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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-FIFTH SESSION  
(6-9 November 2001)**
- B. REPORTS OF THE ADMINISTRATIVE/EXECUTIVE COMMITTEES**
- (1) 1958 Agreement - Nineteenth session of the Administrative Committee  
(AC.1) of the amended Agreement (7 November 2001)
- (2) 1998 Agreement (Global) - Third session of the Executive Committee  
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## REPORT

### ATTENDANCE

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) held its one-hundred-and-twenty-fifth session from 6 to 9 November 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): Andorra; Australia; Austria; Belgium; Bulgaria; Canada; Czech Republic; Estonia; Finland; France; Germany; Hungary; 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; Yugoslavia. 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); European Tyre and Rim Technical Organization (ETRTO); Working Party "Brussels 1952" (GTB); European LPG Association (AEGPL); International Motor Vehicle Inspection Committee (CITA); Federation of European Manufacturers of Friction Materials (FEMFM); International Petroleum Industry Environment Conservation Association (IPIECA); Federation of European Motorcyclists' Associations (FEMA); 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 from the Engine Manufacturers Association (EMA) took part in the session.

### OPENING OF THE SESSION

2. Addressing the delegates, Mr. J. Capel Ferrer, Director of the Transport Division, welcomed particularly the high-level representatives of the European Community, United States of America, and Andorra. Recalling the 11 September attacks, he expressed his sympathy to the representatives of the United States of America and his wish that similar acts should not happen again. In this connection, he stressed the importance of the anti-theft work of WP.29 and invited WP.29 to intensify its work towards enhanced safety and anti-theft protection of vehicles with special attention to heavy goods vehicles and those transporting dangerous goods. Recalling another tragic event related to transport, the Gotthard tunnel accident, he noted that draft recommendations to improve safety in tunnels had been prepared by the Ad hoc Multi-disciplinary Group of Experts and mentioned those applying to road vehicles. In this respect, he invited WP.29 to accelerate its regulatory work on anti-fire protection of vehicles. He also stressed the importance of enhancing the anti-fire protection of vehicles in use. Mr. Capel Ferrer also referred to the Round-Table on "New Vehicle Propulsion Technologies", which should be held during the sixty-fourth session of the Inland Transport Committee and thanked those who were preparing it for their efforts towards a successful event.

3. The Director of the Division also informed WP.29 that the Executive Secretary of the ECE, Mrs. D. Hübner, had left the ECE to take up a post in the Government of Poland, and that Mr. P. Garonna (Italy) was the acting Executive Secretary. Concerning the Transport Division, and the secretariat of WP.29 in particular, the Director announced that the selected candidate for the post of the Secretary of GRPE, GRB and GRE, Mr. R. Hubert (Luxembourg), would join the Division on 1 February 2002. Closing his address, Mr. Capel Ferrer reassured WP.29 of the engagement and commitment of the secretariat.

4. Mr. P. Weissenberg, Director in the Directorate General Enterprise of the Commission of the European Communities outlined to WP.29 the economic and social challenges of the automotive sector. He said that, in the European Union, the single market had been fully achieved for passenger cars in 1996 and soon after the EU had become Contracting Party to the 1958 and 1998 Agreements. He noted regulatory achievements in the areas of vehicle safety and protection of the environment and invited WP.29 to join the endeavour to improve the safety of pedestrians. He said that out of the 9,000 fatal accidents yearly in the European Community, 2,000 lives of pedestrians and cyclists could be saved annually by design improvements of motor vehicles. He described the currently considered commitments of the European, Japanese and Korean automobile manufactures to improve the related passive and active safety features of vehicles starting already in 2002, whilst introducing pedestrian friendly vehicle design features from 2005. He suggested to WP.29 to take the challenge and aim for global harmonization in that area, and consider it as a priority of its work.

5. The intentions to improve pedestrian safety were supported by the representative of Japan, who signalled the intentions of his Government to propose regulatory actions, based on the national experience and on the work carried out within the International Harmonized Research Activities (IHRA). The representative of the United States said that, with respect to pedestrian safety, road transport in her country differs in many aspects from that in Europe or in Japan, but indicated interest in sharing the US research and regulatory experience and in cooperating in efforts aimed at developing an international regulation on improved pedestrian protection.

6. Mr. S. Kratzke, Associate Administrator for Safety Performance Standards of the National Highway Traffic Safety Administration (NHTSA) of the United States of America, acknowledged that his visit was a consequence of the aspirations of WP.29 for global harmonization of vehicle regulations and noted that none of his predecessors had such an opportunity in the past. He thanked the delegates for the support expressed to his country and the victims in the wake of the terrorist acts of 11 September 2001. He expressed his personal commitment to improvements of road vehicle safety standards, globally harmonized in the framework of the 1998 Agreement. He explained that differences in vehicle fleets, driver behaviour and legal systems of countries in the world cause inevitable divergence in performance requirements imposed on vehicles and their parts and systems. However, he pointed out areas such as head restraints and door retention components, where early progress in global harmonization was possible. He expressed the wish that these potentials could be realized by global technical regulations developed under the Global Agreement of 25 June 1998. He reiterated the readiness to cooperate in the work and develop global technical regulations ensuring the best possible safety standards.

7. Mr. M. Alvarez, Minister of Economy of Andorra, extended also the condolences and support of his country to the United States of America. He stated that the work of WP.29 was very important for his country as Andorra could rely only on road transport. He acknowledged the intentions of his Government to define legal support for the harmonization of its national requirements with those applied to road vehicles and road transport in the ECE.



## **A. SESSION OF WP.29**

### **1. ADOPTION OF THE AGENDA**

8. The provisional agenda (TRANS/WP.29/814) was adopted by WP.29 with the modifications noted below:

(i) Additional document:

Item 5.2.8. document TRANS/WP.29/2001/56/Add.1

(ii) Additional item:

8.3. Replacement parts

(iii) Deferred items (for justifications see para. 12 below):

5.2.8. Regulation No. 39, TRANS/WP.29/2001/56/Add.1 only

5.2.14. Regulation No. 67

5.3.1. to 5.3.3. New draft Regulations

5.4.1. and 5.4.2. Draft amendments, outstanding.

9. The secretariat reported 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> ) and that the website featured also informal documents Nos. 1 to 14, which were received by the secretariat by Thursday 1 November 2001. Concerning the publication, the secretariat confirmed that a number of documents were released at the end of October only, and some of them not in all three working languages of the ECE. Not issued yet have been the report of WP.29 on its one-hundred-and-twenty-fourth session (TRANS/WP.29/792) and the reports of GRSP and GRPE on its twenty-ninth and forty-seventh session respectively. Of those three reports, only the last one (TRANS/WP.29/GRPE/42) had been submitted by the secretariat late for publication, i.e. 9 days after the expiry of the ten week publication deadline applicable for the current session of WP.29.

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

### **2. ELECTION OF OFFICERS FOR THE YEAR 2002**

11. In compliance with Rule 13 of the Rules of Procedure (TRANS/WP.29/690), WP.29 called the election of officers on Wednesday 7 November 2001 and confirmed Mr. B. Gauvin (France) Chairman and Mr. V. Koutenev (Russian Federation) Vice-Chairman for the three sessions scheduled for the year 2002.

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

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

12. The seventy-seventh session of WP.29/AC.2, considering the coordination and organization of work of WP.29, was held on 5 November 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. At the invitation of WP.29 the representatives of Canada participated, to advise WP.29/AC.2 concerning its future role in the field of Intelligent Transport Systems (TRANS/WP.29/792, paras. 23 and 26).

13. 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. 8 above). Concerning the deferred items, it was noted that:

(a) For item 5.2.8., document TRANS/WP.29/2001/56/Add.1, no consent could have been reached yet in the EC because of the short time period since the eighty-first session of GRSG, where this amendment was proposed; some test may be needed to confirm its feasibility;

(b) For item 5.2.14. additional time was needed to reach the consent in the EC;

(c) For items 5.3.1. to 5.3.3. the internal procedures in the EC were still in progress and the consideration and voting by AC.1 should therefore await their completion;

(d) For item 5.4.1. the vote should be in conjunction with the related new draft Regulation (item 5.3.1.);

(e) For item 5.4.2. no consent had yet been reached in the EC.

14. WP.29/AC.2 reviewed the update to the programme of work. As the outcome of the day, two new programme items were proposed, for all subsidiary Working Parties and for the WP.29 itself as well:

(i) Safety of Vehicles in tunnels (ii) Spare Parts

(For further details see agenda items 3.4. and 8.3. below).

15. In relation to the planning of work, WP.29/AC.2 acknowledged the proposal by the United States of America to develop a global technical regulation concerning On-Board Diagnostic Systems for Heavy-Duty Vehicles (informal document No. 13) and, in relation to it, acknowledged the proposals concerning the process of developing and format of global technical regulations (informal documents Nos. 5 and 6).

16. Recalling the research by Japan concerning the driver's field of visibility, which had been presented during the previous session of WP.29 (TRANS/WP.29/792, paras. 125 and 126), WP.29/AC.2 acknowledged the contribution by the Russian Federation (informal document No. 14) and by the representative of the United States of America, who made available copies of the Federal Motor Vehicle Safety Standard FMVSS 128 (Fields of direct view), which was proposed in the United States of America in the late seventies, and information which had lead to its development and subsequent termination.

17. WP.29/AC.2 examined also the Draft Programme of Work of WP.29 and its subsidiary bodies for 2002-2006 (TRANS/WP.29/2001/64) and recommended some editorial amendments (for details see item 3.2. below).

18. Considering the proposal by Australia to develop a new draft Regulation on Cabin Air Quality, WP.29/AC.2 considered the supporting evidence provided by Canada (informal document No. 3), recalled the information provided by the Russian Federation during the previous session of WP.29 (informal document No. 12 of the one-hundred-and-twenty-fourth session was re-distributed) and noted the information about a research on air quality in motor vehicles, which had been done in the United Kingdom. WP.29/AC.2 concluded that, comparing with the number of fatalities in traffic accidents, the prevention of carbon monoxide poisoning in vehicles could not be given priority. It recommended WP.29 to follow the technical development done in Australia, but suggested to give only low priority to the developing of an

international regulation concerning the danger of unintentional and/or suicidal poisoning by carbon monoxide contained in exhaust gases.

19. WP.29/AC.2 reviewed the draft programme for the round-table "New Vehicle Propulsion Technologies" (see item 3.2.2. below) and suggested that the organizing committee and GRPE should make the final check of the state of preparations on 15 January 2002, before the forty-third session of GRPE.

20. Mr. Y. Ian Noy (Chief, Ergonomics Division, Transport Canada), Chairman of the IHRA Working Group on Intelligent Transport Systems (ITS) gave WP.29/AC.2 an opportunity to preview and discuss his presentation prepared for WP.29 (for details see item 3.3. below). WP.29/AC.2 agreed to make the future involvement of WP.29 in harmonization in the area of ITS a major item of its agenda during the seventy-eighth session (March 2002), also with the perspective of the round-table, which in March 2001 had been proposed for February 2003 (TRANS/WP.29/776, para. 6).

21. WP.29/AC.2 considered also an informal proposal by the representative of the United Kingdom to improve the ECE type approval system, in order to achieve its more uniform application, including appropriate measures for dealing with problems related to product non-conformity with the approved type. The representative of the United Kingdom indicated his intention to give his proposal some final touches and make it available to WP.29 for consideration at its next session, in March 2002.

22. Reviewed was also the situation and status of all three Agreements related to WP.29; for details see items 5., 6. and 7. below. With respect to the 1998 Agreement (Global), WP.29/AC.2 suggested that the Executive Committee AC.3 of the Agreement should consider an inquiry tabled by the Chairman of GRE (marked as informal document "AC.2-2"), in order to clarify the relation between the technical scope of the Agreement and its impacts on trade.

23. The secretariat mentioned an information from CITA that matters related to the finalization of the proposal for draft Rule No. 2, to be annexed to the 1997 Agreement (Inspections) could not be finalized in time for the session of March 2002 as had been anticipated during the one-hundred-and-twenty third session of WP.29 (TRANS/WP.29/776, paras. 94 and 95). As a result, WP.29/AC.2 recommended to postpone the consideration of the matters related to the 1997 Agreement to June 2002.

24. Considering all aspects of the efficiency of work of WP.29, the Administrative Committee for the Coordination of Work recommended to keep the current schedule of three full-week sessions per annum, and make the best use of the available time. In this respect, WP.29/AC.2 proposed for the March 2002 session of WP.29:

(a) To call on Thursday 14 March 2002 and, if necessary, on Friday 15 March 2002 (before the report reading), an informal meeting of the Administrative Committee AC.1 of the 1958 Agreement, in order to have a detailed exchange of views and experience with type approval procedures and to consider measures for the improvement (see para. 21 above).

(b) To terminate the session on Friday 15 March 2002 at 12.30 h, and make the saved half-day with complete interpretation available to a subsidiary Working Party during the year 2002, as the need may arise.

25. WP.29/AC.2 received the information by the secretariat concerning the preparation of the publication "WP.29 - How it works - How to Join it" for issuing (for details see item 8.1. below).

26. Received from the Working Party on Road Traffic Safety was a proposal to update definitions of moped and motorcycle in the 1968 Vienna Convention on

Road Traffic and in the 1971 Agreement on Road Traffic, supplementing the Convention (TRANS/WP.1/2001/34). WP.29/AC.2 recommended to transmit the document for consideration to GRSG at its eighty-second session (29 April - 3 May 2002), and ask GRSG for an expedite resolution and reply to WP.1.

27. Finally, WP.29/AC.2 examined the proposal by Australia to provide on request technical assistance to APEC economies (TRANS/WP.29/2001/63). It acknowledged the work carried out by APEC, the guidance provided by Australia and Japan, and was favourable to providing assistance, as the need may arise.

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

### 3.2. Programme of work and documentation

Documentation: TRANS/WP.29/2001/1/Amend.2; TRANS/WP.29/2001/64; informal document No. 14 of the annex to this report.

29. The update to the programme of work, prepared by the secretariat (TRANS/WP.29/2001/1/Amend.2), 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. The secretariat noted that except the first page the symbol of the document needed to be corrected to read "../Amend.2".

30. The representative of the Russian Federation presented informal document No. 14 and indicate the readiness to contribute the experience accumulated in his country to developing a regulation concerning the driver's field of vision, following the proposal by Japan during the previous session of WP.29 (see para. 16 above). WP.29 noted that a corresponding programme item existed in the plan of work of GRSG and that a suitable working proposal was already awaited. The representative of the European Community informed WP.29 about potential contribution from the technical approximation work in progress on the EC Directive concerning rear-view mirrors.

31. Referring to the programme of work of GRPE, the expert from OICA mentioned the urgent need to align Regulation No. 49 (Emissions of C.I., NG and P.I. (LPG) engines) with the updated EC Directive and proposed that GRPE should consider a proposal submitted by OICA at its next session, in January 2002. The Chairman of GRPE and the secretariat promised assistance in this work, noting that the 10-week document publication deadline for the forty-third session of GRPE had already expired on 5 November 2001.

32. Following the recommendation of the Administrative Committee for the Coordination of Work (see para. 17 above), WP.29 considered and adopted its draft Programme of Work for 2002-2006 (TRANS/WP.29/2001/64). Suggestions were made to improve the editorial form of the document (indenting of sections concerning the expected output). WP.29 agreed to transmit the formally improved document to the Inland transport Committee for the forthcoming sixty-fourth session (19-21 February 2002).

3.2.1. Project by Australia of a new draft ECE Regulation on cabin air quality

Documentation: Informal document No. 3 of the annex to this report; informal document No. 12 of the one-hundred-and-twenty-fourth session of WP.29 (redistributed, see the annex to this report).

33. Presenting informal document No. 3, the representative of Canada confirmed the opinion of WP.29/AC.2 that the number of fatalities caused by vehicle carbon monoxide poisoning was low in comparison with the numbers of accident victims (see para. 18 above). He presented statistics showing that low exhaust concentrations of carbon monoxide of current vehicles reduced significantly the danger of unintentional poisoning. He promised to inform WP.29 about comments that might be received on the subject, following the Notice, reported in his informal document.

34. The representative of the Russian Federation mentioned the safety aspects of air quality inside vehicle compartments and pointed out a national standard applied in his country (informal document No. 12 of the one-hundred-and-twenty-fourth session).

35. Following the recommendation of WP.29/AC.2, the World Forum agreed to keep the question of cabin air quality on its agenda and collect related information, but concluded that no urgent need existed to develop an international regulation in this field. The representative of Australia acknowledged the conclusion and the contributions received and agreed to inform WP.29 of any new developments.

3.2.2. Preparation of the round-table "New Vehicle Propulsion Technologies"

Documentation: Informal document No. 8 of the annex to this report.

36. WP.29 noted the draft programme of the round-table on "New Vehicle Propulsion Technologies", as proposed by the organizers, during a meeting in Paris, on 23 October 2001 (informal document No. 8). The Chairman of WP.29 described the objectives of the round-table and said that the planned presentations should provide a useful concise review of the existing and future technologies.

37. The experts from OICA and CLEPA confirmed the progress of preparations and renewed their commitment. In order to progress in presentations from present to future technologies, it was suggested to change the order of the papers in the panel "Engine Technology development" (inserting at the beginning a review of propulsion concepts, instead addressing "other" propulsion concepts at its end).

3.3. Intelligent Transport Systems (ITS)

Documentation: Informal document No. 15 of the annex to this report.

38. Following the invitation by WP.29 at its June session, WP.29 was given a presentation of the state of development, potential and challenges of ITS by Mr. Y. Ian Noy (Chief, Ergonomics Division, Transport Canada), Chairman of the IHRA ITS Working Group. In his presentation, Mr. Noy identified the benefits and risks of ITS technology, made WP.29 aware of difficulties, which the fast technological development could present to policy setting and regulatory control and suggested how WP.29 might address these problems in cooperation with the IHRA ITS Working Group and with the ECE Working Parties on Road Traffic Safety (WP.1) and Transport of Dangerous Goods (WP.15). He also made some preliminary suggestions concerning the distribution of tasks to the subsidiary bodies of WP.29. His complete presentation (Power Point) is available in the website of WP.29 (Informal documents - 125th session).

39. The representative of Japan introduced informal document No. 15, listing the ITS systems developed and/or under development in the framework of the Advanced Safety Vehicle Project (ASV-2).

40. In the discussion which followed, both Mr. Noy and the representative of Japan provided replies to several concrete questions. The Chairman of GRRF recalled the consideration of ITS technology with respect to braking of vehicles. The representative of FEMA related the application of ITS systems to motorcycles and pointed out some problems. Mr. Noy confirmed his intention to take part in the fifty-first session of GRRF (4-8 February 2002), focusing there on intelligent speed adaptation systems, which include the activation of vehicle braking systems.

41. WP.29 endorsed the intention of WP.29/AC.2 to make the question of ITC an item of its agenda in March 2002 and to consider already at that occasion the preparation of the round-table for February 2003 (see para. 20 above).

3.4. Ad hoc multi-disciplinary group of experts on safety in tunnels (AC.7)

Documentation: Informal document No. 7 of the annex to this report.

42. The secretariat informed WP.29 that the group of experts had concluded its work on the recommendations for enhancing the safety in road tunnels during its fourth meeting, which had been held in Geneva from 9-11 July 2001. The report of the session (TRANS/AC.7/8) could be consulted in the website of the Transport Division ( <http://www.unece.org/trans/Welcome.html> ) and the excerpt from the draft Recommendations, concerning road vehicles, was made available to WP.29 (informal document No. 7). The secretariat invited the delegations to consider the draft recommendations and communicate all relevant comments to the Transport Division secretariat at their earliest convenience.

It explained that the recommendations were expected to be considered and endorsed by the Inland Transport Committee at its forthcoming sixty-fourth session (19-21 February 2002).

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

4.1. Working Party on Lighting and Light-Signalling (GRE)

(Forty-sixth session, 27-30 March 2001)

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

43. WP.29 recalled the oral presentation which had been given by the GRE Chairman during the previous session (TRANS/WP.29/792, paras. 41-46), and approved the report.

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

Documentation: TRANS/WP.29/GRSG/59.

44. The oral presentation which had been given by the Chairman of GRSG during the one-hundred-and-twenty-fourth session was recalled (TRANS/WP.29/792, paras. 47-53) and WP.29 approved the report.

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

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

45. WP.29 recalled the account of the session results, which had been given by the GRSP Chairman during the previous session (TRANS/WP.29/792, paras. 54-63) and approved the report.

4.4. Working Party on Pollution and Energy (GRPE)  
(Forty-second session, 28-31 May 2001)

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

46. The presentation given by the GRPE Chairman during the previous session was recalled (TRANS/WP.29/792, paras. 64-78) and WP.29 approved the report. It was noted that in several paragraphs, in the references to the "next session" the dates should read 15-18 January 2002.

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

4.5.1. Working Party on Brakes and Running Gear (GRRF)  
(Fiftieth session, 10-12 September 2001)

47. The Chairman of GRRF informed WP.29 that two amending documents had been adopted for Regulation No. 13. Work would continue during the fifty-first session to develop both Regulations Nos. 13 and 13-H. This would include specific proposals concerning the use of spring brake systems as a secondary braking system, indication of a failure within the electrical control transmission of vehicle stability systems, and adaptation to the revised ISO 11992 standard (which concerned the transmission of signals between power driven vehicles and their trailers).

48. He also mentioned that a proposal for Modular Type Approval for Trailers might be adopted at the next session (February 2002), and that proposals concerning the facilitation of Periodical Technical Inspections of vehicles in service were also likely to be adopted. With respect to the illumination of stop lamps, he said that agreement had been reached to recommend that the stop lamps should be illuminated not only during the braking action by the driver, but also when the braking system was used to slow down the vehicle automatically. Referring to the compatibility of braking systems of heavy vehicle combinations, he said that an informal group was working on this question and would submit its proposal to GRRF for consideration.

49. Referring to Regulation No. 78 (Motorcycle braking), the Chairman said that an amendment had been adopted that determined stopping distance using mean fully developed deceleration. However, it was agreed that technical services should perform tests in order to confirm its practical feasibility. He confirmed that interest had been shown in GRRF to harmonize motorcycle braking requirements worldwide, and a concrete proposal could be expected in the near future for a candidate global technical regulation on motorcycle braking.

50. The Chairman also recalled the adoption of an amendment to Regulation No. 90 (Replacement brake linings) and said that development was expected to continue. GRRF was awaiting WP.29's decision on priorities for developing global technical regulations and the Chairman noted that proposals had been made to consider also replacement brake linings.

51. Concerning the preparation of a global technical regulation on tyres, the Chairman of GRRF reported that the informal group had made considerable progress. However, the final decision in the United States of America concerning the amendments to the Federal Motor Vehicle Safety Standard on tyres will be particularly relevant to future work in this area. He also reported that development continued of a new tyre adhesion test, and announced that another meeting of the informal group was scheduled for November 2001.

52. Referring to tyre Regulations of the 1958 Agreement, the Chairman reported that proposals for draft amendments to Regulation Nos. 30 (Pneumatic tyres), 75 (Motorcycle tyres), 106 (Agricultural tyres), 108 (Retreaded pneumatic tyres), and 109 (Retreaded pneumatic tyres for commercial vehicles) would continue to be considered by GRRF at its next session.

53. Stressing the importance of Regulation No. 79 (Steering equipment) to the new technology of steer-by-wire, the Chairman said that GRRF had agreed to devote a considerable part of its next session in February 2002 to consideration of a proposal, from the informal group, that had been established to consider this issue.

54. Summarizing the work in other areas, the Chairman said that development continued of Regulation No. 111 (Handling and stability) and of a draft Regulation on wheels. He also mentioned that a Corrigendum had been adopted to Regulation No. 55 (Coupling devices).

55. Closing his résumé of the session, Mr. Malcolm Fendick reported that, following the Terms of Reference and Rules of Procedure of WP.29 (TRANS/WP.29/690), he had been re-elected Chairman of GRRF for the year 2002.

4.5.2. Working Party on Noise (GRB)  
(Thirty-fifth session, 13 and 14 September 2001)

56. The Chairman informed WP.29 that GRB had completed its work on the proposal for a draft Regulation concerning the rolling sound emission of tyres. He said that the proposed limits and introductory provisions of the proposed draft Regulation should fully correspond to the EC Directive 2001/43/EC of 27 June 2001 (amending Directive 92/23/EEC, relating to tyres). He stressed that, in order to save time and allow for the alignment of application dates, GRB had requested the secretariat to produce the final consolidated proposal for consideration by WP.29 and AC.1 at their sessions of March 2002. In this work, the secretariat should be assisted by the expert from Germany and, in addition, GRB should make a final review of the proposal (carrying a symbol of the WP.29 working document) at its next, thirty-sixth session, scheduled from 26 February to 1 March 2002. He hoped that the proposed procedure would not bring any difficulties and said that, if necessary, any last moment corrections could be transmitted to WP.29 in the form of an informal document.

57. Concerning the planned technical approximation of Regulation No. 51 (Noise of M and N categories of vehicles), the Chairman said that GRB had examined in detail the replies received from the Governments and non-governmental organizations to its questionnaire, concerning the conditions and technical requirements that any new test method should fulfil, in order to ensure the road traffic noise attenuation proportional to the limits of vehicle sound emission measured during the type approval. He recalled that several proposals for amending the Regulations were under consideration and the evaluation and comparison tests were in progress. He said that, besides the work done by the research institutions in a number of countries, important work is carried out by Working Group 42 of Subcommittee 1 of ISO/TC43. He said that time was still needed to find the best technical solution and, therefore, GRB was expected to continue its work on this subject during the future sessions.



58. Recalling the work on Regulation No. 59 (Replacement silencing systems), the Chairman recalled consideration of the proposal by the Russian Federation to extend the scope of the Regulation to heavy commercial vehicles and to eliminate any eventual interpretation difficulties. He said that there had been diverging opinions and GRB requested the assistance of CLEPA in resolving the pending questions. He also mentioned that it still remained to be clarified if the extension of the scope of the Regulation was feasible.

59. The Chairman continued his summary by informing WP.29 that GRB had considered that the noise of vehicles was a prospective item for developing candidate global technical regulations, but decided to await the guidance of WP.29, before starting work on any concrete project.

60. Closing his intervention, Mr. Herbert Löffelholz reported that, following the Terms of Reference and Rules of Procedure of WP.29 (TRANS/WP.29/690), he had been re-elected Chairman of GRB for the year 2002.

4.5.3. Working Party on Lighting and Light-Signalling (GRE)  
(Informal meeting, Ottawa, 4-7 September 2001;  
Forty-seventh session, 1-5 October 2001)

61. The Chairman started his account of the work which GRE had done, by acknowledging the invitation of the Canadian Government and commending the experts who attended the meeting in Ottawa, for the progress made in considering the proposal for a candidate global technical regulation on the installation of lighting and light-signalling devices. He said that, during the meeting, most of the outstanding items had been resolved and recorded in the working document by the Canadian expert who acted again as a Secretary of the group. The resulting informal working document was made available to all GRE experts during the forty-seventh session in October, however, with little time for discussion. In order to complete the work, GRE proposed to hold another informal meeting, from 8 to 10 January 2002, and the secretariat had already made a preliminary arrangement for it. The Chairman said that the meeting was planned to be held at the Palais des Nations at Geneva, without the simultaneous interpretation, under the condition of the consent by WP.29.

62. Recalling the proceedings of the forty-seventh session, the Chairman said that all items of the loaded agenda had been reviewed, but in some cases the discussion had been severely limited in time. He explained that GRE felt the pressure of rapid technological development in lighting technology, from which new vehicles would profit in terms of their active safety. However, this pressure put somewhat aside other items, where the regulatory progress should also be maintained. Therefore, to reinstall the balance in its activities, GRE had agreed to consider the agenda items of its next, forty-eighth session, in the reversed order, starting with what was traditionally called "other business".

63. Going into details, the Chairman summarized the progress made in developing Regulation No. 48 (Installation of lighting and light-signalling devices), for which a proposal for a new draft Supplement had been agreed to update the 02 series of amendments. He said that WP.29 and AC.1 should be expected to consider it at its sessions of March 2002, and specified that it combined the provisions regarding automatic switching of lighting devices, bend lighting, and the installation of the future cornering lamps. He mentioned that a number of other items remained under discussion and should be resumed in the next session.

64. Concerning other Regulations, where GRE had reached decisions and agreed to submit amendments to WP.29 and AC.1 for their March 2002 sessions, the Chairman mentioned Regulations Nos. 6 (Direction indicators), 37 (Filament lamps), 98 (Headlamps with gas-discharge light sources), 104 (Retro-reflective markings) and 112 (Headlamps emitting asymmetrical passing beam).

65. The Chairman noted a number of other items, where the consideration should continue, including Regulation No. 65 (Special warning lamps) and Regulations Nos. 50, 53 and 74, concerning motorcycle and moped lighting devices and their installation, where discussion continued concerning possible acceptance of amber position lamps, as a compromise in the interest of global harmonization.

66. Recalling his earlier reference to the rapid technological development, the Chairman said that consideration should also continue, probably for more than one session, of the proposals concerning the distributed lighting systems (DLS) and the light source modules, affecting at the first step Regulations Nos. 48 and 98.

67. Concerning the international harmonization of headlighting, the Chairman acknowledged the demonstration of the proposed harmonized asymmetrical passing (low) beam pattern, organized by the Coordinating Committee of GTB in the evening, on Tuesday 2 October 2001, on a section of the road in the premises of the Palais des Nations. He said that the demonstration had given the delegates an opportunity to evaluate the proposed beam pattern and to compare it with the pattern currently specified in the ECE. He was hopeful that the demonstration had helped to make progress possible, but admitted that considerable effort was still needed to conclude the project and, in particular, get it accepted by the authorities of the United States of America. Concerning the harmonization of the driving (high) beam pattern, the Chairman reported that GRE had already examined a proposal drafted by the Coordinating Committee of GTB, and was expected to work on the details in its future sessions.

68. The Chairman was pleased to inform WP.29 that the situation was easier in harmonizing the symmetrical passing (low) beam pattern for motorcycles and mopeds. He commended the experts from IMMA for the proposals which, in his view, were very close to final adoption by GRE.

69. Completing his summary, the Chairman enumerated the items from the area of "other business", which in the next session should be considered as priority items. He said that included there were the questions of the glare of lamps, conversion of vehicular electrical systems to 42 Volts, amendments needed to annex 5 of the 1968 Vienna Convention on Road Traffic, technical requirements for the use of headlighting during the daytime, conditions for the illumination of stop lamps, etc.

70. At the end of his intervention, Mr. Gerard Meekel reported that, following the Terms of Reference and Rules of Procedure of WP.29 (TRANS/WP.29/690), GRE re-elected him its Chairman and elected Mr. Marcin Gorzkowski (Canada) its Vice-Chairman for the year 2002.

71. WP.29 noted the summary of the GRE work and authorized the informal meeting to be held from 8-10 January 2002 at the Palais des Nations, Geneva, without the simultaneous interpretation, and focusing on the finalization of the project of a candidate global technical regulation concerning the installation of lighting and light-signalling devices. Giving its consent to this work, WP.29 made it clear that the acceptance of the proposal would depend on the decision of the Executive Committee AC.3 of the 1998 Agreement.

4.5.4. Working Party on General Safety Provisions (GRSG)  
(Eighty-first session, 8-11 October 2001)

72. The Chairman of GRSG started his information by reporting on the third meeting of the informal group on "Common Tasks", held prior to the GRSG proper, under the Chairmanship of Mr. T. Onoda (Japan). He recalled that the informal group had reached an agreement of principle, concerning the

categorization vehicles for the transport of passengers and goods (M and N categories in the ECE), and had made good progress in considering two separate proposals for a candidate global technical regulation "No. 0", containing the definitions for the purpose of the 1998 Global Agreement. The Chairman explained that, at its next meeting, again prior to the GRSG session, on 29 April (afternoon) and 30 April (morning) 2002, the group intended to consider a common proposal for the candidate global technical regulation "No. 0" and a proposal for the definition of masses and dimensions.

73. Referring to the work carried by GRSG itself, the Chairman informed WP.29 that, following the finalization in the European Community of the Directive on buses and coaches, GRSG had considered it useful to combine Regulations Nos. 36 (Large passenger vehicles), 52 (Small passenger vehicles) and 107 (Double-deck large passenger vehicles) into a single new Regulation, under the condition of a consent by WP.29. Concerning the possibility to incorporate also Regulation No. 66 (Strength of superstructure), he said that GRSG had divergent views and would accept the guidance by WP.29. Concerning the prepared technical update of Regulation No. 66, the Chairman reported that good progress had been made by the informal group chaired by Mr. M. Matolcsy (Hungary).

74. Besides the above, and referring still to Regulations Nos. 36, 52 and 107, the Chairman recalled the amendments which had been adopted by GRSG, including the incorporation into Regulation No. 36 of prescriptions for trolleybuses, and confirmed that relevant proposals would be transmitted to WP.29 and AC.1 for consideration at their March 2002 sessions. Recalling the remaining work, he hoped that the proposals concerning the accessibility of buses and coaches for passengers with reduced mobility might be adopted at the next session, in April 2002.

75. Concerning the proposal for a draft Regulation on burning behaviour of materials used in the interior construction of certain vehicles, the Chairman announced that GRSG had concluded its work and the proposal would be transmitted to WP.29 and AC.1 for consideration at their March 2002 sessions, together with the proposal for the draft 02 series of amendments to Regulation No. 34 (Prevention of fire risks).

76. Referring to Regulation No. 43 (Safety glazing) the Chairman reported that work had continued, and expected that prescriptions for the installation of safety glazing in vehicles would continue to be considered at the April 2002 session. He also informed WP.29 that, if not objected to, the consideration should continue of the proposal for a candidate global technical regulation on safety glazing.

77. Concerning the other items under consideration by GRSG, the Chairman reported that amendments had been adopted to Regulation No. 39 (Speedometer equipment), and to the new proposed draft Regulation concerning the protection of M1 and N1 category of vehicles against unauthorized use, and to Regulation No. 97 (Vehicle alarm systems). Concerning the protection of vehicles against theft (unauthorized use), he said that the work was still expected to continue, as well as on the new draft Regulations on identification of controls, tell-tales and indicators, driver's field of vision, and the draft global technical regulations on windshield defrosting/defogging.

78. He also recalled that GRSG had been informed about the draft proposal to amend the European Community Directive concerning rear-view mirrors, in order to eliminate blind spots by incorporating new technologies, including video cameras. Following the request communicated by the expert from the European Commission, GRSG had decided to await the completion of this in the EC before considering any amendments to Regulation No. 46 (Rear-view mirrors and their installation).

79. Closing his report, Mr. J. Martin said that the eighty-first session of GRSG was the last one under his Chairmanship. He recalled that he had first Chaired the sixty-eighth session of GRSG in April 1995, when he succeeded Mr. A. Perea of Spain. He acknowledged the friendship and expertise which he had enjoyed in that position, and mentioned that his retirement had already been due for some time. He thanked GRSG and WP.29 for their support and announced that, following the Terms of Reference and Rules of Procedure of WP.29 (TRANS/WP.29/690), GRSG had elected Mr. A. Erario (Italy) Chairman and Mr. M. Matolcsy (Hungary) Vice-Chairman for the year 2002.

80. Acknowledging his last oral report, the Chairman of WP.29 evaluated highly the contributions made by Mr. Martin during the period of his GRSG Chairmanship. He wished Mr. Martin a long and happy retirement and reminded him that he was also supposed to inform WP.29 that GRSG had elected him its Honorary Chairman. The appreciation of achievements, thanks and well wishes were mirrored by a number of WP.29 participants and the new elected Chairman and Vice-Chairman of GRSG, who all hoped for some future opportunity of meeting Mr. Martin again.

## 5. 1958 AGREEMENT

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

Documentation: TRANS/WP.29/343/Rev.9/Amend.2.

81. The amendment to the status document, reflecting the situation as at 30 October 2001, was presented by the secretariat, together with explanations concerning the publication of final versions of the Regulations and availability of Regulations in the improved website.

82. The Chairman of GRE brought to the attention of WP.29 the question of transitional provisions, which introduced a new series of amendments into Regulations Nos. 1, 8, 20, 56, 57, 72, 76 and 82 as a consequence of their replacement by Regulations Nos. 112 and 113. Following his explanation, WP.29 adopted the following statement, eliminating the necessity to change the approval marks of headlamps complying with these Regulations:

"Taking into account that the latest series of amendments to Regulations Nos. 1, 8, 20, 56, 57, 72, 76 and 82 contained only transitional provisions and did not introduce any new technical requirements, WP.29 agreed that it was not necessary for fitting in vehicles to require headlamps complying with the above-mentioned Regulations to have the approval marked modified. Therefore the approval mark of these headlamps shall continue to refer to the previous series of amendments."

To make this information permanently available, the secretariat was requested to enter it as a footnote for all relevant latest series of amendments to Regulations Nos. 1, 8, 20, 56, 57, 72, 76 and 82 into the status document of the 1958 Agreement (i.e. TRANS/WP.29/343/Rev.10 foreseen for March 2002 and all subsequent versions and amendments). It was agreed that this footnote should adopt the text used in Regulation No. 37, where the 03 series of amendments also do not require the change of the approval mark, i.e.:

"\*/ Not requiring changes in the approval number."

83. The representative of Japan informed WP.29 that it had never been the intention of his country to apply Regulations Nos. 112 and 113 and that by omission only the corresponding notification had not been transmitted in time to the United Nations Secretary-General. He said that a corrective action was in progress. WP.29 noted the information and invited all parties to confirm

Japan as not applying Regulations Nos. 112 and 113, even though it would take twelve months from the deposit with the Secretary-General until Japan would legally cease to apply these two Regulations.

5.2. CONSIDERATION OF DRAFT AMENDMENTS TO EXISTING REGULATIONS

5.2.1. Regulation No. 3 (Retro-reflecting devices)

Documentation: TRANS/WP.29/2001/40.

84. WP.29 considered the proposal and recommended its adoption by AC.1. The secretariat agreed to introduce in the French version of the final document editorial corrections proposed by the expert from France. It was noted that parallel corrections apply to the majority of the undermentioned proposals concerning lighting and light-signalling devices.

5.2.2. Regulation No. 4 (Rear registration plate illumination)

Documentation: TRANS/WP.29/2001/41.

85. WP.29 considered the proposal and recommended its adoption by AC.1, with corrections to be made in the French (and English and Russian) versions of the final document.

5.2.3. Regulation No. 6 (Direction indicators)

Documentation: TRANS/WP.29/2001/42.

86. WP.29 considered the proposal and recommended its adoption by AC.1, with corrections to be made in the French version of the final document.

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

Documentation: TRANS/WP.29/2001/43.

87. WP.29 considered the proposal and recommended its adoption by AC.1, with corrections to be made in the French version of the final document.

5.2.5. Regulation No. 23 (Reversing lamps)

Documentation: TRANS/WP.29/2001/44.

88. WP.29 considered the proposal and recommended its adoption by AC.1, with corrections to be made in the French version of the final document.

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

Documentation: TRANS/WP.29/2001/55.

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

5.2.7. Regulation No. 38 (Rear fog lamps)

Documentation: TRANS/WP.29/2001/45.

90. WP.29 considered the proposal and recommended its adoption by AC.1, with corrections to be made in the French version of the final document.

5.2.8. Regulation No. 39 (Speedometers)

Documentation: TRANS/WP.29/2001/56; TRANS/WP.29/2001/56/Add.1.

91. WP.29 considered only the proposal contained in document TRANS/WP.29/2001/56 and recommended its adoption by AC.1 (see para. 8 above).

5.2.9. Regulation No. 43 (Safety glazing)

Documentation: TRANS/WP.29/2001/57.

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

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

Documentation: TRANS/WP.29/2001/46.

93. WP.29 considered the proposal and recommended its adoption by AC.1, with corrections to be made in the French version of the final document.

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

Documentation: TRANS/WP.29/2001/47.

94. WP.29 considered the proposal and recommended its adoption by AC.1, with corrections to be made in the French (and English and Russian) versions of the final document.

5.2.12. Regulation No. 52 (Small capacity passenger vehicles, M2 and M3 category)

Documentation: TRANS/WP.29/2001/58.

95. WP.29 considered the proposal and recommended its adoption by AC.1. It was noted that the subtitle of the French version of the document should refer to M2 and M3 categories of vehicles.

5.2.13. Regulation No. 65 (Special warning lamps)

Documentation: TRANS/WP.29/2001/48.

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

5.2.14. Regulation No. 67 (Equipment for liquefied petroleum gas)

Documentation: TRANS/WP.29/2001/61.

97. Item deferred (see paras. 8 and 13 above).

5.2.15. Regulation No. 77 (Parking lamps)

Documentation: TRANS/WP.29/2001/49.

98. WP.29 considered the proposal and recommended its adoption by AC.1, with corrections to be made in the French version of the final document.

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

Documentation: TRANS/WP.29/2001/62.

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

5.2.17. Regulation No. 87 (Daytime running lamps)

Documentation: TRANS/WP.29/2001/50.

100. WP.29 considered the proposal and recommended its adoption by AC.1, with corrections to be made in the French version of the final document.

5.2.18. Regulation No. 89 (Speed limitation devices)

Documentation: TRANS/WP.29/2001/38; informal document No. 11 of the annex to this report.

101. The expert from OICA introduced informal document No. 11, proposing to introduce in the proposed draft amendment an explanatory statement declaring that "adoption of amended Regulation No. 89 by a Contracting Party does not indicate that a speed limitation device (SLD) or adjustable speed limitation device (ASLD) must be installed on a vehicle".

102. WP.29 reiterated that all ECE Regulations were optional and served for type approval purposes only. They only become mandatory at national (regional) level if so required by national (regional) legislation. It was agreed that this general principle applies for all Regulations, including Regulation No. 89 and, therefore, there was no need to introduce it as proposed by informal document No. 11. As a result, WP.29 recommended the adoption of the proposal by AC.1, without any modification.

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

Documentation: TRANS/WP.29/2001/51.

103. WP.29 considered the proposal and recommended its adoption by AC.1, with corrections to be made in the French version of the final document.

5.2.20. Regulation No. 97 (Vehicle alarm systems)

Documentation: TRANS/WP.29/2001/59.

104. WP.29 considered the proposal and noted that it should be corrected to refer to "Annex 9" (not Annex 7). It recommended the adoption of the corrected document by AC.1.

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

Documentation: TRANS/WP.29/2001/52.

105. WP.29 considered the proposal and recommended its adoption by AC.1. It was noted that it only applies to the French text of the Regulation.

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

Documentation: TRANS/WP.29/2001/60.

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

5.2.23. Regulation No. 112 (Headlamps emitting asymmetrical passing beam)

Documentation: TRANS/WP.29/2001/53.

107. WP.29 considered the proposal and recommended its adoption by AC.1 with the following correction (English and Russian only):

Annex 2, Figure 12, Example 2, the text under the figure, correct the words "... intensity between w and z candelas ..." to read "... intensity between x and y candelas ...".

5.2.24. Regulation No. 113 (Headlamps emitting symmetrical passing beam)

Documentation: TRANS/WP.29/2001/54.

108. WP.29 considered the proposal and recommended its adoption by AC.1 with the following corrections (French only): in the subtitle of the document correct the word "asymétrique" to read "symétrique" and in para. 4.2.5., correct the word "évidents" to read "visibles".

5.3. CONSIDERATION OF NEW DRAFT REGULATIONS

109. Consideration of the three new draft Regulations was deferred (see paras. 8 and 13 above). For the titles of the draft Regulations and the symbols of the corresponding documents please refer to the session agenda (TRANS/WP.29/814, items 5.3.1. to 5.3.3.).

5.4. CONSIDERATION OF DRAFT AMENDMENTS TO EXISTING REGULATIONS, CURRENTLY OUTSTANDING

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

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

110. Item deferred (see paras. 8 and 13 above).

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

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

111. Item deferred (see paras. 8 and 13 above).

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

Documentation: TRANS/WP.29/2000/23/Rev.1.

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

**6. 1998 AGREEMENT (GLOBAL)**

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

113. Following the proposal of informal document No. 4, WP.29 agreed to consider all items related to the 1998 Agreement in the third session of the Executive Committee AC.3. All delegations were invited to participate in the open meeting of AC.3, but it was noted that the closed part of the meeting was reserved for the representatives of the Contracting Parties to the Agreement only.



## 7. 1997 AGREEMENT (INSPECTIONS)

### 7.1. Status of the Agreement

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

114. The secretariat distributed the informal document, giving details concerning the six Contracting Parties to the Agreement and reiterating 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.

115. The representative of Hungary requested WP.29 to correct formally an error in the Agreement. WP.29 consented that the editorial error may formally be corrected at a later occasion, together with any future substantial amendments. In the meantime it was considered sufficient, to note the correction in the session report:

Article 11, para. (g), correct the reference to "paragraph 3 of Article 5" to read "paragraph 3 of Article 10".

### 7.2. CONSIDERATION OF DRAFT RULES TO BE ANNEXED TO THE AGREEMENT

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

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

116. The secretariat recalled that during the one-hundred-and-twenty-third 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 (TRANS/WP.29/776, paras. 94 and 95). This was expected to be at earliest in March 2002. The secretariat informed that shortly before the current session it had received an information from CITA that their respective proposal was planned to be considered at the CITA plenary meeting in February 2002, postponing effectively any possibility to resume the consideration by WP.29 to the one-hundred-and twenty-seventh session, in June 2002.

## 8. OTHER BUSINESS

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

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

117. The secretariat informed WP.29 that the English version of the publication had already been consolidated and finalized and that the French version should be finalized before the end of the current session. The secretariat indicated the intention to give priority to the consolidation and finalization of the Russian text, proofreading and submission for publication. WP.29 again reminded the secretariat that it was desirable to issue the publication as soon as possible. The representative of the Russian Federation offered his assistance in the checking and proofreading of the Russian text.

118. The expert from ISO presented informal document No. 2, containing two articles of the July 2001 issue of ISO Bulletin, related to the presentation which had been made during the previous session of WP.29 (TRANS/WP.29/792, paras. 122 and 123). WP.29 appreciated the quality of the articles and thanked both authors for making them available as reprints.

## 8.2. Possible assistance to APEC economies

Documentation: TRANS/WP.29/2001/63.

119. WP.29 welcomed the intentions of APEC to further international harmonization of regulatory requirements in the automotive sector and agreed to provide upon request reasonable and timely technical assistance. It was agreed in principle that such assistance might be provided by the subsidiary Working Parties, WP.29 itself or the secretariat. In this respect, the support already provided in particular by Japan and Australia was mentioned, and WP.29 was pleased to note that offers of assistance were also made by the representatives of the countries that were members of APEC and participated regularly in the work of WP.29 (United States of America, Canada, P.R. China and Republic of Korea) and by the experts from OICA, having a number of associations from APEC amongst its members.

## 8.3. Replacement parts

Documentation: Informal document No. 12 of the annex to this report.

120. Hearing the opinion of other non-governmental organizations, and giving some reflections to the recommendation of WP.29/AC.2 to ask for an immediate consideration of the question of spare parts brought to the attention of WP.29 by OICA in its informal document No. 12, the World Forum decided to discuss this matter first in more detail during its next session, in March 2002. This approach was accepted by all delegations that took part in the discussion. The secretariat was requested to distribute informal document No. 12 with an official symbol. The expert from OICA confirmed that his proposal related to technical clarification only, and did not imply any other non-technical considerations.

## 9. **ADOPTION OF THE REPORT**

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

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

#### **1. 1958 AGREEMENT**

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

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

122. Of the thirty-seven Contracting Parties to the Agreement, representatives of 30 countries were present and established AC.1 for its nineteenth session.

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

###### 1.2.1. Regulation No. 3 (Retro-reflecting devices)

123. Parties applying the Regulation: 32 present and voting: 29

Adoption of document TRANS/WP.29/2001/40 by unanimity, as corrected (French only, 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 02 series of amendments to Regulation No. 3 (Article 12 of the Agreement).

1.2.2. Regulation No. 4 (Rear registration plate illumination)

124. Parties applying the Regulation: 31 present and voting: 29

Adoption of document TRANS/WP.29/2001/41 by unanimity, as corrected (see para. 85 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 9 to Regulation No. 4 (Article 12 of the Agreement).

1.2.3. Regulation No. 6 (Direction indicators)

125. Parties applying the Regulation: 33 present and voting: 30

Adoption of document TRANS/WP.29/2001/42 by unanimity, as corrected (French only, see para. 86 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 10 to the 01 series of amendments to Regulation No. 6 (Article 12 of the Agreement).

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

126. Parties applying the Regulation: 32 present and voting: 29

Adoption of document TRANS/WP.29/2001/43 by unanimity, as corrected (French only, see para. 87 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. 7 (Article 12 of the Agreement).

1.2.5. Regulation No. 23 (Reversing lamps)

127. Parties applying the Regulation: 32 present and voting: 29

Adoption of document TRANS/WP.29/2001/44 by unanimity, as corrected (French only, see para. 88 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 8 to Regulation No. 23 (Article 12 of the Agreement).

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

128. Parties applying the Regulation: 16 present and voting: 14

Adoption of document TRANS/WP.29/2001/55 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 6 to the 03 series of amendments to Regulation No. 36 (Article 12 of the Agreement).

1.2.7. Regulation No. 38 (Rear fog lamps)

129. Parties applying the Regulation: 32 present and voting: 29

Adoption of document TRANS/WP.29/2001/45 by unanimity, as corrected (French only, 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 draft Supplement 7 to Regulation No. 38 (Article 12 of the Agreement).

1.2.8. Regulation No. 39 (Speedometers)

130. Parties applying the Regulation: 31 present and voting: 28

Adoption of document TRANS/WP.29/2001/56 only by unanimity, with the EC representative voting for the Member States. The consolidated document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 4 to Regulation No. 39 (Article 12 of the Agreement).

1.2.9. Regulation No. 43 (Safety glazing)

131. Parties applying the Regulation: 31 present and voting: 28

Adoption of document TRANS/WP.29/2001/57 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 6 to Regulation No. 43, applicable ab initio.

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

132. Parties applying the Regulation: 31 present and voting: 28

Adoption of document TRANS/WP.29/2001/46 by unanimity, as corrected (French only, see para. 93 above), with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 3 to the 02 series of amendments to Regulation No. 48 (Article 12 of the Agreement).

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

133. Parties applying the Regulation: 31 present and voting: 28

Adoption of document TRANS/WP.29/2001/47 by unanimity, as corrected (see para. 94 above), with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 5 to Regulation No. 50 (Article 12 of the Agreement).

1.2.12. Regulation No. 52 (Small capacity passenger vehicles, M2 and M3 category)

134. Parties applying the Regulation: 18 present and voting: 17

Adoption of document TRANS/WP.29/2001/58 by unanimity, as corrected (French only, see para. 95 above). Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 4 to the 01 series of amendments to Regulation No. 52 (Article 12 of the Agreement).

1.2.13. Regulation No. 65 (Special warning lamps)

135. Parties applying the Regulation: 20 present and voting: 19

Adoption of document TRANS/WP.29/2001/48 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 Regulation No. 65 (Article 12 of the Agreement).

1.2.14. Regulation No. 67 (Equipment for liquefied petroleum gas)

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

1.2.15. Regulation No. 77 (Parking lamps)

137. Parties applying the Regulation: 28 present and voting: 26

Adoption of document TRANS/WP.29/2001/49 by unanimity, as corrected (French only, see para. 98 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 Regulation No. 77 (Article 12 of the Agreement).

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

138. Parties applying the Regulation: 31 present and voting: 28

Adoption of document TRANS/WP.29/2001/62 by unanimity, with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as Corrigendum 1 to the 05 series of amendments to Regulation No. 83, applicable ab initio.

1.2.17. Regulation No. 87 (Daytime running lamps)

139. Parties applying the Regulation: 25 present and voting: 24

Adoption of document TRANS/WP.29/2001/50 by unanimity, as corrected (French only, see para. 100 above), with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 4 to Regulation No. 87 (Article 12 of the Agreement).

1.2.18. Regulation No. 89 (Speed limitation devices)

Documentation: TRANS/WP.29/2001/38; informal document No. 11 of annex 1 to this report.

140. Parties applying the Regulation: 27 present and voting: 26

Adoption of document TRANS/WP.29/2001/38 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. 89 (Article 12 of the Agreement).

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

141. Parties applying the Regulation: 29 present and voting: 28

Adoption of document TRANS/WP.29/2001/51 by unanimity, as corrected (French only, see para. 103 above), with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 4 to Regulation No. 91 (Article 12 of the Agreement).

1.2.20. Regulation No. 97 (Vehicle alarm systems)

142. Parties applying the Regulation: 25 present and voting: 25

Adoption of document TRANS/WP.29/2001/59 by unanimity, as corrected by WP.29 (see para. 104 above), with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 3 to the 01 series of amendments to Regulation No. 97 (Article 12 of the Agreement).

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

143. Parties applying the Regulation: 26 present and voting: 25

Adoption of document TRANS/WP.29/2001/52 by unanimity, with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as Corrigendum 1 to Regulation No. 98 (French only), applicable ab initio.

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

144. Parties applying the Regulation: 27 present and voting: 24

Adoption of document TRANS/WP.29/2001/60 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 a part of draft Supplement 2 to Regulation No. 107 (Article 12 of the Agreement) (Note: see also para 149 below).

1.2.23. Regulation No. 112 (Headlamps emitting asymmetrical passing beam)

145. Parties applying the Regulation: 36; voting: 30; abstaining: 1 (Japan)

Adoption of document TRANS/WP.29/2001/53 by unanimity (one abstention), as corrected (English and Russian only, see para. 108 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 Regulation No. 112 (Article 12 of the Agreement).

1.2.24. Regulation No. 113 (Headlamps emitting symmetrical passing beam)

146. Parties applying the Regulation: 36; voting: 30; abstaining: 1 (Japan)

Adoption of document TRANS/WP.29/2001/54 by unanimity (one abstention), as corrected (French only, see para. 108 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 Regulation No. 113 (Article 12 of the Agreement).

1.3. CONSIDERATION OF DRAFT AMENDMENTS TO EXISTING REGULATIONS, CURRENTLY OUTSTANDING

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

147. Item deferred (see para. 110 above).

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

148. Item deferred (see para. 111 above).

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

149. Parties applying the Regulation: 27 present and voting: 24

Adoption of document TRANS/WP.29/2000/23/Rev.1 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 a part of draft Supplement 2 to Regulation No. 107 (Article 12 of the Agreement) (Note: see also para 144 above).

1.4. CONSIDERATION OF NEW DRAFT REGULATIONS

150. Items deferred (see para. 109 above).

## 2. 1998 AGREEMENT (GLOBAL)

### THIRD SESSION of the Executive Committee of the Agreement (AC.3)

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

151. The session of AC.3 was held on Thursday 8 November 2001 (morning only), under the Chairmanship of Mr. K. Feith (United States of America).

152. AC.3 accepted the invitation of WP.29 (para. 113 above) to consider subjects which had been proposed for agenda item 6. of the session of WP.29 (TRANS/WP.29/814), including the informal documents. It was also agreed to

follow the draft agenda proposed in informal document No. 4, however, inserting a new introductory item, concerning the status of the Agreement.

2.1. Status of the Agreement

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

153. The secretariat distributed the informal document, giving details concerning the 16 Contracting Parties to the Agreement.

2.2. OPEN MEETING

2.2.1. Recommendations of the Contracting Parties concerning priorities for developing global technical regulations

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

154. AC.3 noted that, although not yet complete (see para. 155 below), the lists of priorities suggested by various parties were rather extensive and broad in scope. The Chairman reminded AC.3 that the Agreement did not require any formal setting of work priorities and that it will be up to AC.3 to filter the recommendations down to a workable few.

155. Noted were the priorities and comments concerning the development of global technical regulations tabled by FEMA (informal document No. 1).

2.2.2. Status of recommendations by the European Community concerning priorities for developing global technical regulations

156. The representative of the European Community reported that final stages had been reached on the preparation of a formal recommendation by the EC concerning priorities for developing global technical regulations. He said that the list had already been approved by the Member States and should now be considered by the Council as a final instance. He renewed the commitment of the EC for cooperation in global regulatory harmonization and said that the opportunity should not be missed to accept as a top priority the proposal to enhance the safety of vehicles with the aim of improved protection of pedestrians and vulnerable road users (see paras. 4 and 5 above).

2.2.3. Submission of proposals to develop global technical regulations

Documentation: Informal document No. 13 of the annex to this report.

157. AC.3 recalled that the 1998 Agreement specified in Articles 6.2. and 6.3. procedures for establishing global technical regulations through harmonization of existing regulations or by developing new global technical regulations if the elements of concern had not been addressed by any existing technical standard.

158. In respect of the above, the proposal by the United States of America to develop a global technical regulation concerning on-board diagnostic system for heavy-duty vehicles and engines (informal document No. 13) was well accepted and considered to be also a good example of submission complying with the requirements of Article 6.2. of the Agreement.

159. In the discussion which followed, the representative of Hungary recalled that the question of vehicle definitions and categories had been identified as one of the common problems of global harmonization. He said that in GRSG a special group worked on this subject, but had not yet offered any solution concerning heavy-duty vehicles and engines. AC.3 considered the



question and concluded that, in order not to delay progress, the proposals for global technical regulations should be based on currently existing categories and definitions of the Contracting Parties, and take account of possible later modifications, after the AC.3 made any decisions on the basis of recommendations expected to be received from the informal group on common tasks.

160. To facilitate the consideration of the proposal by the United States of America, the secretariat was requested to distribute informal document No. 13 with an official symbol for consideration at the next session of WP.29.

2.2.4. Regulation development guidelines for Working Parties subsidiary to WP.29

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

161. The representative of the United States of America introduced the document that presented in a condensed version requirements which had been established by the 1998 Agreement.

162. During the discussion, a number of questions were raised, e.g. the instruction to submit a draft regulation already in the initial stage of the process of proposing a regulation, the role of WP.29 in the process, the scope of economic considerations, etc. To facilitate detailed discussion, the secretariat was requested to distribute informal document No. 5 with an official symbol of a WP.29 working document, for consideration at the March 2002 session.

2.2.5. Format of future global technical regulations

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

163. The representative of the United States of America introduced her proposal, based on the requirements of the Agreement and using examples excerpted from the Federal Motor Vehicle Safety Standards of her country. In the case of this document, AC.3 agreed to request the secretariat to distribute it with an official symbol of a WP.29 working document, for consideration at the March 2002 session.

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

164. AC.3 accepted in principal the suggestion of the Chairman that criteria would need to be developed to establish priorities of work for the Working Parties subsidiary to WP.29, giving balanced consideration to responsibilities concerning the three Agreements related to WP.29. It was agreed to postpone the discussion to March 2002, when more information was expected to be available concerning the work planned under the 1998 Agreement.

2.2.7. Other business

Documentation: Informal document AC.2-2 of the seventy-seventh session of the Administrative Committee for the Coordination of Work (WP.29/AC.2)

165. The secretariat distributed the informal document, following the invitation made by WP.29/AC.2 (see para. 22 above). In the exchange of views on the opinion offered in the informal document by the Chairman of GRE, a number of delegations demonstrated that the provisions of the 1998 Agreement might not yet be fully understood. The Chairman of AC.3 suggested that the Contracting Parties study the Agreement again in detail and, if necessary, to resume the discussion of the subject during the March 2002 session of AC.3.

2.3. CLOSED MEETING (Contracting Parties only)

2.3.1. Legal and administrative procedures concerning the Agreement

166. AC.3 resumed its exchange of views on the questions of legal and administrative procedures and the implementation of the Agreement. The United States of America noted that it proceeded with contacting its Permanent Mission to the Office of the United Nations in New York and expressed its willingness to share the content of its communiqué with other Contracting Parties. The representatives of Japan, Canada, and the European Community noted their support for resolving this issue and informed AC.3 of their ongoing efforts.

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Annex

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

No.	Transmitted by	Agenda item	Language	Title
1.	FEMA	6.2.	E	Considerations from the User regarding Future motorcycle Global Technical Regulation priorities
2.	ISO	8.1.	E	Portrait of ISO/TC22; News on the World Forum for Harmonization of Vehicle Regulations (ISO Bulletin, July 2001)
3.	Canada	3.2.1.	E	Notification to the ECE of a Public Request made by the Government of Canada to all Interested Parties for Comments on Possible Measures to Prevent Motor Vehicle Exhaust Gas Poisoning
4.	Chair. AC.3 and Secret.	A.6.and B.2.	E	Proposed Agenda concerning the 1998 Global Agreement and the Third Meeting of the Executive Committee AC.3 of the 1998 Agreement (8 November 2001)
5.	United States of America	A.6.2. and B.2.2.	E	Proposed Guidelines Regarding Proposing and Developing of Global Technical Regulations (GTR)
6.	United States of America	A.6.3. and B.2.3.	E	Proposed Format for Global Technical Regulations (GTR)
7.	Group of Experts on Safety in Tunnels	3.4.	E	Recommendations of the Group of Experts on Safety in Road Tunnels - Draft Final Report (Version 1.5) - Extract for Vehicles only
8.	Secretariat	3.2.2.	E	Round-Table: New Vehicle Propulsion Technologies - Draft Programme
9.	Secretariat	6.1.	E	1998 Agreement - Status Report (31 October 2001)
10.	Secretariat	7.1.	E	1997 Agreement - Status Report (31 October 2001)
11.	OICA	5.2.18.	E	Proposal for Draft Supplement 1 to Regulation No. 89 - Speed Limitation Devices; OICA Comments to document TRANS/WP.29/2001/38

No.	Transmitted by	Agenda item	Language	Title
12.	OICA	8.3.	E	Replacement parts - The OICA point of view
13.	United States of America	A.6.2. and B.2.2.	E	Proposal to Develop a Global Technical Regulation: On-Board Diagnostic Systems for Heavy-Duty Vehicles and Engines
14.	Russian Federation	3.2.	E/R	Concerning Draft Regulation on Vehicle Forward Visibility
15.	Japan	3.3.	E	The major systems which have been developed in the ASV-2 project
-	IHRA - ITS Working Group Chairman	3.3.	E	International Harmonized Research Activities - Intelligent Transport Systems (Power Point presentation by Mr. Y. Ian Noy)
-	WP.29/AC.2	B.2.2.7.	E	Informal document AC.2-2 of the 77th session of WP.29 AC.2: Application of the 1998 Agreement
-	Russian Federation	3.2.1.	E/R	Redistribution of informal document No. 12 of the one-hundred-and-twenty-fourth session of WP.29: Research Status: Harmful Substance Concentration in the Air of Vehicle Cab/Compartment due to Access of Exhaust Gases and Fuel Vapours

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