality (TRANS/WP.29/776, paras. 21 and 23), WP.29/AC.2 noted the work being done in the Russian Federation and the information about the ongoing evaluation of the problem in the United States of America and in Japan. Noting that the result of the public inquiry in the United States of America should be available for consideration during the November session of WP.29, it was recommended to postpone the decision whether the Regulation should be developed until that time.

18. Concerning the projects of draft Regulations for the storage of gaseous/liquid hydrogen on board of vehicles, WP.29/AC.2 noted that GRPE had agreed to set an informal group chaired by Germany for that purpose and recommended WP.29 to endorse this approach.

19. Concerning the 1998 Global Agreement, WP.29/AC.2 noted the information by the expert from the European Community that, without having yet an official mandate, he would already be in a position to state informatively the preferences of the EC for future candidate global technical regulations. It was agreed that this subject should be discussed by the Executive Committee of the 1998 Agreement (AC.3) in its second session on Thursday (28 June 2001), together with other items of its agenda. The representative of the United States of America said that, for the third session of AC.3, she would table a proposal concerning the format of future global technical regulations.

20. Regarding the 1997 Agreement (Inspections), WP.29/AC.2 noted the information provided by the secretariat (see para. 118 below) and agreed with the opinion that the second session of the Administrative Committee of the 1997

Agreement (AC.4) should only be convened after the completion of the proposal for draft Rule No. 2 (TRANS/WP.29/776, paras. 94 and 95).

21. For the draft publication "WP.29 - How it works, how to join it" WP.29/AC.2 noted that all sections of its text were now available and recommended that WP.29 proceed with the final adoption during the current session, authorizing the secretariat to proceed with its finalization and submission for printing.

22. The discussion was also resumed of the subject of uniform application of type approval procedures. The representative of the United Kingdom said that a corresponding proposal had already been discussed in the EC, but needed to be modified to reflect the ECE approval system. He envisaged that, whilst the opportunity to table it in the current session had been missed, he would now target its presentation in the November session of WP.29/AC.2.

23. Concerning the Intelligent Transport Systems, WP.29/AC.2 noted that an International Conference was organized by ISO, IEC and ITU, under the patronage of ECE in the Palais des Nations on this subject on 26 June 2001. It agreed that for WP.29, to start the work on this subject, an overview with technical suggestions was necessary, and recommended WP.29 to invite for the November sessions of both WP.29 and WP.29/AC.2 Mr. Y. Ian Noy of Transport Canada, the Chairman of the ITS Working Group of IHRA, asking him to assist WP.29 with his experience.

24. Under other business, WP.29/AC.2 received the presentation by Japan concerning the research and preparation of a national regulation concerning the Driver's field of vision. The Chairman of GRSG indicated that this was one of the main subjects under consideration and invited the contribution by Japan.

25. WP.29/AC.2 also examined the proposal received from CEA (European Insurance Committee) concerning a proposal for a reminder system for the use of safety-belts. It agreed that, at this point, it would be premature to transmit the proposal for consideration to GRSP. Justification was given that, besides possible technical problems, the system was one of many which could be applied to enforce the law, and as such it was necessary to consider its future possible legal implications.

26. WP.29 noted the report of the WP.29/AC.2 session and accepted its recommendations. Wherever applicable, these recommendations are reflected in the related sections of the report.

## 2.2. Programme of work and documentation

Documentation: TRANS/WP.29/2001/1/Amend.1; informal document No. 4 of annex 1 to this report.

27. The programme of work, prepared by the secretariat, was noted. WP.29 invited the Chairmen of the subsidiary bodies to examine it and to indicate to the secretariat any corrections or modifications deemed necessary.

28. Concerning the invitation by the Inland Transport Committee (informal document No. 4), to contribute effectively to the Programme of Joint Action on

Transport and the Environment (POJA) and to encourage the application of legal instruments by the countries, WP.29 pointed out the 1997 Agreement on Periodical Technical Inspections and its draft Rule No. 1 on environmental inspections (see paras. 117 and 118 below).

2.2.1. Projects of new draft ECE Regulations proposed by Australia and Germany

29. WP.29 endorsed the recommendation of WP.29/AC.2 to postpone its decision concerning the acceptance of the proposal by Australia to develop a new draft regulation on cabin air quality to the next session in November (see para. 17 above).

30. It also agreed with the proposal to establish an informal group under GRPE and chaired by Germany, in order to develop new draft regulations concerning the storage of hydrogen in liquid or gaseous state on board of vehicles (see para. 18 above). It was stressed that, at this moment, the concrete regulatory application could not be prejudged.

2.2.2. Preparation of the round-tables "New Vehicle Propulsion Technologies" (February 2002), and "Intelligent Transport Systems" (February 2003)

31. WP.29 noted the draft programme of the round-table on "New Vehicle Propulsion Technologies", as proposed by the Chairman, during the forty-second session of GRPE. The secretariat confirmed that formal letters were being sent to the secretariats of OICA and CONCAWE, in order to propose the topics and speakers, in coordination with CLEPA and other interested parties. The Chairman informed WP.29 that a coordination meeting, to be held in Paris at the end of October 2001, should agree the detailed programme of the round-table, to be presented to WP.29 during its next session. He also said that the final review was expected by GRPE during its session of January 2002.

32. The preparation of the round-table foreseen for February 2003 was not discussed, anticipating that WP.29 could only start to consider some work in the area of Intelligent Transport systems after the November 2001 session (see para. 23 above).

2.2.3. Calendar of sessions of WP.29 and its subsidiary bodies for 2002 and modification of the calendar for 2001

33. The adopted provisional calendar of sessions for 2002 is in annex 2 to this report. WP.29 noted that in the November 2001 session of WP.29/AC.2 some long or mid-term changes of the established schedule would be discussed with the aim of improving the efficiency of work and accommodating the challenges of new technologies.

34. Concerning the additional half-day with interpretation for the forthcoming sessions of GRSG and GRSP (see para. 13 above), WP.29 agreed that they would be held as follows (adding a half-day at the end):  
**GRSG, eighty-first session** - from 8 October (14.30 h) to 11 October (17.30 h)  
**GRSP, thirtieth session** - from 3 December (14.30 h) to 6 December (17.30 h)

2.3. Matters arising from the fifty-sixth session of the ECE

35. The secretariat informed WP.29 briefly about the results of the Commission session, which had been held from 7-11 May 2001, and indicated that the report (E/2001/37-E/ECE/1387) might be consulted and/or downloaded from the UNECE website ( <http://www.unece.org> ).

2.4. Ad hoc multi-disciplinary group of experts on safety in tunnels

36. The secretariat informed WP.29 about the results of the third meeting of the group (report TRANS/AC.7/6 and Add.1) and mentioned the safety measures proposed for road vehicles. It was noted that details were available in the website of the Transport Division: <http://www.unece.org/trans/Welcome.html>

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

3.1. Working Party on Passive Safety (GRSP)

(Twenty-eighth session, 27 November - 1 December 2000)

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

37. WP.29 recalled the oral presentation which had been given by the GRSP Chairman during the previous session (TRANS/WP.29/776, paras. 34-38), and approved the report.

3.2. Working Party on Pollution and Energy (GRPE)

(Forty-first session, 16-19 January 2001)

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

38. The oral presentation which had been given by the Chairman of GRPE during the one-hundred-and-twenty-third session was recalled (TRANS/WP.29/776, paras. 39-45). WP.29 approved the report with a statement by the expert from CONCAWE, modifying paragraph 57 of the report:

"57. The expert from CONCAWE thanked OICA for again tabling their Fuel Charter. However, versus current fuel specifications, CONCAWE's assesment was that sulphur content was the only fuel property which was significant to enable new vehicle technologies to achieve Euro IV-V emission standards. In this regard, CONCAWE were awaiting the outcome of the European Commission's study on the need for sulphur levels below 50 ppm. CONCAWE were willing to work with other industry partners in joint programmes to better quantify the fuel quality needs of future engine technologies."

3.3. Working Party on Brakes and Running Gear (GRRF)

(Forty-ninth session, 29 January - 2 February 2001)

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

39. WP.29 recalled the account of the session results, which had been given by the GRRF Chairman during the previous session (TRANS/WP.29/776, paras. 46-54) and approved the report.

- 3.4. Working Party on Noise (GRB)  
(Thirty-fourth session, 20-23 February 2001)

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

40. The presentation given by the GRB Chairman during the previous session was recalled (TRANS/WP.29/776, paras. 55-57) and WP.29 approved the report.

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

- 3.5.1. Working Party on Lighting and Light-Signalling (GRE)  
(Forty-sixth session, 27-30 March 2001)

41. Giving his account of the session proceedings, the Chairman reported that for Regulation No. 48 (Installation of lighting and light-signalling devices) GRE focused on the questions of automatic switching of certain lighting and light-signalling devices and the provisions for allowing the bend lighting, as the first feature of the advanced front-lighting systems (AFS). He said that considerations had not yet been concluded, but progress had been made, which should facilitate early resolution of both questions. He recalled that whilst work should also continue on the subject of the definition of a single lamp, and some other proposals intended to update the Regulation, GRE had concluded a proposal concerning the installation of additional retro-reflectors, and agreed to transmit it to WP.29 for consideration.

42. Concerning the international harmonization of installation requirements for lighting and light-signalling devices, GRE had advanced its work on a Canadian proposal for a candidate global technical regulation. The Chairman said that it had been decided that an additional informal meeting already approved by WP.29 during its previous session will be held in Ottawa, Canada, from 4 to 7 September 2001. He acknowledged the commitment of GRE and thanked the Canadian Government for its offer to organize the meeting.

43. Referring to Regulations Nos. 6 and 7 (Direction indicators and Position, stop and end-outline marker lamps), the Chairman reported that GRE had finalized its consideration of the last amendments, which made it possible to release for transmission to WP.29 proposals for consolidated draft amendments also to Regulations Nos. 3, 4, 23, 37, 38, 50, 65, 77, 87 and 91. He said that all related proposals should appear on the agenda of the WP.29 session in November 2001, and that they consist of items which had been adopted during the last four sessions of GRE.

44. For Regulation No. 37 (Filament lamps), the Chairman reported that consideration had continued of a definition of "white light" and the method of measurement of the colour of lamps, but still without a conclusion. Also for Regulation No. 65 (Special warning lamps) more safety-oriented research had been found necessary for introducing a new category of warning lamps and reconsidering the allowed luminous intensity values. For Regulation No. 98 (Headlamps with gas-discharge light sources) only a corrigendum to the French

text had been agreed, after GRE had rejected a proposal to use production light sources for testing of these headlamps and had not concluded its consideration of the provisions concerning bend lighting.

45. For the new draft Regulations concerning headlamps emitting an asymmetrical passing beam (No. 112) and a symmetrical passing beam (No. 113), GRE had adopted a consolidated set of amendments and some corrigenda to the French text, which would allow to complete their text, of which only the basic parts had been adopted by WP.29 and AC.1 during their sessions of November 2000.

46. The Chairman regretted that, due to lack of time, GRE had not been able to consider fully all items of its agenda. He promised that the postponed items would receive full attention during the next session. In particular, he referred to the consideration of changes required for the introduction of the 42-Volt electric system and possible amendments to annex 5 of the 1968 Vienna Convention on Road Traffic.

3.5.2. Working Party on General Safety Provisions (GRSG)  
(Eightieth session, 2-6 April 2001)

Documentation: Informal document No. 9 of annex 1 to this report.

47. The Chairman reported on the second meeting of the informal group on "Common Tasks", which had met prior to the GRSG proper, under the Chairmanship of the expert from Japan. The expert from Japan presented the details of the meeting (informal document No. 9). He explained that the informal group had reached an agreement concerning the guidelines and procedures for establishing the common definitions, i.e. eight specifications of mass (load) and seven specifications of a dimension. He said that the informal group would consider several options to define the category of vehicles. Closing the information, the Chairman of GRSG expressed the hope that good progress could be made at the next meeting, which would be held again prior to the next GRSG session, on 8 October (afternoon) and 9 October (morning) 2001.

48. Referring to the GRSG session itself, the Chairman reported that it had postponed the consideration of the proposals concerning accessibility of buses and coaches by passengers with reduced mobility, expecting that a final position of the European Community Directive on this issue could be adopted. Nevertheless, he explained that GRSG had consented that all vehicles of Class I should be accessible for passengers with reduced mobility, including those on wheel chairs.

49. Continuing with his report of the development of Regulations Nos. 36 (Large passenger vehicles), 52 (Small capacity passenger vehicles) and 107 (Double-deck large passenger vehicles), the Chairman recalled that amendments had been adopted and would be transmitted to WP.29 and AC.1 for consideration at their November 2001 session. He also informed WP.29 that the prescriptions for trolleybuses should be finalized by GRSG at its next session.

50. Concerning Regulation No. 66 (Strength of superstructure), the Chairman reported on the progress of the work by the informal group Chaired by Hungary. Concerning another subject of safety concern, the Chairman envisaged that an

updated proposal for a draft Regulation on fire safety was expected to be tabled at the next session jointly by Norway and OICA.

51. Referring to Regulation No. 43 (Safety glazing) the Chairman explained that a draft Corrigendum had been adopted and would be transmitted to WP.29 and AC.1 for consideration at their November 2001 sessions. He reported that work continued on both development of the Regulation and on the draft global technical regulation, and said that the consideration of the question of a limit for the regular light transmittance through the vehicle windows behind the B pillar would continue at the next session. Finally, he informed WP.29 that GRSG had agreed to separate the issue of the vision to the rear from the installation prescriptions and consider it at a later stage.

52. Referring to other items under consideration by GRSG, the Chairman reported that amendments to Regulation No. 39 (Speedometer equipment), the new draft Regulation concerning the protection of M1 and N1 category of vehicles against unauthorized use, and Regulation No. 97 (Vehicle alarm system) had been adopted. Nevertheless, he envisaged that the work on these Regulations would continue, as well as on Regulation No. 34 (Prevention of fire risks), and the new draft Regulations on identification of controls, tell-tales and indicators, driver's field of vision, and the draft global technical regulation on windshield wiping/washing and defrosting/defogging.

53. Recalling an item which had originally been presented to WP.29 in November 1998, the Chairman reported that OICA had withdrawn its proposal for a definition of a low volume manufacturer which had been intended for the Consolidated Resolution R.E.3.

3.5.3. Working Party on Passive Safety (GRSP)  
(Twenty-ninth session, 7-11 May 2001)

54. The Chairman informed WP.29 that, after a detailed discussion and several presentations, GRSP had concluded that research of the issue of hearing damage due to the deployment of airbags should continue, before GRSP could take any position. He said that consideration of this subject by GRSP was only envisaged for December 2002, expecting that the research would be finalized by that time.

55. Concerning the ISOFIX anchorages for the child restraints, the Chairman reported that GRSP had begun the consideration of proposals for amending Regulations Nos. 14 (Safety-belts anchorages), 16 (Safety-belts) and 44 (Child restraints), incorporating the two lower rigid anchorages. He also said that new proposals for incorporating a third anchorage point (top tether or support leg) would be considered by GRSP at its next session, in December 2001.

56. Referring to other substantive subjects of the programme of work, the Chairman reported that work would continue not only on developing the above-mentioned Regulations, but also on Regulation No. 17 (Strength of seats) and Regulation No. 29 (Cabs of commercial vehicles).

57. Referring to the subjects on the agenda of the current session of WP.29, the Chairman said that GRSP had considered the proposals concerning Regulations Nos. 14 and 22 (documents TRANS/WP.29/2001/26; TRANS/WP.29/2001/27 and

TRANS/WP.29/2001/28). He recalled that, for Regulation No. 22, the proposals had been confirmed, with only minor editorial modification (see paras. 91 and 92 below). However, concerning Regulation No. 14 (document TRANS/WP.29/2001/26) the Chairman reported that the experts from the United Kingdom and Consumers International had disagreed with GRSP and had expressed their reservations to the reduction of the minimum distance between the lower safety-belt anchorage points of the rear centre seating position in M1 and N1 categories of vehicles.

58. Concerning Regulation No. 21 (Interior fittings), the Chairman announced that good progress had been made on the basis of the work results of the informal group working on this subject. He envisaged that a substantial amendment to Regulation No. 21 could be ready for adoption by GRSP at its next session.

59. Referring to the issue of an introduction into Regulation No. 94 (Frontal collision protection) of an airbag hazard warning label for the rear-facing child restraints placed on front passenger seats, the Chairman informed WP.29 that an agreement might be reached at the next GRSP session, in December 2001.

60. Referring to Regulation No. 95 (Lateral collision protection), the Chairman reported that a proposal for an improved specification of the mobile deformable barrier face was expected to be submitted to GRSP soon, possibly for the next session. He also recalled that work was in progress on the rear impact protection (sled test with a dummy) and that GRSP had recommended EEVC to coordinate the work in order to avoid duplication of efforts.

61. Concluding his oral summary, the Chairman informed WP.29 of the GRSP deliberations concerning the future candidate global technical regulations. He requested WP.29's advice on considering a global technical regulation on safety-belt anchorages with more than one strength level, mainly concerning the number of anchorage points for safety-belts, the higher level with all the seats having three-point safety-belt anchorages, but accepting a second level with two-point safety-belt anchorages in the centre rear seating position. He also requested the consent of WP.29 on the beginning of the consideration of a draft global technical regulation on door latches and door retention components, based on a proposal which had already been received from OICA.

62. For the work on the candidate global technical regulation on door latches and door retention systems, WP.29 agreed that GRSP may continue to work on this project, under the condition of an expected decision concerning priorities for the development of global technical regulations.

63. Following the presentation, and prompted by a question posed by the expert from Consumers International, WP.29 recalled the provisions of the 1998 Global Agreement. It confirmed that the global technical regulations should aim for the highest levels of safety, environmental protection, energy efficiency and anti-theft performance, but allow alternative levels of stringency, if requested by certain Contracting Parties, in particular developing countries.



3.5.4. Working Party on Pollution and Energy (GRPE)  
(Forty-second session, 29 May - 1 June 2001)

64. The Chairman of GRPE informed WP.29 that the session dates had been advanced to 28-31 May 2001, shortly before the session, in order to allow more efficient organization of the three informal meetings which had been held back-to-back with the GRPE proper session. He acknowledged that the practice of informal meetings held already for some time jointly with GRPE was paying off, and the work progressed well on the emission test for the World-wide heavy-duty certification procedure (WHDC) and the World-wide motorcycle emission test cycle (WMTC), Chaired by the expert from the Netherlands, on Monday, 28 May 2001. He also reported that the most recent GRPE particulate emission sub-group Chaired by the expert from the United Kingdom had made a promising start to its two-year ambitious programme on 31 May 2001. He said that all three groups had already scheduled additional technical meetings necessary for keeping their tight timetables.

65. Giving details of the WHDC development work, the Chairman said that GRPE had received the final report of the emission cycle development and the progress report of Step 1 of the validation programme which should be concluded in September 2001, making the start of Step 2 possible. He acknowledged the work done in Europe, appreciated the cooperation of Japan and complimented the offer of the United States of America to chair the work on addressing the off-cycle emissions. The Chairman of GRPE envisaged that a proposal for the world-wide heavy-duty emission cycle should be ready in about two years and might be applied globally five years after that.

66. Concerning the WMTC programme, the Chairman said that the work had also advanced into the first validation stage of the test cycle and the timetable planned the conclusion of the work and the presentation to GRPE of the harmonized emission test procedure in January 2003.

67. Referring to the regular programme of GRPE, the Chairman reported that GRPE had adopted the proposal for draft Corrigendum 2 to Regulation No. 110 (Specific components for CNG), which is on the agenda of the current session of WP.29, making possible the transmission of document TRANS/WP.29/2001/32 to AC.1 for voting. He said that only minor improvement of the text of the draft had been agreed by GRPE and made available to WP.29 by the secretariat as informal document No. 7.

68. Remaining with Regulations concerning the gas-fuelling of vehicle engines, the Chairman said that work had been started, but should continue on introducing the Euro-connectors into the filling units pursuant Regulation No. 67 and that the experts from ENGVA and the Russian Federation were expected to prepare a joint proposal for Regulation No. 110, which should address the marking of the components and might include the application of dual-fuel engines (gas-diesel).

69. Concerning Regulation No. 101 (Emissions of CO<sub>2</sub> and fuel consumption of M1 and N1 categories of vehicles), the Chairman recalled that France and Germany had agreed to develop further the proposal intended to introduce in the Regulation provisions for anti-pollution regenerative devices.

70. The work would also continue on developing of provisions for Regulation No. 103 (Replacement catalytic converters), in particular with respect to the on-board diagnostic (OBD) systems.

71. The Chairman also recalled the progress in the European Community concerning the provisions for OBD systems for heavy-duty vehicles and the plans for global harmonization of those OBD provisions. He announced that GRPE should receive an EC proposal for consideration at its next session, in January 2002.

72. Concerning the tractor and off-road engines, the Chairman said that some progress had been made, but the work was expected to continue on Regulation No. 96 (Off-road engines), where a proposal for a Corrigendum should be verified for the next session and on the new draft Regulation concerning the power of engines for non-road machinery, which continued to be refined.

73. For hybrid vehicles, GRPE had considered it desirable to convene an informal group, for which a mandate had been proposed by the expert from France. A number of delegations signalled their intentions to take part in the work, under the condition that the proposal would be endorsed by WP.29. If accepted, the informal group planned to give the final report of its work to GRPE in January 2004.

74. A solution similar to the above had been proposed by GRPE also for the hydrogen-powered vehicles. The Chairman recalled that the two proposals for draft Regulations concerning the safety of the on-board storage of hydrogen in gaseous and liquid state had drawn the interest of all the GRPE experts, but they needed particular experience and their consideration by the specialists in an informal group had been considered necessary. He said that Germany had agreed to Chair the informal group and that at least six governmental delegations and three non-governmental organizations had indicated their intentions to participate.

75. The Chairman did not go into the details concerning the preparation of a round-table on "New Propulsion Technologies" (see para. 31 above).

76. Recalling that there were a number of other items on the agenda of GRPE, the Chairman recollected the update received from the expert from the United States of America on the national regulatory activities. Besides, he mentioned that the report of the session should present the statement of CONCAWE, correcting paragraph 57 of the GRPE report on its forty-first session (see para. 38 above). He said that the expert from CONCAWE had stated clearly that reduction of the fuel sulphur content below 50 ppm was in the view of his organization not needed to meet the emission standards for 2005 and that early introduction of sulphur-free fuels was counter-productive and would mean an increase of carbon-dioxide emissions by fuel refineries.

77. Closing his account of the session proceedings, the Chairman informed WP.29 that GRPE had confirmed his continuation in his function for the year 2002, following the provisions of the WP.29 Rules of Procedure for the election of officers (TRANS/WP.29/690).

78. WP.29 acknowledged the briefing received from the Chairman of GRPE and agreed with the proposals to establish two new informal groups, which would assist GRPE in its consideration of the matters related to hybrid vehicles and to hydrogen-powered vehicles. WP.29 agreed in principle that such groups might, if feasible, take some time from that allocated to GRPE, however, under the condition that the normal work of GRPE would not be inhibited.

#### 4. 1958 AGREEMENT

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

Documentation: TRANS/WP.29/343/Rev.9/Amend.1; informal document No. 1 of annex 1 to this report.

79. The amendment to the status document, reflecting the situation as at 20 June 2001, was presented by the secretariat.

80. Following the statement of the representative of South Africa (see para. 8 above), WP.29 acknowledged the achievements and intentions stated in informal document No. 1, with respect to both 1958 and the 1998 Agreements.

81. WP.29 acknowledged also the statement by the representative of the Republic of Korea, indicating that, after the accession to the 1998 Global Agreement, the procedures for accession to the 1958 Agreement were under way and that it was now anticipated that the instrument of accession could be deposited in the third quarter of 2001.

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

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

Documentation: TRANS/WP.29/2001/33.

82. Referring to the above-listed proposal and the messages received prior to the session, the GRRF Chairman drew WP.29's attention to the revised annex 5, which dealt with the specific requirements for braking systems for vehicles transporting dangerous goods (ADR). He explained that GRRF had given careful consideration to the issue of providing shared endurance braking from the trailer of a tractor-trailer combination - a feature which was explicitly allowed under the ADR Agreement. However, GRRF had concluded that there would be considerable difficulty in developing Regulation No. 13 to allow this sharing of endurance braking without compromising a basic tenet that there should be full compatibility of tractors and trailers approved to the Regulation. Thus the proposed revised annex 5 required that the full endurance braking performance should be provided from the motor vehicle alone. This does not prevent additional endurance braking being provided from the trailer.

83. Because Regulation No. 13 is more onerous than the ADR provisions in this respect, there is no possibility that this revised annex 5 compromised the safety objectives of the Working Party on the Transport of Dangerous Goods (WP.15). On the other hand, because Regulation No. 13 only deals with requirements for the approval of new vehicles, there should be no risk that the

existing tractor-trailer combinations already in service, that comply with the ADR provisions, would be rendered illegal by this latest amendment to the Regulation. The Chairman of GRRF wished to reassure WP.15 that there was no intention of compromising the safety standards for which WP.15 was responsible and hoped that WP.15 would be content with the explanation he had given.

84. WP.29 noted the explanations provided by the Chairman of GRRF and recommended the adoption of document TRANS/WP.29/2001/33 by AC.1, with the corrections noted below. It was also noted that the new annex 18 contained in the proposal addressed safety requirements to be applied to complex electronic systems and that the text of this annex could be used as a model for other ECE Regulations which may be affected by such systems.

Annex 4

Paragraph 1.4.1.2.2., correct to read:

"..... state of charge conditions where state of charge 3/ is determined by the method ....."

Paragraph 1.5.1.7. (new), renumber as paragraph 1.5.1.8.

Annex 5, the second part of paragraph 2.3.1.5., renumber as paragraph 2.3.2., to read:

"..... towed mass but not exceeding a total of 44 tonnes.

2.3.2. If a trailer is equipped with an endurance braking system ....."

Annex 13, paragraph 4.1.1., correct to read:

"4.1.1. Sensor anomalies, which cannot be detected under static ....."

4.2.2. Regulation No. 13 (Braking)

Documentation: TRANS/WP.29/2001/34.

85. WP.29 noted the text of the draft Corrigendum and recommended its adoption by AC.1.

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

Documentation: TRANS/WP.29/2001/35 and Add.1.

86. WP.29 considered the proposal and recommended its adoption by AC.1 with the below mentioned correction to document TRANS/WP.29/2001/35. It was noted that the set of amendments to Regulation No. 13-H was parallel with those to Regulation No. 13 (see para. 84 above), however, limited to vehicles within its scope (category M1).

Annex 6, paragraph 4.1.1., correct to read:

"4.1.1. Sensor anomalies, which cannot be detected under static ....."

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

Documentation: TRANS/WP.29/2001/26.

87. WP.29 considered the proposal and recommended its adoption by AC.1. It was noted that it would extend the use of the distance derogation (240 mm instead of 350 mm) for the lower safety-belt anchorages in the rear seat central positions to all vehicles of category M1 and N1, whilst it previously had applied to bench seats only.

88. The expert from Consumers International stated that his organization considered that the further extension of narrow safety-belt anchorages within the vehicle fleet was not in the consumers' best interests. Safety-belts mounted on such narrow anchorages were harder for adults to use, and increased incompatibility problems for child restraints held in place by an adult safety-belt. Consumers International opposed the adoption of this amendment throughout.

4.2.5. Regulation No. 16 (Safety-belts)

Documentation: TRANS/WP.29/2001/22.

89. WP.29 considered the proposal and recommended its adoption by AC.1. The secretariat drew the attention of WP.29 to annex 13 and its appendix 1, of the Consolidated Resolution on the Construction of Vehicles (R.E.3) (document TRANS/WP.29/78/Rev.1), that would become divergent from the provisions of Regulation No. 16, after the entry into force of the above-mentioned amendment.

4.2.6. Regulation No. 17 (Strength of seats)

Documentation: TRANS/WP.29/2001/23.

90. WP.29 considered the proposal and recommended its adoption by AC.1. It was noted that the English and Russian text should be corrected to refer to paragraph 3.1. (instead of erroneous 3.1.1.).

4.2.7. Regulation No. 22 (Protective helmets)

Documentation: TRANS/WP.29/2001/27.

91. The Chairman of GRSP recalled its presentation of the results of the twenty-ninth session (see para. 57 above) and informed WP.29 that the document had been approved by GRSP with the modification noted below. WP.29 agreed that the modified Corrigendum should be transmitted to AC.1 for adoption.

Paragraphs 7.4.1.3. and 7.4.2.3., should be deleted (and inserted in document TRANS/WP.29/2001/28).

4.2.8. Regulation No. 22 (Protective helmets)

Documentation: TRANS/WP.29/2001/28.

92. In conjunction with the consideration of document TRANS/WP.29/2001/27 (see para. 91 above), WP.29 recommended adoption of document TRANS/WP.29/2001/28, with the corrections noted below.

Paragraph 6.7., should be deleted.

New paragraphs 7.4.1.3. and 7.4.2.3., should be inserted (from document TRANS/WP.29/2001/28).

4.2.9. Regulation No. 30 (Pneumatic tyres)

Documentation: TRANS/WP.29/2001/36.

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

4.2.10. Regulation No. 44 (Child restraints)

Documentation: TRANS/WP.29/2001/24.

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

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

Documentation: TRANS/WP.29/2001/37.

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

4.2.12. Regulation No. 67 (Equipment for LPG)

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

96. WP.29 considered the Corrigendum and recommended its adoption by AC.1.

4.2.13. Regulation No. 83 (Emissions of M1 and N1 categories of vehicles)

Documentation: TRANS/WP.29/2001/30.

97. WP.29 considered the proposal and recommended its adoption by AC.1. It was noted that it would introduce in the Regulation provisions for emission testing of vehicles equipped with periodically regenerating anti-pollution systems, taking into account their inherent properties.

4.2.14. Regulation No. 89 (Speed limitation devices)

Documentation: TRANS/WP.29/2001/38.

98. WP.29 recalled that consideration of this item should be deferred (see paras. 2 and 11 above). The Chairman of GRRF said that it was likely to be ready for adoption in the next sessions of WP.29 and AC.1 in November 2001,

because the questions concerning the draft had been resolved, but the administrative consent needed to be granted. He concluded that this amendment to Regulation No. 89 would offer systems more sophisticated than cruise control to M1 category vehicles and said that some of these systems were already marketed.

4.2.15. Regulation No. 94 (Frontal collision protection)

Documentation: TRANS/WP.29/2001/25.

99. WP.29 considered the proposal and recommended its adoption by AC.1, with the amendment noted below. The Chairman of GRSP noted that its provisions would align the Regulation with EC Directive 96/79/EC, as amended.

Paragraph 11.2., amend to read:

"11.2. As from 1 October 2002, Contracting Parties applying ...."

4.2.16. Regulation No. 100 (Battery electric vehicles)

Documentation: TRANS/WP.29/2001/31.

100. WP.29 considered the proposal and recommended its adoption by AC.1. The Chairman said that it limits the emissions of hydrogen during recharging of traction batteries of electric vehicles, in order to achieve the desirable safety level.

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

Documentation: TRANS/WP.29/2001/39.

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

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

Documentation: TRANS/WP.29/2001/32; informal document No. 7 of annex 1 to this report.

102. When considering the proposal the expert from OICA drew the attention of WP.29 to an inconsistency which its introduction would cause with respect to insufficient accuracy in the terminology, in particular with respect to the definition of the excess flow valve. To resolve the question, WP.29 agreed with the below-mentioned modification of the definition of the excess flow valve. It also agreed that this additional amendment should be introduced in the document together with that proposed in informal document No. 7 (reproduced below). WP.29 recommended the adoption of the amended document by AC.1, as a Corrigendum to Regulation No. 110. It stressed the importance of corrections to paragraphs 5.5. and 5.6. of annex 4A, where in the original text the pressure and flow values had been erroneous.

Paragraph 2.10., amend to read.

"2.10. "Excess flow valve" (excess flow limiting device) means a device which automatically shuts off, or limits, ...."

Paragraph 17.6.1., correct to read:

"17.6.1. Rigid fuel lines shall be made of seamless material: either stainless steel or steel with corrosion-resistant coating."

#### 4.3. CONSIDERATION OF NEW DRAFT REGULATIONS

103. Consideration of the three new draft Regulations was deferred (see paras. 2 and 11 above). For the titles of the draft Regulations and the symbols of the corresponding documents please refer to the session agenda (TRANS/WP.29/790, items 4.3.1. to 4.3.3.).

#### 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.

104. Item deferred (see paras. 2 and 11 above).

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

Documentation: TRANS/WP.29/2000/50; TRANS/WP.29/2001/13.

105. WP.29 considered the proposal for a Supplement (TRANS/WP.29/2000/50) to the Regulation and recommended its adoption by AC.1.

106. Considered was also the proposal for a Corrigendum (TRANS/WP.29/2001/13) and WP.29 recommended its adoption by AC.1.

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

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

107. Item deferred (see paras. 2 and 11 above).

4.4.4. Regulation No. 52 (Small capacity passenger vehicles)

Documentation: TRANS/WP.29/2000/52.

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



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

Documentation: TRANS/WP.29/2000/23/Rev.1; TRANS/WP.29/2001/17.

109. WP.29 considered and recommended for adoption by AC.1 document TRANS/WP.29/2001/17 only (see para. 2 above).

**5. 1998 AGREEMENT (GLOBAL)**

5.1. Legal and administrative procedures and the status of the Agreement

Documentation: Informal documents Nos. 1 and 5 of annex 1 to this report.

110. WP.29 reiterated its appreciation of the achievements and intentions of South Africa (informal document No. 1, see para. 80 above).

111. The secretariat distributed informal document No. 5 with the details concerning the twelve Contracting Parties to the Agreement.

112. The representative of Finland informed WP.29 that his country's instrument of accession to the Agreement was deposited with the UN Secretary-General on 8 June 2001. The secretariat was able to confirm the information using the information on the Status of Multilateral Treaties accessible via the Internet ( <http://untreaty.un.org> ), however, the corresponding Depository Notification was not yet available.

113. The representative of Hungary informed WP.29 that the Parliament of his country decided on 9 March 2001 that Hungary should accede to the 1998 Agreement and said that it should not take long before depositing the instrument of accession with the UN Secretary-General.

114. The Chairman of the Executive Committee of the 1998 Agreement (AC.3) informed WP.29 that the Committee would at its second session on Thursday, 28 June 2001 consider the legal and administrative procedures of the application of the Agreement in a private session.

5.2. Future global technical regulations (gtr)

Documentation: TRANS/WP.29/2000/33; TRANS/WP.29/2000/44; TRANS/WP.29/2000/66; TRANS/WP.29/2001/21 and Add.1; informal documents Nos. 8, and 11 of annex 1 to this report.

115. The representative of the United States of America informed WP.29 of the proposed environment-related candidates for development as global technical regulations (informal document No. 8). WP.29 appreciated the information and the Chairman confirmed that the proposal to consider the:

- (i) OBD system for heavy-duty vehicles and engines;
- (ii) Test procedure for particulate matter emissions of heavy-duty engines;

- (iii) In-use compliance test protocol for heavy-duty diesel-powered vehicles;
- (iv) World-wide heavy-duty certification procedure (WHDC);
- (v) World-wide motorcycle certification procedure (WMTC) corresponded well with the work being carried by GRPE.

116. The representative of the Russian Federation introduced informal document No. 11. He explained that his country's proposal to give priority to consideration of candidate global technical regulations based on ECE Regulations Nos. 14, 43 and 48 was based on the analysis of all proposals and opinions listed in the working documents and on the application of these Regulations in the Russian Federation (see the documentation above). WP.29 commended the concise tabulary presentation of the proposals collected from March 1999 until March 2001.

117. The Chairman of the Executive Committee of the 1998 Agreement (AC.3) informed WP.29 that the Committee would at its second session on Thursday, 28 June 2001 consider the priorities for developing global candidate technical regulations in a public session. He stated that no final decision was expected, because the representative of the EC would only be able to provide some informal preferences (see para. 19 above).

## **6. 1997 AGREEMENT (INSPECTIONS)**

### **6.1. Status of the Agreement**

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

118. The secretariat distributed the informal document, giving details concerning the six Contracting Parties to the Agreement and confirming that the draft Rule No. 1 (TRANS/WP.29/791) was expected to enter into force on 4 December 2001 and be annexed to the Agreement.

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

#### **6.2.1. Draft Rule No. 2 (Inspections with regard to safety)**

Documentation: (TRANS/WP.29/2001/19).

119. WP.29 recalled that during the previous session it had been decided that the proposal for draft Rule No. 2 should only be considered after receiving the CITA expert advice to it, not before March 2002 (TRANS/WP.29/776, paras. 94 and 95).

**7. OTHER BUSINESS**

7.1. Publication "World Forum for Harmonization of Vehicle Regulations (WP.29) - How it Works - How to Join it"

Documentation: TRANS/WP.29/2000/65; TRANS/WP.29/2000/65/Corr.1; TRANS/WP.29/2000/65/Add.1; TRANS/WP.29/743, annex 2.

120. WP.29 considered and adopted the draft publication, as contained in the above-mentioned documents. Also considered were the amendments proposed by the representative of Finland. The secretariat was invited to proceed with the issuing of the publication, following not only the corrections and modifications proposed by Finland, but correcting and updating the text, wherever necessary, in order to reflect as closely as possible the situation at the time of printing. It was also suggested that a table of contents would make the handling of the publication easier.

121. WP.29 stressed the importance of the publication and expressed its wish to have it available for distribution as soon as possible. It was agreed that during the next session WP.29 should consider the ways for its promotion and transmission to all concerned institutions and organizations, including the World Trade Organization.

7.2. ISO Business Plans

Documentation: Informal documents Nos. 2, 3, and 13 of annex 1 to this report.

122. The expert from ISO presented informal document No. 2, informing WP.29 that the action plans of ISO Technical Committees were made available for public comments. He invited the WP.29 delegations to examine the plans available in the website of ISO ( <http://isotc.iso.ch/livelink/livelink/> ), and provide eventual suggestions to the secretaries of the Committees and to the ISO Central Secretariat.

123. The Chairman of ISO TC 22 Road Vehicles tabled the detailed business plan of his Technical Committee (informal document No. 3) and gave a presentation of the Committee's functions, organization and achievements. He acknowledged the cooperation with WP.29 and indicated the commitment for its continuation.

124. In the discussion which followed the presentation, the experts from ISO responded to the questions posed by the representative of the Russian Federation and described how the responsibilities were distributed within ISO and in relation to other organizations, including the European Committee for Standardization (CEN).

7.3. Research in Japan on safety regulations

Documentation: Informal document No. 10 of annex 1 to this report.

125. The representative of Japan presented the results of the research aimed to reduce the danger of accidents caused by blind spots in the driver's field of vision. He informed WP.29 that the corresponding national regulation

should be drafted by March 2002 and applied to all vehicles. He also indicated the intention to present the results of the study for consideration to GRSG at its eighty-first session, in October 2001.

126. He also said that four additional draft regulations are under discussion, namely:

- pedestrian head protection in frontal collisions
- display instruments
- occupant protection in case of frontal offset collisions
- speed limitation device.

7.4. The Ministerial Conference on Transport and Environment  
(Tokyo, 15-16 January 2002)

Documentation: Informal document No. 14 of annex 1 to this report.

127. The representative of Japan briefed WP.29 about the Conference being prepared by the Ministry of Land, Infrastructure and Transport, and targeting the marine and air pollution. He distributed the informal document, giving some details of the draft programme and of the preparatory work. He explained that one of the purposes of the Conference would be to promote the work of WP.29.

7.5. Eighteenth International Technical Conference on the Enhanced Safety of Vehicles (Nagoya, 19-22 May 2003)

128. The representative of Japan distributed the first announcement of the Conference, extending the invitation to all delegations.

7.6. Wish of a recovery to the Honorary Chairman of WP.29, Mr. G. Pocci

129. The representative of Italy transmitted to WP.29 personal greetings from Mr. Pocci, convalescing after a heart operation. WP.29 wished to send to Mr. Pocci its regards and wishes for a complete forthwith recovery.

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

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

\* \* \*

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

### **1. 1958 AGREEMENT**

**EIGHTEENTH SESSION of the Administrative Committee (AC.1)**  
of the amended Agreement

#### **1.1. ESTABLISHMENT OF THE AC.1**

131. Of the thirty-seven Contracting Parties to the Agreement, representatives of thirty countries were present and established AC.1 for its eighteenth session.

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

1.2.1. Regulation No. 13 (Braking)

132. Parties applying the Regulation: 32 present and voting: 29  
Adoption of document TRANS/WP.29/2001/33 by unanimity, as modified by WP.29 (see para. 84 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 09 series of amendments to Regulation No. 13 (Article 12 of the Agreement).

1.2.2. Regulation No. 13 (Braking)

133. Parties applying the Regulation: 32 present and voting: 29  
Adoption of document TRANS/WP.29/2001/34 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 5 to the 09 series of amendments to Regulation No. 13, applicable ab initio.

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

134. Parties applying the Regulation: 29 present and voting: 25  
Adoption of documents TRANS/WP.29/2001/35 and Add.1 by unanimity, as corrected by WP.29 (see para. 86 above). Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 2 to Regulation No. 13-H (Article 12 of the Agreement).

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

135. Parties applying the Regulation: 31 present and voting: 28  
Adoption of document TRANS/WP.29/2001/26 by unanimity, with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as Corrigendum 1 to draft Supplement 2 to the 05 series of amendments to Regulation No. 14, applicable ab initio.

1.2.5. Regulation No. 16 (Safety-belts)

136. Parties applying the Regulation: 31 present and voting: 28  
Adoption of document TRANS/WP.29/2001/22 by unanimity, with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 12 to the 04 series of amendments to Regulation No. 16 (Article 12 of the Agreement).

1.2.6. Regulation No. 17 (Strength of seats)

137. Parties applying the Regulation: 31 present and voting: 28  
Adoption of document TRANS/WP.29/2001/23 by unanimity, as corrected by WP.29 (see para. 90 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 1 to Supplement 1 to the 07 series of amendments to Regulation No. 17, applicable ab initio.

1.2.7. Regulation No. 22 (Protective helmets)

138. Parties applying the Regulation: 30 present and voting: 28  
Adoption of document TRANS/WP.29/2001/27 by unanimity, as modified by WP.29 (see para. 91 above), with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as Corrigendum 3 to the 05 series of amendments to Regulation No. 22, applicable ab initio.

1.2.8. Regulation No. 22 (Protective helmets)

139. Parties applying the Regulation: 30 present and voting: 28  
Adoption of document TRANS/WP.29/2001/28 by unanimity, as modified by WP.29 (see para. 92 above), with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 1 to the 05 series of amendments to Regulation No. 22 (Article 12 of the Agreement).

1.2.9. Regulation No. 30 (Pneumatic tyres)

140. Parties applying the Regulation: 32 present and voting: 29  
Adoption of document TRANS/WP.29/2001/36 by unanimity, with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 12 to the 02 series of amendments to Regulation No. 30 (Article 12 of the Agreement).

1.2.10. Regulation No. 44 (Child restraints)

141. Parties applying the Regulation: 25 present and voting: 25  
Adoption of document TRANS/WP.29/2001/24 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 4 to the 03 series of amendments to Regulation No. 44 (Article 12 of the Agreement).

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

142. Parties applying the Regulation: 32 present and voting: 29  
Adoption of document TRANS/WP.29/2001/37 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 14 to Regulation No. 54 (Article 12 of the Agreement).

1.2.12. Regulation No. 67 (Equipment for LPG)

143. Parties applying the Regulation: 25 present and voting: 24  
Adoption of document TRANS/WP.29/2001/29 by unanimity, with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as Corrigendum 2 to the 01 series of amendments to Regulation No. 67, applicable ab initio.

1.2.13. Regulation No. 83 (Emissions of M1 and N1 categories of vehicles)

144. Parties applying the Regulation: 31 present and voting: 28  
Adoption of document TRANS/WP.29/2001/30 by unanimity, with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 2 to the 05 series of amendments to Regulation No. 83 (Article 12 of the Agreement).

1.2.14. Regulation No. 89 (Speed limitation devices)

145. Item deferred (see para. 98 above).

1.2.15. Regulation No. 94 (Frontal collision protection)

146. Parties applying the Regulation: 15 present and voting: 15  
Adoption of document TRANS/WP.29/2001/25 by unanimity, as modified by WP.29 (see para. 99 above). Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 1 to the 01 series of amendments to Regulation No. 94 (Article 12 of the Agreement).

1.2.16. Regulation No. 100 (Battery electric vehicles)

147. Parties applying the Regulation: 29 present and voting: 27  
Adoption of document TRANS/WP.29/2001/31 by unanimity, with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 1 to Regulation No. 100 (Article 12 of the Agreement).

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

148. Parties applying the Regulation: 28 present and voting: 24  
Adoption of document TRANS/WP.29/2001/39 by unanimity. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 1 to Regulation No. 109 (Article 12 of the Agreement).

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

149. Parties applying the Regulation: 34 present and voting: 29  
Adoption of document TRANS/WP.29/2001/32 by unanimity, as modified by WP.29 (see para. 102 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 Regulation No. 110, applicable ab initio.

1.3. CONSIDERATION OF DRAFT AMENDMENTS TO EXISTING REGULATIONS  
(FORMERLY OUTSTANDING)

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

150. Item deferred (see para. 104 above).

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

Documentation: TRANS/WP.29/2000/50; TRANS/WP.29/2001/13.

151. Parties applying the Regulation: 16 present and voting: 15  
Adoption of document TRANS/WP.29/2000/50 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 5 to the 03 series of amendments to Regulation No. 36 (Article 12 of the Agreement).

152. Document TRANS/WP.29/2001/13 was also adopted by unanimity. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as Corrigendum 1 to Supplement 3 to the 03 series of amendments to Regulation No. 36 (English and Russian only), applicable ab initio.

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

153. Item deferred (see para. 107 above).

1.3.4. Regulation No. 52 (Small capacity passenger vehicles)

154. Parties applying the Regulation: 18 present and voting: 17  
Adoption of document TRANS/WP.29/2000/52 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 3 to the 01 series of amendments to Regulation No. 52 (Article 12 of the Agreement).

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

155. Parties applying the Regulation: 27 present and voting: 24  
Adoption of document TRANS/WP.29/2001/17 by unanimity. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 1 to Regulation No. 107 (Article 12 of the Agreement).

1.4. CONSIDERATION OF NEW DRAFT REGULATIONS

156. Items deferred (see para. 103).

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

2.1. Legal and administrative procedures concerning the Agreement

157. The Executive Committee resumed its exchange of views on the questions of legal and administrative procedures and the implementation of the Agreement. The United States of America urged other Contracting Parties to contact the United Nations authorities regarding this issue. Other Contracting Parties expressed their support, aimed for resolution of the pending questions.

2.2. Priorities for developing global technical regulations

Documentation: TRANS/WP.29/2000/33; TRANS/WP.29/2000/44; TRANS/WP.29/2000/66; TRANS/WP.29/2001/21 and Add.1; informal documents Nos. 8, and 11 of annex 1 to this report.

158. The representative of the European Community confirmed that while he had not yet received a mandate to set the priorities for candidate global technical regulations proposed by EC, he could informally state some preferences. He acknowledged the work being done by the GRSG informal group on "Common Tasks" chaired by Japan, and said that resolution of the problems addressed by the group was of general importance. He said that in the first phase of work importance should be given to consideration of harmonization of requirements for tyres, lighting, brakes, frontal and side impact, pedestrian protection and emission requirements for diesel engines. For the second phase, he mentioned vehicle compatibility and the Intelligent Transport Systems. Closing his informal presentation, he noted that other issues should not be omitted, as e.g. replacement brake linings and suggested that when assigning the priorities it might also be desirable to evaluate the feasibility of the project, in order to achieve the establishment of the first global technical regulation within an acceptable period of time.

159. Following the invitation by the Chairman of AC.3, the representative of Japan presented his Government's preferences (see TRANS/WP.29/2000/33) and

supported the view that establishing of the first global technical regulation would be an important landmark.

160. The representative of Canada enumerated the preferences of his Government in the area of safety (see TRANS/WP.29/2001/21/Add.1). His colleague completed the information by expression of support to the work being done by GRPE with the aim of international harmonization in the field of the protection of the environment (WHDC, WMTC, diesel engine emissions, testing and measurement procedures, driving cycles).

161. The representative of the Russian Federation recalled the presentation of the preferences of his Government during the one-hundred-and-twenty-first session of WP.29 (TRANS/WP.29/2001/21) and recalled that in informal document No. 11 all available proposals were analysed and, as a result, the priority proposed to projects of global technical regulations based on ECE Regulations Nos. 14, 43 and 48 (see para. 116 above).

162. The representatives of the United States of America recalled the presentation of the proposed environment-related candidates for global harmonization, as mentioned in informal document No. 8 (see para. 115 above) and the safety-related candidates (see TRANS/WP.29/2001/21/Add.1). The Chairman of GRPE had specific questions to informal document No. 8, in order to make sure that his body had been on target when setting plans for addressing "off-cycle emissions".

163. Summarizing the discussion, the Chairman of AC.3 proposed to postpone decisions concerning any priority setting to the next session, for which he hoped to have available an official proposal from the European Community. He stressed that the harmonization process was the most important one in the 1998 Agreement and underlined that listing of technical regulations of the Contracting Parties in the Compendium of Candidates was a necessary condition for this process.

164. During the discussion which followed, several observers present in the meeting joined the opinion of some Contracting Parties that the harmonization work may already progress at least for the top priority subjects, before the legal functions of the Compendium were established.

2.3. Organization of work of the subsidiary bodies of WP.29 with respect to preparation of global technical regulations

165. The AC.3 agreed in principle that the global harmonization work which had already started in the safety-related subsidiary groups of WP.29 might continue for the time being. This was considered particularly relevant for new projects, not based on existing technical regulations of the Contracting Parties. However, it was made clear that, after the priority items would be selected, some existing projects could be set aside in order to ensure sufficient attention to the most important subjects. Concerning the work in GRPE, the AC.3 agreed that the on-going work was consistent with the proposed priorities of the Contracting Parties.

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Annex 1LIST OF INFORMAL DOCUMENTS DISTRIBUTED WITHOUT A SYMBOL  
DURING THE ONE-HUNDRED-AND-TWENTY-FOURTH SESSION

No.	Transmitted by	Agenda item	Language	Title
1.	South Africa	4.1., 5.1.	E	The Republic of South Africa Accession to the UN ECE WP.29 1958 and 1998 Agreements
2.	ISO	7.2.	E	Business plans of ISO technical committees open to public review
3.	ISO	7.2.	E	ISO TC22's draft business plan for year 2001
4.	Secretariat	2.2.	E	Matters arising from the 53rd session of the Inland Transport Committee
5.	Secretariat	5.1.	E	Agreement Concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts Which Can be Fitted and/or be Used on Wheeled Vehicles - Situation on 22 June 2001
6.	Secretariat	6.1.	E	Agreement Concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections - Situation on 22 June 2001
7.	Secretariat	4.2.18.	E/F/R	Draft Corrigendum 2 to Regulation No. 110 (An additional amendment to document TRANS/WP.29/2001/32)
8.	United States of America	5.2.	E	Proposed Environment-Related Candidates for Development as Global Technical Regulations
9.	Japan	3.5.2.	E	Summary Report of the Second "Common Tasks" Group Meeting
10.	Japan	7.3.	E	The Draft Regulation on Driver's Field of Vision
11.	Russian Federation	5.2.	E/R	Proposal for Establishing Priorities for Development Global Technical Regulations
12.	Russian Federation	2.2.1.	E/R	Research Status - Harmful Substance Concentration in the Air of Vehicle Cab/Compartment due to Access of Exhaust Gases and Fuel Vapours
13.	ISO	7.2.	E	The road vehicle standards - Presentation to WP.29 of the business plan of ISO/TC22

No.	Transmitted by	Agenda item	Language	Title
14.	Japan	7.4.	E	The Ministerial Conference on Transport and Environment
-	Canada	5.2. and AC.3	E	Draft flow diagram for developing global technical regulations in the farmework of the 1998 Agreement
-	Japan	7.5.	E	18th International Technical Conference on the Enhanced Safety of Vehicles (Nagoya, 19-22 May 2003) First Announcement

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Annex 2

**PROVISIONAL CALENDAR OF MEETINGS OF WP.29 AND OF ITS SUBSIDIARY BODIES  
FOR 2002 \*/**

<u>Meetings</u>	<u>Session</u>	<u>Dates</u>	<u>No. of half-days</u>
Working Party on Pollution and Energy (GRPE)	forty-third	15 - 18 January (p.m./a.m.)	6
Working Party on Brakes and Running Gear (GRRF)	fifty-first	4 - 8 February (p.m./a.m.)	8
Working Party on Noise (GRB)	thirty-sixth	26 Feb. - 1 March (p.m./a.m.)	6
Administrative Committee (WP.29/AC.2)	seventy-eighth	11 March	2
World Forum (WP.29) and Admin./ Executive Committees (AC.1; AC.3; AC.4)	one-hundred-and-twenty-sixth 20th; 5th; [2nd?]	12 - 15 March	8
Working Party on Light. and Light-Signal. (GRE)	forty-eighth	9 - 12 April (p.m./a.m.)	6
Working Party on Gen. Safety Provisions (GRSG)	eighty-second	29 April - 3 May (p.m./a.m.)	8
Working Party on Passive Safety (GRSP)	thirty-first	13 - 17 May (p.m./a.m.)	8
Working Party on Pollution and Energy (GRPE)	forty-fourth	11 - 14 June (p.m./a.m.)	6
Administrative Committee (WP.29/AC.2)	seventy-ninth	24 June	2
World Forum (WP.29) and Admin./ Executive Committees (AC.1; AC.3; AC.4)	one-hundred-and-twenty-seventh 21st; 6th [3rd?]	25 - 28 June	8
Working Party on Brakes and Running Gear (GRRF)	fifty-second	9 - 11 September	6
Working Party on Noise (GRB)	thirty-seventh	12 and 13 September	4
Working Party on Light. and Light-Signal. (GRE)	forty-ninth	30 Sept. - 4 October (p.m./a.m.)	8
Working Party on Gen. Safety Provisions (GRSG)	eighty-third	15 - 18 October (p.m./a.m.)	6
Administrative Committee (WP.29/AC.2)	eightieth	11 November	2
World Forum (WP.29) and Admin./ Executive Committees (AC.1; AC.3; AC.4)	one-hundred-and-twenty-eighth 22nd; 7th; [4th?]	12 - 15 November	8
Working Party on Passive Safety (GRSP)	thirty-second	3 - 6 December (p.m./a.m.)	6
		Total	----- 108 half-days (54 days)

\*/ The sessions marked "(p.m./a.m.)" will begin in the afternoon, at 14.30 h on the indicated date and will be closed at 12.30 h on the indicated date. The sessions not marked start at 9.30 h on the indicated date and are expected to last until 17.30 h on the indicated date.

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

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

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

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

AC.3 (1998 Agreement) on Thursdays afternoon;

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

Notes:

Inland Transport Committee (ITC), sixty-fourth session: 19-21 February 2002;  
(ITC Bureau: 18 February (p.m.) and 22 February (a.m.) 2002);

Geneva Motor Show, Palexpo: 7-17 March 2002;  
(Press days: 5 and 6 March 2002);

Economic Commission for Europe, fifty-seventh session: 29 April - 3 May 2002.

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Annex 3

DRAFT PUBLICATION

"WORLD FORUM FOR HARMONIZATION OF VEHICLE REGULATIONS (WP.29)  
HOW IT WORKS - HOW TO JOIN IT"

(TRANS/WP.29/2000/65; TRANS/WP.29/2000/65/Corr.1;  
TRANS/WP.29/2000/65/Add.1; TRANS/WP.29/743, annex 2)

COMMENTS TABLED BY THE REPRESENTATIVE OF FINLAND,  
CONSIDERED BY WP.29 AT ITS ONE-HUNDRED-AND-TWENTY-FOURTH SESSION

**Amendments to documents TRANS/WP.29/2000/65 and Add.1:**

FOREWORD,

Add a footnote (reference after words "Blue Book" in 1<sup>st</sup> paragraph):

"1) The Agreements explained in this document evolve constantly, like the Regulations and Rules annexed in those, and the participation of countries and organizations to the work of WP.29. Hence, the information herein reflects the situation as end of June 2001."

Justification: self-explanatory.

Chapter I,

page 6, line 6: "... of 114 UN/ECE Regulations."

Page 6, 1<sup>st</sup> paragraph, add to the end: "... by Australia in 2000 as well as the Republics of South Africa and Korea in 2001."

Justification: updating.

Chapter II,

Participation of Governments

The bullet points of the 4<sup>th</sup> paragraph:

Delete from the first: "... or REIO"

Add to the second: "... of a country or a representative of REIO, indicating ..."

Justification: there is no Head of State, Head of Government or Minister for Foreign Affairs (yet) for EC, as a REIO.

Participation of Non-Governmental Organizations,

1<sup>st</sup> paragraph, 2<sup>nd</sup> last line: "... six and fifteen, depending..."

Justification: self-evident; there are 27 NGO's mentioned in annex V.

3<sup>rd</sup> and 4<sup>th</sup> paragraph: could an e-mail be sufficient to ask for an application form?

Chapter IV,

The 1958 Agreement,

2<sup>nd</sup> paragraph: "... has **38** Contracting Parties, ..." , "... Japan, Australia **and the Republics of South Africa and Korea.** ..."

Justification: update.

3<sup>rd</sup> paragraph, 2<sup>nd</sup> last line, editorial: "forum for **harmonizing** ..."

Principal Elements of 1958 Agreement:

1<sup>st</sup> bullet point: "... as well as **other** members of the United Nations, and..."

Justification: the members of the ECE are already members of the UN.

3<sup>rd</sup> bullet point, editorial: "... Committee **oversees** the process ..."

The 1998 Global Agreement,

2<sup>nd</sup> paragraph: "... global safety, **decrease** environmental pollution and consumption of energy, and improve ..."

Justification: self-evident, editorial.

3<sup>rd</sup> paragraph: update: Finland acceded 8 June 2001 (concerns also Chart 3)

Principal Elements of the 1998 Global Agreement:

1<sup>st</sup> bullet point: "... as well as **other** members of the United Nations, and..."

Justification: the members of the ECE are already members of the UN.

2<sup>nd</sup> bullet point, editorial: "... Committee **oversees** the process ..."

page 18, 4<sup>th</sup> bullet point, editorial: delete "**as**" from 1<sup>st</sup> line.

The 1997 Agreement on Periodical Technical Inspections

2<sup>nd</sup> paragraph: "... Ratification by **the other** signatory countries ..."

Justification: after the accession of Finland, there are not anymore 19 other signatories.



3<sup>rd</sup> paragraph, 2<sup>nd</sup> last line: "... passenger **vehicles** carrying **more than**

**8 passengers** and goods vehicles, **both with a maximum mass exceeding 3.5 tonnes, and used in international transport.**"

Justification: to adapt with the scope of Rule 1.

5<sup>th</sup> paragraph, delete 2<sup>nd</sup> last sentence referring to Germany and Switzerland, both of which have not acceded to the Agreement.

Amend the last sentence to read: "... 27 January 2001. **In accordance with the amendment of the 1971 European Agreement the inspection itself and the international technical inspection certificate, confirming that the vehicle has been inspected in accordance with the Rules annexed to the Agreement, will be required only two years after the entry into force of the amendment, i.e. as from 27 January 2003.**

Justification: important information for countries planning to accede.  
Principal Elements of the 1997 Agreement:

1<sup>st</sup> bullet point: "... as well as **other** members of the United Nations, and..."

Justification: the members of the ECE are already members of the UN.

Chart 4: update (Finland ratified 20 April, application on 19 June 2001)

Chapter V,

2<sup>nd</sup> paragraph, editorial: delete a comma from 4<sup>th</sup> line between "... proposal is ..."  
page 25: update the abbreviations for the Committees (**AC.3** and **AC.4**)

Chapter VI,

The whole chapter overlaps to a large extent with Chapter IV. The part concerning 1998 Agreement could be totally deleted, and suitable parts of other parts merged with the corresponding parts of Chapter IV.

(note: if Chapter VI is kept, correct on page 28, 1<sup>st</sup> paragraph "tape approval" to read "type approval")

Annex VI, Section 1,

2<sup>nd</sup> paragraph, 5<sup>th</sup> and 6<sup>th</sup> line: "... is mandatory **so that only** Community requirements, **and only those, can** apply. For vehicles other than **those of category M1 and two- or three-wheeled vehicles** and for agricultural ..."

3<sup>rd</sup> paragraph (editorial correction only): "... context of the UN/ECE. Equivalence between ..."

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