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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-THIRD SESSION

(6-9 March 2001)

B. REPORTS OF THE ADMINISTRATIVE/EXECUTIVE COMMITTEES

- (1) 1958 Agreement - Seventeenth session of the Administrative Committee (AC.1) of the amended Agreement (7 March 2001)
- (2) 1998 Agreement (Global) - First session of the Executive Committee of the Agreement (8 March 2001)
- (3) 1997 Agreement (Inspections) - First session of the Administrative Committee of the Agreement (8 March 2001)

CONTENTS

Paragraphs

ATTENDANCE	1
OPENING OF THE SESSION	2 - 7
A. <u>Session of WP.29</u>	
1. ADOPTION OF THE AGENDA	8 - 10
2. COORDINATION AND ORGANIZATION OF WORK	11 - 25
2.1. Report of the Administrative Committee for the Coordination of Work (WP.29/AC.2)	11 - 19
2.2. Programme of work and priorities	20 - 23

CONTENTS (continued)

	<u>Paragraphs</u>
2.3.	Matters arising from the sixty-third session of the Inland Transport Committee (ITC) 24
2.4.	Ad hoc multi-disciplinary group of experts on safety in tunnels 25
3.	CONSIDERATION OF THE REPORTS OF THE WORKING PARTIES SUBSIDIARY TO WP.29 26 - 57
3.1.	Working Party on Brakes and Running Gear (GRRF) 26
3.2.	Working Party on Noise (GRB) 27
3.3.	Working Party on Lighting and Light-Signalling (GRE) 28 - 30
3.4.	Working Party on General Safety Provisions (GRSG) 31 - 33
3.5.	Highlights of the recent sessions (Oral reports by the Chairmen) 34 - 57
3.5.1.	Working Party on Passive Safety (GRSP) 34 - 38
3.5.2.	Working Party on Pollution and Energy (GRPE) 39 - 45
3.5.3.	Working Party on Brakes and Running Gear (GRRF) 46 - 54
3.5.4.	Working Party on Noise (GRB) 55 - 57
4.	1958 AGREEMENT 58 - 76
4.1.	Status of the Agreement and of the annexed Regulations, including the latest situation report 58
4.2.	Consideration of draft amendments to existing Regulations 59 - 74 (WP.29 recommended to adopt the draft amendments proposed to Regulations Nos. 23, 37, 39, 45, 50, 51, 53, 63, 69, 74, 75, 97 and 105. For decisions by the Administrative Committee (AC.1) of the 1958 Agreement see paras. 109 to 124 below.) (Item to be considered by GRSG) 62 (Items deferred) 60, 64, 74
4.3.	Consideration of new draft Regulations (Items deferred) 75
4.4.	Consideration of draft amendments to existing Regulations, currently outstanding (Items deferred) 76
5.	1998 AGREEMENT (GLOBAL) 77 - 82
5.1.	Legal and administrative procedures and the status of the Agreement 77 - 81
5.2.	Future global technical regulations (gtr) 82
6.	1997 AGREEMENT (INSPECTIONS) 83 - 95
6.1.	Status of the Agreement 83 - 85
6.2.	Consideration of draft Rules to be annexed to the Agreement 86 - 95
6.2.1.	<u>Draft Rule No. 1</u> (Inspection with regard to the environmental performance) 86 - 90
6.2.2.	<u>Draft Rule No. 2</u> (Inspections with regard to safety) 91 - 95
7.	CONSOLIDATED RESOLUTION ON ROAD TRAFFIC (R.E.1) 96 - 98
7.1.	Draft revision of annex 2: Periodic inspection of vehicles - checks to be carried out 96 - 98

CONTENTS (continued)

	<u>Paragraphs</u>
8. OTHER BUSINESS	99 - 105
8.1. Publication "World Forum for Harmonization of Vehicle Regulations (WP.29) - How it Works - How to Join it"	99
8.2. <u>Regulation No. 14</u> (Safety-belt anchorages) Item to be considered by GRSP	100 and 101
8.3. International Harmonized Research Activities (IHRA) - Steering Committee Presentation to WP.29	102 - 105
9. ADOPTION OF THE REPORT	106

* * *

B. Sessions of the Administrative/Executive Committees

1. 1958 AGREEMENT - SEVENTEENTH SESSION OF THE ADMINISTRATIVE COMMITTEE (AC.1) OF THE AMENDED AGREEMENT	107 - 124
1.1. Establishment of the AC.1	107
1.2. Election of officers	108
1.3. Draft amendments to existing Regulations - <u>Voting by AC.1</u>	109 - 124
1.3.1. <u>Regulation No. 23</u> (Reversing lamps) - Corrigendum 1 to Supplement 5	109
1.3.2. <u>Regulation No. 36</u> (Large capacity passenger vehicles) - Item deferred	110
1.3.3. <u>Regulation No. 37</u> (Filament lamps) - Draft Supplement 21 to the 03 series of amendments	111
1.3.4. <u>Regulation No. 39</u> (Speedometers) - Draft Supplement 3	112
1.3.5. <u>Regulation No. 45</u> (Headlamp cleaners) - Corrigendum 2 to Supplement 4 to the 01 series of amendments	113
1.3.6. <u>Regulation No. 48</u> (Installation of lighting and light-signalling devices) - Item deferred	114
1.3.7. <u>Regulation No. 50</u> (Position, stop and direction indicator lamps for motorcycles) - Draft Supplement 4	115
1.3.8. <u>Regulation No. 51</u> (Noise of M and N categories of vehicles) - Corrigendum 1 to Supplement 3 to the 02 series of amendments	116
1.3.9. <u>Regulation No. 53</u> (Installation of lighting and light-signalling devices for L3 category vehicles) - Draft Supplement 3 to the 01 series of amendments	117
1.3.10. <u>Regulation No. 63</u> (Noise of mopeds) - Corrigendum 2 to the 01 series of amendments	118
1.3.11. <u>Regulation No. 69</u> (Rear marking plates for slow vehicles) - Draft Supplement 2 to the 01 series of amendments	119
1.3.12. <u>Regulation No. 74</u> (Installation of lighting and light-signalling devices for mopeds) - Draft Supplement 3 to the 01 series of amendments	120

CONTENTS (continued)Paragraphs

1.3.13.	<u>Regulation No. 75</u> (Motorcycle tyres) - Draft Supplement 10	121
1.3.14.	<u>Regulation No. 97</u> (Vehicle alarm systems) - Draft Supplement 2 to the 01 series of amendments	122
1.3.15.	<u>Regulation No. 105</u> (ADR vehicles) - Draft 02 series of amendments	123
1.3.16.	<u>Regulation No. 107</u> -(Double-deck large passenger vehicles) - Item deferred	124
2.	1998 AGREEMENT (GLOBAL)- FIRST SESSION OF THE EXECUTIVE COMMITTEE OF THE AGREEMENT	125 - 132
2.1.	Election of officers	125
2.2.	Legal and administrative procedures concerning the Agreement	126
2.3.	Priorities for developing global technical regulations	127 - 131
2.4.	Organization of work of the subsidiary bodies of WP.29 with respect to the preparation of global technical regulations	132
3.	1997 AGREEMENT (INSPECTIONS)- FIRST SESSION OF THE ADMINISTRATIVE COMMITTEE OF THE AGREEMENT	133 and 134
3.1.	Election of officers	133
3.2.	New draft Rule - <u>voting</u> <u>Draft Rule No. 1</u> (Inspections with regard to the environmental performance)	134

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ANNEXES

- Annex 1 - List of informal documents distributed without a symbol during the one-hundred-and-twenty-third session
- Annex 2 - Amendments to the proposal for draft Supplement 2 to the 01 series of amendments to Regulation No. 97 (TRANS/WP.29/2001/15) adopted by WP.29 at its one-hundred-and-twenty-third session
- Annex 3 - Amendments to the proposal for a draft Revision of annex 2 to the Consolidated Resolution on Road Traffic (R.E.1): Periodic Inspection of Vehicles - Checks to be Carried Out (TRANS/WP.29/2001/20), adopted by WP.29 at its one-hundred-and-twenty-third session
- Annex 4 - Statement by the Representative of the Republic of South Africa

REPORT

ATTENDANCE

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) held its one-hundred-and-twenty-third session from 6 March (afternoon only, see TRANS/WP.29/743, para. 26) to 9 March 2001 under the chairmanship of Mr. B. Gauvin (France). The following countries were represented, following Rule 1(a) of the Rules of Procedure of WP.29 (TRANS/WP.29/690): Australia; Austria; Belgium; Bulgaria; Canada; Croatia; Czech Republic; Estonia; Finland; France; Germany; Greece; Hungary; Italy; Japan; Latvia; Luxembourg; Netherlands; Norway; People's Republic of China; Poland; Portugal; Republic of Korea; Romania; Russian Federation; Slovakia; 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. Representatives of the Republic of South Africa took part in the session under Rule 1(b) of the Rules of Procedure of WP.29 (TRANS/WP.29/690). The following non-governmental organizations were also represented: International Organization for Standardization (ISO); International Touring Alliance/International Automobile Association (AIT/FIA); International Organization of Motor Vehicle Manufacturers (OICA); International Motorcycle Manufacturers Association (IMMA); European Association of Automotive Suppliers (CLEPA); European Tyre and Rim Technical Organization (ETRTO); Working Party "Brussels 1952" (GTB); Consumers International (CI); European LPG Association (AEGPL); International Motor Vehicle Inspection Committee (CITA); Federation of European Motorcyclists Associations (FEMA); Union of Technical Assistance for Motor Vehicle and Road Safety (UNATAC). At the invitation of the secretariat, experts from the Motor and Equipment Manufacturers Association (MEMA) and the Society of Automotive Engineers (SAE) took part in the session.

OPENING OF THE SESSION

2. The session was opened by Mr. J. Capel Ferrer, Director of the Transport Division. He acknowledged that, one year after becoming the World Forum for Harmonization of Vehicle Regulations, WP.29 had on its agenda three multilateral agreements, all in force, and that during the session the respective Administrative/Executive Committees were scheduled to meet and execute the wishes of the Contracting Parties. The Director also welcomed all delegates, with particular attention to the delegation of the Federal Republic of Yugoslavia, as a new Member Country of the United Nations and the ECE. The representative of Yugoslavia appreciated the welcome and confirmed the commitment of his country to active work in WP.29.

3. After a brief review of the expected outcomes of the session, Mr. Capel Ferrer transmitted to WP.29 the wish of the Inland Transport Committee to organize back-to-back to its sixty-fourth session (19 to 21 February 2002) a Round-Table with the subject "New Vehicle Propulsion Technologies". He outlined his preliminary views of the Round-Table and proposed that it might be accompanied by an exhibition and practical demonstrations of progress made and future projects on vehicular propulsion systems.

4. With regard to the secretariat matters, he said that procedures were well under way for filling the vacant post responsible for GRE, GRPE and GRB, and that a competent incumbent may be selected and start work within the next six months. Finally, the Director reiterated his personal commitment and the dedication of the secretariat to provide the best possible secretariat support to the endeavours of WP.29.

5. WP.29 accepted in principle the invitation for organizing a Round-Table during the next session of the ITC in cooperation with the secretariat (see para. 3 above). It was agreed that the preparatory work should start in the coming forty-second session of GRPE (29 May to 1 June 2001). The experts from OICA and CLEPA promised their assistance and agreed to search within their organizations for suitable topics, research results and speakers. The Chairman of WP.29 envisaged that other organizations might also be willing to contribute, in particular the non-governmental organizations and associations representing fuel manufacturers.

6. When considering the scope of the Round-Table, WP.29 decided to limit it strictly to propulsion technologies and related matters. However, it requested the Director of the Division to present to the Bureau of the ITC its proposal to organize in 2003, during the sixty-fifth session of ITC another Round-Table, focused on "Intelligent Transport Systems". During the consideration of this proposal many comments were put forward justifying urgent attention to this fast developing area.

7. Considering its wider responsibilities and the existing human resources in the secretariat, WP.29 expressed its concerns that its future work would be compromised by further increase of the work pressure on the existing staff of the Unit assigned to vehicle construction. It confirmed that, for a considerable period of time, the secretariat had to prioritize its work at the expense of functions not directly related to servicing of meetings. To ensure that its increased responsibilities would fully be covered both at administrative and professional levels, WP.29 invited the Director of the Division to request in the future regular budget biennium one additional general service post and one additional professional post for the vehicle construction Unit. The delegations also agreed to communicate this request to their Permanent Missions at Geneva and New York, together with its justifications.

A. SESSION OF WP.29

1. ADOPTION OF THE AGENDA

8. The provisional agenda (TRANS/WP.29/775) was adopted by WP.29 with the modifications noted below:

(i) Additional item:

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

(ii) Deferred items:

4.2.2. and 4.2.16. - Regulations Nos. 36 and 107 (see para. 12 below)

4.2.6. - Regulation No. 48 (see para. 12 below)

4.3.1. to 4.3.3. - New draft Regulations (see para. 12 below)

4.4.1. to 4.4.4. - Regulations Nos. 18, 36,
52 and 107 (see para. 76 below)

9. The secretariat acknowledged that the situation had improved with the distribution of printed documents before the session. Not issued were the reports of the subsidiary bodies of WP.29 (agenda items 3.1. to 3.4.) and one working document (agenda item 4.2.3.). However, all these documents had been readily available in their original languages via the Internet, in the website of WP.29 (<http://www.unece.org/trans/main/welcwp29.htm>).

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

2. COORDINATION AND ORGANIZATION OF WORK

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

11. The seventy-fifth session of WP.29/AC.2, considering the coordination and organization of work of WP.29, was held on 6 March 2001 (morning only, see TRANS/WP.29/743, para. 26), 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.

12. WP.29/AC.2 reviewed the provisional agenda of the current session of WP.29. It commended the new structure of the agenda, separating clearly the duties with respect to the Agreements of 1958, 1998 and 1997. Some modifications of the agenda were recommended (see para. 8 above). Concerning the deferred items, it was noted that:

(a) For items 4.2.2. and 4.2.16. the publication of the Directive on Buses and Coaches in the European Community should be awaited, in order to ensure a complete alignment of provisions proposed for the relevant ECE Regulations.

(b) For item 4.2.6., additional time was deemed necessary to reconsider the proposed amendments in the coming session(s) of GRE.

(c) For items 4.3.1. to 4.3.3. the internal procedures in the European Community were still in progress and the consideration and voting by AC.1 should therefore await their completion. The expert from the European Community explained that consent was needed by the European Parliament and the Council of Ministers and that delays were also caused by translations into the eleven working languages of the EC.

13. Following a previous agreement (TRANS/WP.29/743, para. 18), WP.29/AC.2 noted with satisfaction that the Steering Committee of IHRA (International Harmonized Research Activities) had prepared a presentation to WP.29, outlining its activities and proposing cooperation links. Although not envisaged in the session agenda, it recommended this presentation to take place on Thursday 8 March, in the morning. It was foreseen that the cooperation with IHRA should also encompass the intelligent transport systems (ITS - see para. 6 above). WP.29/AC.2 recommended ITS as a new major agenda item both for its own and for WP.29 sessions in June 2001, and suggested to invite all delegations to collect and transmit for consideration the reviews of ITS-related activities in their countries.

14. WP.29/AC.2 considered in detail the questions of the programme of work which had been modified by the secretariat following the decision taken during the previous session of WP.29 (TRANS/WP.29/743, para. 22). It agreed in principle that any future work priorities referring to the work of WP.29 and/or its subsidiary bodies might be addressed in a separate document, if advantageous, or more feasible. For the projects proposed by Australia and Germany (see paras. 21 and 22 below), WP.29/AC.2 recommended to study the proposals and, depending on the confirmed interests by the countries, suggested that WP.29 could endorse their introduction in the programme of work in its one-hundred-and twenty-fourth session in June 2001.

15. Concerning the expected agenda for the June 2001 session of WP.29, the Administrative Committee WP.29/AC.2 noted the draft presented by the secretariat. On the basis of the request by the representative of Italy, it agreed to insert conditionally also a proposal for a corrigendum to Regulation No. 22 and a Supplement to Regulation No. 110, which only should be considered by GRSP and GRPE in their sessions of May/June 2001.

16. WP.29/AC.2 noted the information by the secretariat that English and French versions of the draft publication (TRANS/WP.29/2000/65 - "WP.29 - How it Works - How to Join it") were about to be released, whilst the Russian version was expected for the end of April 2001. It invited the secretariat to present as an addendum the amendments to the draft, including those received from the United States of America and from the European Community.

17. Following the initial consideration of the subject, the representative of the United Kingdom confirmed its intention to table, in the June 2001 session of WP.29/AC.2, a working document concerning the questions of uniform application of type approval procedures (TRANS/WP.29/743, para. 16.).

18. Besides the above-mentioned questions, WP.29/AC.2 considered a number of other subjects including, e.g. preparation of the Round-Table for the next session of the ITC, preliminary results of the work of the Multi-disciplinary group of experts on safety in tunnels, revision of annex 2 to the Consolidated Resolution on Road Traffic Safety (R.E.1), and the order of consideration of individual agenda items of the current session.

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

2.2. Programme of work and priorities

Documentation: TRANS/WP.29/2001/1; informal documents Nos. 3 and 9 of annex 1 to this report.

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

21. The representative of Australia presented informal document No. 3, containing the cost-benefit analysis of the proposed new draft Regulation, setting a performance standard for a vehicle cabin air quality monitor (TRANS/WP.29/743, paras. 24 and 25).

22. The representative of Germany introduced the projects of two new draft Regulations concerning hydrogen powered vehicles (informal document No. 9).

23. WP.29 had an exchange of views on both projects and commended the delegations of Australia and Germany for their preparatory work. As a result, WP.29 agreed to follow the recommendation of WP.29/AC.2 and examine the interests in establishing these new draft regulations, in order to prepare for a qualified decision concerning their introduction in the programme of work during its next session in June 2001.

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

24. WP.29 noted the information by the secretariat concerning the proceedings of the ITC session. It also accepted the invitation to prepare a Round-Table for the sixty-fourth session of the ITC (see para. 5 above) and suggested a topic for another future Round-Table (see para. 6 above).

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

Documentation: Informal document No. 8 of annex 1 to this report.

25. The secretariat informed WP.29 about the results of the second meeting of the group and preparation of its third meeting (20-21 March 2001). The list of the documents of the group available via the Internet was distributed (informal document No. 8).

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

3.1. Working Party on Brakes and Running Gear (GRRF)
(Forty-fourth session, 3-6 April 2000)

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

26. The oral presentation of the proceedings given by the GRRF Chairman during the previous session was recalled (TRANS/WP.29/743, paras. 50-58) and WP.29 approved the report.

3.2. Working Party on Noise (GRB)
(Thirty-third session, 14 and 15 September 2000)

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

27. WP.29 recalled the information which had been given by the Chairman of GRB during the one-hundred-and-twenty-second session (TRANS/WP.29/743, paras. 59-64) and approved the report.

3.3. Working Party on Lighting and Light-Signalling (GRE)
(Forty-fifth session, 2-6 October 2000)

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

28. WP.29 recalled the detailed presentation of the results of the session, which had been given by the GRE Chairman during the previous session (TRANS/WP.29/743, paras. 65-79) and approved the report.

29. Referring to an additional meeting, which continued the work started during the forty-fifth session, the Chairman of GRE gave an oral report of the informal GRE meeting, held in Geneva from 10 to 12 January 2001 (TRANS/WP.29/743, paras. 67 and 75). He said that the informal meeting concentrated on the elaboration of a draft global technical regulation concerning the installation of lighting and light-signalling devices, and qualified the work done during the meeting as very successful. He estimated that about fifty per cent of the draft had been examined, however, leaving still some items opened for further discussion. To keep the momentum, the GRE Chairman requested WP.29's endorsement for another informal GRE meeting, to be held in August or September 2001. He also brought to the attention of WP.29 a number of questions concerning general principles of global technical regulations, their structure, format, extent of their incorporation into national legislation, etc. He offered to prepare a working document presenting these basic questions for an initial consideration by WP.29/AC.2 in June 2001.

30. WP.29 approved the request for the additional informal meeting of GRE and requested the GRE Chairman to provide during the next session of WP.29 information concerning the venue and actual dates of the meeting. Regarding the principal questions concerning global technical regulations, WP.29 acknowledged their potential importance and accepted the idea of their consideration by WP.29/AC.2 during the seventy-sixth session.

3.4. Working Party on General Safety Provisions (GRSG)
(Seventy-ninth session, 16-19 October 2000)

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

31. The presentation given by the GRSG Chairman during the previous session was recalled (TRANS/WP.29/743, paras. 80-89) and WP.29 approved the report.

32. The Chairman of WP.29 confirmed that, contrary to the information reported during the previous session (TRANS/WP.29/743, para. 89), the Chairman of GRSG agreed to chair also the eighty-first session, scheduled at Geneva from 8 to 11 October 2001, as the last one before his retirement, opening a position for an election of a new Chairman.

33. In relation to the above, the representative of Belgium informed WP.29 that he was expected to take up soon a position in the Commission of the European Communities and that for this reason he was withdrawing his candidature for the GRSG Chairmanship.

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

3.5.1. Working Party on Passive Safety (GRSP)
(Twenty-eighth session, 27 November -1 December 2000)

34. The Chairman began his report by informing WP.29 about the issue of the possible danger of hearing damage caused by an airbag deployment. He said that GRSP had considered that research in this area should continue before taking a decision concerning any noise limit for an airbag deployment. The experts from France and Switzerland agreed to prepare a joint proposal and submit it to GRSP.

35. Concerning the "ISOFIX" anchorages for the child restraints, the Chairman said that GRSP had begun the consideration, as a first step, of an amendment to Regulation No. 14 and Regulation No. 44, incorporating the two lower rigid "ISOFIX" anchorages. He informed WP.29 that the work on this first step should continue and that for the second step research should continue to enable GRSP to make a choice between the top tether or a support leg as a third support for child restraints. He also informed WP.29 that some experts were disappointed with the two-step approach. The Chairman informed WP.29 that GRSP had also begun the consideration of a global technical regulation on safety-belt anchorages.

36. He also recalled agreements reached on proposals to amend Regulations Nos. 16 (Safety-belts), 44 (Child restraints), and 94 (Frontal collision protection), and on a draft Corrigendum to Regulation No. 17 (Strength of seats). He announced that these proposals would be transmitted to WP.29 and AC.1 for consideration at their June 2001 sessions. Concerning Regulation No. 22 (Protective helmets), he said that an additional draft Corrigendum to the 05 series of amendments to Regulation No. 22 was expected to be adopted by GRSP at its next session.

37. Concerning the future work, he said that development of Regulations Nos. 14 (Safety-belt anchorages), 16 (Safety-belts), 17 (Strength of seats), 21 (Interior fittings), 29 (Cabs of commercial vehicles), and 44 (Child restraints) was expected to continue. Concerning other items of the GRSP programme of work, the Chairman noted that for Regulation No. 94 (Frontal collision protection) GRSP had agreed to resolve in its session of May 2001 the issue of the warning labels for rear-facing child restraints in seats protected by a frontal airbag. Concerning Regulation No. 95 (Lateral collision protection), the Chairman recalled that for the deformable barrier design new proposals were expected to be received for consideration during the forthcoming sessions.

38. Referring to the evaluation of the injury risk to the cervical spine in low speed rear-end impact accidents, the Chairman informed WP.29 that, after the consent given by WP.29 for the elaboration of a new draft Regulation (TRANS/WP.29/735, para. 69), the corresponding proposal would be considered in future sessions. He reminded WP.29 that to reduce this whip-lash injury danger, amendments would also be necessary to Regulations Nos. 17 and 25 (Strength of seats and Head restraints).

3.5.2. Working Party on Pollution and Energy (GRPE)
(Forty-first session, 16-19 January 2001)

39. The Chairman of GRPE recalled that, following the endorsement by WP.29 at its one-hundred-and-twenty-first session, two informal meetings preceded the forty-first GRPE session. He stated that, in order to accommodate this extended programme, the meeting had started one and a half days earlier, however, without simultaneous interpretation (TRANS/WP.29/735, paras. 72 and 73). The results of the informal meetings had been reported to GRPE and would be fully reflected in the session report.

40. The informal group charged with development of a world-wide motorcycle emission test cycle (WMTC) had held its second informal meeting. The Chairman of WMTC reported that the group had reviewed the proposed driving cycles and a test procedure. He stated that the group could complete the proposal for a Global Harmonized Test Procedure by May 2001, when the validation programme should commence. During the meeting, the WMTC group also reviewed research activities in the area concerned and had agreed on its further work schedule. The Chairman of GRPE confirmed that the WMTC group should have its next informal meeting just after the forty-second GRPE session.

41. The working group on world-wide heavy-duty certification procedure (WHDC) had held its tenth informal meeting. Its Chairman had submitted to GRPE for consideration a candidate for a world transient cycle representing real-life heavy-duty engine operation. He had reported that the first step of the validation tests had commenced and the report would be presented during the next GRPE session. During the WHDC working group meeting, ISO had reported on its activities in the area concerned. The GRPE Chairman asked WP.29 for guidelines with regard to the further work of the WHDC working group and the process of establishing a global technical regulation under the 1998 Global Agreement.

42. The GRPE Chairman reported that, during its session, GRPE had heard a presentation by Dr. Krzyzanowski from the World Health Organization (WHO) regarding particulate emissions. After an extensive discussion, GRPE had agreed to form the Particulate Emission working group, for which the terms of reference had been adopted. Subject to the endorsement by WP.29, the group should have its first informal meeting just after the forty-second GRPE session.

43. Reporting on the work of the GRPE itself, the Chairman informed WP.29 that amendments had been adopted to Regulations Nos. 83 (Emissions of M1 and N1 categories of vehicles), 100 (Battery electric vehicles), and 67 (Equipment for LPG) and that GRPE had agreed to transmit them to WP.29 and AC.1 for consideration at their June 2001 sessions.

44. Concerning the future work, the GRPE Chairman provided concise information on a new area of activity, hybrid vehicles, where GRPE started to evaluate relevance of all ECE Regulations on the basis of a proposal by France. He also mentioned that work should continue on a number of proposals related to a number of ECE Regulations under the GRPE's responsibility, but did not go into any details.

45. Following a reminder by an expert from OICA, the GRPE Chairman reported that, after an exchange of information on national and international requirements on emissions, a proposal had been made for development of a global technical regulation regarding on-board diagnostic systems (OBD) for heavy-duty vehicles. GRPE had supported this initiative in principle, agreeing however that it would be up to the Contracting Parties to the 1998 Global Agreement to include this item on the list of priorities for development of global technical regulations.

3.5.3. Working Party on Brakes and Running Gear (GRRF)
(Forty-ninth session, 29 January - 2 February 2001)

46. The Chairman of GRRF informed WP.29 on the adoption of amendments to Regulations Nos. 13 and 13-H, relating to the avoidance of false indication of sensor failures of anti-lock systems, updating prescriptions for vehicles equipped with inertia braking systems, alignment to Appendix B2 of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), and electric vehicles. He said that these amendments, consolidated also with the amendments adopted at the forty-eighth session of GRRF, would be transmitted to WP.29 and AC.1 for consideration at their sessions of June 2001.

47. Referring to another proposal concerning the conditions under which electric parking braking systems could use common components from the service braking system, the Chairman informed WP.29 that agreement had been reached, subject to a study reservation from the experts from Japan.

48. He also recalled that the proposal for Modular Type Approval for Trailers had reached general agreement and that a formal adoption could be expected at the next GRRF session in September 2001. He said that single approval of trailers had also been considered, and that a concrete proposal on this issue was expected to be transmitted to GRRF for consideration. He informed WP.29 that work would continue on Periodical Technical Inspections and on illumination of stop lamps. Referring to other braking questions, he informed WP.29 that a final report by the United Kingdom on compatibility of heavy vehicle combinations had been presented, and that GRRF had agreed to consider it in an informal meeting to be hosted by the United Kingdom.

49. Referring to the amendments to Regulation No. 89 (Speed limitation devices), the Chairman informed WP.29 that work had been completed on a proposal concerning M1 and N1 category vehicles and that WP.29 would be invited to consider it in its next session, in June 2001. He recalled that the subject was not only technical and the expert from Germany had made a declaration opposing the incorporation of provisions for Adjustable Speed Limiting Devices into the Regulation.

50. The Chairman of GRRF informed WP.29 on the progress in preparing a global technical regulation on tyres reached by the informal group during its last meeting in London. He mentioned that, after the events in the United States of America (TRANS/WP.29/743, para. 55), the urgency of amending the US Federal Motor Vehicle Safety Standard on tyres needed to be taken into account in further work. He also reported that development continued of a new tyre adhesion test, and announced that a new meeting of the informal group was scheduled to be held in June 2001.

51. Concerning the tyre Regulations annexed to the 1958 Agreement, the Chairman reported that proposals for draft amendments to Regulation Nos. 30 (Pneumatic tyres), 54 (Pneumatic tyres for commercial vehicles) and 109 (Retreaded pneumatic tyres for commercial vehicles) should be transmitted to WP.29 and AC.1 for their June 2001 sessions, whilst the work was expected to continue on development of Regulations Nos. 106 (Agriculture tyres) and 108 (Retreaded pneumatic tyres).

52. On the important issue of whether the Adaptive Cruise Control system (ACC) should be subject to regulatory control, GRRF considered that ACC systems were covered by the current text of Regulation No. 13, if they interacted with braking systems. He also confirmed the opinion of GRRF that, in its current state of development, this new technology could be inhibited by unjustified regulatory requirements.

53. Concerning other areas of work, the Chairman said that development continued of Regulations Nos. 78 (Motorcycle braking), 79 (Steering equipment), 90 (Replacement brake linings), 111 (Handling and stability), as well as the work on the draft new Regulation on Wheels, draft global technical regulation on replacement brake linings, and the harmonization of motorcycle braking requirements, an area where the industry was demonstrating its commitment by devoting substantial effort in a test programme to inform discussion.

54. Referring to the study reservation made during the session of GRRF (see para. 47 above), the representative of Japan informed WP.29 that consideration in his country had now enabled the reservation to be lifted.

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

55. The GRB Chairman reported that consideration continued of the proposal for a new draft ECE Regulation concerning the tyre rolling sound emission. This new Regulation is expected to parallel the future European Community Directive concerning the same subject, and amending the existing EC Directive on tyres. The proposal had been fully developed and only minor refinements and a final approval of the proposed limits and transitional provisions were still under consideration. The Chairman said that, in the European Community, there was an ongoing conciliation procedure between the European Parliament and the Council, searching for the reduction of limit values and acceptable transitional conditions.

56. Considering the second major subject of the session, the Chairman reported that GRB had continued its discussion concerning development of Regulation No. 51 regarding noise emission from M and N categories of vehicles. He explained that an increasing number of public complaints regarding urban traffic noise and the availability of new technology had created a climate for re-examination of the test method and approval limits in Regulation No. 51, with the aim of reducing further the actual urban traffic noise. He informed GRB about investigations carried out by different delegations and the statistical work done, evaluating actual vehicle operation conditions. On the bases of these results, GRB had agreed in principle to

develop a new more realistic noise test method. Three delegations had come to different conclusions concerning the test procedure and had tabled different proposals. To find a way forward, GRB had compiled a list of questions, which should be resolved by developing a new test method Regulation No. 51. The Chairman said that GRB had agreed to study these questions carefully for a thorough discussion at the next session, where a concise plan for further work should be established.

57. With respect to Regulation No. 59, the Chairman said that GRB had considered three amendments proposed by the Russian Federation, including the request to extend the Regulation to all M and N vehicles. Although this question had already been discussed in the past, the experts agreed to examine again the presence of a market for replacement exhaust systems for large vehicles and, in a positive case, re-consider the feasibility of defining a test method for such systems. The second proposed amendment related to an appropriate test reference, to the version of Regulation No. 51 in force during the original approval, also for the approval of the replacement silencer. The third amendment was originally intended for the Russian language version only, but was in principle parallel to amendments, which had been incorporated in Regulation No. 92 for motorcycle replacement exhaust systems. GRB invited the experts from the Russian Federation to complete their proposal in this respect, for consideration at the next session.

4. 1958 AGREEMENT

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

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

58. The secretariat presented the new issue of the status document (TRANS/WP.29/343/Rev.9), reflecting the situation as at 21 February 2001. It confirmed that, since that date, no new information had been received. It also informed WP.29 that the document was already made available in the WP.29 website, both in WordPerfect and the "pdf" format for Adobe Acrobat Reader, although the latter still needed some adjustment in order to make usable also the Russian language text.

4.2. CONSIDERATION OF DRAFT AMENDMENTS TO EXISTING REGULATIONS

4.2.1. Regulation No. 23 (Reversing lamps)

Documentation: TRANS/WP.29/2001/5.

59. WP.29 noted the corrigendum and recommended its adoption by AC.1.

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

Documentation: TRANS/WP.29/2001/13.

60. Item deferred (see paras. 8 and 12 above).

4.2.3. Regulation No. 37 (Filament lamps)

Documentation: TRANS/WP.29/2001/6.

61. WP.29 noted the description and justification of the proposal given by the Chairman of GRE and recommended its adoption by AC.1.

4.2.4. Regulation No. 39 (Speedometers)

Documentation: TRANS/WP.29/2001/14; informal document No. 10 of annex 1 to this report.

62. WP.29 decided to transmit informal document No. 10 to GRSG for consideration at its next session, in April 2001. However, it accepted the proposal by the representative of the European Community to eliminate the lowest test speed range (25 km/h) specified in para. 5.2.5. of the document. In addition, it agreed to improve the presentation of the test speeds in this paragraph, in order to make clear distinction of those given as a value and that given as a percentage of the maximum speed. The adopted text is reproduced below and WP.29 recommended the adoption of the amended document by AC.1.

Paragraph 5.2.5., amend to read:

"5.2.5. The vehicle is tested at the following speeds:

Maximum design speed (Vmax) of the vehicle specified by the vehicle manufacturer (km/h)	Test speed (V ₁) (km/h)
Vmax # 45	80 % of Vmax
45 < Vmax # 100	40 km/h and 80 % of Vmax (if the resulting speed is \$ 55 km/h)
100 < Vmax # 150	40 km/h, 80 km/h and 80 % of Vmax (if the resulting speed is \$ 100 km/h)
150 < Vmax	40 km/h, 80 km/h and 120 km/h

4.2.5. Regulation No. 45 (Headlamp cleaners)

Documentation: TRANS/WP.29/2001/7.

63. WP.29 noted the corrigendum to the French text only and recommended its adoption by AC.1.

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

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

64. Item deferred (see paras. 8 and 12 above).

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

Documentation: TRANS/WP.29/2001/9.

65. WP.29 noted that the proposal should align the text of the Regulation with the corresponding EC Directive. It recommended its adoption by AC.1, with the following corrections in the French language:

Paragraph 9., (French only).

Annex 1, paragraph 3., (French only).

4.2.8. Regulation No. 51 (Noise of M and N categories of vehicles)

Documentation: TRANS/WP.29/2001/3.

66. WP.29 noted the corrigendum and recommended its adoption by AC.1.

4.2.9. Regulation No. 53 (Installation of lighting and light-signalling devices for L3 category vehicles)

Documentation: TRANS/WP.29/2001/10.

67. WP.29 noted that the proposal should align the text of the Regulation with the corresponding EC Directive. It recommended its adoption by AC.1, with the following corrections:

Paragraphs 5.13., 6.3.7. and 6.6.1., the amendments proposed in TRANS/WP.29/2001/10 should be deleted (Note: The proposed text already exists in the 01 series of amendments to Regulation No. 53).

Paragraphs 6.1.3.1.2., 6.2.3.1.2. and 6.6.3.1., (French only).

4.2.10. Regulation No. 63 (Noise of mopeds)

Documentation: TRANS/WP.29/2001/4.

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

4.2.11. Regulation No. 69 (Rear marking plates for slow vehicles)

Documentation: TRANS/WP.29/2001/11.

69. WP.29 considered the proposal and recommended its adoption by AC.1. It was noted that this would make obligatory the bending test of the plates.

4.2.12. Regulation No. 74 (Installation of lighting and light-signalling devices for mopeds)

Documentation: TRANS/WP.29/2001/12.

70. WP.29 noted that the proposal should align the text of the Regulation with the corresponding EC Directive. It recommended its adoption by AC.1, with the following corrections:

Paragraphs 5.13., 6.3.1. and 6.8.7., the amendments proposed in TRANS/WP.29/2001/12 should be deleted (Note: The proposed text already exists in the 01 series of amendments to Regulation No. 74).

Paragraphs 6.1.3.1.2. and 6.2.3.1.2. and 6.6.3.1., (French only).

Paragraph 6.3.3.1., (French only).

4.2.13. Regulation No. 75 (Motorcycle tyres)

Documentation: TRANS/WP.29/2001/2.

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

4.2.14. Regulation No. 97 (Vehicle alarm systems)

Documentation: TRANS/WP.29/2001/15.

72. WP.29 considered the proposal and adopted the corrections proposed by the expert from the European Community; the adopted text is reproduced in annex 2 to this report. WP.29 recommended the adoption of the amended document by AC.1.

4.2.15. Regulation No. 105 (ADR vehicles)

Documentation: TRANS/WP.29/2001/16.

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

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

Documentation: TRANS/WP.29/2001/17.

74. Item deferred (see paras. 8 and 12 above).

4.3. CONSIDERATION OF NEW DRAFT REGULATIONS

75. Consideration of the three new draft Regulations was deferred (see paras. 8 and 12 above). For the titles of the draft Regulations and the symbols of the corresponding documents please refer to the session agenda (TRANS/WP.29/775, items 4.3.1. to 4.3.3.).

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

76. Consideration of the amendments to Regulations Nos. 18, 36, 52 and 107 was deferred. For Regulation No. 18, it was noted that the proposed amendments could only be adopted with the new draft Regulation on the protection of motor vehicles against unauthorized use (see para. 75 above), whilst the amendments to Regulations Nos. 36, 52 and 107 should await the publication of the European Community directive on buses and coaches (see para. 12(a) above). For the symbols of documents containing the proposed amendments please refer to the session agenda (TRANS/WP.29/775, items 4.4.1. to 4.4.4.).

5. **1998 AGREEMENT (GLOBAL)**

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

Documentation: Informal document No. 7 of annex 1 to this report.

77. WP.29 was addressed by Ms. Margo Oge, Director of the Office of Mobile Sources, Office of Air and Radiation, of the U.S. Environmental Protection Agency. She recalled her previous presentations to WP.29, in 1996, when the Global Agreement had been proposed and in 1998, when it had been opened for signature and signed by the United States of America. She stressed the principles of the Agreement and invited its Contracting Parties and WP.29 to implement it to the benefits of society. She suggested the following criteria in establishing regulatory priorities:

- Importance in protecting public health, safety and the environment, that will also maximize resources;
- Harmonization, but not at the expense of public health, environmental protection, or vehicle safety;
- Show success early on in the process; and

- Address new issues where countries have not developed regulatory positions or approaches.

78. In the discussion which followed Mrs. Oge's speech, WP.29 and the Contracting Parties to the Global Agreement faced the questions concerning the conduct of work of the Executive Committee of the Agreement. Numerous experts, particularly from non-governmental organizations, presented their strong pleas to allow the presence of observers in the sessions of the Committee. WP.29 concluded that all provisions concerning the work of the Executive Committee and functions of the Agreement were fully spelled out in the text of the Agreement, including the transparency of the process of establishing global technical regulations. WP.29 also agreed that a decision concerning the presence of observers in the sessions was fully in the purview of the Contracting Parties to the Agreement, forming its Executive Committee.

79. The representative of the Republic of South Africa made a statement, which is reproduced in annex 4 to the report.

80. The secretariat presented informal document No. 7 and confirmed that no additional information had been received since the date of its preparation. Therefore, it correctly reflected the status information (11 Contracting Parties and 2 Signatories).

81. The representative of the Russian Federation drew the attention of WP.29 to the question of harmonization of automotive regulatory requirements amongst countries operating various type approval systems and countries operating the self-certification system. WP.29 agreed in practice that the provisions of the 1998 Agreement guaranteed such functions and that, whenever appropriate, a global technical regulation could be imported in the 1958 Agreement, where it would acquire the reciprocal recognition of type approvals.

5.2. Future global technical regulations (qtr)

Documentation: TRANS/WP.29/2000/33; TRANS/WP.29/2000/44; TRANS/WP.29/2000/66; TRANS/WP.29/2001/21; informal documents Nos. 2, 4 and 5 of annex 1 to this report.

82. WP.29 noted the working documents containing various considerations concerning proposals for future candidate global technical regulations and their priorities. The expert from CLEPA presented the views of his organization (informal document No. 2). Noted were also informal documents tabled by Canada and the United States of America (informal documents Nos. 4 and 5). Consideration of the subject was left to the Executive Committee.

6. **1997 AGREEMENT (INSPECTIONS)**

6.1. Status of the Agreement

Documentation: Informal document No. 7 of annex 1 to this report.

83. The secretariat presented informal document No. 7 and confirmed that no additional information had been received since the date of its preparation. Therefore, it correctly reflected the status information (5 Contracting Parties, 19 Signatories).

84. The secretariat encouraged the representatives of the nineteen signatory countries to expedite their ratification procedures in order to allow the full functioning of the Agreement.

85. The representative of Finland said that the national ratification procedure in his country was under way and envisaged that his country would soon join the five current Contracting Parties.

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

6.2.1. Draft Rule No. 1 (Inspections with regard to the environmental performance)

Documentation: ECE/RCTE/CONF./5/FINAL; TRANS/WP.1/1998/5;
TRANS/WP.29/1999/18; TRANS/WP.29/1999/19.

86. The Chairman recalled that the draft Rule No. 1 had in principle been adopted by WP.29 and after that was endorsed by the ECE Regional Conference on Transport and the Environment (Vienna, 12-14 November 1997). He invited WP.29 to examine the proposals, which were later presented to amend this Rule.

87. The representative of the Russian Federation said that, from the proposal presented by his country (TRANS/WP.1/1998/5), the suggestion to specify conditions under which the noise of an inspected vehicle should be measured deserved attention. However, he agreed that this might be considered at some future occasion. Consequently, he withdrew document TRANS/WP.1/1998/5 from consideration.

88. WP.29 noted that document TRANS/WP.29/1999/18 referred to the Russian text only of the draft Rule No. 1 (ECE/RCTE/CONF./5/FINAL) and agreed in principle that the appropriate corrections should be carried out when Rule No. 1 was finalized in the Russian language.

89. Document TRANS/WP.29/1999/19 was introduced by the expert from CITA, who recalled the justification of the proposals to amend draft Rule No. 1. WP.29 considered the document and adopted only the proposals reproduced below:

Paragraph 3.1.1., Vehicles with positive-ignition engines, for "Exhaust emissions controlled by an advanced control" introduce into "PRINCIPAL REASONS FOR REJECTION" a new item reading:

"- at high idling speed lambda outside of the range 1 ± 0.03 , or outside of the manufacturer's specifications"

Paragraph 3.1.2., Vehicles with compression-ignition engines, for "Smoke absorption coefficient (acc. To ECE Regulation No. 24) 1/" introduce a reference to a new footnote 2/ and a new footnote 2/, to read:

"2/ Equivalent measuring methods are allowed."

Paragraph 4., NOISE EMISSIONS, "PRINCIPAL REASONS FOR REJECTION", amend to read:

"- missing (partially or completely) or seriously defective"

Paragraph 5., OTHER ENVIRONMENT-RELATED ITEMS, under "items", correct the words "Engine transmission" to read "Engine and transmission".

90. Concluding the consideration of the draft Rule No. 1 (ECE/RCTE/CONF./5/FINAL), WP.29 recommended its adoption by the Administrative Committee of the 1997 Agreement, with the amendments reproduced in paragraph 89 above, and with the appropriate corrections of the text in the Russian language, based on document TRANS/WP.29/1999/18.

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

Documentation: (TRANS/WP.29/1999/44); TRANS/WP.29/2001/19; informal document No. 6 of annex 1 to this report.

91. WP.29 noted that the proposal for draft Rule No. 2 contained the safety provisions which had been in principle agreed by WP.29 during its one-hundred-and-tenth session in November 1996, however, updated by the most recent proposal received from CITA.

92. The secretariat confirmed that document TRANS/WP.29/2001/19 superseded the original proposal (TRANS/WP.29/1999/44). It also explained that some sections of document TRANS/WP.29/2001/19 had been copied from TRANS/WP.29/1999/44 and that these needed additional consideration, not only with respect to their relevance, but also in order to propose the methods of inspection.

93. The representative of the Russian Federation introduced informal document No. 6, proposing some additional amendments. He acknowledged that the methods of inspection were already contained in TRANS/WP.29/2001/19 and agreed to withdraw the proposal concerning the environmental inspection, which were not relevant.

94. WP.29 considered document TRANS/WP.29/2001/19 and considered to request a competent advice from CITA concerning the sections of the proposal which had been transferred from the former document (TRANS/WP.29/1999/44). It was agreed that the comments by CITA might conveniently be examined during the one-hundred-and-twenty-sixth session of WP.29, in March 2002. A decision in principle was made that, after March 2002, an opportunity to examine the text would also be given to the responsible Working Parties, i.e. GRRF, GRE and GRSG.

95. The expert from CITA accepted the invitation to review document TRANS/WP.29/2001/19. He agreed that the examination should focus on eliminating any contradictions with the European Community Council Directive 96/96/EC and agreed to take also into account all relevant proposals of informal document No. 6.

7. CONSOLIDATED RESOLUTION ON ROAD TRAFFIC (R.E.1)

7.1. Draft revision of annex 2:

Periodic inspection of vehicles - checks to be carried out

Documentation: (TRANS/WP.29/2000/2-TRANS/WP.1/2000/3); TRANS/WP.29/2001/18; TRANS/WP.29/2001/20.

96. WP.29 noted that the document tabled by the experts from CITA (TRANS/WP.29/2001/20), was an update of the former working document (TRANS/WP.29/2000/2-TRANS/WP.1/2000/3), containing also contributions submitted by the representatives of WP.29.

97. The expert from CITA confirmed that, whilst the provisions of the proposed update of annex 2 to R.E.1 were more detailed, both technical content and the numbering of items were aligned with the European Community Directive 96/96/EC where possible and appropriate. Concerning the proposal for additional amendments, which had been submitted by Ukraine (TRANS/WP.29/2001/18), he said that some should be taken into account and incorporated into TRANS/WP.29/2001/20.

98. WP.29 considered and adopted document TRANS/WP.29/2001/20, with the amendments reproduced in annex 3 to this report, including also relevant modifications proposed by Ukraine in document TRANS/WP.29/2001/18. WP.29 invited the secretariat to transmit the adopted text of annex 2 to R.E.1 to the Working Party on Road Traffic Safety, in line with the decisions taken during the one-hundred-and-twenty-first session (TRANS/WP.29/735, paras. 105 and 106).

8. OTHER BUSINESS

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

Documentation: (TRANS/WP.29/2000/65).

99. Following the recommendation by WP.29/AC.2 (see para. 16 above), the secretariat confirmed that the amendments to the draft publication would be issued under document symbol TRANS/WP.29/2000/65/Add.1. It envisaged that the publication itself should be issued by the end of the year.

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

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

100. WP.29 examined the informal document tabled by OICA, asking for an elimination of a restriction to bench seats concerning the distance between rear centre seat safety-belt anchorages, as had been introduced into draft Supplement 2 to the 05 series of amendments to Regulation No. 14 during the one-hundred-and-twenty-second session (TRANS/WP.29/743, paras. 91 and 146).

101. WP.29 decided to transmit informal document No. 1 to GRSP for consideration during its twenty-ninth session (7-11 May 2001). However, noting the urgency of the matter claimed by the expert from OICA, it invited the secretariat to prepare in advance an appropriate working document for WP.29 and insert conditionally the consideration of this item into the agenda of WP.29 for June 2001, similarly to previously agreed items related to Regulations Nos. 22 and 110 (see paras. 15 and 19 above).

8.3. International Harmonized Research Activities (IHRA) - Steering Committee Presentation to WP.29

Documentation: Presentation by IHRA, as listed in annex 1 to this report.

102. In line with the intention to allow mutual contribution to work (TRANS/WP.29/743, para. 18), Mr. R. Owings, Associate Administrator of the NHTSA, Research and Development, and member of the IHRA Steering Committee, briefed WP.29 about the goals, organization and achievements of IHRA. He provided a description of the six working groups (Biomechanics; Frontal Impact; Side Impact; Vehicle Compatibility; Pedestrian Protection; Intelligent Transport Systems) and described the participation, leading countries and organizations, and the close relations to the Technical Conferences on Enhanced Safety of Vehicles (ESV).

103. The information received was highly appreciated. It was noted that the majority of IHRA working groups relate to matters within the scope of activities of GRSP with, however, the exception of Intelligent Transport Systems (ITS), which could relate to several subsidiary bodies of WP.29.

104. It was also noted that future activities of IHRA would be largely influenced by the Seventeenth ESV Conference, to be held in Amsterdam, from 4 to 7 June 2001 (the representative of the Netherlands distributed the Second Announcement and Call for papers - see annex 1 to this report).

105. WP.29 agreed in principle with establishing links with IHRA in all possible areas of mutual interest. In this respect, it was recalled that a decision was already made to start the consideration of ITS during the coming June session of WP.29 (see paras. 13 and 19 above).

9. ADOPTION OF THE REPORT

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

* * *

B. SESSIONS OF THE ADMINISTRATIVE/EXECUTIVE COMMITTEES

1. 1958 AGREEMENT

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

1.1. ESTABLISHMENT OF THE AC.1

107. Of the thirty-six Contracting Parties to the Agreement, representatives of twenty-nine countries were present and established AC.1 for its seventeenth session. AC.1 noted that only the draft amendments to existing Regulations were submitted to a vote.

1.2. ELECTION OF OFFICERS

108. Following the previous practice, AC.1 invited the Chairman of WP.29 to act also as a Chairman of AC.1.

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

1.3.1. Regulation No. 23 (Reversing lamps)

109. Parties applying the Regulation: 32 present and voting: 29
Adoption of document TRANS/WP.29/2001/5 by unanimity, with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as Corrigendum 1 to Supplement 5 to Regulation No. 23, applicable ab initio.

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

110. Item deferred (see para. 60 above).

1.3.3. Regulation No. 37 (Filament lamps)

111. Parties applying the Regulation: 31 present and voting: 28
Adoption of document TRANS/WP.29/2001/6 by unanimity, with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 21 to the 03 series of amendments to Regulation No. 37 (Article 12 of the Agreement).

1.3.4. Regulation No. 39 (Speedometers)

112. Parties applying the Regulation: 32 present and voting: 28
Adoption of document TRANS/WP.29/2001/14 by unanimity, as modified by WP.29 (see para. 62 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 Regulation No. 39 (Article 12 of the Agreement).

1.3.5. Regulation No. 45 (Headlamp cleaners)

113. Parties applying the Regulation: 25 present and voting: 23
Adoption of document TRANS/WP.29/2001/7 by unanimity, with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as Corrigendum 2 to Supplement 4 to the 01 series of amendments to Regulation No. 45 (French only), applicable ab initio.

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

114. Item deferred (see para. 64 above).

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

115. Parties applying the Regulation: 31 present and voting: 28
Adoption of document TRANS/WP.29/2001/9 by unanimity, as modified by WP.29 (see para. 65 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. 50 (Article 12 of the Agreement).

1.3.8. Regulation No. 51 (Noise of M and N categories of vehicles)

116. Parties applying the Regulation: 31 present and voting: 27
Adoption of document TRANS/WP.29/2001/3 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 3 to the 02 series of amendments to Regulation No. 51, applicable ab initio.

1.3.9. Regulation No. 53 (Installation of lighting and light-signalling devices for L3 category vehicles)

117. Parties applying the Regulation: 29 present and voting: 26
Adoption of document TRANS/WP.29/2001/10 by unanimity, as modified by WP.29 (see para. 67 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. 53 (Article 12 of the Agreement).

1.3.10. Regulation No. 63 (Noise of mopeds)

118. Parties applying the Regulation: 18 present and voting: 15
Adoption of document TRANS/WP.29/2001/4 by unanimity. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as Corrigendum 2 to the 01 series of amendments to Regulation No. 63, applicable ab initio.

1.3.11. Regulation No. 69 (Rear marking plates for slow vehicles)

119. Parties applying the Regulation: 29 present and voting: 27
Adoption of document TRANS/WP.29/2001/11 by unanimity, with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 2 to the 01 series of amendments to Regulation No. 69 (Article 12 of the Agreement).

1.3.12. Regulation No. 74 (Installation of lighting and light-signalling devices for mopeds)

120. Parties applying the Regulation: 27 present and voting: 25
Adoption of document TRANS/WP.29/2001/12 by unanimity, as modified by WP.29 (see para. 70 above), with the EC representative voting for the Member States. Document to be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation, for consideration as draft Supplement 3 to the 01 series of amendments to Regulation No. 74 (Article 12 of the Agreement).

1.3.13. Regulation No. 75 (Motorcycle tyres)

121. Parties applying the Regulation: 26 present and voting: 25
Adoption of document TRANS/WP.29/2001/2 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 10 to Regulation No. 75 (Article 12 of the Agreement).

1.3.14. Regulation No. 97 (Vehicle alarm systems)

122. Parties applying the Regulation: 25 present and voting: 24
Adoption of document TRANS/WP.29/2001/15 by unanimity, as modified by WP.29 (see para. 72 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 2 to the 01 series of amendments to Regulation No. 97 (Article 12 of the Agreement).

1.3.15. Regulation No. 105 (ADR vehicles)

123. Parties applying the Regulation: 29 present and voting: 25
Adoption of document TRANS/WP.29/2001/16 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 02 series of amendments to Regulation No. 105 (Article 12 of the Agreement).

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

124. Item deferred (see para. 74 above).

2. 1998 AGREEMENT (GLOBAL)

FIRST SESSION of the Executive Committee of the Agreement

2.1. Election of officers

125. Following the proposal by the representative of Canada and supported by the representatives of other Contracting Parties, Mr. K. Feith (United States of America) was elected Chairman of the Executive Committee and Messrs B. Gauvin (France) and M. Naito (Japan) were elected Vice-Chairmen.

2.2. Legal and administrative procedures concerning the Agreement

126. The Executive Committee had an exchange of views on the questions of legal and administrative procedures and the implementation of the Agreement. The Contracting Parties were invited to study the suggested procedures for a detailed consideration of this item during the second session of the Executive Committee on 28 June 2001.

2.3. Priorities for developing global technical regulations

Documentation: TRANS/WP.29/2000/33; TRANS/WP.29/2000/44;
TRANS/WP.29/2000/66; TRANS/WP.29/2001/21; informal documents Nos. 2, 4 and 5 of annex 1 to this report.

127. The Chairman of the Executive Committee reviewed the documents containing considerations concerning the priorities for future candidate global technical regulations and recalled the relevant provisions of the 1998 Agreement. After this introduction, the representatives of the Contracting Parties (Canada, Japan, Russian Federation and the United States of America) were given an opportunity to present their views on the basis of the tabled documents.

128. To complement the notice tabled by the Department of Transport of the United States of America (informal document No. 5), Ms. M. Oge presented orally the views of the U.S. Environmental Protection Agency (EPA). She said that her Agency would be prepared to present its notice formally for consideration at the second session of the Executive Committee.

129. The expert from the European Community recalled the internal procedures under way for setting the priorities of work under the Agreement and envisaged their formal presentation also for the second session of the Executive Committee. He also recalled that a Tripartite Statement (TRANS/WP.29/689, annex 2) envisaged a review of the Agreement functions after five years of operation.

130. The Chairman reviewed also the comments and proposals tabled by the experts from OICA, CLEPA, IMMA, AIT/FIA and CI and made a roll call, asking the experts of these organizations to give short presentations. Although he pointed out that regulatory responsibilities rested with the Governments, he highly praised the cooperation with the industrial research and development and appreciated the assistance received in regulatory work.

131. Concluding the consideration of the subject, the Chairman said that a decision concerning the prioritization of work could only be made when all the proposals by the Contracting Parties were on the table. He invited the members of the Executive Committee to study the proposals already available and prepare for taking decisions during the second meeting in June 2001.

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

132. The Executive Committee agreed to discuss this item at its next session, when deciding on the prioritization of work.

3. 1997 AGREEMENT (INSPECTIONS)

FIRST SESSION of the Administrative Committee of the Agreement

3.1. Election of officers

133. Following the proposal by the representative of Hungary and supported by the representatives of Estonia and Romania, Mr. G. Meekel (Netherlands) was elected Chairman of the Administrative Committee and Mr. B. Kisulenko (Russian Federation) was elected Vice-Chairman.

3.2. NEW DRAFT RULE - VOTING

Draft Rule No. 1 (Inspections with regard to the environmental performance)

134. Following the recommendation by WP.29, the Administrative Committee adopted by a majority vote the draft Rule No. 1, as contained in document ECE/RCTE/CONF./5/FINAL, as amended by WP.29 (see para. 90 above). The representative of Romania abstained from voting. The secretariat was requested to transmit the amended document to the Secretary-General of the United Nations, for communication to the Contracting Parties to the Agreement as a draft Rule No. 1 (Article 2, para. 1 of the Agreement). The Administrative Committee agreed that, if adopted (according to Article 2, para. 2 of the Agreement), this draft Rule shall enter into force (Article 1, para. 3) on the date of its adoption, i.e. six months after the date of the depositary notification by which it had been communicated to the Contracting Parties to the Agreement.

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

No.	Transmitted by	Agenda item	Language	Title
1.	OICA	8.2.	E	Proposed corrigendum to draft Supplement 2 to the 05 series of amendments to Regulation No. 14
2.	CLEPA	5.2.	E	CLEPA's priorities for Global Technical Regulations
3.	Australia	2.2.	E	Proposal for a new draft Regulation: Uniform provisions concerning cabin air quality to reduce fatigue and prevent accidental or intentional poisoning by exhaust gases (cost-benefit estimate)
4.	Canada	5.2.	E/F	Canadian Priorities for Global Technical Regulations for Motor Vehicle Safety under the Global Agreement
5.	United States of America	5.2.	E	Recommendations for establishing global technical regulations under the UN/ECE 1998 Global Agreement (Federal Register, Vol.66, No.12; Notices - Docket No. NHTSA-00-7638; Notice 2)
6.	Russian Federation	6.2.2.	E/R	Proposal for draft Addendum 2 - Rule No.2: Uniform conditions for periodical technical inspections of wheeled vehicles with regard to their roadworthiness (proposal for draft amendments)
7.	Secretariat	5.1. and 6.1.	E	Status information concerning the 1998 Global Agreement and the 1997 Agreement on Periodical Technical Inspections, as on 28 February 2001
8.	Secretariat	2.4.	E	Documentation - website of the AC.7 - Ad hoc multi-disciplinary group of experts on Safety in Tunnels
9.	Germany	2.2.	E	The European Integrated Hydrogen Project
10.	IMMA	4.2.4.	E	IMMA comments on WP.29/2001/14: Proposal for draft Supplement to Regulation 39 (Speedometers)
11.	OICA	6.2.	E	Technical inspections of vehicles in use: OICA comments
-	IHRA	-	E	International Harmonized Research Activities; March 2001 - IHRA Steering Committee Presentation to WP.29
-	Netherlands	-	E	ESV-17th International Technical Conference on the Enhanced Safety of Vehicles, Amsterdam, 4-7 June 2001: Second Announcement and Call for Papers

No.	Transmitted by	Agenda item	Language	Title
-	Japan	-	E	Ministry of Transport (MOT) News, February 26, 2001
-	Canada	-	E/F	Department of the Environment (Extract, Canada Gazette, Part I, February 17, 2001)
-	OICA	-	E	VDA Technical Congress 2001 (Bad Homburg, 26-27 March 2001): Where Cars and Future Technology Meet
-	Slovakia	-	E	Fifth International Conference: Testing and Type Approval of Motor Vehicles in the International Context (Nitra, 20 and 21 September 2001)

Annex 2AMENDMENTS TO THE PROPOSAL FOR DRAFT SUPPLEMENT 2 TO THE 01 SERIES
OF AMENDMENTS TO REGULATION No. 97 (TRANS/WP.29/2001/15)
ADOPTED BY WP.29 AT ITS ONE-HUNDRED-AND-TWENTY-THIRD SESSION

Note: The adopted modifications are shown in **bold** text.

Paragraph 5.3., amend to read (including its footnote 3/):

".... ETSI Standards 2/, e.g. EN 300 220-1 V**1**.3.1. (2000-09), EN 300 220-2 V**1**.3.1. (2000-09), EN 300 220-3 V**1**.1.1. (2000-09) and EN 301 **489-3** V**1**.2.1. (2000-08) (including any advisory requirements). The frequency and maximum radiated power of radio transmissions for the setting and unsetting of the alarm **system** must comply with the CEPT/ERC 3/ Recommendation 70-03 (17 February 2000) relating to the use of short range devices. 4/"

2/ (not modified)

3/ CEPT: Conference of European Posts and Telecommunications
ERC: European Radiocommunications Committee

4/ (not modified)"

Paragraph 17.3., amend to read:

".... ETSI Standards (see footnote 2/ pertinent to paragraph 5.3.), e.g. EN 300 220-1 V**1**.3.1. (2000-09), EN 300 220-2 V**1**.3.1. (2000-09), EN 300 220-3 V**1**.1.1. (2000-09) and EN 301 **489-3** V**1**.2.1. (2000-08) (including any advisory requirements). The frequency and maximum radiated power of radio transmissions for the setting and unsetting of the alarm **system** must comply with the CEPT/ERC (see footnote 3/ pertinent to paragraph 5.3.) Recommendation 70-03 (17 February 2000) relating to the use of short range devices (see footnote 4/ to paragraph 5.3.)."

Paragraph 31.2., amend to read:

".... ETSI Standards (see footnote 2/ pertinent to paragraph 5.3.), e.g. EN 300 220-1 V**1**.3.1. (2000-09), EN 300 220-2 V**1**.3.1. (2000-09), EN 300 220-3 V**1**.1.1. (2000-09) and EN 301 **489-3** V**1**.2.1. (2000-08) (including any advisory requirements). The frequency and maximum radiated power of radio transmissions for the setting and unsetting of the **immobilizer** must comply with the CEPT/ERC (see footnote 3/ pertinent to paragraph 5.3.) Recommendation 70-03 (17 February 2000) relating to the use of short range devices (see footnote 4/ to paragraph 5.3.)."

Annex 3

AMENDMENTS TO THE PROPOSAL FOR A DRAFT REVISION OF ANNEX 2 TO THE CONSOLIDATED
RESOLUTION ON ROAD TRAFFIC (R.E.1): PERIODIC INSPECTION OF VEHICLES -
CHECKS TO BE CARRIED OUT (TRANS/WP.29/2001/20),
ADOPTED BY WP.29 AT ITS ONE-HUNDRED-AND-TWENTY-THIRD SESSION

The INTRODUCTION, amend to read:

".....

Except for some special provisions in section 9 for vehicles having more than eight seats, in addition to the driver's seat, no distinction has been made between the categories"

Item 2.2.1., Method, amend to read:

".... Visual inspection of play, or using a special adapted wheel play detector."

Item 2.2.2., Method, amend to read:

".... and condition of flexible couplings or universal joints, or using a special adapted wheel play detector."

Item 7.2., title, amend to read:

"**7.2. Fire extinguisher (if required) (X)**"

Item 7.9., title, amend to read:

"**7.9. Tachograph (if required)**"

Item 7.10., title, amend to read:

"**7.10. Speed limitation device (if required)**"

Item 8., title, amend to read:

"**8. ENVIRONMENTAL ITEMS**"

Item 8.1., Method, amend to read:

"Evaluate sound level in accordance with regulations. 1/"

Item 9., title, amend to read:

"**8. SUPPLEMENTARY TESTS FOR VEHICLES HAVING MORE THAN EIGHT SEATS IN ADDITION TO THE DRIVER'S SEAT**"

Item 9.4.1., Principal reasons for rejection, amend to read:

".....

(b) Folding seats, if allowed, not folding correctly.

....."

Item 9.10., title, amend to read:

"9.10. **Regulations regarding the transport of children
and passengers with reduced mobility (X)**"

Annex 4

STATEMENT BY THE REPRESENTATIVE OF THE REPUBLIC OF SOUTH AFRICA
(see para. 79 of the report)

South Africa outlined their concern at the economic constraints in developing both people and facilities to meet with global safety and environmental standards and requested the United States of America to investigate what support could be provided.
