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Economic Commission for Europe**Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on Passive Safety****Forty-seventh session**

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Item 22 of the provisional agenda

Draft Regulation on pedestrian safety**Proposal for amendments to draft Regulation on pedestrian safety (ECE/TRANS/WP.29/GRSP/2009/17)****Submitted by the expert from Japan***

The text reproduced below was prepared by the expert from Japan and contains a proposal aimed at amending the scope of draft regulation on pedestrian safety such that it would be consistent with the draft amendment to global technical regulation (gtr) No. 9 submitted by the experts from Japan and Germany (ECE/TRANS/WP.29/GRSP/2009/20). It is based on a document without symbol (GRSP-46-36) distributed during the forty-sixth session of the Working Party on Passive Safety (GRSP). The modifications to the current text of the draft regulation on pedestrian safety (ECE/TRANS/WP.29/GRSP/2009/17) are marked in bold or strikethrough characters.

* In accordance with the programme of work of the Inland Transport Committee for 2006–2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

I. Proposal

Paragraph 1, amend to read:

“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.]”~~

II. Justification

An amendment to the scope of global technical regulation (gtr) No. 9 has been proposed by the expert from Germany at the forty-fourth 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, the expert from Japan expressed his concern about the 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. This concern was further fostered at the forty-fifth session of GRSP by 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 forty-sixth 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, the expert from Japan proposes that the amendment to the scope of global technical regulation (gtr) No. 9 tabled by the experts from Germany and Japan be reflected in the scope of the draft regulation on pedestrian safety as well.