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Report of the Working Party on General Safety Provisions on its 103rd session (2–5 October 2012)

Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance	1	3
II. Adoption of the agenda (agenda item 1)	2–4	3
III. Regulation No. 107 (M ₂ and M ₃ vehicles) (agenda item 2)	5–12	4
A. Proposals for further amendments (agenda item 2(a)).....	5–9	4
B. Requirements for service doors, windows and emergency exits (agenda item 2(b)).....	10–12	5
IV. Regulation No. 43 (Safety glazing) (agenda item 3).....	13–15	5
V. Regulation No. 46 (Devices for indirect vision) (agenda item 4).....	16–18	6
VI. Regulation No. 58 (Rear underrun protection) (agenda item 5).....	19	7
VII. Regulation No. 67 (Equipment for liquefied petroleum gases (LPG)) (agenda item 6)	20–22	7
VIII. Regulation No. 110 (Specific equipment for CNG) (agenda item 7)	23–24	8
IX. Regulation No. 118 (Burning behaviour) (agenda item 8).....	25	8
X. Regulation No. 125 (Forward field of vision of drivers) (agenda item 9)	26	8
XI. Revisions and extensions of approvals (agenda item 10).....	27	8
XII. Controls, tell-tales and indicators for two-wheeled vehicles (agenda item 11).....	28–30	9

XIII.	International Whole Vehicle Type Approval (agenda item 12)	31–33	9
XIV.	Election of officers (agenda item 13)	34	10
XV.	Other business (agenda item 14)	35–37	10
	A. Template for the submission of official documents (agenda item 14(a))	35	10
	B. Abbreviations and acronyms used in UN Regulations (agenda item 14(b))...	36	10
	C. Advanced Driver Assistance Systems (agenda item 14(c))	37	10
XVI.	Provisional agenda for the 104 th session	38	11
Annexes			
I.	List of informal documents considered during the session		12
II.	Draft amendments to Regulation No. 67		14
III.	Draft amendments to Regulation No. 118		15
IV.	Draft amendments to Regulation No. 60		16
V.	Draft amendments to GTR No. 12		17
VI.	GRSG informal groups		18

I. Attendance

1. The Working Party on General Safety Provisions (GRSG) held its 103rd session from 2 (afternoon) to 5 October 2012 (morning) in Geneva. The meeting was chaired by Mr. A. Erario (Italy). Experts from the following countries participated in the work, following Rule 1(a) of the Rules of Procedure of the World Forum for Harmonization of Vehicle Regulations (WP.29) (TRANS/WP.29/690, ECE/TRANS/WP.29/690/Amend.1 and Amend.2): Belgium, Canada, Czech Republic, Finland, France, Germany, Hungary, India, Italy, Japan, Luxembourg, Netherlands, Norway, Poland, Republic of Korea, Russian Federation, Serbia, South Africa, Spain, Sweden, Switzerland, and United Kingdom of Great Britain and Northern Ireland. An expert from the European Commission (EC) also participated. Experts from the following non-governmental organizations participated: the Association for Emissions Control by Catalyst (AECC), European Association of Automobile Suppliers (CLEPA), European Liquefied Petroleum Gas Association (AEGPL), International Motorcycle Manufacturers Association (IMMA), International Organization of Motor Vehicle Manufacturers (OICA), International Association for Natural Gas Vehicles (IANGV/NGV Global) and Natural Gas Vehicles Association Europe (NGVA Europe). Upon the special invitation of the Chair, an expert from the International Association of the Body and Trailer Building Industry (CLCCR), Hyundai Motor Company and The Hardstaff Group participated.

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRSG/2012/13 and Add.1
Informal document GRSG-103-01

2. GRSG considered and adopted the agenda proposed for the 103rd session (ECE/TRANS/WP.29/GRSG/2012/13 and Add.1) with the addition of the following agenda items:

- 14(a) Template for the submission of official documents
- 14(b) Abbreviations and acronyms used in UN Regulations
- 14(c) Advanced Driver Assistance Systems

3. GRSG also adopted the running order for the session as proposed in GRSG-103-01.

4. The informal documents distributed during the session are listed in Annex I to this report.

III. Regulation No. 107 (M₂ and M₃ vehicles) (agenda item 2)

A. Proposals for further amendments (agenda item 2(a))

Documentation: ECE/TRANS/WP.29/GRSG/2012/2
ECE/TRANS/WP.29/GRSG/2012/12
ECE/TRANS/WP.29/GRSG/2012/14
ECE/TRANS/WP.29/GRSG/2012/23
Informal documents GRSG-103-05, GRSG-103-08, GRSG-103-09, GRSG-103-12, GRSG-103-16 and GRSG-103-22

5. Referring to the discussion on ECE/TRANS/WP.29/GRSG/2012/2 at the previous session of GRSG, the expert from EC introduced ECE/TRANS/WP.29/GRSG/2012/23 proposing updated provisions for vehicles of Class I to provide a specific area for prams or pushchairs. The expert from IRU introduced GRSG-103-08 raising a number of concerns. The experts from Poland, the United Kingdom, CLCCR and OICA supported the concerns raised. GRSG noted a number of comments. Following the discussion, the expert from Germany volunteered to prepare, jointly with the experts from EC, France, Sweden and Switzerland, a revised proposal for consideration at the next GRSG session in April 2013 taking into account the comments received. GRSG agreed to keep ECE/TRANS/WP.29/GRSG/2012/2 and ECE/TRANS/WP.29/GRSG/2012/23 on the agenda as a reference documents.

6. The expert from the Netherlands withdrew GRSG-103-05. The expert from IRU recalled the purpose of ECE/TRANS/WP.29/GRSG/2012/12 proposing to install in urban buses of Class I driver seats without suspension systems. GRSG noted no support for the proposal and agreed to remove it from the agenda.

7. The expert from CLCCR introduced GRSG-103-16 superseding ECE/TRANS/WP.29/GRSG/2012/14 on the lateral stability of rear facing wheelchairs. GRSG noted a number of concerns. As the document did not receive any support, GRSG agreed to remove it from the agenda.

8. The expert from the Russian Federation presented GRSG-103-09 amending the provisions of the installation height of interior emergency controls in Class B vehicles. GRSG agreed to resume consideration of the proposal at its next session in April 2013 on the basis of an official document.

9. The expert from Sweden introduced GRSG-103-12 justifying the installation of automatic fire suppression systems in the engine compartment of buses and coaches. GRSG followed with interest a presentation by the expert from Sweden (GRSG-103-22) on a method for testing the performance of fire suppression systems. Following the discussion, GRSG noted general support on this subject. The expert from Sweden volunteered to prepare a concrete proposal for consideration at the next session of GRSG.

B. Requirements for service doors, windows and emergency exits (agenda item 2(b))

Documentation: ECE/TRANS/WP.29/GRSG/2012/15
Informal documents GRSG-103-02, GRSG-103-03, GRSG-103-04, GRSG-103-21, GRSG-103-25 and GRSG-103-29

10. The Chair of the informal group on Service Doors, Windows and Emergency Exits in buses and coaches (SDWEE) introduced, as an outcome of the group's work, ECE/TRANS/WP.29/GRSG/2012/15 proposing to insert into UN Regulation No. 107 new requirements for service doors, windows and emergency exits. The expert from Hungary presented GRSG-103-03 clarifying the proposed amendments. He informed GRSG about additional background information on the problems of emergency exits and on the ejection of passengers in buses (GRSG-103-02). Following the discussion, GRSG endorsed, in principle, the amendments of ECE/TRANS/WP.29/GRSG/2012/15, as reproduced in GRSG-103-29, and agreed to have a final review of the proposal at its next session. The expert from Poland volunteered to submit to the secretariat, in due time, a revised document taking into account the comments received.

11. The expert from Hungary proposed a number of possible solutions to avoid passenger ejection in case of a bus rollover accident (GRSG-103-04). He explained the problem of safety belt use in buses (GRSG-103-21). He gave a presentation on the need to install breakable emergency side windows on buses to evacuate passengers in case of an emergency (GRSG-103-25). GRSG welcomed the information and noted a number of comments. The expert from Hungary volunteered to prepare a concrete proposal for amendments to UN Regulation No. 107 for consideration at the next GRSG session.

12. The expert from OICA announced his intention to review Annex 12 of UN Regulation No. 107 on additional safety prescriptions for trolleybuses in order to adapt it to the technical progress. He invited all GRSG experts to send him (ofontaine@oica.net) their comments in due time to prepare a concrete proposal for amendments to UN Regulation No. 107.

IV. Regulation No. 43 (Safety glazing) (agenda item 3)

Documentation: ECE/TRANS/WP.29/GRSG/2012/26
Informal documents GRSG-103-17 and GRSG-103-20

13. The expert from Germany introduced ECE/TRANS/WP.29/GRSG/2012/26 proposing amendments to UN Regulation No. 43 to allow type approval of multiple-glazed units having more than two glass panes. GRSG adopted the proposal, as amended below, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2013 sessions, as draft Supplement 2 to the 01 series of amendments to UN Regulation No. 43.

Paragraphs 2.8.1. and 2.8.2., amend to read:

- "2.8.1. "Symmetrical multiple-glazed unit" means a multiple-glazed unit where all component panes are identical (e.g. all **uniform** toughened glass).
- 2.8.2. "Asymmetrical multiple-glazed unit" means a multiple-glazed unit **other than a symmetrical multiple-glazed unit.**"

Annex 12, paragraph 4.3.1., amend to read:

"4.3.1. The **uniform** toughened-glass pane(s) break(s);"

14. The expert from Germany, chairing the Informal group on Plastic Glazing (IGPG) reported on the work progress made by the group (GRSG-103-17). He introduced GRSG-103-20 proposing a first set of amendments to UN Regulation No. 43. The proposal received a number of comments. GRSG agreed on the need to review the abrasion test. GRSG noted the intention of IGPG to meet again in Brussels on 22-23 January 2013. The GRSG Chair agreed to revisit this subject at the next GRSG session on the basis of a revised document. GRSG agreed to keep ECE/TRANS/WP.29/GRSG/2012/26 on the agenda as a reference document.

15. GRSG noted the request from a technical service having difficulties fulfilling the barometric pressure conditions required for the impact test, due to an altitude of about 2600 m (Bogota). The GRSG Chair questioned the need to insert into UN Regulation No. 43 and Global Technical Regulation No. 6 appropriate correction factors to resolve this problem. The expert from Germany volunteered to research this subject and prepare, if necessary, a concrete proposal for consideration at one of the next GRSG sessions.

V. Regulation No. 46 (Devices for indirect vision) (agenda item 4)

Documentation: ECE/TRANS/WP.29/GRSG/2011/23/Rev.1
ECE/TRANS/WP.29/GRSG/2012/16
Informal documents GRSG-103-19, GRSG-103-27-Rev.1,
GRSG-103-30 and GRSG-103-31-Rev.1

16. The expert from OICA presented ECE/TRANS/WP.29/GRSG/2012/16 proposing the installation of a new generation of exterior and interior mirrors enclosed in a protective housing or holder. GRSG adopted the proposal, without amendments, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2013 sessions, as draft Supplement 2 to the 03 series of amendments to UN Regulation No. 46.

17. The expert from the Netherlands introduced a proposal (ECE/TRANS/WP.29/GRSG/2011/23/Rev.1) to allow replacement of all mirrors with camera-monitor systems. The expert from Germany informed GRSG (GRSG-103-19) about the work progress made by the ISO Task Force on the standardization of camera-monitor systems (ISO 16505). He added that a final proposal by ISO could be expected by the end of 2013 (GRSG-103-27-Rev.1). GRSG had an exchange of views on the optional/mandatory installation of camera-monitor systems and the need to insert fail-safe provisions. GRSG noted that such new vehicle systems would not only improve vehicle safety, but also the environmental protection (i.e. reduction of vehicle emissions). At its next session, GRSG expected to receive only a progress report and agreed to keep ECE/TRANS/WP.29/GRSG/2011/23/Rev.1 on the agenda as a reference document awaiting the conclusion of the ISO Task Force.

18. Referring to the adoption of the draft 04 series of amendments to UN Regulation No. 46 (ECE/TRANS/WP.29/2012/87) at the previous session of GRSG, the expert from OICA proposed to clarify the transitional provisions (GRSG-103-30). The expert from Germany added clarifications to the table listed in paragraph 15.2.1.1.1. (GRSG-103-31). Following the discussion, GRSG

adopted both proposals, as reproduced in GRSG-103-31-Rev.1, and requested the secretariat to submit the document to WP.29 and AC.1 for consideration at their November 2012 sessions, together with ECE/TRANS/WP.29/2012/87, as draft 04 series of amendments to UN Regulation No. 46 (see WP.29-158-08).

VI. Regulation No. 58 (Rear under run protection) (agenda item 5)

19. The expert from Germany recalled the discussion at the previous session of GRSG on ECE/TRANS/WP.29/GRSG/2011/19 proposing to insert into UN Regulation No. 58 more stringent requirements for rear under run protection devices. He reported on the outcome of the recent ad hoc group meeting and announced the intention to undertake, in early 2013, a cost-benefit analysis on this subject. GRSG agreed to resume consideration at its next session in April 2013, on the basis of a revised proposal to be submitted by Germany taking into account the results of the cost-benefit analysis.

VII. Regulation No. 67 (Equipment for liquefied petroleum gases (LPG)) (agenda item 6)

Documentation: ECE/TRANS/WP.29/GRSG/2012/17
ECE/TRANS/WP.29/GRSG/2012/18
ECE/TRANS/WP.29/GRSG/2012/19
ECE/TRANS/WP.29/GRSG/2012/24
Informal documents GRSG-103-06 and GRSG-103-24

20. The Chair recalled the purpose of ECE/TRANS/WP.29/GRSG/2012/17 (tabled by AEGPL) clarifying the provisions on the aerostatic pressure during the external leakage test of Class 0 components. The expert from Germany introduced GRSG-103-24 to amend and correct the current text of UN Regulation No. 67. GRSG adopted both documents, as reproduced in Annex II to this report, and requested the secretariat to submit the amendments to WP.29 and AC.1 for consideration at their March 2013 sessions as draft Supplement 12 to the 01 series of amendments to UN Regulation No. 67.

21. The expert from Germany presented ECE/TRANS/WP.29/GRSG/2012/18 clarifying the provisions of UN Regulation No. 67 with respect to hose assemblies. The expert from AEGPL supplemented the proposal with additional amendments as listed in ECE/TRANS/WP.29/GRSG/2012/19. GRSG noted some concerns and decided on the need to further clarify the responsibility and conformity of production procedures. Following the discussion, GRSG agreed to resume consideration of this subject at its next session on the basis of a revised proposal by Germany. GRSG recommended keeping ECE/TRANS/WP.29/GRSG/2012/18 and ECE/TRANS/WP.29/GRSG/2012/19 on the agenda as reference documents.

22. The expert from CLEPA introduced ECE/TRANS/WP.29/GRSG/2012/24 proposing new requirements for Liquefied Petroleum Gas (LPG) fuel selection systems. The expert from AEGPL presented GRSG-103-06 amending the proposed paragraphs. GRSG noted general support and some comments. GRSG agreed to resume consideration of this subject at its next session on the basis of a revised proposal by AEGPL/CLEPA, taking into the comments received.

VIII. Regulation No. 110 (Specific equipment for CNG) (agenda item 7)

Documentation: ECE/TRANS/WP.29/GRSG/2012/25
Informal documents GRSG-103-11-Rev.1 and GRSG-103-14

23. As mentioned under paragraph 22 above, the expert from CLEPA introduced ECE/TRANS/WP.29/GRSG/2012/25. Thus, GRSG agreed to resume consideration of this subject at its next session on the basis of a joint proposal by AEGPL, CLEPA and NGVA Europe.

24. The expert from the Netherlands reported on the outcome of the most recent expert meetings of the task force on Liquefied Natural Gas vehicles (LNG), held in Geneva on 1-2 October 2012 (GRSG-103-14). As the secretariat had not been in the position to prepare in due time the official document, he presented GRSG-103-11-Rev.1, proposing to insert into UN Regulation No. 110 new provisions for LNG vehicles. GRSG acknowledged the work done by the LNG task force and noted a number of comments. Following the discussion, the Chair invited all experts to send their written comments by the beginning of November 2012 to the LNG Secretary (jseisler@cleanfuelsconsulting.org). GRSG noted the intention of the LNG task force to present a revised proposal at the forthcoming session of the Working Party on Pollution and Energy (GRPE) in January 2013 and to consider it in detail at the next session of GRSG on the basis of an official document, taking into account the comments received.

IX. Regulation No. 118 (Burning behaviour) (agenda item 8)

Documentation: ECE/TRANS/WP.29/GRSG/2012/22
Informal document GRSG-103-18

25. The expert from Germany introduced GRSG-103-18, superseding ECE/TRANS/WP.29/GRSG/2012/22, and clarifying the current provisions on interior materials which shall be tested. GRSG adopted the document, as reproduced in Annex III to this report, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2013 sessions, as draft Supplement 1 to the 02 series of amendments to UN Regulation No. 118.

X. Regulation No. 125 (Forward field of vision of drivers) (agenda item 9)

26. Noting that no document had been provided for this session, GRSG agreed to remove this item from the agenda.

XI. Revisions and extensions of approvals (agenda item 10)

Documentation: Informal document GRSG-103-26

27. The expert from OICA presented GRSG-103-26, proposing to introduce the concept of "revision of approvals" into some Regulations under the responsibility of GRSG, especially UN Regulations Nos. 18, 26, 34, 35, 43, 58 and 61. GRSG welcomed the proposal and agreed to give a detailed consideration at its next

session in April 2013. The expert from France stated that the provisions proposed for UN Regulations Nos. 26 and 61 could be removed from GRSG-103-26 in the case the World Forum adopt, at its forthcoming session in November 2012, documents ECE/TRANS/WP.29/2012/86 and ECE/TRANS/WP.29/2012/89. The secretariat was requested to distribute GRSG-103-26 with an official symbol, taking into account the revised general guidelines for UN regulatory procedures (ECE/TRANS/WP.29/1044/Rev.1).

XII. Controls, tell-tales and indicators for two-wheeled vehicles (agenda item 11)

Documentation: ECE/TRANS/WP.29/GRSG/2012/20
ECE/TRANS/WP.29/GRSG/2012/21
Informal document GRSG-103-10-Rev.2

28. The expert from IMMA recalled WP.29-157-10 (tabled by Italy in June 2012) proposing the development of an amendment to Global Technical Regulation (GTR) No. 12 on controls, tell-tales and indicators for motorcycles. He presented GRSG-103-10-Rev.1 amending ECE/TRANS/WP.29/GRSG/2012/21 to introduce into the GTR editorial corrections and align the provisions with those of UN Regulation No. 60 (ECE/TRANS/WP.29/GRSG/2012/20). The documents received some comments.

29. GRSG adopted ECE/TRANS/WP.29/GRSG/2012/20, as amended by Annex IV to this report, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2013 sessions, as draft Supplement 4 to UN Regulation No. 60.

30. GRSG also adopted ECE/TRANS/WP.29/GRSG/2012/21, as amended by Annex V to this report. The secretariat was requested to submit it to WP.29 and AC.3 for consideration at their March 2013 sessions, as draft Amendment 1 to UN GTR No. 12, including the technical report listed in Annex V.

XIII. International Whole Vehicle Type Approval (agenda item 12)

Documentation: Informal documents GRSG-103-07, GRSG-103-13, GRSG-103-23 and GRSG-103-28

31. The expert from OICA reported on the progress (GRSG-103-28) made by the Informal Group on International Whole Vehicle Type Approval (IWVTA). As the IWVTA ambassador of GRSG, he announced his intention to prepare a position paper for each candidate Regulation listed in Annex 2 of WP.29-156-21-Rev.1 under the GRSG responsibility. GRSG noted a number of comments on the validity of some candidate Regulations applicable to the IWVTA. Following the discussion, the IWVTA ambassador invited all governmental delegates to email him (ofontaine@oica.net) their comments well in advance of the deadline for submission of official documents.

32. The expert from Japan introduced GRSG-103-07, proposing a new series of amendments to UN Regulation No. 34 on fuel tanks. GRSG welcomed the proposal on fire prevention and agreed on the need to complement the proposal with a cost-benefit analysis. GRSG decided to resume consideration of the

proposal at its next session on the basis of an official document under a specific agenda item.

33. The expert from Japan presented GRSG-103-23, justifying the need to improve the field of vision for drivers of larger vehicles. In this respect, he proposed amending the provisions of UN Regulation No. 46 on devices for indirect vision (GRSG-103-13). GRSG agreed to resume consideration of this subject at its next session and requested the secretariat to distribute GRSG-103-13 with an official symbol.

XIV. Election of officers (agenda item 13)

34. In compliance with Rule 37 of the Rules of Procedure (TRANS/WP.29/690 as amended by Amendments 1 and 2), GRSG called for the election of officers on 3 October 2012. Mr. A. Erario (Italy) was unanimously re-elected as Chair and Mr. M. Matolcsy (Hungary) as Vice-Chair for the GRSG sessions scheduled for the year 2013.

XV. Other business (agenda item 14)

A. Template for the submission of official documents

Documentation: Informal document WP.29-157-01-Rev.1

35. GRSG noted the new instructions adopted by WP.29 at its June 2012 session (ECE/TRANS/WP.29/1097, para. 12) and the updated template for the preparation and submission of official documents by WP.29 and its subsidiary bodies (WP.29-157-01-Rev.1). The secretariat invited all experts to use this template and to follow the instructions as listed on the following website: <<http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29transsub.html>>

B. Abbreviations and acronyms used in UN Regulations

Documentation: Informal document GRSP-51-03

36. GRSG noted that the same acronyms have been used in the past in different Working Parties with different meanings which led to confusion (e.g. "RESS"). WP.29 had recommended establishing a list of acronyms to avoid confusion. The Working Party on Passive Safety (GRSP) had started this work with GRSP-51-03. Following the discussion, the Chair suggested resuming discussion on this subject at the next session of GRSG under a specific agenda item. He invited all experts to think about their preparedness to take over part of this important task.

C. Advanced Driver Assistance Systems

Documentation: Informal documents GRSG-103-15 and WP.29-157-06

37. GRSG noted the request by WP.29 (ECE/TRANS/WP.29/1085, para. 19 and ECE/TRANS/WP.29/1097, para. 14) for consideration of harmonized requirements for high-priority warning signals (GRSG-103-15) and on design/control principles (WP.29-157-06) of Advanced Driver Assistance Systems

(ADAS). GRSG agreed to give detailed consideration to this subject at its next session under a specific agenda item.

XVI. Provisional agenda for the 104th session

38. The following provisional agenda was adopted for the 104th session of GRSG, scheduled to be held in Geneva from 15 (starting at 2.30 p.m.) to 19 (concluding at 12.30 p.m.) April 2013¹:

1. Adoption of the agenda.
2. Regulation No. 107 (M₂ and M₃ vehicles):
 - (a) Proposals for further amendments;
 - (b) Requirements for service doors, windows and emergency exits.
3. Regulation No. 34 (Fuel tanks).
4. Regulation No. 43 (Safety glazing).
5. Regulation No. 46 (Devices for indirect vision).
6. Regulation No. 58 (Rear underrun protection).
7. Regulation No. 67 (Equipment for liquefied petroleum gases (LPG)).
8. Regulation No. 110 (Specific components for CNG).
9. Revisions and extensions of approvals.
10. International Whole Vehicle Type Approval
11. Abbreviations and acronyms used in UN Regulations
12. Advanced Driver Assistance Systems
13. Other business.

¹ GRSG noted that the deadline for submission of official documents to the UNECE secretariat was 18 January 2013, twelve weeks prior to the session.

Annex I

List of informal documents considered during the session

List of informal documents (GRSG-103-...) distributed during the session (English only)

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
1	(GRSG Chair) Running order of the 103 rd session	(f)
2	(Hungary) Background information to the problems of emergency exits and ejection of passengers in buses	(f)
3	(Hungary) Proposal for amendments to Regulation No. 107 and for the proposal of informal group SDWEE related to service doors, windows and emergency exits (ECE/TRANS/WP.29/GRSG/2012/15)	(f)
4	(Hungary) To avoid the passenger ejection in bus rollover: safety belt, or laminated glazing, or what?	(f)
5	(Netherlands) Proposal for draft corrigendum to Regulation No. 107	(f)
6	(AEGPL) Comments on ECE/TRANS/WP.29/GRSG/2012/24 (Proposal for amendments to Regulation No. 67)	(e)
7	(Japan) IWVTA: Proposal for the 03 series of amendments to Regulation No. 34 (Fire prevention)	(c)
8	(IRU) Proposal to introduce a mandatory provision in UN Regulation No. 107 to provide a dedicated space for prams in Class I buses	(f)
9	(Russian Federation) Proposal for a draft supplement to the UN Regulation No. 107 (M2 and M3 vehicles)	(c)
10-Rev.2	Revised IMMA proposal for amendments to ECE/TRANS/WP.29/GRSG/2012/20 and ECE/TRANS/WP.29/GRSG/2012/21	(b)
11-Rev.1	(LNG-TF) Revised proposal for Revision 2 to Regulation No. 110 (Specific components for CNG/LNG)	(e)
12	(Sweden) Improve the fire safety of buses and coaches - Automatic fire suppression system in the engine compartment	(d)
13	(Japan) Proposal for amendments to Regulation No. 46 (Devices for indirect vision)	(c)
14	(Netherlands) New requirements for LNG components	(f)
15	(Secretariat) WP.29 Request for comments by its GRs on: Guidelines on establishing requirements for high-priority warning signals	(d)
16	(CLCCR) Proposal for draft amendments to Regulation No. 107 (amendments to ECE/TRANS/WP.29/GRSG/2012/14)	(f)
17	(Germany) 4th Progress Report of the Informal Group on Plastic Glazing	(f)
18	(Germany) Proposal for Supplement 1 to the 02 series of amendments to Regulation No. 118 (Burning behaviour of materials)	(b)
19	(Germany) 2nd Progress Report of ISO/TC22/SC17/WG2 (ISO 16505 on Camera monitoring systems)	(f)

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
20	(IGPG) Proposal for amendments to Regulation No. 43 (Safety glazing)	(e)
21	(Hungary) The safety belt problem in bus rollover accidents: How to prevent the ejection of passengers?	(f)
22	(Sweden) Test method for fire suppression systems in buses and coaches	(d)
23	(Japan) Indirect field of vision in large vehicles	(f)
24	(Germany) Proposal for further amendments to Regulation No. 67	(b)
25	(Hungary) Necessity and usability of breakable emergency side windows on buses	(f)
26	(OICA) Proposal for amendments to Regulations Nos. 18, 26, 34, 43, 58 and 61	(c)
27- Rev.1	(Germany) Status of ISO/TC22/SC17/WG2 on ISO 16505 (Camera-monitor systems)	(f)
28	(OICA) IWVTA presentation to GRSG	(f)
29	(Secretariat) Text of ECE/TRANS/WP.29/GRSG/2012/15 as revised during the 103rd GRSG session	(e)
30	(OICA) Proposal for amendments to ECE/TRANS/WP.29/2012/87	(b)
31- Rev.1	(Secretariat) Amendments adopted by GRSG to ECE/TRANS/WP.29/2012/87	(b)

Notes:

- (a) Adopted with no change and submitted to WP.29 for consideration.
- (b) Adopted with changes and submitted to WP.29 for consideration.
- (c) Resume consideration on the basis of an official document.
- (d) Kept as reference document/continue consideration.
- (e) Revised proposal for the next session.
- (f) Consideration completed or to be superseded.

Annex II

Draft amendments to Regulation No. 67 (para. 20)

Supplement 12 to the 01 series of amendments to Regulation No. 67

Paragraph 2.1.3., amend to read:

"2.1.3. "Working pressure (WP)" means the maximum pressure to which the component is designed to be subjected and on the basis of which its strength is determined."

Annex 3, paragraphs 5.2. to 5.4., amend to read:

"5.2. Component classification (according to Figure 1, para. 2):

Class 0 for the part which is in contact with liquid LPG at a pressure > 3,000 kPa;

Class 1 for the part which is in contact with liquid LPG at a pressure ≤ 3,000 kPa.

5.3. Classification pressure:

Parts of Class 0 WP declared

Parts of Class 1 3,000 kPa

5.4. **Design temperatures: -20 °C to 65 °C**

For temperatures exceeding the above-mentioned values, special tests conditions are applicable."

Annex 8, paragraph 4.5.5.3., amend to read:

"4.5.5.3. The burst pressure shall not be less than **10.000 kPa and at least 2.25 WP.**"

Annex 15, paragraph 5.3., table 3, amend to read:

"Table 3: The classification and leakage test pressures according to the classification:

<i>Classification of component</i>	<i>Classification pressure [kPa]</i>	<i>Test pressure for leakage test [kPa]</i>
Class 0	WP	1.5 WP
Class 1	3,000	4,500
Class 2A	120	180
Class 2	450	675
Class 3	3,000	6,750

"

Annex III

Draft amendments to Regulation No. 118 (para. 25)

Amendments to ECE/TRANS/WP.29/GRSG/2012/22

Paragraph 2.2., amend to read:

"2.2. *"Interior compartment"* means any compartment intended for passengers, drivers and/or crew bounded by **the interior facing surface(s) of:**

- (a) The **ceiling;**
- (b) The floor;
- (c) The **front, rear and** side walls,
- (d) The doors;
- (e) The outside glazing.
- ~~(f) The rear compartment bulkhead, or the plane of the rear seat;~~
- ~~(g) Back support."~~

Paragraph 5.2.1., amend to read:

"5.2.1. The materials **inside and no more than 13 mm beyond** the interior compartment, **materials of** the engine compartment and **materials of** any separate heating compartment used in the vehicle to be type approved shall meet the requirements of Part II of this Regulation."

Annex IV

Draft amendments to Regulation No. 60 (para. 29)

Amendments to ECE/TRANS/WP.29/GRSG/2012/20

Paragraph 5.3.3., correct to read:

"5.3.3. Each additional ... specified in **this Regulation**."

Paragraph 5.6.6., correct to read:

"5.6.6. Information displayed ... required by Table 1, **shall not be cancellable** if the condition occurs for their activation."

Paragraph 11., should be deleted.

Table 1, row 1, column 4, correct "on handlebars" to read "on **the** handlebars".

Table 1, row 11, column 4, correct "on handlebars" to read "**On the** handlebars".

Table 1, row 12, column 4, correct "on handlebars" to read "**On the** handlebars".

Table 1, row 13, column 4, correct "on handlebars" to read "**On the** handlebars".

Table 1, row 26, column 4, correct "On handlebars" to read "On **the** handlebars".

Table 1, row 27, column 4, correct "On handlebars" to read "On **the** handlebars".

Table 1, row 29, column 4, correct "On handlebars" to read "On **the** handlebars".

Table 1, row 31, column 4, correct "on handlebars" to read "On **the** handlebars".

Table 1, row 32, column 4, correct "On frame" to read "On **the** frame".

Table 1, row 33, column 4, correct "On handlebars" to read "On **the** handlebars" *and column 7*, replace "shall be in the first position in the gear selection order (i.e. N-1-2-3-4-...)" to read "shall be **either** in the first position **or the second position** in the gear selection order (i.e. N-1-2-3-4-... **or 1-N-2-3-4-...**)".

Annex V

Draft amendments to GTR No. 12 (para. 30)

A. Amendments to ECE/TRANS/WP.29/GRSG/2012/21

Insert a new Chapter I, to read:

"I. Statement of technical rationale and justification

1. At its June 2012 session, the Executive Committee (AC.3) of the 1998 Global Agreement noted the proposal by the representative of Italy for an amendment to global technical regulation (gtr) No. 12 aimed at clarifying the provisions on the location, identification and operation of motorcycle controls, tell-tales and indicators. At its November 2012 session, AC.3 gave its consent for the proposal to develop the amendment (ECE/TRANS/WP.29/2012/123).

2. At its 102nd, the Working Party on General Safety Provisions (GRSG) noted an informal proposal amending the gtr (see report ECE/TRANS/WP.29/GRSG/82) and adopted the proposal at its 103rd session of GRSG on the basis of official document ECE/TRANS/WP.29/GRSG/2012/21. The document would be submitted to AC.3 for consideration at its March 2013 session."

B. Technical report on the development of Amendment 1 to global technical regulation No. 12

1. Global technical regulation (gtr) No. 12 on motorcycle controls, tell-tales and indicators was developed to harmonize the way in which motorcycle controls, tell-tales and indicators were installed and identified.

2. Gtr No. 12 applies to all on-road motorcycles. It specifies requirements for the location, identification, operation, colour, and illumination of motorcycle tell-tales, indicators and controls. It also harmonizes a set of symbols for, if fitted, controls, tell-tales and indicators.

3. The objective of Amendment 1 to gtr No. 12 is to clarify the current text of the gtr to prevent misinterpretations and to introduce editorial corrections. This proposal ensures that the text in Table 1 correctly uses the defined terms.

4. This amendment also aligns the provisions of the gtr with those of Regulation No. 60. It introduces in Table 1 a gear shift pattern for the "Hand Selector Manual gear shift Control" that had previously been discussed at the informal group of the Working Party on General Safety Provisions (GRSG), but had been omitted from the current text of the gtr.

Annex VI

GRSG informal groups

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