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INLAND TRANSPORT COMMITTEE

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

- A. REPORT OF WP.29 ON ITS ONE-HUNDRED-AND-TWENTY-EIGHTH SESSION (12-15 November 2002)**
- B. REPORTS OF THE ADMINISTRATIVE/EXECUTIVE COMMITTEES**
  - (1) 1958 Agreement - Twenty-second session of the Administrative Committee (AC.1) of the amended Agreement (13 November 2002)
  - (2) 1998 Agreement (Global) - Sixth session of the Executive Committee (AC.3) of the Agreement (13 and 14 November 2002)

CONTENTS

	<u>Paragraphs</u>
ATTENDANCE.....	1
STATEMENTS DURING THE INITIAL PART OF THE SESSION .....	2 - 5

**A. Session of WP.29**

1. ADOPTION OF THE AGENDA .....	6 and 7
2. ELECTION OF THE OFFICERS FOR THE YEAR 2003 .....	8
3. COORDINATION AND ORGANIZATION OF WORK .....	9 - 30
3.1. Report of the Administrative Committee for the Coordination of Work (WP.29/AC.2).....	9 - 23
3.2. Programme of work and documentation.....	24 - 26
3.3. Modifications to the 2003 calendar of sessions of WP.29 and of its subsidiary Working Parties .....	27
3.4. Intelligent Transport Systems (ITS) - including the preparation of a round-table.....	28 - 30

CONTENTS (continued)

	<u>Paragraphs</u>
4.	CONSIDERATION OF THE REPORTS OF THE WORKING PARTIES SUBSIDIARY TO WP.29 ..... 31 - 72
4.1.	Working Party on Lighting and Light-Signalling (GRE)..... 31
4.2.	Working Party on General Safety Provisions (GRSG)..... 32
4.3.	Working Party on Passive Safety (GRSP) ..... 33 - 36
4.4.	Working Party on Pollution and Energy (GRPE) ..... 37
4.5.	Highlights of the recent sessions (Oral reports by the Chairpersons)..... 38 - 72
4.5.1.	Working Party on Brakes and Running Gear (GRRF)..... 38 - 45
4.5.2.	Working Party on Noise (GRB)..... 46 - 51
4.5.3.	Working Party on Lighting and Light-Signalling (GRE)..... 52 - 62
4.5.4.	Working Party on General Safety Provisions (GRSG)..... 63 - 72
5.	1958 AGREEMENT ..... 73 - 102
5.1.	Status of the Agreement and of the annexed Regulations, including the latest situation report..... 73 and 74
5.2.	Consideration of draft amendments to existing Regulations ..... 75 - 97 (WP.29 recommended to adopt the draft amendments proposed to Regulations Nos. 3, 7, 14, 16, 23, 34, 36, 37, 38, 43, 48, 50, 52, 67, 75, 77, 87, 91, 95, 107, 113 and 105. For decisions by the Administrative Committee (AC.1) of the 1958 Agreement see paras. 122 to 143 below.). (Item deferred) (conc. Regulation No. 48)..... 86
5.3.	Consideration of new draft Regulations (Items deferred) ..... 98 - 101
5.4.	Consideration of draft amendments to existing Regulations, currently outstanding (Item deferred)..... 102
6.	1998 AGREEMENT (GLOBAL) ..... 103 - 105
6.1.	Status of the Agreement..... 103
6.2.	Implementation of the 1998 Agreement programme of work by the Working Parties subsidiary to WP.29..... 104
6.3.	Reconsideration of priorities of the 1998 Agreement Programme of Work ..... 105
7.	1997 AGREEMENT (INSPECTIONS) ..... 106 - 108
7.1.	Status of the Agreement..... 106
7.2.	Draft Rule No. 2 (Inspections with regard to safety)..... 107 and 108
8.	1971 EUROPEAN AGREEMENT SUPPLEMENTING THE 1968 CONVENTION ON ROAD TRAFFIC Consideration of the amended definitions of moped and motorcycle proposed by WP.1 ..... 109 - 112

CONTENTS (continued)

	<u>Paragraphs</u>
9. OTHER BUSINESS .....	113 - 119
9.1. Enforcement of type approval and conformity of production standards.....	113 - 117
9.1.1. Rules and recommendations for preparation of standards and regulations .....	114
9.1.2. Resolving of interpretation issues.....	115
9.1.3. Recall systems applied by various Contracting Parties to the Agreements .....	116
9.1.4. Feasibility of establishing an electronic database for type approval exchange of information.....	117
9.2. Replacement parts.....	118
9.3. Japan - departures and appointments of new officers.....	119
10. ADOPTION OF THE REPORT .....	120

\* \* \*

**B. Sessions of the Administrative/Executive Committees**

1. 1958 AGREEMENT - TWENTY-SECOND SESSION OF THE ADMINISTRATIVE COMMITTEE (AC.1) OF THE AMENDED AGREEMENT .....	121 - 145
1.1. Establishment of the AC.1 .....	121
1.2. Draft amendments to existing Regulations - <u>Voting by AC.1</u> .....	122 - 143
1.2.1. <u>Regulation No. 3</u> (Retro-reflecting devices) - Draft Supplement 7 to the 02 series of amendments .....	122
1.2.2. <u>Regulation No. 7</u> (Position, stop and end-outline marker lamps) - Draft Supplement 7 to the 02 series of amendments .....	123
1.2.3. <u>Regulation No. 14</u> (Safety-belt anchorages) - Draft Supplement 4 to the 05 series of amendments .....	124
1.2.4. <u>Regulation No. 16</u> (Safety-belts) - Draft Supplement 14 to the 04 series of amendments .....	125
1.2.5. <u>Regulation No. 23</u> (Reversing lamps) - Draft Supplement 9.....	126
1.2.6. <u>Regulation No. 34</u> (Fire risks) - Draft 02 series of amendments .....	127
1.2.7. <u>Regulation No. 36</u> (Large capacity passenger vehicles) - Corrigendum 1 to Supplement 7 to the 03 series of amendments .....	128
1.2.8. <u>Regulation No. 37</u> (Filament lamps) - Corrigendum 1 to Revision 3 of the Regulation .....	129
1.2.9. <u>Regulation No. 38</u> (Rear fog lamps) - Draft Supplement 8.....	130
1.2.10. <u>Regulation No. 43</u> (Safety glazing) - Draft Supplement 7.....	131
1.2.11. <u>Regulation No. 48</u> (Installation of lighting and light-signalling devices) - Draft Supplement 5 to the 02 series of amendments.....	132
1.2.12. <u>Regulation No. 50</u> (Position, stop and direction indicator lamps for motorcycles) - Draft Supplement 6.....	133

## CONTENTS (continued)

	<u>Paragraphs</u>
1.2.13. <u>Regulation No. 52</u> (Small capacity passenger vehicles, M2 and M3 category) - Corrigendum 1 to Supplement 5 to the 01 series of amendments .....	134
1.2.14. <u>Regulation No. 67</u> (Equipment for LPG) - Draft Supplement 2 to the 01 series of amendments .....	135
1.2.15. <u>Regulation No. 75</u> (Pneumatic tyres for motorcycles) - Draft Supplement 11 .....	136
1.2.16. <u>Regulation No.77</u> (Parking lamps) - Draft Supplement 7 .....	137
1.2.17. <u>Regulation No. 87</u> (Daytime running lamps) - Draft Supplement 5 .....	138
1.2.18. <u>Regulation No. 91</u> (Side-marker lamps) - Draft Supplement 5 .....	139
1.2.19. <u>Regulation No. 95</u> (Lateral collision protection) - Draft 02 series of amendments .....	140
1.2.20. <u>Regulation No. 107</u> (Double-deck large passenger vehicles) - Corrigendum 1 to Supplement 3 .....	141
1.2.21. <u>Regulation No. 113</u> (Headlamps emitting a symmetrical passing beam) - Corrigendum 1 .....	142
1.2.22. <u>Regulation No. 105</u> (ADR vehicles) - Corrigendum 2 to the 02 series of amendments.....	143
1.3. Draft amendments to existing regulations, currently outstanding (Item deferred) .....	144
1.4. New draft Regulations - <u>Voting by AC.1</u> (Items deferred).....	145
2. 1998 AGREEMENT (GLOBAL) - SIXTH SESSION OF THE EXECUTIVE COMMITTEE (AC.3) OF THE AGREEMENT .....	146 - 154
2.1. Open meeting.....	147 - 152
2.1.1. Progress in developing proposals for candidate global technical regulations (gtrs).....	147 - 150
2.1.2. Reconsideration of priorities of the 1998 Agreement Programme of Work .....	151
2.1.3. Other business.....	152
2.2. Closed meeting .....	153 and 154
2.2.1. Legal and administrative procedures concerning the Agreement .....	153
2.2.2. Resolving of the pending issues.....	154

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Annex - List of informal documents distributed without a symbol during the one-hundred-and-twenty-eighth session

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## **REPORT**

### **ATTENDANCE**

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) held its one-hundred-and-twenty-eighth session from 12 to 15 November 2002, 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): Andorra; Australia; Austria; Belgium; Bulgaria; Canada; Croatia; Czech Republic; Denmark; Estonia; Finland; France; Germany; Greece; Hungary; Iceland; Ireland; Italy; Japan; Latvia; Luxembourg; Netherlands; Norway; People's Republic of China; Poland; Portugal; Republic of Korea; Romania; Russian Federation; Slovakia; Slovenia; South Africa; Spain; Sweden; Switzerland; Turkey; Ukraine; United Kingdom of Great Britain and Northern Ireland; United States of America; Yugoslavia. A representative of the European Community (EC) participated. The following non-governmental organizations were also represented: International Organization for Standardization (ISO); International Touring Alliance/International Automobile Association (AIT/FIA); International Road Federation (IRF); 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); Society of Automotive Engineers (SAE); European LPG Association (AEGPL); Federation of European Manufacturers of Friction Materials (FEMFM); Federation of European Motorcyclists' Associations (FEMA); International Motor Vehicle Inspection Committee (CITA); International Confederation of Associations of Experts and Consultants (CIDADEC); Union of Technical Assistance for Motor Vehicle and Road Safety (UNATAC).

### **STATEMENTS DURING THE INITIAL PART OF THE SESSION**

2. The Chairman opened the session and welcomed the delegates. Acknowledged in particular was the first time participation of the representatives of Iceland and Ireland.

3. During the initial part of the session, Mr. Kanji Nakayama, Director-General of the Land Transport Department of the Japanese Ministry of Land, Infrastructure and Transport addressed WP.29 and reiterated the commitment of his Government to promoting international harmonization of automotive regulations. He mentioned the three key areas where Japan was leading the work of WP.29, i.e. modifying UNECE Regulations for Japanese application, drafting global technical regulations (pedestrian safety, on-board diagnostics, harmonization of vehicle definitions, masses and dimensions) and, more recently addressing the Intelligent Transport Systems. In this respect, he recalled the conclusion of the meeting of the world auto industry leading executives at the Paris Motor Show on 27 September 2002 that stressed the importance of Geneva Agreements. He also mentioned the plans to apply additional UNECE Regulations under the 1958 Agreement and stressed the assistance that Japan provided to Asian countries that consider cooperation with WP.29. He recalled the International Conference on Environmental Friendly Vehicles (EFV) planned to be held in Tokyo on 23 and 24 January 2003 and invited WP.29 to cooperate in the implementation of its results. Accepting the address, the Chairman commended the Japanese contributions and recalled that it had been the proposal by Japan that

had turned WP.29 in March 2000 into a World Forum. The expert from OICA praised the long time effective cooperation of Japan with his organization.

4. Mr. L.-S. Ayrat, Technical Secretary of the European Association of Automotive Suppliers (CLEPA), informed WP.29 that on 26 September 2002 the US suppliers association - Motor and Equipment Manufacturers Association (MEMA), the Japanese suppliers association - Japan Auto Parts Industries Association (JAPIA) and CLEPA signed an agreement for establishing common positions and for common representations at WP.29 and its subsidiary Working Parties, for the work carried out under the 1998 Global Agreement. He explained that, from now on, the suppliers' representation has become global and all future proposals and statements will give the position of the three industries, the United States of America, Japan and Europe and this should be shown by the sign in the meeting room (CLEPA / MEMA / JAPIA).

5. Mr. D. Read, Managing Director of the Society of Automotive Engineer (SAE International), informed WP.29 that in June 2002 SAE was granted consultative status to the Economic and Social Council of the UN in the category of Special non-governmental organizations that was a condition for full participation in the work. WP.29 acknowledged the statement and appreciated the cooperation of SAE.

## **A. SESSION OF WP.29**

### **1. ADOPTION OF THE AGENDA**

6. The provisional agenda (TRANS/WP.29/884 and Add.1) was adopted by WP.29 with the modifications noted below:

(i) Additional document:

Item 5.1. document TRANS/WP.29/343/Rev.10/Amend.2

(ii) Deferred items (for justifications see para. 10 below):

5.2.11. Regulation No. 48, document TRANS/WP.29/2002/76

5.3.1 to 5.3.7. New draft Regulations

5.4.1. Regulation No. 18 (outstanding proposal).

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

### **2. ELECTION OF OFFICERS FOR THE YEAR 2003**

8. In compliance with Rule 13 of the Rules of Procedure (TRANS/WP.29/690), WP.29 called the election of officers on Wednesday 13 November 2002. Following the proposal made on behalf of the European Community, supported by a number of delegations, WP.29 elected Mr. V. Kutenev (Russian Federation) Chairman and Mr. B. Gauvin (France) Vice-Chairman for the sessions scheduled for the year 2003.

### 3. COORDINATION AND ORGANIZATION OF WORK

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

9. The eightieth session of WP.29/AC.2, considering the coordination and organization of work of WP.29, was held on 11 November 2002, under the chairmanship of Mr. B. Gauvin (France) and attended by representatives of the European Community (EC); Canada; France; Germany; Italy; Japan; Russian Federation; United Kingdom; United States of America.

10. WP.29/AC.2 reviewed the provisional agenda of the current session of WP.29 (TRANS/WP.29/884 and Add.1) and recommended the modifications (see para. 6 above). Concerning the items deferred, it was noted that:

(a) For item 5.2.11., document TRANS/WP.29/2002/76, there had been support by the EC and its Member States to the intention of Japan to apply Regulation No. 48 to M1 and N1 category vehicles only, but taking formal vote of the proposal to introduce a necessary amendment into the Regulation required a completion of an internal procedure that had not been possible to complete before the current session. Therefore, the consideration of the above-mentioned proposal had to be postponed to March 2003; see also para. 22. below.

(b) For items 5.3.1. to 5.3.7., the representative of the EC confirmed that the internal procedures necessary for a formal adoption had finally advanced, but he was not in a position to foresee if the authorization to vote at least on the first two proposals would be granted in time for the March sessions of WP.29 and AC.1. The representative of Japan regretted that the delay had been so long, in particular for the proposal for the draft Regulation concerning the protection of motor vehicles against unauthorized use (item 5.3.1.). For item 5.3.4., concerning the burning behaviour of materials in the interior construction of certain categories of vehicles, it was noted that the proposal tabled by Belarus (TRANS/WP.29/2002/73) should be transmitted to GRSG for technical consideration.

(c) For item 5.4.1., concerning Regulation No. 18, no consent had yet been reached in the EC. It was recalled that these amendments could only be voted on together with the new draft Regulation on the protection of motor vehicles against unauthorized use (item 5.3.1.).

11. WP.29/AC.2 reviewed also the state of preparation of the second informal meeting on Intelligent Transport Systems (ITS), and the prospects for organizing a round-table that had originally been planned for February 2003, back-to-back with the sixty-sixth session of the ITC. It examined the documents prepared for the informal meeting by Japan, and noted that a consent had not yet been reached on the definition of ITS technology and that holding a round-table would not be possible before Fall 2003, or rather Spring 2004. The secretariat was requested to convey this information with regrets to the Inland Transport Committee.

12. WP.29/AC.2 reviewed also the forecast by the secretariat for the agenda of the one-hundred-and-twenty-ninth session, to be held in Geneva, from 11 to 14 March 2003. It noted that amendments were expected to fourteen existing UNECE Regulations, along with already pending proposals for seven new draft Regulations. It was noted that a number of documents adopted by GRE at its forty-ninth session and an amendment to Regulation No. 83 adopted by GRPE at its

forty-fourth session were marked for transmission to WP.29 and AC.1 in June 2003 and, therefore, for that session amendments are already foreseen to 16 UNECE Regulations and the Consolidated Resolution on the Construction of Vehicles (R.E.3).

13. With respect to the 1958 Agreement, WP.29/AC.2 continued its deliberations concerning the enforcement of type approval and conformity of production standards. It decided to consider in detail at its eighty-first session in March 2003 the proposal by ISO for improving the quality of drafting of regulations (informal document No. 1 of the annex to this report), with a view to finding a set of rules conforming also to the existing and agreed "Format of global technical regulations" (TRANS/WP.29/883). It was made clear that improving UNECE Regulations would likely be a long process, because one-hundred-and-fifteen would soon be in force, but that prospects were excellent for the 1998 Global Agreement, where the first global technical regulations were yet to be agreed.

14. Concerning the assistance in resolving interpretation issues, WP.29/AC.2 noted the information by France that a proposal had been prepared, but was still subject to consultations and expected to be submitted to WP.29/AC.2 for consideration at its next session, in March 2003.

15. WP.29/AC.2 also noted that, for the current session of WP.29, Australia had submitted a description of its recall system (informal document No. 2) and that the United States of America intended to provide the related information for the WP.29 session of March 2003.

16. WP.29/AC.2 also received and briefly examined a proposal by France that would allow attesting the performance of products conforming to versions of Regulations that were already made obsolete by a new series of amendments, but were still applicable for countries or regions where the conditions did not allow the application of the latest technology. This was the question that had been raised in particular with respect to Regulations Nos. 49 and 83 (TRANS/WP.29/861, para. 73) and WP.29/AC.2 suggested submitting the French proposal to GRPE for examination at its forty-fifth session, in January 2003.

17. Concerning the 1998 Agreement, WP.29 noted new proposals to the Executive Committee AC.3 of the Agreement by Canada for developing global technical regulations on motorcycle brakes and installation and lighting and light-signalling. It also received information from the representative of the United States of America that compelling information from the interested parties had not yet been received that would justify reconsideration of the priorities of the 1998 Agreement Programme of Work, in particular with respect to items concerning the safety-belts and safety-belt anchorages. With respect to the implementation of the Agreement, WP.29/AC.2 was informed that the Executive Committee AC.3 intended to reiterate its position with respect to the execution of the depositary functions stipulated in the Agreement.

18. For the 1997 Agreement on periodical technical inspections, WP.29/AC.2 recommended to call the second session of the Administrative Committee AC.4 of the Agreement in March 2003 in order to (a) formalize the interpretation of WP.29 of Article 12 of the Agreement concerning the inspections carried out (on request) in foreign countries (TRANS/WP.29/609, para. 92) and (b) consider preliminarily and transmit to the respective Working Parties subsidiary to WP.29 the proposal for draft Rule No. 2 (Periodic inspections with respect to safety) that had been received by the secretariat revised from CITA on



6 November 2002. The secretariat confirmed that the cover letter signed by the CITA Secretary-General confirmed that the proposal had been prepared with consultations of all CITA members and adopted by the CITA Bureau Permanent.

19. Concerning the amendment proposed by the Working Party on Road Traffic Safety (WP.1) to the 1971 European Agreement Supplementing the 1968 Convention on Road Traffic, WP.29/AC.2 noted the informal documents submitted by Switzerland and the Russian Federation (Nos. 5 and 6) as well as oral comments by the representative of the United Kingdom, but was of the opinion that the proposal already endorsed by GRSG (TRANS/WP.29/2002/68) might be adopted by WP.29, eventually with minor amendment(s).

20. Concerning other subjects on the agenda of the eightieth session, the Administrative Committee for the Coordination of Work (WP.29/AC.2) noted that:

- (a) more time was needed to complete the deliberations of CLEPA and OICA concerning the questions of replacement parts;
- (b) welcomed the information about the preparation of the EFV Conference in Tokyo in January 2003 (see also para. 3 above);
- (c) acknowledged the information by the secretariat that, following the request by WP.29 at its one-hundred-twenty-third session, the Director of the UN ECE Transport Division included in the budget for 2004-2005 a request for an additional post of a mechanical engineer (P-4) and an additional specialized secretary (G-4) for servicing WP.29, its subsidiary bodies and the related Agreements.

21. WP.29 noted the report of WP.29/AC.2 on its eightieth session and accepted the recommendations.

22. In consideration of these recommendations, WP.29 paid particular attention to the question of application by Japan of Regulation No. 48 limited to M1 and N1 categories of vehicles only (see para. 10.(a) above). It recalled that consent had been given to Japan for such harmonization step already in November 2000, during the one-hundred-and-twenty-second session (TRANS/WP.29/743, paras. 78 and 79) but, regrettably, this had not been supported by a suitable provision in the Regulation. Therefore, WP.29 decided to consider in March 2003 document TRANS/WP.29/2002/76 as draft Corrigendum 1 to Supplement 2 to the 02 series of amendments to Regulation No. 48, allowing its application ab initio. The secretariat was requested to revise the document accordingly, taking into account also document TRANS/WP.29/2002/56 (with respect to the numbering of sub-paragraphs in the section of Transitional provisions).

23. Concerning the requested allocation in the 2004-2005 budget of the Transport Division of the UNECE of additional P-4 and G-4 posts for the Unit of Vehicle Construction of the Technology Section (see para. 20.(c) above), WP.29 welcomed the decision of the Division Director and invited all delegations to support this proposed budget allocation at all levels, in particular in the consideration by the Budget Committees in the UNECE and later in the United Nations Headquarters. WP.29 stressed that, with respect to the workload, it was highly desirable to implement this decision as early as possible at the beginning of the budgeted period.

3.2. Programme of work and documentation

Documentation: TRANS/WP.29/2002/1/Amend.2; informal documents Nos. 7 and 8 of the annex to this report.

24. WP.29 noted the update to the programme of work prepared by the secretariat and noted the amendments below as necessary. In addition, Chairpersons of the subsidiary bodies were invited to examine the update to the programme of work and indicate to the secretariat any additional corrections or modifications needed.

- (a) insert under item 1.6. the programme item "Dangers of bull-bars to pedestrians - priority C" (following the decision at the previous session - TRANS/WP.29/861, para. 21);
- (b) insert under item 1.1.1. for Regulation No. 67 document TRANS/WP.29/2001/61, the consideration of which had not yet been concluded (TRANS/WP.29/815, paras. 8., 13.(b) and 97.).

25. The representative of the Russian Federation introduced proposals to consider the energy losses caused by rolling resistance of tyres (informal document No. 7) and to align the test methods in Regulation No. 90 (Replacement brake linings) with those in Regulation No. 13 (informal document No. 8). WP.29 decided to transmit the proposals to GRRF for evaluation and requested the secretariat to convert them into official working documents.

26. In examining its programme of work, WP.29 was of the opinion that consideration of protection of vehicles against theft (Unauthorized use) and the intelligent transport systems were the key areas of its contribution to the consideration of security in transport that the Inland Transport Committee proposed to consider in all its subsidiary bodies. WP.29 looked forward to the development in both areas, in particular with respect to the proposed new draft Regulation (see paras. 10.(b) and 11. above).

3.3. Modifications to the 2003 calendar of sessions of WP.29 and of its subsidiary Working Parties

27. Considering the provisional calendar of meetings for 2003 (TRANS/WP.29/861, annex 2), WP.29 agreed to grant one additional day (informal, without interpretation) to GRPE, at the beginning of its forty-fifth session in January, and additional one-and-half day (informal, without interpretation) to GRE, at the beginning of the fiftieth session, and to swap the sessions of GRSP and GRPE in May - June 2003, effectively modifying the calendar as follows:

**GRPE, forty-fifth session** - from Monday 13 January (9.30 h) to 17 January (12.30 h) (13 January all day and 14 January morning sessions without interpretation);

**GRE fiftieth session** - from Monday 7 April (9.30 h) to 11 April (12.30 h) (7 April all day and 8 April morning without interpretation, unless agreed otherwise by WP.29 during its next session (see paras. 57 and 62 below);

**GRPE, forty-sixth session** - from Tuesday 20 May (14.30 h) to 23 May (12.30 h);

**GRSP, thirty-third session** - from Monday 2 June (14.30 h) to 6 June (17.30 h);

3.4. Intelligent Transport Systems (ITS) - including the preparation of a round-table Documentation: Informal documents Nos. 3, 12, 13 and 14 of the annex to this report.

28. WP.29 received the report of Mr. K. Wani (Japan) on the first meeting of the ITS informal group that had been held on 27 June 2002 (TRANS/WP.29/861, para. 24). He recalled that Japan had presented the issues that needed to be resolved before adopting a programme of a round table, a draft of which had also been distributed. Mr. Wani confirmed to WP.29 that he was willing to take over the Co-Chair of the ITS group after the appointment of Mr. M. Naito with other duties (see also para. 119 below).

29. For the second meeting, scheduled to be held during the afternoon of Friday, 15 November, Mr. Wani accepted to consider the proposal by Hungary suggesting a definition of an ITS system and informed WP.29 about the agenda of the meeting (informal document No. 12), the proposed programme of a round-table (informal document No. 13) and a substantial discussion document that also presented examples of ITS systems, in order to allow their definition (informal document No. 14). He agreed with the opinion of WP.29/AC.2 that the informal group might at earliest reach consent in March 2003 and that the round-table had to be postponed (see para. 11 above).

30. The second informal meeting of the ITS group was held in the afternoon of 14 November 2002, and Co-Chaired by Mr. K. Wani (Japan) and Mr. B. Gauvin (France). Following the agenda (informal document No. 12), the group agreed the structure of the proposed round-table with some modifications (informal document No. 13) and had an exchange of views on the ITS technology, prompted by the presentation given by Mr. Wani. The explanations and examples in the presentation supplemented informal document No. 14. The group agreed that it was not feasible to prepare the round-table for February 2003. It agreed to meet again in March 2003 and, depending on the progress, consult with the Chairman of the Inland Transport Committee to find a possible new date for the event.

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

4.1. Working Party on Lighting and Light-Signalling (GRE)  
(Forty-eighth session, 9-12 April 2002)

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

31. WP.29 recalled the presentation given by the GRE Chairman during the one-hundred-and-twenty-seventh (TRANS/WP.29/861, paras. 29-39), and approved the report.

4.2. Working Party on General Safety Provisions (GRSG)  
(Eighty-second session, 29 April - 3 May 2002)

Documentation: TRANS/WP.29/GRSG/61.

32. WP.29 recalled the session results, as they had been presented by the GRSG Chairman during the previous session (TRANS/WP.29/861, paras. 40-49) and approved the report.

4.3. Working Party on Passive Safety (GRSP)  
(Thirty-first session, 13-17 May 2002)

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

33. WP.29 recalled the oral presentation that had been given by the GRSP Chairwoman during the one-hundred-and-twenty-seventh session (TRANS/WP.29/861, paras. 50-59).

34. Referring to the consideration by GRSP of a draft global technical regulation on pedestrian safety, the expert from OICA wished to modify the reproduction of his statement in paragraph 5., to read:

"5. The expert from OICA stated that positions expressed in IHRA (International harmonized Research Activities) by its experts were made on a personal basis and did not commit OICA as a whole. The expert from the United States of America ....."

35. The expert from OICA asked also to modify the report of his statement concerning the mobile deformable barrier face specification proposed by the EEVC (European Enhanced Vehicle-safety Committee) in paragraph 47 of the report, in order to show his reservation to this particular proposal.

36. In considering the above, WP.29 accepted the opinion of the Chairwoman of GRSP and approved the report with paragraph 5. modified as stated above (para. 34). However, concerning paragraph 47 of the report, WP.29 recommended to reconsider and clarify the subject in the thirty-second session of GRSP in December 2002.

4.4. Working Party on Pollution and Energy (GRPE)  
(Forty-fourth session, 11-14 June 2002)

Documentation: TRANS/WP.29/GRPE/44.

37. The presentation given by the GRPE Chairman during the previous session was recalled (TRANS/WP.29/861, paras. 60-76) and WP.29 approved the report.

4.5. Highlights of the recent sessions  
(Oral reports by the Chairpersons)

4.5.1. Working Party on Brakes and Running Gear (GRRF)  
(Fifty-second session, 16-18 September 2002)

38. The Chairman of GRRF reported first that GRRF had adopted a Supplement to Regulation No. 13 (Braking) and Corrigenda both to Regulations Nos. 13 and 13-H (Harmonized braking), and that the three proposals would be transmitted to WP.29 and AC.1 for their March 2003 sessions. He said that the work was expected to continue on developing both Regulations and Regulation No. 90 (Replacement brake linings)

39. Continuing with braking matters, the Chairman recalled that the modular type approval of trailers (Supplement 7 to the 09 Series of amendments to Regulation No. 13) would enter into force at the beginning of 2003. Industry had informed GRRF that they would not be ready to

apply all its prescriptions by that date. To resolve this issue, he suggested that Contracting Parties should retain their existing national procedures for modular type approval of trailers as an alternative to the new requirements of Regulation No. 13 for the time being. Concerning other items of the programme of work, the Chairman noted that work would continue on facilitation of testing of vehicles in service and on braking compatibility on heavy goods vehicles. Concerning the issue of illumination of stop lamps, GRRF confirmed its agreement with GRE that GRE should define luminous characteristics, whilst GRRF was to set provisions for illumination in respect to the interface with the braking system. He anticipated that GRRF would consider a proposal concerning this subject at its February 2003 session.

40. Referring to the future global technical regulations on braking, he said that, for passenger vehicle brakes, Japan had announced the preparation of a working paper, and that it would consider providing sponsorship for the group and possibly a candidate to chair the informal group. For motorcycles' brakes, Canada had confirmed the beginning of the work on developing the proposal for a draft global technical regulation.

41. The Chairman also reported that work would continue on developing Regulations Nos. 79 (Steering equipment) and 111 (Handling and stability of vehicles). In addition, he said that GRRF should consider if the development of Regulation No. 111 would be necessary to take account of, and encourage the new electronic systems being developed by vehicle manufacturers for assuring vehicle stability. He suggested that a final decision might be taken at the next GRRF session.

42. Concerning the global harmonization of tyre requirements, the Chairman informed WP.29 that the results of work by the informal group, that had now been suspended, would be transmitted to GRRF as a formal record, as well as a basis for future developing of tyre Regulations under the 1958 Agreement. As regards the tyre adhesion test, he said that the ISO working group continued its work.

43. The GRRF Chairman also reported that work was in progress on updating tyre Regulations under the 1958 Agreement, and announced the transmission to WP.29 and AC.1 for consideration at their March 2003 sessions of amendments to Regulations Nos. 64 (Temporary use spare wheels/tyres) and 108 (Retreaded pneumatic tyres). He said that work would continue not only on these two Regulations but also on Regulations Nos. 30 (Pneumatic tyres), 54 (Pneumatic tyres for commercial vehicles), and 109 (Retreaded pneumatic tyres for commercial vehicles).

44. Concluding the revision of the technical work of GRRF, the Chairman informed WP.29 that GRRF had completed the proposal for a draft Regulation on wheels, but decided to transmit it to WP.29 and AC.1 for consideration only after receiving a clear signal from all Contracting Parties that this proposal would be supported. This was particularly important for the European Union, given that Italy and Germany were the main promoters of the draft.

45. Mr. Malcolm Fendick concluded his report by announcing that he had not presented his candidature for the GRRF Chairmanship in 2003 and that, due to the absence of any candidate, GRRF agreed to elect its Chairperson at the beginning of the February 2003 session.

4.5.2. Working Party on Noise (GRB)  
(Thirty-seventh session, 19 and 20 September 2002)

46. Mr. Dietmar Meyer (Germany) informed WP.29 that Mr. H. Löffelholz had taken his merited retirement, terminating also the GRB Chairmanship, which he had assured for the last seven years. He informed WP.29 that GRB had elected him to succeed Mr. Löffelholz and that he was prepared to Chair the session scheduled for 9 and 10 October 2003.

47. Recalling the work that had been done during the last session, still under the Chairmanship of Mr. Löffelholz, the new Chairman said that GRB had been briefed about the status of adoption within the European Union of the new draft UNECE Regulation concerning the tyre rolling sound emission. With respect to this item, GRB had noted that a development of a global technical regulation on tyre noise was excluded from the 1998 Global Agreement Programme of Work.

48. Concerning the development of Regulation No. 51 regarding noise emission from M and N categories of vehicles, the Chairman informed WP.29 that GRB had proceeded to the first reading of the voluminous proposal tabled by Germany and ISO.

49. As a consequence of the WP.29 decision (TRANS/WP.29/861, para. 22) to cancel the GRB session scheduled for February 2003, the GRB Chairman asked WP.29's consent to establish an informal group in order to progress further in the development of the improved vehicle noise test method. He presented the Terms of Reference and Rules of Procedure of the group, that will be annexed to the report, and informed WP.29 that GRB had elected Mr. Ch. Theis Chairman of this informal group that should have its first meeting in Bonn (Germany), from 20 to 22 January 2003.

50. With regard to the alignment of the provisions of Regulation No. 59 with those of the European Community Directives, the Chairman reported that GRB had made good progress in its consideration on a proposal by CLEPA and that some additional amendments by the Russian Federation should be considered at the next GRB session.

51. WP.29 noted the report by the Chairman, congratulated him on his election, and gave its consent to the setting up of the informal group and its first meeting in Bonn in January 2003.

4.5.3. Working Party on Lighting and Light-Signalling (GRE)  
(Forty-ninth session, 30 September – 4 October 2002)

Documentation: Informal document No. 9 of the annex to this report.

52. The GRE Chairman reported with satisfaction that, during its forty-ninth session, the group had been very productive indeed and completed its work on many items of the agenda. Concerning one urgent result, the harmonization of lighting and light-signalling installation requirements, the Chairman said that Japanese national requirements for large-sized vehicles were more stringent than those of UNECE Regulation No. 48 and GRE adopted a transitional provision that would allow Japan to limit its application of this Regulation to M1 and N1 categories of vehicles only. For those vehicles, Japan had already aligned its legislation with Regulation No. 48

and, therefore, the document concerned was submitted for consideration to WP.29 and AC.1 during the current sessions (document TRANS/WP.29/2002/76, under agenda item 5.2.11.).

53. Recalling other completed work, the Chairman said that several items would be submitted to WP.29 and AC.1 for consideration during their sessions of March 2003. In particular, these were amendments to Regulation No. 48 concerning the evolution of the shape of lamps and defining the illuminating surface of a light-signalling device, a draft Corrigendum to Regulation No. 8, and a draft Supplement to both Regulations Nos. 98 and 122.

54. A number of other items had been decided to be transmitted to WP.29 and AC.1 for the sessions of June 2003. This included a Supplement to Regulation No. 48 that had been returned to GRE by WP.29 at its June 2002 session (TRANS/WP.29/861, para. 6(d)). GRE had also adopted new provisions to the Regulation concerning the installation of retro-reflecting markings for certain categories of vehicles as well as of an extra pair of main-beam headlamps for heavy-duty vehicles.

55. GRE had also adopted Supplements to Regulation No. 4 (Illumination of rear registration plates), No. 7 (Position, stop, and end-outline marker lamps), No. 50 (Position, stop, and direction indicator lamps for motorcycles), No. 53 (Installation of lighting and light-signalling devices on motorcycles), No. 86 (Installation of lighting and light-signalling devices on tractors), No. 99 (Gas-discharge light sources), No. 113 (Headlamps emitting a symmetrical passing beam) and a Corrigendum to Regulation No. 74 (Installation of lighting and light-signalling devices on mopeds), as well as the collective amendments to Regulations Nos. 6, 7, 23, 38, 50, 77, 87 and 91 (alignment to Regulation No. 48). With regard to the guidelines for the submission and evaluation of petitions concerning international automotive lighting regulations, GRE had adopted a proposal for a new annex 17 to the Consolidated Resolution on the Construction of Vehicles (R.E.3). These amendments would also be transmitted to WP.29 and AC.1 for consideration at their June 2003 sessions.

56. Concerning the proposal for a new UNECE Regulation, the GRE informal group on Adaptive Front-Lighting System (AFS) had also made good progress, but the matter required more consideration and GRE had wished to hold another AFS informal group meeting from 28 to 30 January 2003 in Frankfurt (Germany) (TRANS/WP.29/GRE/49, para. 75) and prior to the GRE fiftieth session at Geneva in April 2003, in both cases without interpretation. This should give to GRE an opportunity to resume consideration of this new draft Regulation at the fiftieth session, on the basis of revised documents prepared by the AFS informal group.

57. Opening another possibility, the Chairman informed WP.29 that the Government of Germany considered to invite the fiftieth GRE session (15 to 19 September 2003) to Darmstadt. If this invitation was confirmed, and under the condition of endorsement by WP.29, GRE might ask for reassignment of the three of the eight cancelled half-days with interpretation, which would formalize the GRE informal meeting preceding the fiftieth GRE session. The remaining five half-days could then be utilized by other Working Parties.

58. WP.29 was also briefed on the progress in the consideration of the draft global technical regulation (gtr) concerning the installation of lighting and light-signalling devices on vehicles. Facing difficulties, GRE had agreed to develop a document outlining areas of international

disharmony and suggesting possible solutions. In general discussion of the 1998 Global Agreement and its technical regulations, GRE had agreed on the need of a document concerning the status of the Agreement, of the gtr's in the Compendium and the Global Registry and of the amendments thereto (in an analogy to TRANS/WP.29/343/... under the 1958 Agreement).

59. With regard to illumination of the stop lamps in case of activation of an automatic commanded braking system (e.g. retarder), GRE had been informed about the status of consideration within GRRF and had taken note of GRRF's intention to finalize, during its February 2003 session, an official recommendation to GRE, stating an appropriate deceleration value for the illumination of a normal stop lamp. GRE had agreed on the need that, in addition to the above deceleration value, GRRF would have to advise GRE on an appropriate deceleration value for the case of an emergency braking, in order to illuminate the emergency braking light signal (currently considered were flashing stop lamps or hazard warning lamps).

60. Referring to other items of the agenda (e.g. single lamp definition, electromagnetic compatibility, special warning lamps, 42-Volt electric systems, possible amendments to the 1968 Vienna Convention, coated filament lamps etc.), the GRE Chairman reported that the group had not reached consensus and would continue to work on these subjects during the coming sessions.

61. Concluding his report, Mr. Gorzkowski informed WP.29 that GRE had re-elected him Chairman for the sessions scheduled for 2003.

62. Concerning the Terms of Reference and Rules of Procedure proposed by Germany (informal document No. 9) for the informal group on AFS (see para. 56 above), the Chairman of GRE confirmed that the group had followed these requirements, and, in fact, exceeded them by circulating the proposals to all GRE delegates and their acceptance by consensus, not majority. He confirmed that the AFS informal group would be submitting all the results of its work to GRE for consideration and adoption. The representative of Germany accepted the assurances of the GRE Chairman as well as the comment by the Chairman of WP.29 that working without interpretation was acceptable, if the language chosen was called "working language". However, with respect to the idea of inviting the fiftieth GRE session to Darmstadt, the representative of Germany was not in a position to make any commitment.

4.5.4. Working Party on General Safety Provisions (GRSG)  
(Eighty-third session, 15-18 October 2002)

63. The Chairman of GRSG reported on the fifth meeting of the informal group on "Common Tasks", held prior to the GRSG proper, under the Chairmanship of Mr. T. Onoda (Japan). He informed WP.29 that the work on drafting the global technical regulation "0" was almost finished, and that, after a new drafting meeting to solve open questions, a draft would be transmitted for consideration to the May 2003 session of GRSG. He said that the informal group had decided not to continue its regular meetings prior to the GRSG proper sessions, and thanked Mr. Onoda for the excellent results achieved under his chairmanship.

64. Referring to the work carried out by GRSG itself, the Chairman informed WP.29 that, in combining the Regulations on buses and coaches, GRSG had agreed to follow a two-step scheme. The first step, a consolidation of Regulations Nos. 36 (Large capacity passenger



vehicles), 52 (Small capacity passenger vehicles, M2 and M3 category) and 107 (Double-deck large passenger vehicles), done as a revision of Regulation No. 107, should parallel the European Union Directive on buses and coaches (2001/85/EC). Afterwards, the second step would continue and improve the existing provisions. He also informed WP.29 that, in the meantime, GRSG would continue the development of the bus and coach Regulations and announced that proposals for amending Regulations Nos. 36 and 107 would be transmitted to WP.29 and AC.1 for their March 2003 sessions. Concerning the technical work for updating Regulation No. 66 (Strength of superstructure), the Chairman reported that the informal group, chaired by Mr. M. Matolcsy (Hungary), had announced that a draft revision of the Regulation would be transmitted to GRSG at its May 2003 session, as the final output of the informal group.

65. As regards safety glazing, the Chairman reported that work would continue on developing Regulation No. 43 and informed WP.29 that the position of the European Commission expert concerning the identification mark for safety glazing with very low regular light transmittance would be clearly expressed in the report of the eighty-third session. He also said that a proposal for establishing a marking for such safety glazing would be considered by GRSG, even though ten experts had considered it unnecessary. The Chairman also recalled that Germany had confirmed its intention to sponsor the global technical regulation on safety glazing and that the proposal with justification would be transmitted to AC.3 for consideration.

66. Concerning the development of the new proposed draft Regulation concerning the protection of M1 and N1 category of vehicles against unauthorized use, and Regulation No. 97 (Vehicle alarm systems), the Chairman reported that GRSG had agreed to consider a proposal for a vehicle degradation system during an unauthorized use.

67. Recalling other items under consideration by GRSG, the Chairman reported that work would continue on the draft global technical regulation on identification of controls tell-tales and indicators, on fire extinguishers, the new draft Regulation concerning heating systems, and on Regulation No. 34 (Prevention of fire risks). He also announced that, for Regulation No. 105 (ADR vehicles), GRSG had adopted an amendment, to be considered at the current sessions of WP.29 and AC.1 (TRANS/WP.29/2002/75), and requested WP.29 to consider it as Corrigendum 2 to the 02 series of amendments to the Regulation, instead as a Supplement. He justified his request by declaring that the modification had a corrective effect and aligned the provisions of the Regulations with the new version of ADR that would enter into force on 1 January 2003. A Corrigendum will be considered at their March 2003 sessions. He said that this was more important than another corrective document that GRSG had also agreed for Regulation No. 105.

68. He also informed WP.29 that for the new draft Regulation on the driver's field of vision, and for Regulation No. 46 (Rear-view mirrors) work would continue in two steps, the first to parallel the corresponding European Union Directives, and the second one that should develop their prescriptions.

69. Finally, the Chairman reported that GRSG had re-elected him Chairman and Mr. M. Matolcsy Vice-Chairman for the sessions of 2003.

70. Referring to the work of the informal group chaired by him, Mr. Matolcsy recalled his presentation during the GRSG session of a report that investigated a serious accident in which a high-decker coach rolled into a ditch. He said that, in his view, the current test procedure does not allow to evaluate the strength of superstructure of such vehicles and GRSG should consider its adequate modification. He confirmed that this should not stop the work that the informal group had already done in developing Regulation No. 66, but taken into consideration as a possible next step, rather sooner than later.

71. Referring to the proposal concerning Regulation No. 43 and the glazing with low light transmittance, the representative of the European Community informed WP.29 that the EC Member States rejected the proposal recently by a qualified majority.

72. The expert from OICA raised the question of Regulation No. 46 and informed WP.29 that Belgium and the Netherlands were considering national prescriptions contradictory to this Regulation with an effect from 1 January 2003. WP.29 made it clear that, if introduced, this would be a breach of the Agreement, unless it was a national alternative to Regulation No. 46. It also suggested that the subject should be considered in the European Community that was a Party to this Regulation and applied as mandatory a corresponding separate Directive (71/127/EEC, as amended). WP.29 anticipated that the matter could be satisfactorily resolved before any inappropriate decision was taken by either of the above-mentioned Contracting Parties.

## **5. 1958 AGREEMENT**

### **5.1. Status of the Agreement and of annexed Regulations, including the latest situation report**

**Documentation:** TRANS/WP.29/343/Rev.10/Amend.2; informal document No. 10 of the annex to this report.

73. The secretariat presented the update to the status document (TRANS/WP.29/343/Rev.10/Amend.2) and informed WP.29 that a recently received communication from Finland designated Technical Service 17/J as responsible for Regulations Nos. 108 and 109. For the same Regulations, Nos. 108 and 109, Denmark designated two new Technical Services, 18/D (Danish Technological Institute, Taastrup) and 18/E (TÜV Automotive GmbH, München; in addition, 18/D was made responsible for Regulation No. 90.

74. The representative of Japan informed WP.29 that Administrative Department 43/A and Technical Service 43/B are responsible for all UNECE Regulations applied by Japan and that this information should be inserted in the status document for Regulations Nos. 6, 11, 17, 23, 25, 26, 27, 38, 39, 45, 58, 62, 77, 81, 91 and 95 (informal document No. 10).

### **5.2. CONSIDERATION OF DRAFT AMENDMENTS TO EXISTING REGULATIONS**

#### **5.2.1. Regulation No. 3 (Retro-reflecting devices)**

**Documentation:** TRANS/WP.29/2002/51.

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

5.2.2. Regulation No. 7 (Position, stop and end-outline marker lamps)  
Documentation: TRANS/WP.29/2002/52.

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

5.2.3. Regulation No. 14 (Safety-belt anchorages)  
Documentation: TRANS/WP.29/2002/69.

77. The expert from OICA drew the attention of WP.29 to the fact that the above-mentioned amendment to Regulation No. 14 did not propose any transitional provisions, whilst the corresponding amendment to Regulation No. 16 (TRANS/WP.29/2002/70) was in this respect complete. He suggested that transitional provisions of document TRANS/WP.29/2002/70 should be mirrored in TRANS/WP.29/2002/69. Considering possibilities for resolving the deficiency, WP.29 agreed that document TRANS/WP.29/2002/69 should be recommended to AC.1 for adoption by vote, including the below-mentioned amendments:

Paragraphs 14.1. to 14.3., amend to read:

"14.1. As from the official date of entry into force of Supplement 4 to the 05 series of amendments, no Contracting Party applying this Regulation shall refuse to grant ECE approvals under this Regulation as modified by Supplement 4 to the 05 series of amendments.

14.2. Upon expiration of a period of 36 months following the official date of entry into force referred to in paragraph 14.1. above, the Contracting Parties applying this Regulation shall grant approval only if the vehicle type satisfies the requirements of this Regulation as amended by the Supplement 4 to the 05 series of amendments.

14.3. Upon the expiration of a period of 60 months following the official date of entry into force referred to in paragraph 14.1. above, the Contracting Parties applying this Regulation may refuse to recognize approvals not granted in accordance with Supplement 4 to the 05 series of amendments to this Regulation."

Insert new paragraph 14.5., to read:

"14.5. For vehicles not affected by Supplement 4 to the 05 series of amendments to this Regulation the existing approvals shall remain valid, if they had been granted in compliance with the 05 series of amendments, up to its Supplement 3."

5.2.4. Regulation No. 16 (Safety-belts)  
Documentation: TRANS/WP.29/2002/70.

78. The expert from OICA informed WP.29 that document TRANS/WP.29/2002/70 repeated in annex 16 an error that had been made already in Supplement 12 to the 04 series of amendments to Regulation No. 16. WP.29 agreed to include the necessary corrigendum into the proposal and recommended to AC.1 to adopt by vote document TRANS/WP.29/2002/70, including the under-mentioned amendment and its corresponding footnote:

Annex 16, minimum requirements for safety-belts and retractors, for vehicle category N1, the specification in column 4 (Forward facing seating positions - Centre seating position - Front), amend to read:

**"B, Br3, Br4m, Br4Nm or  
A, Ar4m, Ar4Nm \* 1/**

1/ Erratum to Supplement 12 to the 04 series of amendments, applicable ab initio."

5.2.5. Regulation No. 23 (Reversing lamps)  
Documentation: TRANS/WP.29/2002/53.

79. WP.29 considered the question raised by Poland, concerning the limitation of high light intensity to area limited by 5° below the horizontal plane, but following the explanations by the expert from GTB agreed to recommend to AC.1 to adopt the proposal by vote, without modification.

5.2.6. Regulation No. 34 (Fire risks)  
Documentation: TRANS/WP.29/2002/14; TRANS/WP.29/2002/14/Add.1.

80. WP.29 considered the proposal and recommended to AC.1 the adoption by vote of document TRANS/WP.29/2002/14, as amended by TRANS/WP.29/2002/14/Add.1.

5.2.7. Regulation No. 36 (Large capacity passenger vehicles)  
Documentation: TRANS/WP.29/2002/63.

81. WP.29 considered the corrigendum and recommended its adoption by AC.1.

5.2.8. Regulation No. 37 (Filament lamps)  
Documentation: TRANS/WP.29/2002/54.

82. WP.29 considered the corrigendum and recommended its adoption by AC.1.

5.2.9. Regulation No. 38 (Rear fog lamps)  
Documentation: TRANS/WP.29/2002/55.

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

5.2.10. Regulation No. 43 (Safety glazing)  
Documentation: TRANS/WP.29/2002/64; TRANS/WP.29/2002/64/Corr.1.

84. WP.29 considered the proposal contained in document TRANS/WP.29/2002/64 and recommended to AC.1 to adopt it by vote, as corrected by TRANS/WP.29/2002/64/Corr.1.

5.2.11. Regulation No. 48 (Installation of lighting and light-signalling devices)  
Documentation: TRANS/WP.29/2002/56; TRANS/WP.29/2002/76.

85. WP.29 considered the proposal contained in document TRANS/WP.29/2002/56 and recommended to AC.1 to adopt it by vote.

86. For document TRANS/WP.29/2002/76, WP.29 recalled the decision to consider it in March 2003 as draft Corrigendum 1 to Supplement 2 to the 02 series of amendments (see para. 22 above).

5.2.12. Regulation No. 50 (Position, stop and direction indicator lamps for motorcycles)  
Documentation: TRANS/WP.29/2002/57.

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

5.2.13. Regulation No. 52 (Small capacity passenger vehicles, M2 and M3 category)  
Documentation: TRANS/WP.29/2002/65.

88. WP.29 considered the corrigendum and recommended its adoption by AC.1.

5.2.14. Regulation No. 67 (Equipment for LPG)  
Documentation: TRANS/WP.29/2002/72.

89. Considering the proposal, WP.29 agreed some corrections to the document, but decided that several amendments that had been introduced in the document by the secretariat on behalf of the expert from the Netherlands should first be considered by GRPE and invited the secretariat to prepare a corresponding working document. WP.29 recommended to AC.1 to adopt the document by vote, with the following corrections and deletions:

Annex 3, paragraph 7.6., correct the reference to "Annex 15, para. 2.7." to read "Annex 10, para. 2.7."

Annex 10,

Paragraph 2.3.6.2.2. (new), to be deleted, together with the reference and text of footnote "\*" to the existing paragraph 2.3.6.2.2.

Paragraph 2.3.6.4.1., accept the new text as proposed in footnote "±" (including the text marked in *Italic*).

Paragraph 2.3.6.5.1., correct the reference to "paragraph 2.4.1." to read "paragraph 2.3.6.1."

Paragraph 2.7.2., Figure 1, correct the figure (place the axis in the centreline).

5.2.15. Regulation No. 75 (Pneumatic tyres for motorcycles)  
Documentation: TRANS/WP.29/2002/45/Rev.1.

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

5.2.16. Regulation No. 77 (Parking lamps)

Documentation: TRANS/WP.29/2002/58.

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

5.2.17. Regulation No. 87 (Daytime running lamps)

Documentation: TRANS/WP.29/2002/59.

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

5.2.18. Regulation No. 91 (Side-marker lamps)

Documentation: TRANS/WP.29/2002/60.

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

5.2.19. Regulation No. 95 (Lateral collision protection)

Documentation: TRANS/WP.29/2002/71.

94. WP.29 considered the proposal improving the specification of the deformable barrier face. The representative of Japan confirmed that the reservation that had been made during the consideration of the proposal by GRSP at its thirty-first session was lifted. WP.29 recalled the reservation by OICA (see paras. 35 and 36 above), but it decided to recommend the adoption of the proposal by AC.1. It also considered, but not approved, the request of OICA to extend the transitional period (para. 11.2.) for granting new approvals from 12 to 24 months.

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

Documentation: TRANS/WP.29/2002/66.

95. WP.29 considered the corrigendum and recommended its adoption by AC.1.

5.2.21. Regulation No. 113 (Headlamps emitting a symmetrical passing beam)

Documentation: TRANS/WP.29/2002/61.

96. WP.29 considered the corrigendum and recommended its adoption by AC.1.

5.2.22. Regulation No. 105 (ADR vehicles)

Documentation: TRANS/WP.29/2002/75.

97. Taking account of the request and justification presented by the Chairman of GRSG during his oral report on the results of the eighty-third session of GRSG, WP.29 recommended to AC.1 to adopt the proposal as Corrigendum 2 to the 02 series of amendments to Regulation No. 105. In addition, the following correction was necessary:

Paragraph 5.1.4., amend to read:

".... the technical requirements of Regulation No. 89. The device shall ....."

### 5.3. CONSIDERATION OF NEW DRAFT REGULATIONS

Documentation: Informal document No. 4 of the annex to this report (concerning item 5.3.3.).

98. Consideration of the seven new draft Regulations (listed under agenda items 5.3.1. to 5.3.7.) were deferred (see paras. 6 and 10 above). For the titles of the draft Regulations and the symbols of the corresponding documents please refer to respective items of the session agenda (TRANS/WP.29/884).

99. For the proposal for a draft Regulation concerning the protection of motor vehicles against unauthorized use (item 5.3.1., document TRANS/WP.29/2000/3/Rev.1), WP.29 noted the correction of misprints in paragraph 6.4.1.1. (a) and (b), where the values of "40 °C" should be corrected to read "-40 °C".

100. The correction noted in informal document No. 4 to the proposal for a draft Regulation concerning the approval of tyres with regard to rolling sound emission (item 5.3.3.) was accepted and WP.29 requested the secretariat to issue a Corrigendum to document TRANS/WP.29/2002/7/Rev.1.

101. Regarding the proposal for a draft Regulation concerning the burning behaviour of materials used in the interior construction of certain vehicles (item 5.3.4.), WP.29 recalled its decision to transmit document TRANS/WP.29/2002/73 to GRSG (see para. 10.(b) above).

### 5.4. CONSIDERATION OF DRAFT AMENDMENTS TO EXISTING REGULATIONS, CURRENTLY OUTSTANDING

#### 5.4.1. Regulation No. 18 (Protection against unauthorized use)

Documentation: TRANS/WP.29/2000/18; TRANS/WP.29/2000/18/Add.1.

102. Item deferred (see paras. 6 and 10.(c) above).

## 6. 1998 AGREEMENT (GLOBAL)

### 6.1. Status of the Agreement

103. WP.29 noted the information by the secretariat that the situation has not changed since June 2002, the Agreement continued to have 21 Contracting Parties, and all details remained available in informal document No. 2 that had been distributed during the previous session of WP.29 and could be consulted in the website of WP.29.

### 6.2. Implementation of the 1998 Agreement Programme of Work by the Working Parties subsidiary to WP.29

Documentation: TRANS/WP.29/882; TRANS/WP.29/883.

104. WP.29 noted the information by the secretariat that document TRANS/WP.29/882 contained the adopted Guidelines Regarding Proposing and Developing of Global Technical Regulations and that document TRANS/WP.29/883 contained the adopted Format of Global Technical Regulations (TRANS/WP.29/861, paras. 168 and 169).

6.3. Reconsideration of priorities of the 1998 Agreement Programme of Work

105. WP.29 recalled the information received at the beginning of the session that reconsideration of the priorities that had been agreed for the 1998 Agreement Programme of Work was still premature (see para. 17 above).

**7. 1997 AGREEMENT (INSPECTIONS)**

7.1. Status of the Agreement

106. The secretariat informed WP.29 that the situation has not changed since the previous session and there continue to be six Contracting Parties and eighteen signatories to the Agreement (TRANS/WP.29/861, para. 120). The representative of the European Community informed WP.29 that the question of responsibility for the Agreement was on the agenda of the next session of the High Level Group of the Directorate General Transport and Energy and was of the opinion that any decision taken would be transmitted to WP.29 in time for consideration at its next session.

7.2. Draft Rule No. 2 (Inspections with regard to safety)  
Documentation: (TRANS/WP.29/2001/19).

107. The secretariat informed WP.29 that on 6 November 2002 a draft Revision of the proposed Rule No. 2 was received from CITA, attached to a letter from Mr. C. Brogniet, CITA Secretary-General. The revised Rule had been prepared in consultation with all CITA members and had been adopted by the CITA Bureau Permanent.

108. WP.29 recalled the recommendation by the Administrative Committee for the Coordination of Work (WP.29/AC.2) and confirmed the decision to call the second session of the Administrative Committee AC.4 of the Agreement in March 2003, in order to formalize the interpretation of the provision of Article 12 and to consider the proposal for draft Rule No. 2, as revised by CITA (for further details see para. 18. above). The representative of the Russian Federation requested the secretariat to make the proposal for draft Rule No. 2 available in the website of WP.29 in all three working languages of the UNECE as soon as the translated texts became available.

**8. 1971 EUROPEAN AGREEMENT SUPPLEMENTING THE 1968 CONVENTION ON ROAD TRAFFIC**

Consideration of the amended definitions of moped and motorcycle proposed by WP.1

Documentation: TRANS/WP.29/2002/68, informal documents Nos. 5 and 6 of the annex to this report.

109. WP.29 examined the proposal by Switzerland, improving the definition of motor tricycle given in document TRANS/WP.29/2002/68 (informal document No. 5) but, after a thorough consideration, it agreed to adopt document TRANS/WP.29/2002/68 without the proposed amendment. However, a corrigendum to the same definition was found necessary:



Additional subparagraph (ag), to be inserted at the end of Article 1, insert a comma after word "engine", to read: "... fitted with an engine, having a maximum design speed ....."

110. The secretariat was requested to transmit the adopted document (see para. 109 above) to the Working Party on Road Traffic Safety, for consideration at its special session scheduled to be held in Geneva, from 27 to 29 November 2002.

111. The proposal by the Russian Federation was also considered to align the definitions of corresponding categories of vehicles in the Consolidated Resolution on the Construction of Vehicles (R.E.3) with those proposed for the 1971 European Agreement (informal document No. 6). During the discussion, the representative of Italy pointed out that the comparison of existing definitions in informal document No. 6 should be updated, because the EU Directive 92/61/EEC was repealed and replaced by Framework Directive 2002/24/EC, containing definitions identical with those proposed in document TRANS/WP.29/2002/68. WP.29 agreed to transmit the updated informal document No. 6 to GRSG for consideration.

112. The representative of IMMA cautioned that vehicle construction related definitions in Consolidated Resolution R.E.3 served for a different purpose than vehicle operation related definitions in the 1971 European Agreement Supplementing the 1968 Convention on Road Traffic. He said that R.E.3 would need to be amended mainly with respect to definitions that are expected to result from the work of GRSG's informal group on "Common tasks" (see para. 63 above). He was of the opinion that a definition of a quadricycle would not be needed in R.E.3.

## **9. OTHER BUSINESS**

### **9.1. Enforcement of type approval and conformity of production standards**

Documentation: (TRANS/WP.29/2002/28); informal document No. 8 of the one-hundred-twenty-sixth session of WP.29 (TRANS/WP.29/861, para. 121).

113. Although no formal comments were received, WP.29 concluded from the consideration of informal document No. 8 which had been submitted by the Russian Federation during the one-hundred-and-twenty-sixth session of WP.29, that incorporating durability requirements into certain UNECE Regulations might be a desirable step towards improving quality and reliability and invited the delegations to consider suitable provisions for selected Regulations. The expert from OICA said that a general requirement of satisfactory operation existed in all UNECE Regulations and that national provisions are already in place in many Contracting Parties, and suggested that, if proposed, the durability tests should be accompanied by a cost-benefit analysis.

#### **9.1.1. Rules and recommendations for preparation of standards and regulations**

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

114. The expert from ISO introduced the proposal for improving the legibility of regulations (informal document No. 1) and provided justifications for its implementation. WP.29 thanked ISO for the concise and descriptive proposal, but recalled that it had been preliminarily examined by WP.29/AC.2 that had agreed to consider it in detail at its next session (see para. 13 above). Therefore, WP.29 agreed to defer the consideration of the proposal to its session of March 2003.

9.1.2. Resolving of interpretation issues

115. The representative from France informed WP.29 that a proposal concerning assistance in resolving interpretation issues had been prepared but was still being consulted and would probably be transmitted to WP.29 for consideration at its next session.

9.1.3. Recall systems applied by various Contracting Parties to the Agreements  
Documentation: Informal document No. 2 of the annex to this report.

116. The representative of Australia introduced the informal document that reproduced the voluntary Recall Code of Practice used in his country. He refrained from outlining details but offered explanations upon request. The representatives of the United States of America and of the United Kingdom agreed to provide WP.29 with information about recall systems applied in their countries, most likely for distribution at the next session.

9.1.4. Feasibility of establishing an electronic database for type approval exchange of information

117. Recalling the presentation given by the representative of Australia during the previous session, WP.29 was of the opinion that the establishing of an electronic database providing access to type approval communication documents would be feasible, under the condition that it would be a secure dispersed system, with links to databases of individual Contracting Parties. WP.29 agreed to keep the subject under consideration.

9.2. Replacement parts  
Documentation: TRANS/WP.29/2002/27.

118. The experts from OICA and CLEPA informed WP.29 that the proposal was still under consideration but expected that the consultations would be concluded before the next session. The expert from IMMA anticipated that proposed definitions would also apply to motorcycles.

9.3. Japan - departures and appointments of new officers

119. WP.29 welcomed the new members of the delegation of Japan and expressed thanks to their predecessors for fruitful and effective cooperation. It noted that the personal changes, which had occurred since the June 2002 session of WP.29, followed the customary personal policy of the Government of Japan:

Mr. Kenji Wani was appointed Director of the International Affairs Office, Engineering and Safety Department, Road Transport Bureau of the Ministry of Land, Infrastructure and Transport, replacing Mr. Masahiko Naito, who had represented Japan in the sessions of WP.29 and WP.29/AC.2 from July 2000.

Mr. Shigeo Yamagishi was appointed Director of the JASIC (Japan Automobile Standards Internationalization Center) at Geneva, replacing Mr. Takahiro Ikari, who had represented JASIC in the sessions of WP.29 and all its subsidiary bodies since mid-1999.

Mr. Ichiro Takahashi was appointed First Secretary of the Permanent Mission of Japan to the United Nations Office and other international organizations at Geneva, replacing

Mr. Hidehiro Nanao, who had been in charge and attended the sessions of WP.29 and WP.29/AC.2 from July 2000.

## **10. ADOPTION OF THE REPORT**

120. WP.29 adopted the report together with the annex at its one-hundred-and-twenty-eighth session.

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## **B. SESSIONS OF THE ADMINISTRATIVE/EXECUTIVE COMMITTEES**

### **1. 1958 AGREEMENT**

#### **TWENTY-SECOND SESSION of the Administrative Committee (AC.1) of the amended Agreement**

##### **1.1. ESTABLISHMENT OF THE AC.1**

121. Of the forty Contracting Parties to the Agreement, representatives of 34 Parties were present and established AC.1 for its twenty-second session, chaired by Mr. B. Gauvin (TRANS/WP.29/841, para. 131).

##### **1.2. DRAFT AMENDMENTS TO EXISTING REGULATIONS - VOTING BY AC.1**

###### **1.2.1. Regulation No. 3 (Retro-reflecting devices)**

122. Parties applying the Regulation: 36 present and voting: 31  
Adoption of document TRANS/WP.29/2002/51 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 7 to the 02 series of amendments to Regulation No. 3 (Article 12 of the Agreement).

###### **1.2.2. Regulation No. 7 (Position, stop and end-outline marker lamps)**

123. Parties applying the Regulation: 36 present and voting: 31  
Adoption of document TRANS/WP.29/2002/52 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 7 to the 02 series of amendments to Regulation No. 7 (Article 12 of the Agreement).

###### **1.2.3. Regulation No. 14 (Safety-belt anchorages)**

124. Parties applying the Regulation: 35 present and voting: 30  
Adoption of document TRANS/WP.29/2002/69 by unanimity, as modified by WP.29 (see para. 77 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 the 05 series of amendments to Regulation No. 14 (Article 12 of the Agreement).

1.2.4. Regulation No. 16 (Safety-belts)

125. Parties applying the Regulation: 35 present and voting: 30  
Adoption of document TRANS/WP.29/2002/70 by unanimity, as modified by WP.29 (see para. 78 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 14 to the 04 series of amendments to Regulation No. 16 (Article 12 of the Agreement).

1.2.5. Regulation No. 23 (Reversing lamps)

126. Parties applying the Regulation: 36 present and voting: 31  
Adoption of document TRANS/WP.29/2002/53 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 9 to Regulation No. 23 (Article 12 of the Agreement).

1.2.6. Regulation No. 34 (Fire risks)

127. Parties applying the Regulation: 29 present and voting: 26  
Adoption of documents TRANS/WP.29/2002/14 and TRANS/WP.29/2002/14/Add.1 by unanimity, with the EC representative voting for the Member States. The consolidated 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. 34 (Article 12 of the Agreement).

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

128. Parties applying the Regulation: 22 present and voting: 18  
Adoption of document TRANS/WP.29/2002/63 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 1 to Supplement 7 to the 03 series of amendments to Regulation No. 36, applicable ab initio.

1.2.8. Regulation No. 37 (Filament lamps)

129. Parties applying the Regulation: 35 present and voting: 30  
Adoption of document TRANS/WP.29/2002/54 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 Revision 3 of Regulation No. 37, applicable ab initio.

1.2.9. Regulation No. 38 (Rear fog lamps)

130. Parties applying the Regulation: 35 present and voting: 31  
Adoption of document TRANS/WP.29/2002/55 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 8 to Regulation No. 38 (Article 12 of the Agreement).

1.2.10. Regulation No. 43 (Safety glazing)

131. Parties applying the Regulation: 35 present and voting: 30  
Adoption of documents TRANS/WP.29/2002/64 and TRANS/WP.29/2002/64/Corr.1 by unanimity, with the EC representative voting for the Member States. The consolidated 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 7 to Regulation No. 43 (Article 12 of the Agreement).

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

132. Parties applying the Regulation: 34 present and voting: 30  
Adoption of document TRANS/WP.29/2002/56 only 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 5 to the 02 series of amendments to Regulation No. 48 (Article 12 of the Agreement).

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

133. Parties applying the Regulation: 34 present and voting: 31  
Adoption of document TRANS/WP.29/2002/57 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 6 to Regulation No. 50 (Article 12 of the Agreement).

1.2.13. Regulation No. 52 (Small capacity passenger vehicles, M2 and M3 category)

134. Parties applying the Regulation: 23 present and voting: 20  
Adoption of document TRANS/WP.29/2002/65 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 1 to Supplement 5 to the 01 series of amendments to Regulation No. 52, applicable ab initio.

1.2.14. Regulation No. 67 (Equipment for LPG)

135. Parties applying the Regulation: 29 present and voting: 27  
Adoption of document TRANS/WP.29/2002/72 by unanimity, as modified by WP.29 (see para. 89 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. 67 (Article 12 of the Agreement).

1.2.15. Regulation No. 75 (Pneumatic tyres for motorcycles)

136. Parties applying the Regulation: 31 present and voting: 28  
Adoption of document TRANS/WP.29/2002/45/Rev.1 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 11 to Regulation No. 75 (Article 12 of the Agreement).

1.2.16. Regulation No. 77 (Parking lamps)

137. Parties applying the Regulation: 30 present and voting: 27  
Adoption of document TRANS/WP.29/2002/58 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 7 to Regulation No. 77 (Article 12 of the Agreement).

1.2.17. Regulation No. 87 (Daytime running lamps)

138. Parties applying the Regulation: 27 present and voting: 24  
Adoption of document TRANS/WP.29/2002/59 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 5 to Regulation No. 87 (Article 12 of the Agreement).

1.2.18. Regulation No. 91 (Side-marker lamps)

139. Parties applying the Regulation: 30 present and voting: 28  
Adoption of document TRANS/WP.29/2002/60 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 5 to Regulation No. 91 (Article 12 of the Agreement).

1.2.19. Regulation No. 95 (Lateral collision protection)

140. Parties applying the Regulation: 18 present and voting: 16  
Adoption of document TRANS/WP.29/2002/71 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. 95 (Article 12 of the Agreement).

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

141. Parties applying the Regulation: 28 present and voting: 26  
Adoption of document TRANS/WP.29/2002/66 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 1 to Supplement 3 to Regulation No. 107, applicable ab initio.

1.2.21. Regulation No. 113 (Headlamps emitting a symmetrical passing beam)

142. Parties applying the Regulation: 37 present and voting: 34  
Adoption of document TRANS/WP.29/2002/61 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 Regulation No. 113, applicable ab initio.

1.2.22. Regulation No. 105 (ADR vehicles)

143. Parties applying the Regulation: 32 present and voting: 30  
Adoption of document TRANS/WP.29/2002/75 by unanimity, as modified by WP.29 (see para. 97 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 Corrigendum 2 to the 02 series of amendments to Regulation No. 105, applicable ab initio.

1.3. DRAFT AMENDMENTS TO EXISTING REGULATIONS,  
CURRENTLY OUTSTANDING

144. Item deferred (see para. 102 above).

1.4. NEW DRAFT REGULATIONS - VOTING BY AC.1

145. Items deferred (see para. 98 above).

**2. 1998 AGREEMENT (GLOBAL)  
SIXTH SESSION of the Executive Committee of the Agreement (AC.3)**

146. The sixth session of AC.3 was held in the afternoon of Wednesday 13 November 2002, and briefly reconvened in the afternoon of Thursday 14 November 2002, under the Chairmanship of Mr. K. Feith (United States of America).

## 2.1. OPEN MEETING

### 2.1.1. Progress in developing proposals for candidate global technical regulations (gtrs)

Documentation: Informal documents Nos. 11 and 15 of the annex to this report.

147. AC.3 noted the proposals transmitted by Canada for developing of global technical regulations concerning motorcycle brake systems (informal document No. 11) and concerning vehicles with regard to the installation of lighting and light-signalling devices (informal document No. 15). The representative of Canada asked Contracting Parties for comments and agreed to submit formal proposals to the secretariat in time for publication and distribution with official document symbols. The representative of the United States of America thanked Canada for its document, stated that the United States of America have some reservations regarding the contents, and that it would provide comments to Canada prior to the deadline for submission as a formal document.

148. Reviewing the situation, AC.3 noted that a number of proposals for developing global technical regulations that had been given priority remained to be prepared (see the table in TRANS/WP.29/861, para. 115) and encouraged the sponsors to do so as soon as feasible. It was made clear that AC.3 would give the proposals sufficient time for consideration and development.

149. AC.3 acknowledged that, during the consideration of the matters related to the 1998 Agreement by WP.29/AC.2, sponsors were tentatively identified for the projects of global technical regulations concerning Passenger Vehicle Brakes [Japan], Head Restraints [USA], and World-wide Heavy-Duty Motorcycle Emission Test Cycle (WMTC) [Germany] as well as a Chairman of the informal group proposed for the non-road mobile machinery particulate matter test [EC].

150. Considering the suggestion of GRE to establish for the 1998 Global Agreement a "status document" that would provide clear reference for all information about the Agreement, proposals, candidate regulations in the Compendium and the gtrs in the Global Registry, the secretariat confirmed that such document would be necessary when the volume of information could not be handled in tables reproduced in the reports. The secretariat was of the opinion that, in the current level of the function of the Agreement, the status information published directly in the reports was sufficient and could also distinguish items adopted from those that were still under consideration by AC.3 or by respective Working Parties.

### 2.1.2. Reconsideration of priorities of the 1998 Agreement Programme of Work

151. Recalling the information that, for the time being, there were no reasons to reconsider the priorities that had been agreed (TRANS/WP.29/841, para. 109 and annex 4), the representative of Italy informed AC.3 that his Government continued to consider the harmonization of requirements concerning safety-belts and their anchorages important and was open to reconsideration of their introduction into the 1998 Agreement Programme of Work, whenever feasible.



2.1.3. Other business

152. AC.3 recalled the provisions of Article 6 of Annex B of the Agreement and considered the matters related to the organization of the election of officers that will be held in March 2003. After a thorough consideration, AC.3 agreed that, for the interim period, whilst the Agreement was still being introduced in function, the AC.3 should elect a Chairman and two Vice-Chairman, representing the Parties that had been the principal negotiators of the Agreement, i.e. the United States of America, Japan and the European Community. Mr. M. Fendick (United Kingdom), on behalf of the European Community, was unanimously nominated as Chairman. The delegations of Japan and the United States of America were requested to propose their candidates for Vice-Chairpersons.

2.2. CLOSED MEETING (Contracting Parties only)

2.2.1. Legal and administrative procedures concerning the Agreement  
Documentation: Informal document No. 16 of the annex to this report.

153. The Executive Committee AC.3 noted with satisfaction the progress being made by the Working Parties subsidiary to WP.29 in consideration of proposals for global technical regulations. It considered it necessary to resolve finally all questions concerning the functioning of the Agreement, for which the global technical regulations had to be legally processed in the same way as UNECE Regulations under the 1958 Agreement. The Executive Committee AC.3 was dissatisfied that the assignment of the depositary functions relative to the Compendium and the Global Registry remained unclear, following the opinion of the UN Office of Legal Affairs that these should become the responsibility of the UNECE secretariat.

2.2.2. Resolving of the pending issues

154. In order to expedite the consideration of a division of responsibilities for the legal functions of the Agreement of 25 June 1998 (ECE/TRANS/132 and Corr. 1), the Executive Committee AC.3 adopted the below-reproduced Resolution, and requested the secretariat to transmit it officially to the Secretary-General of the United Nations.

**"RESOLUTION BY THE EXECUTIVE COMMITTEE  
OF THE AGREEMENT OF 25 JUNE 1998**

The Contracting Parties express their concern over the continuing lack of resolution over the function of depositary and notification for the Compendium of Candidate Global Technical Regulations (Compendium) and the Registry of Global Technical Regulations (Registry) under the above-mentioned Agreement. This Agreement, through application of Article 14 to functions described in Articles 5, 6, and 7, specifies that depositary and notification functions shall be carried out by the Secretary-General of the United Nations, specifically the Treaty Section of the UN Office of Legal Affairs that discharges the Secretary-General's depositary functions under multilateral treaties. The principal negotiators (Japan, the European Community, and the United States of America) and subsequent signatories always intended that the two "cornerstone" elements of the Agreement, the Compendium and the Registry, be deposited and maintained by the Secretary-General as an inherent part of the Agreement. The Executive Committee, consisting of all the Contracting Parties present, reaffirm this intent. Thus, the Executive Committee requests the Secretary-General of the United Nations to carry out the depositary and notification functions for both the Compendium and Registry, maintaining them with the Agreement in New York."

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Annex

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

No.	Transmitted by	Agenda item	Language	Title
1.	ISO	9.1.1.	E/F	Proposals for rules of drafting and presentation dedicated to improve the legibility of regulations
2.	Australia	9.1.3.	E	Australian Vehicle Recall Procedures
3.	Hungary	3.4.	E	Proposal for a definition of an Intelligent Transport system (ITS)
4.	ETRTO	5.3.3.	E	Corrigendum to a proposal for draft Regulation concerning tyre rolling sound emission (document TRANS/WP.29/2002/7/Rev.1)
5.	Switzerland	8.	E	1971 European Agreement Supplementing the 1968 Convention on Road traffic - Proposal of an amendment of the new definition of motor tricycles
6.	Russian Federation	8.	E/R	Proposals concerning definitions of motor tricycle vehicles
7.	Russian Federation	3.2.	E/R	Proposals Concerning Additions to the ECE Regulations Nos. 30 & 54 in regards to Manufacturer's Information about Tyre Rolling Resistance Coefficient
8.	Russian Federation	3.2.	E/R	Proposals Concerning Amendments to ECE Regulation No. 90
9.	Germany	4.5.3.	E	GRE Informal group for the development of adaptive frontlighting systems (AFS): Terms of Reference and Rules of Procedure
10.	Japan	5.1.	E	Current assignments of Administrative Department and Technical service for Regulations applied by Japan

No.	Transmitted by	Agenda item	Language	Title
11.	Canada	B.2.1.1.	E	Proposal to develop a global technical regulation concerning motorcycle brake systems
12.	Japan	3.4. + ITS inf. group	E	Provisional agenda for the second session of the informal group on "ITS"
13.	Japan	3.4. + ITS inf. group	E	Program of the ITS Roundtable 2003 (Proposal)
14.	Japan	3.4. + ITS inf. group	E	Necessity of International Understanding on ITS Technology Diffusion
15.	Canada	B.2.1.1.	E	Proposal to develop a global technical regulation: Uniform provisions concerning vehicles with regard to the installation of lighting and light-signalling devices
16.	AC.3	B.2.2.1.	E	Resolution by the Contracting Parties to the Agreement of 25 June 1998 (ECE/TRANS/132 and Corr.1)

Informal document of the one-hundred-and-twenty-sixth session - redistributed (relative to agenda item of the current session)

8.	Russian Federation	9.1.	E/R	Possibilities of Further Development of Type Approval and Conformity of Production Inspection Procedures
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