

PROPOSAL FOR AMENDMENTS TO DRAFT REGULATION ON PEDESTRIAN SAFETY
(ECE/TRANS/WP.29/GRSP/2009/17)

Note: The text reproduced below was prepared by the expert from Japan and contains a proposal to develop amendments to draft regulation on pedestrian safety aimed at amending the scope of draft regulation on pedestrian safety such that the scope is consistent with that of proposed amendments to global technical regulation (gtr) No. 9 submitted by the experts from Japan and Germany (ECE/TRANS/WP.29/GRSP/2009/20). The modifications to the current text of draft regulation on pedestrian safety (ECE/TRANS/WP.29/GRSP/2009/17) are marked in bold or strikethrough characters.

A. PROPOSAL

1. SCOPE

This Regulation applies to motor vehicles of categories M₁ and N₁ 1/.

However, this Regulation does not apply to **vehicles of category N₁, where the driver's position "R-point" is either forward of the front axle or longitudinally rearwards of the front axle transverse centreline by less than 1100 mm. Contracting Parties can exempt vehicles of category M₁ above 2500 kg maximum mass and which are derived from N₁ category vehicles, where the driver's position "R-point" is either forward of the front axle or longitudinally rearwards of the front axle transverse centreline by less than 1100 mm and having the component of the frontal structure that are interchangeable with the above-mentioned N₁ vehicles.**

~~a) vehicles of category N₁ and;~~

~~b) vehicles of category M₁ above 2500 kg maximum mass and which are derived from N₁ category vehicles;~~

~~where the driver's position "R-point" is either forward of the front axle or longitudinally rearwards of the front axle transverse centreline by a maximum of 1100 mm.~~

B. JUSTIFICATION

Amendments to the scope of global technical regulation (gtr) No. 9 have been proposed by the expert from Germany at the 44th session of GRSP (GRSP-44-14). The proposed scope was consistent with that of the draft regulation on pedestrian safety (ECE/TRANS/WP.29/GRSP/2009/17). However, Japan expressed their concern about proposed exemption of vehicles of category 1-1 because no exemptions are specified for vehicles of category 1-1 in the current Japanese regulation on pedestrian safety. The concern was further clarified at the 45th session of GRSP with Japanese accident statistics, showing a significant contribution of micro mini-vans in pedestrian serious injuries (GRSP-45-32).

After internal discussion between the experts from Germany and Japan, alternative amendments to the scope of global technical regulation (gtr) No. 9 have been proposed, subject to discussions at the 46th session of GRSP (ECE/TRANS/WP.29/GRSP/2009/20). With the proposed amendment, every Contracting Party can equally decide on the exemption of M₁ vehicles, up to their own national situations according to traffic accidents.

Based on the above discussions, Japan proposes that the amendment to the scope of global technical regulation (gtr) No. 9 proposed by the experts from Germany and Japan be reflected in the scope of the draft regulation on pedestrian safety as well.

- - - - -