

JMLIT's Schedule for Adoption of ECE Regulations and Future Rulemaking Plan

Plan for Adoption of ECE Regulations

JMLIT is planning to adopt the following ECE regulations by the end of March 2004.

- ECE Reg. 12 Steering Mechanism
- ECE Reg. 48 Installation of Lights
- [ECE Reg. 94 Protection of the Occupants in the event of a Frontal Collision]¹
- ECE Reg. 104 Retro-Reflective Markings for Heavy and Long Vehicles
- New Reg. Cornering Lamps

Future Rulemaking Plan

JMLIT published its future rulemaking plan with the status of each candidates on 22 October 2003 as follows.

Area	Candidates for Future Vehicle Safety Regulation	Items Decided to Undertake Rulemaking Proceeding	Establish the W.G. for the further study	Further study
Seat Belt / CRS	Seat Belt Reminder System Alerting with Sound and Light	X		
	Three-point Seat Belts for Center Rear Passenger			X
	ISO-Fix CRS	X		
Safety for Vulnerable Road-Users	Improved Body Structure for Mitigating Pedestrian Leg Injury	X (following the gtr work)		
	Brake Assist		X	
Crash Worthiness	Vehicle Compatibility		X	
	Neck Injury Mitigation Seat / Active Head Rest		X	
	Occupant Protection in Side-Into-Pole Crashes			X
	Occupant Protection in Interior Fittings			X
Heavy-Duty Vehicles	Occupant Protection in Full Lap Frontal Crashes			X
	Front Underrun Protection Device	X		
	Retarder / EBS			X
Control Stability	Stability Control System			X
	ABS			X

¹ JMLIT intends to introduce the same contents as the ECE Reg. 94 into the Japanese Safety Regulations without adopting it, because JMLIT cannot believe the adoption of the ECE Reg. 94 in addition to the current domestic requirement is allowed under the article 3 of the 1958 Agreement.

The Japanese current requirement stipulates protection of occupants in the event of full lap collision, and the plan is to introduce a requirement stipulating offset frontal collision test same as the ECE Reg. in addition to it. The ECE Reg. 94 says it shall apply for the approval of a vehicle type “with regard to the protection of occupants in the event of frontal collision”, which does not distinguish these different technical requirements.