



Economic and Social Council

Distr.: General

20 April 2012

Original: English

Economic Commission for Europe

Inland Transport Committee

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

General Guidelines for UN regulatory procedures and transitional provisions in UN Regulations

The text reproduced below was adopted by the Administrative Committee (AC.1) of the amended 1958 Agreement at its forty-ninth session, following the recommendation by the World Forum WP.29 at its one-hundred-and-fifty-fifth session. It is based on document ECE/TRANS/WP.29/2011/152, as amended by WP.29-155-03 and WP.29-155-37 (ECE/TRANS/WP.29/1093, para. 51).

I. Introduction

1. These general guidelines are intended to provide guidance to the subsidiary bodies of the World Forum for Harmonization of Vehicle Regulations (WP.29) on the procedure of making and amending UN Regulations and on drafting their scope, administrative provisions, alternative requirements and cross-references. This document supersedes the current general guidelines for UN regulatory procedures and transitional provisions in UN Regulations (TRANS/WP.29/1044).
2. This proposal is for streamlining the future work in the subsidiary bodies and does not alter the current understanding and interpretation of the 1958 Agreement in its 1995 version and the existing UN Regulations. If there is any inconsistency between these guidelines and the current text of the 1958 Agreement, the latter prevail.

II. Main principles of the 1958 Agreement for the drafting of scope, administrative provisions and alternative requirements in UN Regulations

3. Articles 1(3) and 3 of the 1958 Agreement lays down two main principles for UN Regulations:
 - (a) Mutual recognition: A type approval granted according to a UN Regulation by a Contracting Party applying that UN Regulation shall be accepted by all the Contracting Parties applying the said UN Regulation.
 - (b) UN Regulations are optional: Contracting Parties are free to choose which UN Regulations they access to. Furthermore, even when they access to a UN Regulation, they have the possibility to keep their own alternative national/regional legislation. If they wish, they may substitute their national/regional legislation by the requirements of UN Regulations, but they are not bound by the Agreement to do so. The only obligation concerning UN type approvals is to accept them as an alternative to national/regional legislation.
4. Article 12 of the 1958 Agreement lays down the main principles for amendments to UN Regulations, in particular with regard to the obligation of Contracting Parties to accept UN type approvals granted in accordance with the amended Regulations.

III. General guidelines on the scope of UN Regulations

5. The scope of a UN Regulation shall specify:
 - (a) For which categories of vehicles (M, N, etc.) UN type approvals according to the UN Regulation can be issued;
 - (b) Which components, systems, parts are covered by the UN Regulation;

- (c) If necessary, which vehicle categories, components, systems, parts are not covered by the UN Regulation and for which therefore no UN type approval may be issued.
6. When drafting a UN Regulation or amendments thereto, experts of subsidiary bodies of WP.29 shall focus on the main principles mentioned in paragraphs 3 and 4 above. In particular, all UN type approvals granted for vehicles covered by the scope of the UN Regulation shall be accepted by all the Contracting Parties applying the said UN Regulation. Furthermore, the choice to make the requirements of a UN Regulation mandatory on a national/regional basis is to be dealt nationally/regionally by Contracting Parties and shall therefore not be addressed within the scope of a UN Regulation. Finally, when adding new vehicle types/categories/components/systems/parts in the scope of the UN Regulation, experts shall ensure that these new vehicle types/categories/components/systems/parts are clearly defined and shall review the existing requirements accordingly.

IV. General guidelines on cross references to standards or other UN Regulations in UN Regulations

7. If a UN Regulation makes reference to the provisions of another UN Regulation, it shall not require approval to that UN Regulation, but simply refer to the provisions of the UN Regulation referred to. Furthermore, each Working Party shall carefully review such references in order to avoid possible later interpretation difficulties.¹
8. If a UN Regulation refers to an ISO standard or any other standard, which has been produced outside the UN framework, it shall refer to the number and the specific version of the standard, e.g. "ISO 29234:2004".

V. General guidelines on alternative requirements in UN Regulations

9. When considering alternative requirements within a UN Regulation, experts of the subsidiary bodies of WP.29 shall bear in mind the main principles mentioned in paragraphs 3 and 4 above.
10. Alternative technical requirements (e.g. alternative test procedure) may be used in a UN Regulation (Article 1.2(b) of the 1958 Agreement) provided that all UN type approvals granted in accordance with any of the alternative requirements in that UN Regulation are accepted by all Contracting Parties applying that UN Regulation.
11. Bearing in mind that the application of UN Regulations is optional, UN Regulations shall not include options, or transitional provisions, to cope with the national/regional mandatory application of these Regulations. This issue has to be dealt with nationally/regionally by Contracting Parties.

¹ Note by the secretariat: At its session of March 2012, the World Forum WP.29 recommended to use in UN Regulations "static" or "dynamic" references to other UN Regulations on a case by case basis (see ECE/TRANS/WP.29/1095, para. 52).

12. Options in a UN Regulation permitting Contracting Parties to refuse some UN type approvals granted in accordance with that UN Regulation go against the principle of mutual recognition (a UN type approval shall be accepted by all the Contracting Parties applying the concerned UN Regulation). The only exceptions given by the 1958 Agreement are specified in its Articles 12.1 and 12.2, which define the conditions to be respected if, during a transitory period two series of amendments to a Regulation may be applied. In this case, all Contracting Parties applying the UN Regulation have to accept type approvals granted according to the latest series of amendments (i.e. the most stringent configuration) of that UN Regulation and Contracting Parties applying the latest series of amendments of that UN Regulation cannot be obliged to accept type approvals granted according to the previous version of the UN Regulation.
13. When some Contracting Parties wish to continue applying a previous series of amendments of a UN Regulation without any limitation in time (i.e. without transitional provisions), the conditions of Article 12.2 of the 1958 Agreement have to be fulfilled.
14. To avoid options in a UN Regulation, Contracting Parties have to bear in mind the mutual recognition principle and acknowledge that type approvals granted for vehicle/component configuration(s) according to the latest series of amendments of the UN Regulation (e.g. the most stringent configuration) will have to be accepted by all Contracting Parties, irrespective of which configuration Contracting Parties will mandate in their national/regional legislation for their respective territories. For example, type approvals granted for vehicles fitted with Electronic Stability Control (ESC) in compliance with the relevant series of amendments to the UN braking Regulations shall be accepted by all Contracting Parties applying those UN Regulation even if the fitment of ESC is not rendered mandatory in the territory of these Contracting Parties territory.
15. If a UN Regulation covers several components/systems/parts and Contracting Parties do not want to recognize the UN type approvals for all of them, a solution to avoid options is to split the UN Regulation into several new UN Regulations covering the different components/systems/parts. This approach will enable Contracting Parties to decide which of these new Regulations they want to apply and therefore which equipment shall comply with the relevant requirements of these UN Regulations as a condition for being accepted on their domestic market, in accordance with the principle of mutual recognition.
16. As a general guideline, provisions for new components/systems/parts which are not yet covered by existing UN Regulations shall be introduced through the development of new UN Regulations and not through amendments as options or add-ons to existing UN Regulations. This approach will avoid difficulties and enable Contracting Parties respecting the principle of mutual recognition of UN Regulation type approvals.

VI. General guidelines on administrative/transitional provisions

17. When drafting administrative/transitional provisions in a UN Regulation, experts of subsidiary bodies of WP.29 shall bear in mind the main principles mentioned in paragraphs 3 and 4 above. Administrative/transitional provisions shall focus on the mutual recognition of UN approvals and a UN approval shall be accepted by

all the Contracting Parties applying the UNE Regulation concerned. Administrative/transitional provisions concerning the mandatory application of a UN Regulation at national/regional level have to be dealt with by Contracting Parties nationally/regionally and not through provisions in a UN Regulation.

18. Administrative/transitional provisions concerning the national/regional administrative procedure required (i.e. type approval, registration) to place products on the national/regional market have to be dealt with nationally/regionally by Contracting Parties. For example, a UN Regulation can neither prevent nor oblige Contracting Parties to require the application of the type approval system for the placing on the market of some parts in their territories.
19. Administrative/transitional provisions may not set requirements for vehicles/components/systems/parts that are outside the scope of the UN Regulation.

A. New UN Regulation

20. A new UN Regulation shall specify the date of the entry into force of the UN Regulation, as from which Contracting Parties applying that Regulation can issue UN type approvals according to that UN Regulation.
21. The Contracting Parties who are planning to apply a new UN Regulation on a mandatory basis in their national/regional legislation should take into account the date of entry into force of that new UN Regulation.

B. Series of amendments

22. Series of amendments shall be developed to change the technical requirements that the vehicle types, systems or components shall fulfil as from a certain date, in order to obtain UN type approval, even if the amendments are a minor technical change and do not affect vehicle/component/system/part design drastically. In this procedure the modification of the approval marking is necessary to differentiate the new approvals to the amended UN Regulation (hereinafter referred to as "the new approvals") from the existing approvals to the preceding amendments or unamended UN Regulation (hereinafter referred to as "the existing approvals").
23. Contracting Parties cannot be obliged to accept existing approvals as from the date of entry into force of these latest series of amendments unless otherwise expressly written in the transitional provisions. Contracting Parties not applying the latest series of amendments to a UN Regulation shall accept type approvals granted according to the latest series of amendments of that UN Regulation.
24. The new series of amendments shall contain at least the following:
 - (a) An update of the series of amendments used in the marking provisions and updated examples of markings
 - (b) The date as from which Contracting Parties are entitled to issue a UN type approval in accordance with the amended UN Regulation and as from which Contracting Parties may not refuse such type approvals (defined as (a) date in Figure 1). In general, this date should be the date of entry into force of the series of amendment.

- (c) The date as from which the vehicle/system/component/part shall comply with the new requirements to obtain a UN type approval (defined as (b) date in Figure 1), and the date from which Contracting Parties applying the latest series of amendments cannot be obliged to grant type approvals based on the previous series of amendments of a UN Regulation;
 - (d) The date as from which Contracting Parties may refuse existing UN approvals (defined as (c) date in Figure 1).
- 25. The new series of amendments may contain a transitional provision on the conditions for granting extensions to existing approvals (i.e. in the case of slight modifications to an existing vehicle type, without affecting the basic definition of type). Furthermore, the new series of amendments may contain a transitional provision for Contracting Parties, whose application of the UN Regulation comes into force after the date of entry into force of the amendments, indicating that such Contracting Parties are not obliged to accept the existing approvals.
- 26. General guidelines on transitional provisions for new series of amendments are set forth in Annex 1 to this document.

C. Supplement

- 27. A Supplement addresses an amendment to a UN Regulation which does not entail a modification in the approval marking and is normally used for:
 - (a) Clarification of test procedures, not imposing new requirements, or
 - (b) Taking into account of new developments which have arisen after the adoption of a UN Regulation (i.e. extension of scope)
- 28. A Supplement shall not be used when it is necessary for Contracting Parties to differentiate the new approvals from the existing approvals.
- 29. A Supplement becomes applicable as from the date of entry into force, after which tests according to the Regulation need to take into account the Supplement in question. In the absence of any other date mentioned, Supplements become applicable for all procedures for new approvals started after the date of its entry into force, taking however into account the transitional provisions, if any, of the series of amendments to which the Supplement refers.
- 30. Unless specifically foreseen otherwise, extensions of existing approvals may continue to be granted on the basis of the provisions valid at the time of the original approval.
- 31. The existing approvals remain valid and Contracting Parties shall continue to recognize them.

D. Corrigendum

- 32. A Corrigendum consists of corrections (i.e. bringing into order of one or several errors, e.g. correction of linguistic errors or involuntary omissions) to previously adopted UN Regulations and amendments and is normally used to avoid different interpretations. Corrigenda are deemed to enter into force ab initio, whereby the

date of entry into force is the date of adoption by the Administrative Committee AC.1. Further instructions for preparing Corrigenda to UN regulations are reproduced in Annex 3 to this document.

E. Consideration for special cases

1. Special cases for Series of Amendments

(a) *Special case 1-1: Introduction of new requirements for installation on vehicles of components/systems/parts*

33. In the case of requirements for installation of components that are added to a UN Regulation but without modifying the requirements on these components/systems/parts, not being necessary to change the approval and markings of the components/systems/parts, it is recommended to follow the procedure of the series of amendments with a special transitional provision stating:

"xx. Even after the date of entry into force of the XX series of amendments, UN type approvals of the components/systems/parts to the preceding series of amendments to the UN Regulation shall remain valid and Contracting Parties applying the UN Regulation shall continue to accept them."

(b) *Special case 1-2: Change of requirements only for some categories of vehicles/components/systems/parts*

34. When an amendment modifies the technical requirements of only some of the various categories of vehicles or components/systems/parts in the scope of the UN Regulation and when the technical requirements for the other categories of vehicles or components remain unchanged, it is recommended to follow the procedure of series of amendments with a special transitional provision stating:

"xx. Even after the date of entry into force of the XX series of amendments, UN type approvals of the vehicle categories or the components to the preceding series of amendments to the UN Regulation which are not affected by the XX series of amendments shall remain valid and Contracting Parties applying the UN Regulation shall continue to accept them."

(c) *Special case 1-3: Indefinite validity of former series of amendments*

35. If the Contracting Parties applying the UN Regulation in question agree to continue to accept the existing approvals indefinitely, the new series of amendments can contain a special transitional provision, instead of defining the date stipulated in paragraph 24(c) and (d), stating:

"xx. Even after the date of entry into force of the XX series of amendments to this UN Regulation, UN type approvals to the preceding series of amendments to the UN Regulation shall remain valid. Contracting Parties applying this UN Regulation shall continue to accept them."

2. Special cases for Supplements (Special case 2):

36. Even in the case of Supplements which do not change the technical requirements, it should be clarified that type approvals in accordance with the

Supplement to the UN Regulation can be granted and shall be accepted as from the date of its entry into force. To that effect, Supplements shall contain the following provision:

"xx. As from the official date of entry into force of Supplement YY to the XX series of amendments to this Regulation, no Contracting Party applying this UN Regulation shall refuse to grant or refuse to accept UN type approvals according to Supplement YY to the XX series of amendments to this UN Regulation."

37. In the case time is needed to accommodate the production to the provisions of the new Supplement, the following transitional provision may be used:

"xx. Until ... months after the date of entry into force of the Supplement YY to the XX series of amendments to this UN Regulation, Contracting Parties applying this UN Regulation can continue to grant UN type approvals to the XX series of amendments to this UN Regulation without taking into account the provisions of Supplement YY."

3. Miscellaneous

38. When considering amendments to UN Regulations, the subsidiary bodies of WP.29 shall bear in mind:

- (a) When several amendment proposals to the same UN Regulation are under consideration, these proposals should, wherever possible, be grouped together into the same amendment,
- (b) Before submitting proposals for amendments to UN Regulations, the experts of the subsidiary bodies are required to study this document carefully and indicate the amendment procedure they want to propose,
- (c) When submitting proposals for a new series of amendments with transitional provisions, the experts of subsidiary bodies shall propose to delete obsolete transitional provisions for the previous series of amendments, and
- (d) The issue of transitional provisions, especially their appropriateness for series of amendments or for Supplements, should always be carefully examined to ensure that the principles mentioned in paragraphs 3 and 4 above are fully respected.

VII. General guidelines on provisions for modification of the type and extension of approval in UN Regulations

39. When drafting a UN Regulation or amendments thereto, experts of subsidiary bodies of WP.29 shall include procedures to be followed in the case of modification of the type. Where the information to be supplied by the applicant with the application for type approval is specified as information documents in the UN Regulation, the following provisions may be used:

- "xx Every modification of the vehicle type shall be notified to the Type Approval Authority which approved the vehicle type. The Type Approval Authority shall then either:
- (a) Decide, in consultation with the manufacturer, that a new type approval is to be granted, or
 - (b) Apply the procedure contained in paragraph A (Revision) below and, if applicable, the procedure contained in paragraph B (Extension) below."

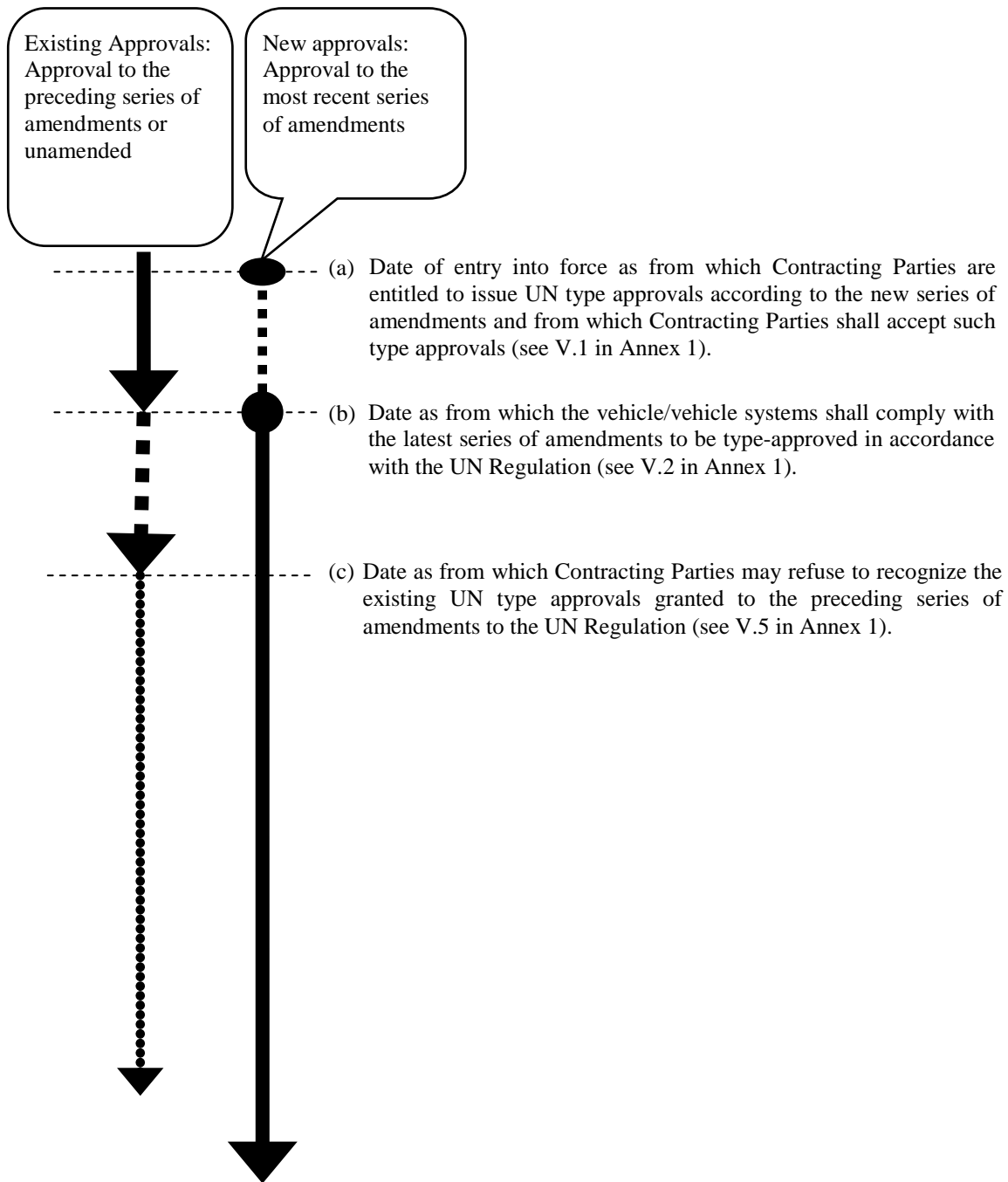
A. Revision

40. When data recorded in the information documents has changed and the Type Approval Authority considers that the modifications made are unlikely to have an appreciable adverse effect on the environmental and/or functional safety performance, and that in any case the vehicle still complies with the requirements, the modification shall be designated as a "revision". In such a case, the Type Approval Authority shall issue the revised pages of the information documents as necessary, marking each revised page to show clearly the nature of the modification and the date of re-issue. A consolidated, updated version of the information documents, accompanied by a detailed description of the modification, shall be deemed to meet this requirement.

B. Extension

41. The modification shall be designated as an "extension" if, in addition to the change of the data recorded in the information documents:
- (a) Further inspections or tests are required, or
 - (b) Any information on the communication document (with the exception of its attachments) has changed, or
 - (c) Approval to a later series of amendments is requested after its entry into force.
42. Confirmation or refusal of approval, specifying the alterations, shall be communicated to the Contracting Parties to the Agreement applying the UN Regulation by means of the communication document. In addition, the index to the information documents and to the test reports, attached to the communication document, shall be amended accordingly to show the date of the most recent revision or extension.
43. The Type Approval Authority granting the extension of approval shall assign a series number to each communication form drawn up for such an extension.

Figure 1
Illustration of a transitional period for a vehicle, or vehicle systems, covered by a UN Regulation and its amendments



Note: If (b) and (c) dates are not written in to the transitional provisions, they are regarded as identical to date (a). Existing approvals remain valid, but Contracting Parties are not obliged to accept them as from date (c).

Annex 1

General guidelines on transitional provisions for series of amendments

I. Situations to be considered

1. Transitional provisions should consider:
 - (a) UN type approvals
 - (b) The acceptance of UN type approvals as equivalent to national/regional type approvals
2. "UN type approvals" can relate to:
 - (a) A new UN Regulation
 - (b) An amended or revised UN Regulation
 - (c) A previous version of a UN Regulationor it can be an approval with extended application.
3. The products to which UN type approval apply can be divided into:
 - V: Vehicles and systems
 - C: Components and parts
 - F: Installation of components or parts in new vehicles
 - R: Replacement parts for vehicles in use
4. The combination of cases of the above paragraphs 1 and 2 with the products under paragraph 3 of this annex could result in a larger number of transitional provisions. A proper selection of the various clauses has to be made for each individual case.
5. The following four sets of general guidelines should be considered as an "aide-mémoire" including the different possibilities for transitional provisions. This does not mean that all of them should be used together and a careful selection should be made to avoid contradictions. In addition, and in spite of their heading, each set should be considered in each case and for each clause to ensure that the provisions are complete, e.g. paragraph "Replacement parts on vehicles in use" also can apply to the transitional provisions "Components and parts".

II. Aide-mémoire

A. Transitional provisions for vehicles and vehicle systems

- V.1 As from the official date of entry into force of the XX series of amendments, no Contracting Party applying this UN Regulation shall refuse to grant or refuse to accept UN type approvals under this UN Regulation as amended by the XX series of amendments.
- V.2 As from ... months after the date of entry into force of the XX series of amendments, Contracting Parties applying this UN Regulation shall grant UN type approvals only if the vehicle type to be approved meets the requirements of this UN Regulation as amended by the XX series of amendments.
- V.3 Contracting Parties applying this UN Regulation shall not refuse to grant extensions of UN type approvals for existing types which have been granted according to the preceding series of amendments to this UN Regulation.
- V.4 Until ... months after the date of entry into force of the XX series of amendments to this UN Regulation, no Contracting Party applying this Regulation shall refuse national or regional type approval of a vehicle type-approved to the preceding series of amendments to this Regulation.
- V.5 As from ... months after the date of entry into force of the XX series of amendments to this UN Regulation, Contracting Parties applying this Regulation shall not be obliged to accept, for the purpose of national or regional type approval, a vehicle type approved to the preceding series of amendments to this Regulation.
- V.6 Notwithstanding the transitional provisions above, Contracting Parties whose application of this UN Regulation comes into force after the date of entry into force of the most recent series of amendments are not obliged to accept UN type approvals which were granted in accordance with any of the preceding series of amendments to this UN Regulation/ are only obliged to accept UN type approval granted in accordance with the XX series of amendments.
- V.7 Even after the date of entry into force of the XX series of amendments to this UN Regulation, UN type approvals to the preceding series of amendments to the UN Regulation shall remain valid. Contracting Parties applying this UN Regulation shall continue to accept them.²

B. Transitional provisions for components and parts

- C.1 As from the official date of entry into force of the XX series of amendments, no Contracting Party applying this UN Regulation shall refuse to grant or accept UN type approval under this UN Regulation as amended by the XX series of amendments.
- C.2 As from ... months after the date of entry into force, Contracting Parties applying this UN Regulation shall grant UN type approvals only if the type of component or part to be approved meets the requirements of this UN Regulation as amended by the XX series of amendments.

² Paragraph V.7 can be used instead of paragraph V.5 only when the amendment follows the procedure of Special Case 1-3.

- C.3 Contracting Parties applying this UN Regulation shall not refuse to grant extensions of UN type approval to the preceding series of amendments to this UN Regulation.
- C.4 Starting ... months after the entry into force of the XX series of amendments to this UN Regulation, Contracting Parties applying this UN Regulation may refuse (national or regional type approval and may refuse) the sale of a type of component or part which does not meet the requirements of the XX series of amendments to this UN Regulation (unless the component or part is intended as a replacement for fitting on vehicles in use and that it would not be technically feasible for the component or part in question to satisfy the new requirements contained in this UN Regulation as amended by the XX series of amendments.).³
- C.5 Contracting Parties applying this UN Regulation shall continue to grant UN type approvals for devices (components and parts) on the basis of any previous series of amendments, provided that the devices (components and parts) are intended as replacements for fitting to vehicles in use and that it is not technically feasible for the devices (components and parts) in question to satisfy the new requirements of the latest series of amendments.
- C.6 Notwithstanding the transitional provisions above, Contracting Parties whose application of this UN Regulation comes into force after the date of entry into force of the most recent series of amendments are not obliged to accept UN type approvals which were granted in accordance with any of the preceding series of amendments to this UN Regulation / are only obliged to accept UN type approval granted in accordance with the XX series of amendments.
- C.7 Notwithstanding paragraph (C.4 type of transitional provisions), UN type approvals of the components or parts⁴ to the preceding series of amendments to the UN Regulation which are not affected by the XX series of amendments shall remain valid and Contracting Parties applying the UN Regulation shall continue to accept them.⁵
- C. Transitional provisions for the installation of components and parts in new vehicles**
- F.1 As from the official date of entry into force of the XX series of amendments, no Contracting Party applying this UN Regulation shall refuse to grant type approvals of vehicles fitted with a component or part approved under this UN Regulation as amended by the XX series of amendments.
- F.2 Contracting Parties applying this UN Regulation shall continue to accept type approvals of vehicles fitted with a component or part approved to this UN Regulation as amended by the preceding series of amendments during the ... months' period which follows the date of entry into force of the XX series of amendments.

³ The text between brackets may not be necessary in some cases.

⁴ It is recommended to clearly specify here the components or parts which are not affected by the amendment (e.g. safety-belts for M₁ category of vehicles).

⁵ Paragraph C.7 can be used in addition to C.4 only when the amendment follows the procedure of special case 1-2.

F.3 Upon the expiration of a period of ... months after the date of entry into force of the XX series of amendments, Contracting Parties applying this UN Regulation refuse to grant or to accept type approvals to vehicles fitted with a component or part which does not meet the requirements of this UN Regulation as amended by the XX series of amendments.

D. Transitional provisions for replacement parts for vehicles in use

R.1 Contracting Parties applying this UN Regulation shall continue to grant UN type approvals to those types of component or part which comply with the requirements of this UN Regulation as amended by any previous series of amendments provided that the component or part is intended as a replacement for fitting on vehicles in use and that it would not be technically feasible to fit a component or part which satisfies the requirements contained in this UN Regulation as amended by the XX series of amendments.

R.2 As from the date of entry into force of the XX series of amendments, no Contracting Party applying this UN Regulation shall prohibit fitting or use on a vehicle in use of a component or part approved under this UN Regulation as amended by the XX series of amendments.

R.3 Contracting Parties applying this UN Regulation shall continue to allow fitting or use on a vehicle in use of a component or part approved to this UN Regulation as amended by the preceding series of amendments during the ... months period which follows the date of entry into force of the XX series of amendments.

R.4 Contracting Parties applying this UN Regulation shall continue to allow fitting or use on a vehicle in use of a component or part approved to this UN Regulation as amended by any previous series of amendments provided that the component or part is intended as a replacement and that it would not be technically feasible for the component or part in question to satisfy the new requirements contained in this UN Regulation as amended by the XX series of amendments.

Annex 2

Example of wording for the scope of UN Regulations

- "1. Scope
- 1.1. This UN Regulation applies to the type approval of vehicles of categories M₂ or M₃⁶ with regard to
- 1.2. This UN Regulation does not apply (UN approvals to this UN Regulation may not be granted) to the following vehicles:
 - 1.2.1. Vehicles designed for the secure transport of persons, for example prisoners;
 - 1.2.2. Vehicles specially designed for the carriage of injured or sick persons (ambulances);
 - 1.2.3. Off-road vehicles.
- ..."

⁶ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.2, para. 2.

Annex 3

Further instructions for preparing Corrigenda

(Except of WP.29 report ECE/TRANS/WP.29/1095, Annex II)

Upon the request of the World Forum at its November 2011 session (see report ECE/TRANS/WP.29/1093, para. 19), the secretariat prepared written instructions for the Working Parties subsidiary to WP.29 to ensure that the adopted Corrigenda fully meet the criteria set up by the Office of Legal Affairs (OLA) as follows:

Corrigenda should aim at correcting:

- (a) Physical errors on typing, printing, spelling, ...
- (b) Lack of conformity of the Treaty with the official records, and/or
- (c) Lack of concordance between the texts of the different authentic languages,

without modifying the meaning or substance of the text of the corresponding Treaty (including the annexed UN Regulations, UN GTRs or UN Rules)

OLA had indicated that the depositary has the responsibility to scrutinize each apparent error in order to determine whether it does fall into one of the above categories and that it does not have the effect of modifying the meaning or substance of the text of the treaty. OLA had noted that some of the corrections submitted did not necessarily represent "corrections of errors", but rather affect the substance of the text. The World Forum recommended that from this session onward, careful attention should be made to ensure that the Corrigenda adopted in the framework of the Agreements, respond to the criteria expressed by OLA before being submitted to vote to the corresponding Committees.
