UN Regulation No.0 second draft submitted to WP.29 at its 164th session for consideration

IWVTA Informal Group
Outline

1. What is IWVTA?

2. Overall interest in IWVTA

3. The 2\textsuperscript{nd} draft UN Regulation No.0
   
   3-1 Major differences between UN R0 and other UN Regulations
   3-2 Structure
   3-3 Outline of each section

4. Remaining issues
   
   4-1 Definition of the vehicle type
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5. Request for guidance by WP.29
   
   5-1 Would WP.29 support the proposed solution on DoC?
   5-2 Which handling procedure for spare parts should be implemented?
   5-3 Would WP.29 support the proposed solution on UN R48?

6. Provisional work schedule
1. What is IWVTA?

UN R0 seeks to establish an internationally recognised whole vehicle type approval (IWVTA) scheme within the framework of the revised 1958 Agreement.

**Current System**
- Mutual recognition of approval of vehicle systems and parts
- Vehicle type approval required to be obtained from each country

**IWVTA Step1**
- Mutual recognition of approval at the vehicle level
- Vehicle systems and parts type approval not covered by IWVTA must be completed in Contracting Parties

**Vision for IWVTA**
- Mutual recognition of approval at the whole vehicle level
- Vehicle type approval not required to be obtained from each country
1. What is IWVTA?

**U-IWVTA and L-IWVTA**

IWVTA has 2 different approaches.

- **Universal IWVTA (U-IWVTA)**
  - Type approval pursuant to the highest level of stringency of the latest version of the UN Regulations listed in UNR0.

- **IWVTA of limited Recognition (L-IWVTA)**
  - Type approval to a lower level of stringency (for some Regulations earlier versions than those specified for U-IWVTA and/or no type approvals).

**Universal IWVTA**

- UN-R A.nn
- UN-R B.nn
- UN-R C.nn
- UN-R D.nn
- UN-R E.nn
- UN-R F.nn
- ...

**IWVTA of limited recognition**

- UN-R A.nn
- UN-R B.nn-1
- UN-R C.nn
- UN-R D.nn-2
- UN-R E.nn
- UN-R F.nn
- ...

## 2. Overall interest in IWVTA

<table>
<thead>
<tr>
<th>Overall interest in IWVTA</th>
<th>Contracting Parties</th>
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<tbody>
<tr>
<td>Plans to apply UN R0 as soon as it enters into force.</td>
<td>Australia, Japan, South Africa, the Russian Federation, Ukraine</td>
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<tr>
<td>Plans to apply UN R0, but at a later stage</td>
<td>Malaysia, Thailand</td>
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<td>Intention to accept U-IWVTA approvals issued pursuant to UN R0 (step 1) as partial, equivalent compliance with EU WVTA</td>
<td>EU member states</td>
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<tr>
<td>Still under consideration</td>
<td>Republic of Serbia, Switzerland</td>
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<tr>
<td>Need more information to make any decision</td>
<td>Brazil</td>
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5 Contracting Parties out of 13 that completed the questionnaire have already indicated their intention to apply UN R0 as soon as it enters into force.
### Major differences between UN Regulation No.0 and other UN Regulations

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<tr>
<th></th>
<th>UN Regulation No.0 (IWVTA)</th>
<th>Other UN Regulations</th>
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<tr>
<td><strong>Technical requirements</strong></td>
<td>The technical requirements for UN R0 are not explicitly contained in itself, but are incorporated by reference to a list of UN Regulations found in Annex 4 of UN R0.</td>
<td>Contain technical requirements to be complied with</td>
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<td><strong>Test procedures</strong></td>
<td>Where compliance is demonstrated by all required certificates covering the vehicle type, no further testing is foreseen for IWVTA.</td>
<td>Contain test procedures to be followed in order to demonstrate compliance to technical requirements</td>
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<td><strong>Update</strong></td>
<td>The proposal for UN R0 update shall be put to vote once per year at WP.29 November session</td>
<td>The proposal to amend UN Regulations can be put to vote at any sessions of WP.29</td>
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<td><strong>Transitiona l provisions</strong></td>
<td>When granting a IWVTA type approval, the transitional provisions of the UN Regulations applicable to IWVTA shall be respected.</td>
<td>In order to create transparency about the contents of an IWVTA, it is suggested to provide common commencement date of September 1.</td>
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<td><strong>Level of stringency</strong></td>
<td>UN R0 contains different levels of stringency, i.e., U-IWVTA and L-IWVTAs in one series</td>
<td>Level of stringency differs between the series amendments. However, one series amendment has only one level of stringency</td>
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</table>
3. The 2nd draft UN R0

3-2 Structure

Sub-Group “UN R0” (SGR0) submitted the 2nd draft UN R0 (WP.29-164-22) to WP.29.

Contents
1. Scope
2. Definitions
3. Application for approval
4. Approval
5. Specifications
6. Test procedure
7. Modification of vehicle type and extension of approval
8. Conformity of production
9. Penalties for non-conformity of production
10. Production definitely discontinued
11. Names and addresses of Technical Services responsible for conducting approval tests and of approval authorities
12. Introductory and transitional provisions
13. Special requirements for Contracting Parties applying this Regulation

Annex 1: Communication
Annex 2: Arrangement of the approval mark
Annex 3: Procedures to be followed for IWVTA
Annex 4: List of requirements for the purpose of IWVTA: List of regulatory acts
Annex 5: Information document for the purpose of IWVTA
[Annex 6: IWVTA declaration of conformance (DoC)]
[Annex 7: Definition of the vehicle type]
3. The 2nd draft UN R0

3-3 Outline of each section

<table>
<thead>
<tr>
<th>Section</th>
<th>Outline, remarks</th>
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<tbody>
<tr>
<td>1. Scope</td>
<td>-Applies to only vehicles of category M1</td>
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<tr>
<td>2. Definitions</td>
<td>-Adds new definitions of “IWVTA”, “U-IWVTA”, and “IWVTA of Limited recognition (L-IWVTA)”</td>
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<td>-Adds definition of vehicle type (Annex 7)</td>
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<td>3. Application for approval</td>
<td>-The application and the accompanying documentation shall be drawn up in English</td>
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<td>-The manufacture shall provide translation of the documentation, if requested</td>
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<td>4. Approval</td>
<td>-Two kinds of approval mark; one is for U-IWVTA (Annex 1, Section 1), and the other is for L-IWVTA (Annex 1, Section 2); alternative use of Unique Identifier</td>
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<td>5. Specifications</td>
<td>-For a U-IWVTA, type approval certificates to all applicable UN Regulations as listed in Annex 4, Section 1 shall be included.</td>
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<td>-For a L-IWVTA, one or more type approval certificates required for U-IWVTA can be omitted or replaced by the certificate according to an earlier version of the respective UN Regulation.</td>
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<td>[-The manufacturer shall provide the Declaration of Conformance (Annex 6)]</td>
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Remaining issue 1

Remaining issue 2
### 3. The 2nd draft UN R0

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<th>Outline, remarks</th>
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<tr>
<td>6. Test procedure</td>
<td>-Where compliance to the requirements is demonstrated by providing all required certificates covering the vehicle type, no further testing is foreseen for IWVTA according to this Regulation.</td>
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</table>
| 7. Modification of vehicle type and extension or modification of approval | -Every modification of the vehicle type shall be notified to the Contracting Party  
-When new requirements enter into force, a U-IWVTA has to be amended or it become a L-IWVTA.  
-No amendment to the type approval shall be required if the new requirements are not applicable to that vehicle type |
| 8. Conformity of Production                                            | -The approval authority which has granted type approval may at any time verify the conformity control methods applied in each production facility. Such verification should primarily be aimed at the whole vehicle and assembly level activities and shall not, without reasonable justification, repeat previous assessments undertaken for the separate UN Regulations comprising part of the IWVTA. |
| 9. Penalties for non-conformity of production                          | -The approval of a vehicle type may be withdrawn if the requirements are not complied with or if a vehicle bearing the approval mark does not conform to the vehicle type approved. |
3. The 2\textsuperscript{nd} draft UN R0

### 3-3 Outline of each section

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<th>Outline, remarks</th>
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<td><strong>10. Production definitely discontinued</strong></td>
<td>-If the manufacture completely ceases to manufacture approved vehicle type, they shall inform the approval authority. That approval authority shall inform the other Contracting Parties using a communication form illustrated in Annex 1.</td>
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<tr>
<td><strong>11. Names and addresses of Technical Services and of approval authorities</strong></td>
<td>-Contracting Parties shall communicate to the United Nations Secretariat the names and addresses of the Technical Services and of the approval authorities.</td>
</tr>
</tbody>
</table>
| **12. Introductory and Transitional provisions** | -As from [x] months after the date of entry into force of UN R0, a Contracting Party shall accept an IWVTA  
-When granting an IWVTA, the transitional provisions of the UN Regulations applicable to IWVTA shall be respected |
3. The 2\textsuperscript{nd} draft UN R0

3-3 Outline of each section

<table>
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<tr>
<th>Section</th>
<th>Outline, remarks</th>
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</table>
| 13. Special requirements for Contracting Parties applying this Regulation | Regardless of whether a Contracting Party applies any UN Regulations listed in Annex 4;  
13.1 it shall accept a U-IWVTA as evidence of compliance for all vehicle systems, equipment and parts approved therein  
13.2 it may issue an IWVTA  
13.3 it shall for the purpose of granting an IWVTA accept any type approvals issued according to UN Regulations listed in Annex 4  
13.4 [ it shall for the purpose of placing on the market of equipment and spare parts for vehicles covered by an IWVTA, accept the individual type approvals referenced in the IWVTA as evidence of compliance for the respective equipment and parts]  
13.5 Subject to notification to the Secretariat of the Administrative Committee, a Contracting Party may accept a L-IWVTA as evidence of compliance for some or all vehicle systems, equipment and parts |
Annex 4 “The technical requirements applicable to IWVTA “

IWVTA Informal Group sent, with endorsement of WP29 at the last June session, a questionnaire to facilitate the collection of suggestion/comments from all countries/REIO participating in WP.29 (refer to doc.IWVTA-SGR0-11-12-rev.3) with a request to submit answers.

All 13 Contracting Parties that completed the questionnaire had no difficulty with inclusion of List A UN Regulations. Therefore, List A is included in the 2nd draft UNR0 whereas Regulations in list B will be closely monitored for future inclusion in UNR0.

Answers to lists A/B UN Regulations (SGR0-12-04-rev.3)

<table>
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<tr>
<th>Difficulty with the inclusion of lists A/B UN Regulations in UN R0</th>
<th>Contracting Parties</th>
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<tbody>
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<td>None</td>
<td>Austria, Hungary, Republic of Serbia, Malaysia, Poland, South Africa, Switzerland, Thailand, the Netherlands, the Russian Federation, Ukraine</td>
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<tr>
<td>None, except for UN Regulations in list B which are under consideration by WP.29/GRs to include in IWVTA</td>
<td>Japan</td>
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<tr>
<td>Difficulty with R14 on List B</td>
<td>Australia</td>
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3. The 2nd draft UN R0
## Annex 4 “The technical requirements applicable to IWVTA “

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<th>Topic</th>
<th>UN-Regulation</th>
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<tr>
<td>1</td>
<td>Retro reflecting devices</td>
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<td>2</td>
<td>Direction indicators</td>
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<td>3</td>
<td>Front and rear position lamps, stop-lamps &amp; end-outline marker lamps</td>
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<td>4</td>
<td>Electromagnetic compatibility</td>
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<td>5</td>
<td>Door latches &amp; door retention components</td>
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<td>Steering impact</td>
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<td>7</td>
<td>Safety Belts, CRS</td>
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<td>8</td>
<td>Seats, their anchorages, &amp; head restraints</td>
<td>17</td>
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<td>9</td>
<td>Front fog lamps</td>
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<td>Interior fittings</td>
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<td>Reversing &amp; manoeuvring lamps</td>
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<td>External projections</td>
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<td>Audible warning signals</td>
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<td>14</td>
<td>Tyres</td>
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<td>Filament lamps</td>
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<td>16</td>
<td>Rear fog lamps</td>
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<td>The Speedometer equipment</td>
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<td>18</td>
<td>Safety glazing</td>
<td>43</td>
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<td>19</td>
<td>Built-in Restraining device for children</td>
<td>44</td>
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</table>

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<tr>
<td>20</td>
<td>Headlamp cleaners</td>
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<td>21</td>
<td>Tyres for commercial vehicles</td>
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<td>22</td>
<td>Rear underrun protective devices</td>
<td>58</td>
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<td>23</td>
<td>Parking lamps</td>
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<td>24</td>
<td>Steering equipment</td>
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<td>25</td>
<td>Measurement of engine power</td>
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<td>26</td>
<td>Side marker lamps</td>
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<td>27</td>
<td>Frontal collision</td>
<td>94</td>
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<tr>
<td>28</td>
<td>Lateral collision</td>
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<td>29</td>
<td>Headlamps with gas-charge light sources</td>
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<tr>
<td>30</td>
<td>Gas-charge light sources</td>
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<td>31</td>
<td>Electric power train</td>
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<tr>
<td>32</td>
<td>Headlamps with filament lamps and/or LED modules</td>
<td>112</td>
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<td>33</td>
<td>Tyre wet grip/Noise/RR</td>
<td>117</td>
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<td>34</td>
<td>Cornering lamps</td>
<td>119</td>
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<tr>
<td>35</td>
<td>Hand controls and tell tales</td>
<td>121</td>
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<tr>
<td>36</td>
<td>Adaptive front-lighting systems</td>
<td>123</td>
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<td>37</td>
<td>Forward field of vision</td>
<td>125</td>
</tr>
<tr>
<td>38</td>
<td>Pedestrian safety performance</td>
<td>127</td>
</tr>
<tr>
<td>39</td>
<td>LED light sources</td>
<td>128</td>
</tr>
</tbody>
</table>
4. Remaining issues

4-1 Definition of the vehicle type (Annex 7)

- Need to clarify compatibility between IWVTA type definition and national/regional type definition

- Need to account for the possibility to have U-IWVTA and L-IWVTA for vehicles offered in different markets
4-2 Declaration of Conformance (DoC)

- Proposed obligation for vehicle manufacturers to provide information for single vehicles type-approved according to Regulation no. 0
- The Database DETA would be used for:
  - the manufacturer to provide identification of single vehicles
  - the information about the Regulations to which the single vehicle conforms to be taken from the IWVTA
- Vehicle manufacturer are stating that single vehicles approved according to R0 conform to the specified IWVTA requirements
- Result of DoC is establishing an internationally harmonised system of information for single vehicles
- Any authorized party can access this vehicle information

- Implementation and adaptation of DETA is necessary
DoC can only be implemented with DETA
WP.29 is requested to decide the reactivation of the IG DETA for this purpose
4. Remaining issues

4-3 Handling procedure for spare parts

◆ UN R-0 allows for the possibility that a Contracting Party applies the UN Regulation while not applying all individual UN Regulations annexed to it.

◆ This raises the question of how to deal with the acceptance of spare parts for IWVTA approved vehicles by Contracting Parties not applying the UN Regulation.

◆ IWVTA Informal Group develop the following alternatives for handling spare parts;

(1) Contracting Parties shall accept original equipment spare parts covered by IWVTA;

Or,

(2) Contracting Parties shall accept all spare parts having valid UN approvals for vehicles covered by IWVTA [original equipment and after market spare parts.]
5. Request for guidance by WP.29

5-1 Would WP.29 support the proposed solution on DoC?

DoC can only be implemented with DETA.

➡️ Proposed solution:
Reactivate the IG DETA for this purpose
5. Request for guidance by WP.29

5-2 Which handling procedure for spare parts should be implemented?

(1) Contracting Parties shall accept original equipment spare parts covered by IWVTA;

Or,

(2) Contracting Parties shall accept all spare parts having valid UN approvals for vehicles covered by IWVTA [original equipment and after market spare parts.]
5. Request for guidance by WP.29

5-3 Would WP.29 support the proposed solution on UN R48?

UN R48 and Daytime Running Lights:
- DRL mandatory in UN R48 except for those CPs not applying UN R87 (who may even forbid DRL, even though they apply UN R48)
  - U-IWVTA containing UN R48 approval (with DRL) would therefore not be accepted in those CPs forbidding DRL

- Proposed solution (to be further developed by GRE):
  Remove DRL requirements from UN R48 and transfer them to e.g. UN R87
  - UN R87 would consequently address component and installation (e.g. UN R16, UN R46)
  - CPs mandating DRL can continue to do so by mandating UN R87
  - CPs forbidding DRL can continue to do so
  - U-IWVTA containing UN R48 can be accepted by all CPs
## 6. Provisional work schedule

### IWVTAs schedule up to the first half of 2017 (draft)

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**IWVA schedule up to the first half of 2017 (draft)**

- **IWVA Inf. G meetings**: End of Mandate
- **AID Inf. G meetings**: Propose to set up AID Inf. G to WP. 29, Kick-off of AID Inf. G
- **Revision 3 of the 1958 Agreement**: Verify unanimity by all CPs, Secretary General transmit the proposal to all CPs, The proposal shall be deemed to be accepted if no CP expresses an objection within a period of six months
- **UN Regulation No. 0**: Submit the 2nd draft UN R0 (informal document) to WP. 29, Submit the 3rd draft UN R0 (formal document) to WP. 29, WP. 29 approves the final proposal by a majority decision of [4/5] or more
- **UN Regulations applicable to IWVTAs**: Finalize UN Regulations applicable to IWVTAs

As from [X] months after the date of entry into force of UN R0, CPs shall accept an IWVT A. The proposal will be considered to be adopted unless more than [1/5] of CPs have informed of their disagreement within a period of six months.
Thank you for your attention!

Latest information on UN Regulation No.0 second draft (WP.29-164-21) can be found at;