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

Working Party on General Safety Provisions (GRSG)

REPORT OF THE WORKING PARTY ON GENERAL SAFETY PROVISIONS (GRSG)  
ON ITS EIGHTY-THIRD SESSION

(15 to 18 October 2002)

1. GRSG held its eighty-third session <sup>1/</sup> from 16 October (afternoon) 2002 to 18 October 2002 (morning), under the chairmanship of Mr. A. Erario (Italy). Experts from the following countries participated in the work, following Rule 1(a) of the Rules of Procedure of WP.29 (TRANS/WP.29/690): Belgium; Canada; Denmark; Czech Republic; Denmark; Finland; France; Germany; Hungary; Italy; Japan; Netherlands; Norway; Poland; Russian Federation; Spain; Sweden; United Kingdom; United States of America. A representative of the European Commission (EC) participated. Experts from the following non-governmental organizations took part in the session: International Road Transport Union (IRU); International Organization of Motor Vehicle Manufacturers (OICA); International Motorcycle Manufacturers Association (IMMA); European Association of Automobile Suppliers (CLEPA).

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<sup>1/</sup> Following the decision taken by WP.29, a separate informal meeting with interpretation services was held prior to the eighty-third GRSG session proper (TRANS/WP.29/735, para. 40).

2. The informal meeting on “Common Tasks” was held on 15 (afternoon only) and 16 October (morning only) 2002, under the Chairmanship of Mr. T. Onoda (Japan). Experts from the following countries participated in the work: Belgium; Canada; Czech Republic; Finland; France; Germany; Hungary; Italy; Japan; Netherlands; Norway; Poland; Russian Federation; Sweden; United Kingdom; United States of America. A representative of the European Commission (EC) participated. Experts from the following non-governmental organizations took part in the meeting: International Road Transport Union (IRU); International Organization of Motor Vehicle Manufacturers (OICA); International Motorcycle Manufacturers Association (IMMA). A summary of the proceedings of this informal meeting is given below (paras. 39 and 40).

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

#### DEVELOPMENT OF REGULATION No. 36 (Large capacity passenger vehicles)

Documentation: TRANS/WP.29/GRSG/1999/20/Rev.1; TRANS/WP.29/GRSG/2002/4; TRANS/WP.29/GRSG/2002/5; TRANS/WP.29/GRSG/2002/14.

4. GRSG considered and adopted the proposals of documents TRANS/WP.29/GRSG/2002/4 and TRANS/WP.29/GRSG/2002/5, and agreed to transmit them to WP.29 and AC.1 for consideration at their March 2003 sessions as draft Supplement 8 to the 03 series of amendments to Regulation No. 36.

5. The expert from the United Kingdom withdrew document TRANS/WP.29/GRSG/1999/20/Rev.1. GRSG agreed to put aside document TRANS/WP.29/GRSG/2002/14, awaiting the adoption of the Revision of Regulation No. 107, consolidating Regulations Nos. 36, 52, and 107.

#### DEVELOPMENT OF REGULATION No. 52 (Small capacity passenger vehicles, M2 and M3 category)

Documentation: TRANS/WP.29/GRSG/1999/21/Rev.1; TRANS/WP.29/GRSG/2002/2; TRANS/WP.29/GRSG/2002/6; TRANS/WP.29/GRSG/2002/15; informal document No. 14 of the annex to this report.

6. The expert from Spain introduced informal document No. 14 concerning the prescriptions clarifying when the driver's door could be considered as an emergency door for passengers. The expert from the Russian Federation agreed to consider the Spanish proposal and withdrew his proposal (TRANS/WP.29/GRSG/2002/2). To allow a better consideration of the proposal, GRSG requested the secretariat to distribute informal document No. 14 with an official symbol for the next GRSG session.

7. For the same reason as for the parallel proposals for Regulation No. 36 (see para. 5), the expert from the United Kingdom withdrew TRANS/WP.29/GRSG/1999/21/Rev.1, and GRSG agreed to put aside document TRANS/WP.29/GRSG/2002/15.

8. In order to give more time to the expert from OICA to discuss the proposal of TRANS/WP.29/GRSG/2002/6 with the expert from Germany, GRSG agreed to consider it at the May

2003 session. The expert from the Russian Federation indicated that the proposal should refer to vehicles of Classes A and B and not to Classes I, II and III.

#### DEVELOPMENT OF REGULATION No. 107 (Double-deck large passenger vehicles)

Documentation: TRANS/WP.29/GRSG/1999/22/Rev.1; TRANS/WP.29/GRSG/2002/7; TRANS/WP.29/GRSG/2002/12; TRANS/WP.29/GRSG/2002/13; informal document No. 12 of the annex to this report.

9. The Chairman informed GRSG that the European Union Member States had recommended that, in order to facilitate the signature of this Regulation by the European Community, the consolidation of Regulations Nos. 36, 52 and 107 as a revision of Regulation No. 107 should parallel the European Union Directive on buses and coaches (2001/85/EC). Under this premise, GRSG agreed on the concept of two steps of work. The first step would incorporate the Directive prescriptions into the revised Regulation and the second step would improve it.

10. Having this in mind, the expert from OICA announced the submission of a new document for the Revision 1 of Regulation No. 107. He proposed to keep document TRANS/WP.29/GRSG/2002/12 for the second step of the process (see para. 9 above). He said that a new annex would contain the prescriptions of the European Union Directive on masses and dimensions as well as the prescriptions of the strength of the superstructure. At the request of the expert from Hungary, GRSG stated that Regulation No. 66 would not be included into Regulation No. 107 and that, at the second stage, Regulation No. 107 would only include a reference to Regulation No. 66 in the annex relating to the strength of the superstructure.

11. Document TRANS/WP.29/GRSG/2002/13 and informal document No. 12 were considered as belonging to the second step, and GRSG agreed to put them aside. The expert from the United Kingdom withdrew TRANS/WP.29/GRSG/1999/22/Rev.1.

12. GRSG adopted document TRANS/WP.29/GRSG/2002/7 and agreed to transmit it to WP.29 and AC.1 for consideration at their March 2003 sessions as draft Supplement 4 to the Regulation.

13. At the request of the Chairman, several experts informed GRSG that open top double-deck buses were registered in their countries under national legislation or under single approvals, but not under Regulation No. 107.

#### DEVELOPMENT OF REGULATION No. 66 (Strength of superstructure)

Documentation: informal documents Nos. 5, 6, 7, 8 and 10 of the annex to this report.

14. The expert from Hungary, Chairman of the informal group on developing Regulation No. 66, reported to GRSG about the progress made during the meeting, which had been held in Barcelona on 13 and 14 May 2002 (informal document No. 5).

15. He said that some questions still remained open, but he expressed the hope that they could be solved during the next meeting of the informal group, which was scheduled for 28 and 29 October 2002 in Warsaw. He informed GRSG that informal document No. 8 contained a consolidation of the work of the informal group and its text would represent the basis of the Revision of Regulation

No. 66. He thanked the expert from the United Kingdom for his help in drafting the document. Finally, he kindly requested GRSG experts to send him comments on the document in order to help him in the final drafting of the proposal that he expected to transmit for consideration at the next GRSG session.

16. It was indicated that the Conformity of Production prescriptions should follow the recommendations given by WP.29 (TRANS/WP.29/504, paras. 15 and 17). Several experts requested to include an information document equivalent to the corresponding European Union Directive.

17. The expert from Hungary introduced informal document No. 10 that described a rollover accident in which the superstructure of the coach collapsed. He also introduced informal document No. 6 that raised the issue of the high-deck coaches in the standard rollover test. The experts concluded that the results of the accident had been aggravated because the coach had fallen into a large ditch, and that the current rollover test of Regulation No. 66 should not be amended. Some experts suggested that large road ditches should be avoided or protected in order to not aggravate the consequences of rollover accidents. Finally, GRSG agreed to retain informal document No. 6 and to consider it in detail during the May 2003 session.

18. The expert from Hungary introduced informal document No. 7, which complemented the statistics of rollover accidents he had presented at the previous sessions.

#### REGULATION No. 43 (Safety glazing)

##### (a) Development

Documentation: informal documents Nos. 1 and 9 of the annex to this report.

19. Concerning the alternative headform, the expert from Germany informed GRSG that the situation was the same as that at the previous session (TRANS/WP.29/GRSG/61, para. 24). He also said that the Corrigendum to the Regulation he had announced at the previous session (TRANS/WP.29/GRSG/61, para. 26) was drafted, but that he preferred to wait for the adoption by WP.29 of the 07 series of amendments to the Regulation to verify if the Corrigendum would also need to correct any additional mistake.

20. The expert from the European Commission introduced a proposal for identifying with an additional symbol safety glazing with a regular light transmittance of less than 40 per cent (informal document No. 1). The expert from CLEPA tabled informal document No. 9, in which he explained the reasons why such identification was not necessary. Seven experts supported the proposal of the European Commission and ten experts supported CLEPA's position. The Chairman suggested to continue consideration of the proposal and requested the secretariat to distribute informal document No. 1 with an official symbol at the May 2003 session.

21. After the session the expert from the European Commission communicated to the secretariat his wish to clarify the position he had expressed at the previous session about the identification mark for safety glazing with very low regular light transmittance. He proposed to modify paragraph 23 of the GRSG report of the eighty-second session (TRANS/WP.29/GRSG/62) as follows:

"The expert from the European Commission requested to include in the adopted proposal (see para. 22 above) an identification mark for safety glazing having a very low regular light transmittance. GRSG clarified that the issue of requiring a minimum regular light transmittance behind pillar B was postponed for ulterior consideration, and that such a mark was not needed at the current stage of the Regulation. On this matter, the expert from the United Kingdom informed GRSG that a research had been conducted in his country on "Quality and field of vision - A review of the needs of drivers and riders". He said that the report could be consulted at the INTERNET [www.ice.co.uk](http://www.ice.co.uk). He stressed that one of its main conclusions was that the minimum level of light transmittance could be reduced to between 49 per cent and 33.4 per cent before there was any significant decrement to detection distance based on the detection of potential roadway hazards under various lighting conditions. The expert from CLEPA indicated that this research was initially focused on motorcycles visors and expressed his reservation on the fact that the findings could be extended to rearward field of vision".

(b) Draft global technical regulation (gtr)

Documentation: Informal document No. 16 of the annex to this report.

22. The expert from Germany informed GRSG about the situation in developing the gtr. He said that a group helping him to draft the gtr had met twice, and that, after an additional meeting and, following the procedures for elaborating gtrs, his country would transmit a proposal for consideration at the October 2003 session. The expert from the United States of America expressed his opposition to allowing the use of plastic glazing until research studies would demonstrate a similar quality in comparison with safety glazing. The expert from Japan proposed that the 1.5 m headform drop test should not be applied to M3 Class III vehicles (informal document No. 16).

DRAFT REGULATION ON THE PROTECTION OF M1 AND M2 CATEGORIES OF VEHICLES AGAINST UNAUTHORIZED USE (Development)

Documentation: TRANS/WP.29/GRSG/2001/16/Rev.1; informal document No. 13 of the annex to this report.

23. The expert from Germany presented a proposal for vehicle degradation systems during unauthorized use (informal document No. 13) as he had announced at the previous session (TRANS/WP.29/GRSG/61, para. 32). He announced his intention to transmit a more complete proposal for consideration at the May 2003 session. The expert from the United Kingdom withdrew document TRANS/WP.29/GRSG/2001/16/Rev.1, as the German proposal included its main ideas.

DEVELOPMENT OF REGULATION No. 97

Documentation: TRANS/WP.29/GRSG/2001/17/Rev.1.

24. GRSG noted that document TRANS/WP.29/GRSG/2001/17/Rev.1. was withdrawn and that the proposal to be transmitted by Germany (see para. 23) would also apply to Regulation No. 97.

ELECTION OF OFFICERS

25. Following the announcement by the secretariat on Wednesday, 16 October 2002 and in compliance with Rule 37 of the Rules of Procedure (TRANS/WP.29/690), GRSG called the election

of officers on Thursday, 17 October 2002 and re-elected Mr. A. Erario (Italy) Chairman and Mr. M. Matolcsy (Hungary) Vice-chairman for the two sessions scheduled for the year 2003. Both Mr. Erario and Mr. Matolcsy thanked GRSG for its confidence.

#### OTHER BUSINESS

(a) Draft global technical regulation on identification of controls, tell-tales and indicators

Documentation: TRANS/WP.29/GRSG/2000/8/Rev.2.

26. The expert from Canada introduced document TRANS/WP.29/GRSG/2000/8/Rev.2. He said that his country and the United States of America were considering the legal aspects of the proposal. He asked for comments from experts in order to prepare a definitive version for consideration at the eighty-fourth session.

27. The expert from IMMA requested that the list of vehicles to which the gtr would not apply should be indicated in the scope. The experts from France and Italy expressed their reservations to the two levels of illumination allowed. The expert from France asked for the reasons of eliminating the conditions of recognition of tell-tales. The expert from the European Commission expressed his reservation for the identification of the speedometer. The issue of the speedometer was also considered as, under the 1958 Agreement, speedometers must be type-approved following Regulation No. 39, and that footnote 14/ contradicted this Regulation. The expert from OICA said that he had several comments that he would transmit directly to the expert from Canada and offered his collaboration to prepare the updated proposal.

(b) Draft Regulation on the driver's field of vision

Documentation: TRANS/WP.29/GRSG/2000/19 and Add.1; TRANS/WP.29/GRSG/2002/1; TRANS/WP.29/GRSG/2002/9.

28. GRSG agreed to adopt in a first step the draft Regulation based totally on the prescriptions of the equivalent European Union Directive and, in a second step, to amend it incorporating the new prescriptions improving further the driver's field of vision. Taking this into consideration, the expert from Belgium agreed to prepare, with the help of the expert from the United Kingdom, a revision of documents TRANS/WP.29/GRSG/2000/19 and Add.1. GRSG agreed to resume its consideration as well as the proposals of documents TRANS/WP.29/GRSG/2002/1 and TRANS/WP.29/GRSG/2002/9 at its next session.

(c) Regulation No. 105 (ADR vehicles)

Documentation: TRANS/WP.29/GRSG/2002/8; TRANS/WP.29/GRSG/2002/16.

29. GRSG adopted document TRANS/WP.29/GRSG/2002/8 and agreed to transmit it to WP.29 and AC.1 for consideration at their March 2003 sessions as draft Corrigendum 2 to the 02 series of amendments to Regulation No. 105 (French only).

30. GRSG also adopted document TRANS/WP.29/GRSG/2002/16, amended as reproduced below, and agreed to transmit it to WP.29 and AC.1 for consideration at their November 2002 sessions as draft Supplement 1 to the 02 series of amendments to Regulation No. 105 (TRANS/WP.29/2002/75).

Paragraph 5.1.4., amend the words "provisions" to read "technical requirements".

(d) Fire extinguishers

Documentation: Informal documents Nos. 2 and 19 of the annex to this report.

31. The expert from Finland presented a report on bus fires in his country during 2001 (informal document No. 2) and said that, among the measures proposed, all buses should be equipped with at least one fire extinguisher. He also said that his country would consider incorporating the proposed measures into its national legislation.

32. The expert from Sweden informed GRSG that his country had begun an additional checking during the periodic technical inspection of vehicles in service to prevent or reduce the fire risks. He said that it focused mainly on the engine compartment, looking for any leak of combustible fluids, any inflammable conduits, and the electrical wires. He offered to provide further details at the May 2003 session.

33. The expert from Norway tabled informal document No. 19 that contained a summary of a report, which analysed fires in buses in his country during a four-year period (1997-2000). He asked the expert from the European Commission if it was planned to improve the European Union Directive on fire risks. The expert from the European Commission replied that he was open to any proposal that countries would submit to amend the Directive.

34. The experts from Belgium, the Czech Republic, Germany, Italy, Japan, Poland, Spain, Sweden, and the United Kingdom informed GRSG that national legislation required the presence of fire extinguishers in buses and coaches. The expert from France indicated that his national legislation focused on the prevention of fire in the engine compartment, the exhaust system and electric wires and also covered the toxicity of materials used in the construction of these vehicles. The expert from the Netherlands said that his country did not have specific national legislation.

35. The Chairman reminded that both Regulation No. 36 and European Union Directive 2001/85/EC included prescriptions for the space to be provided for one or more fire extinguishers.

(e) Regulation No. 46 (Rear-view mirrors)

Documentation: TRANS/WP.29/GRSG/2002/10; informal documents Nos. 3, 15, and 18 of the annex to this report; informal document No. 13 of the eighty-second session.

36. The expert from the Netherlands introduced TRANS/WP.29/GRSG/2002/10 and informal document No. 3 containing a proposal to align Regulation No. 46 with the draft proposal for amending European Union Directive 71/127/EEC. GRSG agreed on it, but some experts recalled that the proposal still was under political consideration in both the Council and the Parliament of the European Union.

37. The expert from Japan presented again informal document No. 13 of the previous session about the need of introducing the 1-metre pole requirement. He also introduced informal document No. 15 with concrete amendments to Regulation No. 46, and informal document No. 18 with comments to document TRANS/WP.29/GRSG/2002/10.

38. The expert from the Netherlands offered to amend his proposal once the final decision on the Directive was known, probably by the end of the year, and to transmit it for consideration at the next GRSG session. GRSG agreed to consider it as a first step for amending the Regulation. It was also agreed to continue the work in a second step, including the consideration of the Japanese proposals. In order to gain time for the second step, GRSG agreed to consider, if available, an official proposal from Japan at its May 2003 session.

(f) Informal meeting on "Common Tasks"

39. The expert from Japan chairing the informal group on "Common Tasks" reported on the meeting held prior to GRSG proper (see para. 2. above). He informed GRSG that the informal group had agreed on the basic concepts for the draft global technical regulation "0". He said that the pending issues would be considered and that an official proposal would be transmitted for consideration by GRSG at the May 2003 session. He thanked all the experts who had participated in the informal group and announced that in May 2003 the informal group would not meet.

40. The GRSG Chairman thanked the expert from Japan and also the experts for the excellent work done in such a difficult task. He expressed his hope on receiving the proposal from the informal group and announced his intention to report to WP.29 on the final work of the informal group on "Common Tasks".

(g) New draft Regulation concerning heating systems

Documentation: TRANS/WP.29/GRSG/2002/11; informal document No. 17 of the annex to this report.

41. The expert from OICA introduced TRANS/WP.29/GRSG/2002/11 and informal document No. 17. He explained to GRSG that informal document No. 17 needed to be updated to make the draft Regulation similar to the European Union Directive 2001/56/EC, but having an annex with the prescriptions for ADR vehicles. He suggested that WP.15 should be informed on the progress of work as well as by transmitting the proposal. Finally, he offered to complete the proposal for consideration by GRSG at the May 2003 session and, once the draft Regulation on heating systems were adopted, to prepare the necessary amendments to Regulation No. 105.

42. The Chairman suggested, and GRSG agreed, to resume consideration of the updated proposal by OICA at the next GRSG session, jointly with the corresponding proposal for amending Regulation No. 105.

(h) Development of Regulation No. 34 (Prevention of fire risks)

Documentation: Informal documents Nos. 4 and 11 of the annex to this report.

43. GRSG agreed to consider informal document No. 4 at its May 2003 session and requested the secretariat to distribute it with an official symbol.

44. The expert from Germany introduced informal document No. 11 in which he presented amendments to both Regulation No. 34 and European Union Directive 2000/8/EC. He said that, based in informal document No. 11, he would transmit an official proposal to amend the Regulation for consideration at the next GRSG session

TRIBUTE TO Mr. A. GUERRA

45. The Chairman informed GRSG that Mr. A. Guerra, who had represented Italy for more than fifteen years until his retirement in 1999, had recently passed away. GRSG expressed its sorrow and, recalling his expertise and collaboration in GRSG matters, requested the Chairman to convey its condolences to his family.

AGENDA FOR THE NEXT SESSION

46. For its eighty-fourth session to be held in Geneva from 5 (14.30 h) to 9 May 2003, GRSG agreed on the following provisional agenda 1/ 2/:

1. Regulation No. 36 (Large capacity passenger vehicles), development
2. Regulation No. 52 (Small capacity passenger vehicles, M2 and M3 category), development
3. Regulation No. 107 (Double-deck large passenger vehicles), development
4. Regulation No. 66 (Strength of superstructure), development
5. Safety glazing
  - 5.1. Regulation No. 43, development
  - 5.2. Draft global technical regulation
6. New draft Regulation on the protection of M1 and N1 category vehicles against unauthorized use, development
7. Regulation No. 97 (Vehicle alarm systems), development
8. Regulation No. 34 (Fire risks), development
9. Regulation No. 46 (Rear view mirrors), development
10. Draft global technical regulation "0"

11. Other business
  - 11.1. New draft global technical regulation on identification of controls, tell-tales and indicators
  - 11.2. New draft Regulation concerning the driver's field of vision of power driven vehicles
  - 11.3. Fire extinguishers
  - 11.4. Draft Regulation concerning heating systems
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1/ As part of the secretariat's efforts to reduce expenditure, all the official documents distributed prior to the session by mail or placed on the UNECE web-site, (<http://www.unece.org/trans/main/welcwp29.htm>) will not be available in the conference room for distribution to session participants. Delegates are kindly requested to bring their copies of documents to the meeting.

2/ The numerical order of the agenda items should be followed in order to avoid discontinuity in the participation of experts specialized in various subjects.

Annex

LIST OF INFORMAL DOCUMENTS DISTRIBUTED WITHOUT  
A SYMBOL DURING THE EIGHTY-THIRD SESSION

<u>No</u>	<u>Transmitted by</u>	<u>Agenda item</u>	<u>Language</u>	<u>Title</u>
1.	European Commission	5.1.	E	Proposal for draft amendment to Regulation No. 43
2.	Finland	9.4.	E	Finland's proposal for rules of prevention of fire risks in buses and coaches
3.	Netherlands	9.5.	E	Explanatory notes to TRANS/WP.29/GRSG/2002/10
4.	Belarus	9.8.	E	Draft amendments to document TRANS/WP.29/2002/14
5.	Hungary	4.	E	Report of the ad-hoc expert group (AHEG) meeting dealing with the development of Regulation 66
6.	Hungary	4.	E	The problem of high-deck coaches in the standard rollover test
7.	Hungary	4.	E	Unusual statistics about rollover accident of buses - III
8.	Hungary	4.	E	Review and revision of UN-ECE Regulation No. 66. Consolidated document presenting the work to date of the ad hoc expert group
9.	CLEPA	5.1.	E	CLEPA comments on informal document No. 1 of the 83rd GRSG
10.	Hungary	4.	E	Brief description of a serious bus rollover accident
11.	Germany	9.8.	E	Information for the experts of GRSG of a proposal to amend Directive 2000/8/EC (70/221/EEC), relating to fuel tanks (and rear under run protection)

<u>No</u>	<u>Transmitted by</u>	<u>Agenda item</u>	<u>Language</u>	<u>Title</u>
12.	Hungary	3.	E	General comments to the new, unified bus regulation, Reg 107/Rev.1
13.	Germany	6.	E	New part IV of ECE - R97
14.	Spain	2.	E	Proposal for draft amendments to Regulation No. 52
15.	Japan	9.5.	E	Outline of draft amendments to ECE Regulation No. 46 (draft requirements for driver's field of vision of immediate frontward and sideward)
16.	Japan	5.2.	E	Concern of Japan on TRANS/WP.29/GRSG/1999/29 (the CLEPA gtr draft)
17.	OICA	9.7.	E	OICA proposal for amendments to document TRANS/WP.29/GRSG/2002/11
18.	Japan	9.5.	E	Comment on TRANS/WP.29/GRSG/2002/10
19.	Norway	9.4.	E	Summary of the report on fires in buses

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