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REPORTS OF THE

**WORLD FORUM FOR HARMONIZATION OF VEHICLE REGULATIONS
ON ITS 148TH SESSION
(23-26 June 2009)**

**ADMINISTRATIVE COMMITTEE OF THE 1958 AGREEMENT
ON ITS FORTY-SECOND SESSION (24 June 2009)**

**EXECUTIVE COMMITTEE OF THE 1998 AGREEMENT
ON ITS TWENTY-SIXTH SESSION (24-25 June 2009)**

AND

**ADMINISTRATIVE COMMITTEE OF THE 1997 AGREEMENT
ON ITS EIGHTH SESSION**

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Part One

WORLD FORUM FOR HARMONIZATION OF VEHICLE REGULATIONS

I. ATTENDANCE

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) held its 148th session from 23 to 26 June 2009 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 and ECE/TRANS/WP.29/690/Amend.1): Australia; Belgium; Bulgaria; Canada; People's Republic of China; Czech Republic; Estonia; Finland; France; Germany; Hungary; India; Italy; Japan; Luxemburg; Malaysia; Netherlands; New Zealand; Norway; Poland; Portugal; Republic of Korea; Romania; Russian Federation; Slovakia; Slovenia; Republic of South Africa; Spain; Sweden; Switzerland; United Kingdom of Great Britain and Northern Ireland; United States of America. Representatives of the European Community (EC) participated. The following inter-governmental organization was represented: International Energy Agency (IEA). The following non-governmental organizations were also represented: International Organization for Standardization (ISO); International Organization of Motor Vehicle Manufacturers (OICA); International Motorcycle Manufacturers Association (IMMA); European Association of Automotive Suppliers (CLEPA) ^{1/}; Association for Emissions Control by Catalysts (AECC); Working Party "Brussels 1952" (GTB); Consumers International (CI); the Foundation for the Automobile and Society (FIA Foundation); International Road Federation (IRF); Union of Technical Assistance for Motor Vehicles and Road Traffic (UNATAC); International Motor Vehicle Inspection Committee (CITA). At the invitation of the secretariat, the European Tyre and Rim Technical Organization (ETRTO) and Transport Technical Supervision (TDT) also participated.

II. OPENING STATEMENTS MADE DURING THE SESSION

2. Ms. E. Molnar, Director of the UNECE Transport Division, opened the session and welcomed the participants. She reported on the sixty-third session of UNECE (30 March – 1 April 2009), in particular on the high-level segment dedicated to climate change mitigation and adaptation, which had focused on the work of UNECE in integrating, at regional level, the global objectives and commitments on climate change. She said that the high-level segment had recognized the essential role of the World Forum in tackling this issue and stressed the need for the car industry to be environmentally friendly in order to remain competitive.

3. The Director informed WP.29 that the request for a new P3 staff member to work on global warming and transport and fuel quality standards had been included in the proposed United Nations budget. She invited the delegates of WP.29 to ensure the support of their Governments for this new post, especially at the Advisory Committee on Administrative and Budgetary Questions (ACABQ) (<http://www.un.org/ga/acabq/index.asp>) currently meeting in New York, and later at the Fifth Committee of the General Assembly (<http://www.un.org/ga/fifth/>). She underlined that this new position was essential for the development of the activities of the secretariat in servicing the World Forum, and that support from non-European countries was also crucial.

^{1/} Representing also the Motor and Equipment Manufacturers Association (MEMA) and Japan Auto Parts Industries Association (JAPIA) (TRANS/WP.29/885, para. 4).

4. Regarding the forthcoming Global Conference on Road Safety, scheduled to be held in Moscow on 18-20 November 2009, the Director informed the World Forum that a panel discussion on safe vehicles would take place. She encouraged the representatives of WP.29 to participate in this event and suggested that Mr. B. Kisulenko represent the World Forum.
5. The Director encouraged the World Forum to carefully prepare the Round Table on global warming and transport, scheduled to be held in Geneva during the June 2010 session of the World Forum. She recalled that, for this purpose, a brainstorming session would be held in the afternoon of Thursday 12 November 2009. She announced that the secretariat would prepare background documents to facilitate the selection of the topics, speakers, goals and the possible follow-up actions to the Round Table.
6. The Director considered that the excellent work performed by the World Forum should be recognized by the broader public and that the Round Table could increase the visibility of WP.29. She informed the World Forum that, at the last session of the International Transport Forum (ITF), the Division had presented a brochure on the UNECE as the "Centre for International Transport Agreements" and that it was available at the website: (http://www.unece.org/trans/doc/brochures/Centre_for_International_Transport_Agreements.pdf).
7. With regard to the funding request for a global project on climate change and transport addressed to the United Nations Development Account (UNDA), the Director expected that a decision would be taken by the end of the year.
8. The Director encouraged the Contracting Parties to the 1998 Agreement to find a solution for the development of a new global technical regulation (gtr) on a Worldwide harmonized Light vehicles Test Procedure (WLTP) in order to respond to the requests of ITF and the Ministerial Conference on global Environment and Energy in Transport (MEET) to develop worldwide cycles for the measurement of pollutants, including CO₂ emissions.
9. The Director invited the Contracting Parties to continue to develop the 1997 Agreement on periodical technical inspections, in particular draft Rule No. 2. She thanked the representatives of the Russian Federation and CITA for their work in this area. She underlined the role of the 1997 Agreement as a basis for ensuring the safety of vehicles in use and she encouraged all countries to accede to the Agreement.
10. The Director informed the World Forum that the secretariat was preparing, in collaboration with the Italian Government, a road map on the future implementation of Intelligent Transport Systems (ITS) and the role that WP. 29 could play in supporting ITS deployment. She explained that the secretariat would launch a consultation process for the finalization of this road map. The WP.29 appreciated the decision by Germany to sponsor a Junior Professional Officer to work on ITS.

III. ADOPTION OF THE AGENDA (Agenda item 1)

11. The provisional agenda (ECE/TRANS/WP.29/1076) was adopted with the modifications noted below:

(a) Addition of agenda items:

8.7. Headlamps evaluation programme

8.8. Precision of inertia simulation of chassis dynamometers as per Regulations Nos. 40, 47 and 83

20.1. Proposal to develop amendments to gtr No. 6 (glazing materials)

(b) Deletion of agenda items: 5.4.1, 5.4.2, 15.1 and 15.2.

(c) Addition and correction of document references for items:

3.4. Insert a reference to document ECE/TRANS/WP.29/GRB/47/Corr.1

3.6.1. Insert a reference to document ECE/TRANS/WP.29/2009/81

4.2.12. Insert a reference to document ECE/TRANS/WP.29/2009/53/Corr.1

4.2.18. Insert a reference to document ECE/TRANS/WP.29/2009/57/Corr.1

4.2.19. Insert a reference to document ECE/TRANS/WP.29/2009/58/Corr.1

7.1. The reference document should read ECE/TRANS/WP.29/1074/Amend.1.

(d) Items or documents postponed for a further session:

4.2.14. Postpone consideration of document ECE/TRANS/WP.29/2009/75

4.2.18. Postpone consideration of this item

4.2.24. Postpone consideration of this item.

(e) Amendments to the title of items:

4.2.14. Amend the title of the item and the title of document ECE/TRANS/WP.29/2009/55 to read: Proposal for Supplement 1 to the 05 series of amendments to Regulation No. 49 (...).

12. The informal documents distributed during the session are listed in Annex I to the present report.

IV. COORDINATION AND ORGANIZATION OF WORK (Agenda item 2)

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

13. The 100th session of WP.29/AC.2, considering the coordination and organization of work of the World Forum, was held on 22 June 2009 under the Chairmanship of Mr. B. Gauvin (France) and was attended by Canada, EC, France, Germany, Japan, Russian Federation and United States of America.

14. The WP.29/AC.2 considered the provisional agenda of the current session of the World Forum (ECE/TRANS/WP.29/1076) and recommended the modifications mentioned in paragraph 11 above. Concerning document ECE/TRANS/WP.29/2009/75 of item 4.2.14. (Regulation No. 49) and items 4.2.18. (Regulation No. 83) and 4.2.24. (Regulation No. 101), it was noted that further consideration of the proposals was needed, including consideration of the informal documents tabled for these items. Furthermore, for the proposed new series of amendments to Regulations Nos. 49 and 101, additional provisions for marking should be included.

15. The representative of the European Community (EC) and the Secretary of the Working Party on Pollution and Energy (GRPE) reported to WP.29/AC.2 on the workshop on automotive product standards of the Association of Southeast Asian Nations and the European Union (ASEAN-EU), held in Singapore on 18 and 19 May 2009. The workshop had recommended to implement a type approval system, including mutual recognition, based on the Regulations annexed to the 1958 Agreement. The WP.29/AC.2 noted that the EC would provide the necessary technical assistance to ASEAN. The Secretary of the Working Party on Light and Light-Signalling (GRE) informed WP.29/AC.2 about two other workshops on conspicuity markings, held in the United Arab Emirates (UAE), where he had given presentations. As an outcome of these events, the UAE is now considering the possibility of incorporating into its national law of the provisions of Regulations Nos. 48 and 104 and, eventually, accession to the 1958 Agreement.

16. The WP.29/AC.2 noted that the Working Party on Passive Safety (GRSP) had considered the possibility of developing lower requirements for helmets to be used in developing economies (see ECE/TRANS/WP.29/1072, para. 14.). The WP.29/AC.2 had recommended that Regulations annexed to the 1958 Agreement should not be amended to incorporate a less stringent set of requirements and recalled that such countries could apply, on a national basis, the previous series of amendments of the Regulations. The representative of the United States of America noted that the 1998 Agreement provides the option of establishing gtrs with alternative levels of stringency. He informed WP.29/AC.2 that in his country, there were interest in reviewing the current United States motorcycle helmet regulation, to investigate requirements that ensure both safety and comfort in order to encourage greater helmet use. He stated that as part of this review effort, the United States would consider incorporating into the programme of work a gtr on motorcycle helmets that would take into account the need for alternative levels of stringencies in some countries. It was recommended that the Working Party on Passive Safety (GRSP) be kept informed about the outcome of these activities.

17. The WP.29/AC.2 noted the preliminary agenda for the Global Ministerial Road Safety Conference, to be held in Moscow on 19–20 November 2009, and expressed a favourable opinion on the possible participation of WP.29 representatives in the panel dedicated to "safe vehicles" at the Conference. The WP.29/AC.2 recommended that the World Forum should be represented by the Vice-Chairman of WP.29 (see para. 4 above).

18. Regarding the development of a new Regulation on child restraint systems (CRS) by GRSP, WP.29/AC.2 asked to be informed at its November 2009 session about the goals of the new Regulation through a strategy plan to be tabled by the informal group on CRS. The representative of the EC stressed the urgent need to develop this new Regulation. The WP.29/AC.2 recalled that GRSP should finalize a concrete proposal, in accordance with the mandate of the World Forum.

19. The WP.29/AC.2 expressed its support for the requested new P3 post for the WP.29 secretariat to work on global warming and fuel quality and recommended that WP.29 representatives take urgent action in order to ensure the support of their Governments for this new post at the Advisory Committee on Administrative and Budgetary Questions (ACABQ) (<http://www.un.org/ga/acabq/index.asp>) in New York (see also para. 3 above). The WP.29/AC.2 noted that without this new post, some activities would have to be abandoned.

20. The WP.29/AC.2 also considered the possible inclusion of introductory provisions in the new Regulation developed by GRSP on Pedestrian Safety (ECE/TRANS/WP.29/GRSP/2009/10, page 18). The WP.29/AC.2 considered that some Contracting Parties to the 1958 Agreement already had national provisions on this matter and preferred to have the flexibility to introduce the new Regulation into their national legislation at their convenience. For this reason, WP.29/AC.2 considered that the transposition of gtr No. 9 into the framework of the 1958 Agreement did not need introductory provisions and recommended the non-inclusion of them into the draft Regulation.

21. The representative of the EC underlined the urgent need to update the requirements of Regulation No. 100 (Battery electric vehicle safety), due to the increasing development of electric vehicles. Consequently, WP.29/AC.2 recommended that the World Forum urge GRSP to finalize the revision of Regulation No. 100 at its December 2009 session, in order to have a proposal ready for voting at the March 2010 session of WP.29.

22. The WP.29/AC.2 recommended that agenda item 5.1 be considered by the World Forum and that agenda items 5.2 to 5.6 be considered by AC.3.

23. The WP.29/AC.2 recommended that the World Forum consider the development of the 1997 Agreement in its plenary session and that the Administrative Committee (AC.4) of the Agreement should not meet during the current session.

24. The WP.29/AC.2 reviewed the draft agenda of the 149th session of the World Forum, scheduled to be held in Geneva from 10 to 13 November 2009. Thirty-seven amendments to existing Regulations, including the deferred amendments from the present session, as well as a draft gtr concerning Non-Road Mobile Machinery (NRMM), an amendment to gtr No. 4 and two corrigenda to gtrs Nos. 5 and 9 will be submitted for consideration at that session.

25. The WP.29/AC.2 noted a proposal by the secretariat for a revision of the Consolidated Resolution on the Construction of Vehicles (R.E.3), including updated references to Regulations and Rules annexed to the 1958 and 1997 Agreements as well as the reproduction of identical annexes, which are duplicated in several Regulations. The WP.29/AC.2 recommended that the secretariat distribute such a proposal with an official symbol for consideration at the next session of the World Forum.

26. The WP.29/AC.2 noted that the Working Party on Road Traffic Safety (WP.1) had initiated consideration of the inconsistency of the vehicle provisions of the Convention on Road Traffic (1968 Vienna Convention) with those of the Regulations developed by WP.29. The status of this work is reflected in the WP.1 report (ECE/TRANS/WP.1/122, paras. 42-47, available at <http://www.unece.org/trans/roadsafe/wp1rep.html>). The WP.29/AC.2 was of the opinion that the best solution was to introduce a general "equivalence" clause in the Vienna Convention, i.e.

recognizing the 1958 Regulations as equivalent to the corresponding provisions of the Vienna Convention. The WP.29/AC.2 mandated the secretariat to be firm on this position at the next session of WP.1.

27. The World Forum adopted the report of WP.29/AC.2 on its 100th session and its recommendations. Concerning the issue of introductory provisions (see para. 20), the World Forum noted that, in accordance with paragraph 3 of the guidelines for transitional provisions adopted by WP.29 (ECE/TRANS/WP.29/1044), the date until which Contracting Parties are recommended not to apply the new Regulation on a mandatory basis can be indicated in the report of WP.29.

B. Programme of work, documentation and draft calendar of sessions for 2010

Documentation: ECE/TRANS/WP.29/2009/1/Rev.1, Informal documents Nos. WP.29-148-03 and WP.29-148-04

28. The World Forum noted the programme of work and availability of documentation (ECE/TRANS/WP.29/2009/1/Rev.1). The secretariat presented the provisional calendar of sessions for the year 2010 (WP.29-148-04) subject to confirmation by the Conference Services. It was agreed to reproduce it in Annex II to the present report and to reconsider it at the November 2009 session, in the case of amendments.

29. The World Forum noted the list of informal groups (WP.29-148-03) presented by the secretariat. It agreed that an updated document should be transmitted to all its subsidiary Working Parties for information purposes and requested that the harmonized denomination of the informal groups be followed.

C. Intelligent Transport Systems (ITS)

30. The World Forum noted that no meeting of the ITS informal group was scheduled for the current session and that the informal group would meet again during the November 2009 session.

D. Follow-up of the sixty-third session of the Economic Commission for Europe

31. The secretariat reported on the main decisions adopted by UNECE at its sixty-third session (30 March-1 April 2009). In addition to the decisions outlined by the Director (see para. 2 above), it was mentioned that the report is available at (<http://www.unece.org/commission/index.htm>).

V. CONSIDERATION OF THE REPORTS OF THE WORKING PARTIES SUBSIDIARY TO THE WORLD FORUM (Agenda item 3)

A. Working Party on Passive Safety (GRSP), (Forty-fourth session, 10-12 December 2008)

Documentation: ECE/TRANS/WP.29/GRSP/44

32. The World Forum recalled the oral report of the representative of the United States of America, given during the 147th session (ECE/TRANS/WP.29/1072, paras. 35-37), and approved the report.

B. Working Party on Pollution and Energy (GRPE), (Fifty-seventh session, 13-16 January 2009)

Documentation: ECE/TRANS/WP.29/GRPE/57

33. The WP.29 recalled the oral report of the GRPE Chairman given during the 147th session (ECE/TRANS/WP.29/1072, paras. 38-41), and approved the report.

C. Working Party on Brakes and Running Gear (GRRF), (Sixty-fifth session, 2-6 February 2009)

Documentation: ECE/TRANS/WP.29/GRRF/65

34. The WP.29 recalled the oral report of the GRRF Chairman given during the 147th session (ECE/TRANS/WP.29/1072, paras. 42-47), and approved the report.

D. Working Party on Noise (GRB), (Forty-ninth session, 16-18 February 2009)

Documentation: ECE/TRANS/WP.29/GRB/47 and Corr.1

35. The WP.29 recalled the oral report of the GRB Chairman given during the 147th session (ECE/TRANS/WP.29/1070, paras. 43-51), and approved the report.

E. Highlights of the recent sessions

1. Working Party on Light and Light-Signalling (GRE), (Sixty-first session, 30 March-3 April 2009)

36. The GRE Chairman reported on the results of the sixty-first session of GRE (for details see the report of the session (ECE/TRANS/WP.29/GRE/61) available at (<http://www.unece.org/trans/main/wp29/wp29wgs/wp29gre/grerep.html>)).

37. With regard to the schedule of GRE sessions, in order to reduce the travel costs for a large group of GRE experts who also participate in meetings of the "Groupe de Travail Bruxelles 1952" (GTB), which generates a considerable number of proposals for corrigenda and addenda to lighting and light signalling Regulations, and to further improve the already advantageous cooperation between GRE and GTB, GRE agreed to hold, in future, GTB meetings in conjunction with GRE sessions using the meeting rooms of the Palais des Nations.

38. He reported that, with regard to the 1998 Agreement, GRE was evaluating the feasibility of gtr developments regarding headlamp performance and pedestrian visibility, front fog-lamps, installation of lighting and light-signalling devices on motorcycles and, in the area of new technologies, adaptive front-lighting systems (AFS), distributive lighting and Light Emitting Diode (LED) headlamps.

39. With regard to the 1958 Agreement, he informed WP.29 that GRE had agreed to continue discussion regarding the proposal of a new consolidated Regulation incorporating the common requirements of Regulations Nos. 6, 7, 23, 38, 77, 87, 91 and 119. Moreover, he added that GRE had concluded discussions regarding the automatic switching of headlamps on vehicles equipped

with daytime running lights. The final document was expected to be agreed during the next GRE session. He concluded that, at the following session, WP.29 would have to decide whether the alternative solutions to automatic headlamp switching would last indefinitely or be subject to a sunset clause.

2. Working Party on General Safety Provisions (GRSG), (Ninety-sixth session, 4-8 May 2009)

40. The GRSG Chairman informed WP.29 about the results of GRSG's ninety-sixth session (for more details see the report of the session (ECE/TRANS/WP.29/GRSG/75)) available at (<http://www.unece.org/trans/main/wp29/wp29wgs/wp29grsg/grsgrep.html>).

41. He informed the World Forum that GRSG had agreed to resume, at its October 2009 session, consideration of a proposal for amendments to Regulation No. 43 prepared by CLEPA, in order to transpose the provisions of gtr No. 6, as requested by WP.29 (ECE/TRANS/WP.29/1068, para. 27).

42. The WP.29 agreed to endorse, at its November 2009 session, the terms of reference and rules of procedure of the informal group on camera-monitor systems agreed by GRSG (ECE/TRANS/WP.29/GRSG/75, Annex IV).

43. The GRSG Chairman informed WP.29 that GRSG had proposed to set up an informal group on service doors, windows and emergency exits of buses and coaches, under the chairmanship of Poland and with the secretariat to be provided by OICA. The informal group should conclude its work by the end of 2011. The World Forum gave its consent.

3. Working Party on Passive Safety (GRSP), (Forty-fifth session, 25-29 May 2009)

44. The GRSP Chairperson informed WP.29 about the results of GRSP's forty-fifth session (for more details see the report (ECE/TRANS/WP.29/GRSP/45)) available at (<http://www.unece.org/trans/main/wp29/wp29wgs/wp29grsp/grsprep.html>).

45. Concerning the 1998 Agreement, the GRSP Chairperson announced that GRSP had conducted a preliminary examination of proposals for the incorporation of the flexible pedestrian legform impactor (Flex-PLI) provisions in phase 2 of gtr No. 9 on pedestrian safety, and a further exchange of views on the definition of flat-front vehicles and their possible exemption from the requirements of gtr No.9.

46. With regard to Regulation No. 16, the Chairperson of GRSP stated that no agreement could be reached on the proposal regarding the deletion of the current possibility for Contracting Parties to the 1958 Agreement to require at national level the installation of safety-belts in Class II buses. Since the proposal raised legal implications, GRSP had agreed to seek guidance from WP.29 at its June 2009 session. The WP.29 agreed to resume discussion of this subject at its November session and requested the secretariat to include a new agenda item on this issue.

47. Regarding the development of a new Regulation on child restraint systems (CRS), the Chairperson of GRSP informed WP.29 that GRSP had sought guidance from WP.29 to avoid CRS being type approved in accordance to both the new Regulation and Regulation No. 44. The WP.29 endorsed the GRSP position of avoiding such double approval and requested the

secretariat to assist the Chairman of the informal group in drafting the necessary transitional provisions to this end.

48. With regard to the draft Regulation on pedestrian safety, to be annexed to the 1958 Agreement, the Chairperson of GRSP stated that GRSP had agreed to seek WP.29 guidance in defining the introductory provisions of the new Regulation. The WP.29 recommended that the date for application by the Contracting Parties of the new Regulation could be indicated in the report of WP.29 and agreed to resume consideration of this issue when the new Regulation on pedestrian safety was presented for voting to WP.29 (see also paras. 20 and 27).

49. The WP.29 also noted that after a first exchange of views, some GRSP experts opposed lowering the safety requirements of Regulation No. 22 (in order to allow the construction of helmets more suitable for emerging economies and tropical weather) because at the moment this Regulation is ensuring the best quality of helmets at the global level. The WP.29 endorsed the GRSP position (see para. 16 above).

4. Working Party on Pollution and Energy (GRPE), (Fifty-eighth session, 9-12 June 2009)

50. The GRPE Chairman informed WP.29 about the results of GRPE's fifty-eighth session (for more details see the report of the session (ECE/TRANS/WP.29/GRPE/58)) available at (<http://www.unece.org/trans/main/wp29/wp29wgs/wp29grpe/grperep.html>).

51. The GRPE Chairman reported that during the June 2009 session, GRPE had finalized the draft gtr on Non-Road Mobile Machinery (NRMM) as well as a corrigendum to gtr No. 5 (WWH-OBD). The WP.29 noted that, after concluding this work, the GRPE informal groups on Off-Cycle Emissions (OCE) and NRMM had finalized their mandates.

52. The GRPE Chairman recalled that the proposed amendments to Regulations Nos. 49, 83 and 101 regarding the introduction of the Euro 5 requirements needed further consideration (see para. 14 above). He reported that little progress had been made by the informal group on Fuel Quality (FQ), due to the absence of experts from the International Petroleum Industry Environment Conservation Association (IPIECA) and from major Contracting Parties. He added that the informal group had decided to resume consideration of the OICA proposal at the next FQ meeting in January 2010, awaiting comments by IPIECA. The representative of OICA stressed the importance of adequate market fuel quality on a global scale and asked the representative of countries to play an active role on this issue.

53. The GRPE Chairman informed WP.29 that he had been re-elected for the sessions scheduled in 2010.

F. Guidance requested by the Working Parties on matters related to Regulations annexed to the 1958 Agreement

1. Guidance requested by GRRF on Tyre Pressure Monitoring Systems (TPMS)

Documentation: ECE/TRANS/WP.29/2009/81, Informal documents Nos. WP.29-148-02, WP.29-148-17 and WP.29-148-23

54. The Chairman of GRRF introduced document ECE/TRANS/WP.29/2009/81 on pending issues in the proposal on TPMS, specifically, on the diffusion test, the cumulative time necessary for the system to warn the driver and the value to be allowed for the inaccuracy of measurement equipment. The representatives of OICA (WP.29-148-02), ETRTO (WP.29-148-17) and CLEPA (WP.29-148-23) explained their positions on these remaining issues. The representative of the EC stated that the European Community needed further internal discussion on these issues to clarify its position.

55. On the request by the Chairman of GRRF, WP.29 agreed to consider, at its November 2009 session, the proposal, agreed by GRRF, for amendments to Regulation No. 64 in which the unresolved issues would be left in square brackets (see ECE/TRANS/WP.29/GRRF/65, para.47). The WP.29 requested GRRF to have a final review of this proposal at its September 2009 session and provide any clarification at the November 2009 session of WP.29.

VI. 1958 AGREEMENT (Agenda item 4)

A. Status of the Agreement, of the annexed Regulations and of the amendments thereto

Documentation: ECE/TRANS/WP.29/343/Rev.17/Add.3,
ECE/TRANS/WP.29/343/Rev.17/Amend.1

56. The World Forum took note of documents ECE/TRANS/WP.29/343/Rev.17/Add.3 and ECE/TRANS/WP.29/343/Rev.17/Amend.1, reflecting the status of the 1958 Agreement as of 15 June 2009.

B. Consideration of draft amendments to existing Regulations

57. The World Forum considered the draft amendments under agenda items 4.2.1. to 4.2.17., 4.2.19. to 4.2.23. and 4.2.25., and recommended that they be submitted to AC.1 for voting, subject to the corrections mentioned in paragraph 58.

58. Agenda item 4.2.14., Regulation No. 49, document ECE/TRANS/WP.29/2009/55, page 6, paragraph 6(c), correct to read "(c) all engine coolant temperature above 343 K (70 °C)".

59. Regarding agenda item 4.2.8. (insertion of BAS into Regulation No. 13-H), the World Forum noted the concerns expressed by the representative of OICA on including two or more different new technologies as a combined package within the Regulation. He felt this situation should be avoided in future amendments, if possible.

VII. 1998 AGREEMENT (GLOBAL) (Agenda item 5)

A. Status of the Agreement, including the implementation of paragraph 7.1 of the Agreement

Documentation: ECE/TRANS/WP.29/1073/Rev.1 and Informal documents Nos. WP.29-148-01 and WP.29-148-05/Rev.1

60. The World Forum noted the status of the Agreement as of 10 June 2009 (ECE/TRANS/WP.29/1073/Rev.1) as well as the status of the priorities and items on which the exchange of views should continue (WP.29-148-01).

61. The secretariat reminded the participants that, according to the provisions of article 7.2 of the Agreement, the Contracting Parties, which had voted in favour of a gtr, shall provide the secretariat with an annual status report on the adoption of the gtr into their national or regional law. The secretariat recalled that the deadline for the reports was indicated in the status of the Agreement document (ECE/TRANS/WP.29/1073/Rev.1). The World Forum requested the representatives of Contracting Parties, which had not yet sent in their annual reports (WP.29-148-05/Rev.1) to take the necessary actions to comply with the provisions of article 7.2 of the Agreement. The secretariat reminded Contracting Parties that such reports should be delivered to the secretariat through their Permanent Missions in Geneva via the "1998 AGREEMENT-MISSIONS List" electronic system.

62. The WP.29 agreed that agenda items 5.2 to 5.5 should be considered by AC.3.

**VIII. EXCHANGE OF VIEWS ON NATIONAL/REGIONAL RULEMAKING
PROCEDURES AND ON THE IMPLEMENTATION PROCEDURE
OF ESTABLISHED GTRS INTO NATIONAL/REGIONAL LAW
(Agenda item 6)**

Documentation: Informal documents Nos. WP.29-148-15, WP.29-148-16, WP.29-148-18, WP.29-148-24 and WP.29-148-25

63. The representative of Malaysia presented the status of the implementation in his country of Regulations annexed to the 1958 Agreement (WP.29-148-15) complemented with data on road safety (WP.29-148-25). He reported that a total of 11 Regulations had been incorporated into the Malaysian Motor Vehicle Construction and Use Rules, as of 19 November 2007, and that another 35 Regulations were being proposed for incorporation into the upcoming revision of Malaysian legislation. He informed the World Forum that his country had recently established six national expert working groups similar to those of WP.29. He also reported on the situation of his country regarding protective helmets (WP.29-148-16 and WP.29-148-24) and the importance of protecting motorcyclists with adequate protective helmets. Furthermore, he stressed the need to also develop requirements for protective helmets specifically designed for children.

64. The WP.29 followed with interest a presentation (WP.29-148-18) by the Director of the Automotive Industry and Agricultural Machinery Department of the Ministry of Industry and Trade of the Russian Federation on the new technical regulation concerning requirements for automobile and aviation gasoline, diesel and ship fuel, jet engine fuel and furnace boiler oil. The World Forum noted that, according to the forecast in the presentation, harmful emissions in the Russian Federation in 2020 would be less than one-third of what they would have been without the new regulation on fuel quality.

IX. 1997 AGREEMENT (INSPECTIONS) (Agenda item 7)

A. Status of the Agreement

Documentation: ECE/TRANS/WP.29/1074/Amend.1

65. The World Forum noted the status of the Agreement on 17 June 2009 (ECE/TRANS/WP.29/1074/Amend.1). The World Forum agreed with the recommendation of WP.29/AC.2 that AC.4 should not meet during the present session.

B. Future development of the Agreement

Documentation: ECE/TRANS/WP.29/2009/77

66. The World Forum considered the proposal by the Russian Federation (ECE/TRANS/WP.29/2009/77) on possible options for the future of the 1997 Agreement. Some delegates expressed their doubts about the usefulness and future of the Agreement, while some others were in favour of its further development. In order to take a decision on the proposal, the Chairman requested WP.29 delegates to define their positions at the next session. The secretariat was requested to transmit this document to WP.1 for advice.

C. Development of draft Rule No.2 and of a new draft Rule on braking

Documentation: Informal document No. WP.29-147-12 of the previous session

67. The World Forum noted that, following the invitation by WP.29 at its previous session (ECE/TRANS/WP.29/1072, para. 65), the representatives of the Russian Federation and CITA had initiated the update of draft Rule No. 2. It was also noted that a document would be available for consideration at the November 2009 session of WP.29. Concerning the new draft Rule on braking (WP.29-147-12), it was agreed to postpone its development to a later date.

X. OTHER BUSINESS (Agenda item 8)

A. Recall systems applied by various Contracting Parties to the Agreements

68. No new information on the subject was given during the session.

B. Electronic Database for the Exchange of Type Approval documentation (DETA)

69. The representative of Germany reported on the progress of the work of the DETA informal group. He mentioned that the analysis of the DETA questionnaire had not yet been considered by the informal group. He recalled that the informal group was considering a proposal by GTB for DETA to be used as an instrument to simplify the marking of lighting and light-signalling devices. He also mentioned that, in a first phase, the access to the database would be limited to type approval authorities. He informed WP.29 that the DETA informal group would meet again on 26 June 2009 and that he would report again about the activities of the informal group.

C. Evaluation concept for Environmentally Friendly Vehicles (EFV)

Documentation: Informal documents Nos. WP.29-148-11 and WP.29-148-26

70. The representative of Germany gave a presentation (WP.29-148-26) about the work of the informal group on EFV regarding the development of a methodology to evaluate the "EFV" concept (WP.29-148-11). He added that, according to the informal group, the development of a harmonized "EFV" concept was feasible from a procedural point of view, i.e. in a Special Resolution and/or as a Consolidated Recommendation under the umbrella of the 1998 and/or the 1958 Agreements and not as a new regulation. He reported that, for the time being, the informal group considered that it would not be possible to develop a single and unique evaluation method due to the fact that environmental indicators were generally based on regional or temporal situations which would result in different sets of weighting factors. For the further work on this subject, he requested political guidance from both WP.29 and the fourth EFV Conference scheduled to be held in New Delhi in November 2009, especially with respect to the needs of the target groups and possible applications of an "EFV" concept. The WP.29 approved the feasibility statement (WP.29-148-11) and invited Mr. Albus to present the outcome of the informal group's work at that EFV Conference on behalf of WP.29.

D. Environmentally Friendly Vehicles (EFV) Conference in November 2009 in New Delhi, India

71. The representative of India provided updated information about the preparation of the fourth EFV Conference scheduled to be held on 23–24 November 2009 in New Delhi, India. He mentioned that preparations for the conference were in an advanced stage. The various planned sessions are: Mobility and environment – role of "EFV"; "EFV" – future scenario; alternative fuels and drives; gaseous fuel technology; future of electric vehicles; and regulatory and legislative framework for "EFV". Further details about the conference were available at: (<http://www.4efv.in>).

E. Availability of technical specifications and drawings of dummies

72. The secretariat informed the World Forum that positive legal advice had been received about the possibility of posting the technical specifications and drawings of dummies on the WP.29 website by mentioning that "any proprietary rights by companies in relation to the dummies listed in this website remain unaffected". The World Forum invited the representatives to help the secretariat in gathering such technical specifications and drawings.

73. The representative of the United States of America informed WP.29 that the specifications of the dummies, included in the legislation of his country, were available on the National Highway Traffic Safety Administration (NHTSA) website, and offered to provide the secretariat with the above-mentioned specifications and drawings. He suggested that a possible new area of work could be the harmonization of the technical specifications of dummies used in the different legislation of countries participating in WP.29. The representative of ISO offered to provide the ISO standard related to the World Side Impact Dummy (WorldSID). The representative of OICA suggested creating a depository in the United Nations system of all technical specifications and drawings of dummies as well as other test tools included in any vehicle regulation. The WP.29

noted that one possibility was to incorporate them in the Consolidated Resolution of the Construction of Vehicles (R.E.3) and in Special Resolution No. 1 (S.R.1).

F. Organization of a Round Table on Global Warming and Transport in June 2010

74. The World Forum recalled that a brainstorming session for the preparation of the Round Table would be held at its next session in November 2009, on Thursday in the afternoon. The WP.29 representatives were invited to contribute to this brainstorming session (see para. 5).

G. Headlamps evaluation programme

Documentation: Informal document No. WP.29-148-28

75. The representative of GTB gave a presentation (WP.29-148-28) showing the improved performance of high intensity discharge lamps (HID), compared to basic headlamps, which might result in a decrease of road accidents at night. The representative of the United States of America showed interest in sharing these data, in order to provide justification to consumers on the benefits of installing HID headlamps, despite their higher costs.

H. Precision of inertia simulation by chassis dynamometers in Regulations Nos. 40, 47 and 83

Documentation: Informal document No. WP.29-148-19

76. The World Forum agreed to refer to GRPE the request from Ukraine concerning the precision of inertia simulation by chassis dynamometers used in the tests of Regulations Nos. 40, 47 and 83.

XI. ADOPTION OF THE REPORT (Agenda item 9)

77. The WP.29 adopted the report, together with the annexes, on its 148th session.

Part Two

ADMINISTRATIVE COMMITTEE OF THE 1958 AGREEMENT

XII. ESTABLISHMENT OF THE COMMITTEE (Agenda item 10)

78. Of the 48 Contracting Parties to the Agreement, 36 were represented and established AC.1 for its forty-second session held on 24 June 2009.

XIII. DRAFT AMENDMENTS TO EXISTING REGULATIONS – VOTING BY THE COMMITTEE (Agenda item 11)

79. The AC.1 invited the Chairman of WP.29, to chair the session.

80. The results of the voting on the documents submitted are reflected in the following table:

Regulation No.	Subject of the Regulation	Contracting Parties		Document; ECE/TRANS/WP.29/....	Voting result: for/against/abstentions	Document status	Remark
		applying the Regulation	represented and voting				
11	Door latches and hinges	40	32	2009/49	32/0/0	Suppl.2 to 03	*/
12	Steering wheel	37	33	2009/50	33/0/0	Corr.2 to Rev.3	*/
13	Heavy vehicles braking	41	33	2009/59	33/0/0	Corr.2 to Rev.6	*/
13	Heavy vehicles braking	41	33	2009/60	33/0/0	Corr.2 to 11	*/
13	Heavy vehicles braking	41	33	2009/61	33/0/0	Suppl.3 to 11	*/
13-H	Brakes of M ₁ and N ₁ vehicles	43	33	2009/62	33/0/0	Corr.1 to Rev.1	*/
13-H	Brakes of M ₁ and N ₁ vehicles	43	33	2009/63	33/0/0	Corr.1 to Suppl.7	*/
13-H	Brakes of M ₁ and N ₁ vehicles	43	33	2009/64	33/0/0	Suppl.9	*/
16	Safety belts	41	33	2009/51	33/0/0	Corr.1 to 06	*/
30	Pneumatic tyres	42	34	2009/65	34/0/0	Suppl.16 to 02	*/
32	Rear-end collision	20	16	2009/52	16/0/0	Corr.1 to Rev.1	
33	Head-on collision	20	16	2009/53 and Corr.1	16/0/0	Corr.1 to Rev.1	
37	Filament lamps	41	33	2009/79	33/0/0	Corr.1 to Suppl.33 to 03	*/
49	Emissions of C.I. and P.I. (LPG and NG) engines	39	31	2009/55, as amended by para. 58,	31/0/0	Suppl.1 to 05	*/
54	Pneumatic tyres for commercial vehicles	42	34	2009/66	34/0/0	Suppl.17	*/
55	Mechanical couplings	38	30	2009/67	30/0/0	Suppl.1 to 01	*/
83	Emissions of M ₁ and N ₁ vehicles	39	31	2009/56 and Corr.1	31/0/0	Suppl.9 to 05	*/

Regulation No.	Subject of the Regulation	Contracting Parties		Document; ECE/TRANS/WP.29/....	Voting result: for/against/abstentions	Document status	Remark
		applying the Regulation	represented and voting				
85	Measurement of net power	39	31	2009/58 and Corr.1	31/0/0	Suppl.5	*/
94	Frontal collision	33	31	2009/54	31/0/0	Corr.1 to Rev.1	*/
106	Pneumatic tyres for agricultural vehicles	40	31	2009/68	31/0/0	Suppl.8	*/
108	Retreaded pneumatic tyres for motor vehicles and their trailers	41	32	2009/69	32/0/0	Suppl.3	*/
109	Retreaded pneumatic tyres for commercial vehicles	41	32	2009/70	32/0/0	Suppl.6	*/
37	Filament lamps	41	33	2009/78	33/0/0	Corr.1 to Suppl.32 to 03	*/

*/ The EC representative voting for the 27 EU Member States.

Part Three

EXECUTIVE COMMITTEE OF THE 1998 AGREEMENT

XIV. ESTABLISHMENT OF THE COMMITTEE (Agenda item 12)

81. The twenty-sixth session of the Executive Committee of the Agreement (AC.3) was held on 24-25 June 2009. The representatives of 24 of the 31 Contracting Parties to the Agreement attended or were represented at the session and established AC.3.

XV. CONSIDERATION AND VOTE OF DRAFT GLOBAL TECHNICAL REGULATIONS AND/OR DRAFT AMENDMENTS TO ESTABLISHED GLOBAL TECHNICAL REGULATIONS, IF ANY (Agenda item 13)

A. Proposal for a global technical regulation concerning Off-Cycle Emissions (OCE)

Documentation: ECE/TRANS/WP.29/2009/71, ECE/TRANS/WP.29/2009/72 and ECE/TRANS/WP.29/AC.3/12

82. Submitted for consideration and vote, the proposed draft global technical regulation (ECE/TRANS/WP.29/2009/71, as amended below) was established in the Global Registry on 24 June 2009, by consensus vote of the following Contracting Parties present and voting: Australia, Canada, China, European Community (voting for Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, Netherlands, Romania, Slovakia, Spain, Sweden and United Kingdom), India, Japan, Malaysia, New Zealand, Norway, Republic of Korea, Russian Federation, South Africa and United States of America:

Page 19, at the end of paragraph 11., delete the note by the secretariat in brackets.

83. The technical report (ECE/TRANS/WP.29/2009/72) and the adopted proposal for the development of the gtr (ECE/TRANS/WP.29/AC.3/12) will be appended to the established gtr.

B. Proposal for Corrigendum 1 to global technical regulation No. 2 (Worldwide harmonized Motorcycle emission Test Cycle (WMTC))

Documentation: ECE/TRANS/WP.29/2009/73

84. Submitted for consideration and vote, the proposed Corrigendum 1 (ECE/TRANS/WP.29/2009/73, as amended below) to global technical regulation No. 2, as amended below, was established in the Global Registry on 24 June 2009 by consensus vote of the following Contracting Parties present and voting: Australia, Canada, China, European Community (voting for Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, Netherlands, Romania, Slovakia, Spain, Sweden and United Kingdom), India, Japan, Malaysia, New Zealand, Norway, Republic of Korea, Russian Federation, South Africa and United States of America:

Page 10, paragraph 4.1., correct the reference to table "A13-1" to read "A13-2".

C. Proposal for Corrigendum 1 to Amendment 1 to global technical regulation No. 2 (Worldwide harmonized Motorcycle emission Test Cycle (WMTC))

Documentation: ECE/TRANS/WP.29/2009/74

85. Submitted for consideration and vote, the proposed Corrigendum 1 (ECE/TRANS/WP.29/2009/74) to Amendment 1 to global technical regulation No. 2 was established in the Global Registry on 24 June 2009 by consensus vote of the following Contracting Parties present and voting: Australia, Canada, China, European Community (voting for Cyprus, Finland, France, Germany, Hungary, Italy, Lithuania, Luxembourg, Netherlands, Romania, Slovakia, Spain, Sweden and United Kingdom), India, Japan, Malaysia, New Zealand, Norway, Republic of Korea, Russian Federation, South Africa and United States of America.

XVI. CONSIDERATION OF TECHNICAL REGULATIONS TO BE LISTED IN THE COMPENDIUM OF CANDIDATE GLOBAL TECHNICAL REGULATIONS, IF ANY (Agenda item 14)

86. The AC.3 noted that no request for listing had been submitted.

XVII. GUIDANCE, BY CONSENSUS DECISION, ON THOSE ELEMENTS OF DRAFT GTRS THAT HAVE NOT BEEN RESOLVED BY THE WORKING PARTIES SUBSIDIARY TO THE WORLD FORUM (Agenda item 15)

A. Guidance concerning performance requirements in gtr No. 2 (Worldwide harmonized Motorcycle emission Test Cycle (WMTC))

87. The AC.3 agreed to delete this item and to include it in the agenda of the November 2009 session.

B. Guidance concerning the draft global technical regulation on Hydrogen and Fuel Cell Vehicles (HFCV)

88. The AC.3 agreed to delete this item and to include it in the agenda of the November 2009 session.

C. Guidance concerning the draft global technical regulation on tyres

Documentation: Informal document No. WP.29-147-19 of the previous session

89. As agreed at its March 2009 session, the AC.3 considered the pending issues of this gtr (marking, modules and tests) (WP.29-147-19).

90. The representative of France informed the AC.3 of the development of the gtr. He recalled the decision made by the AC.3 in June 2005 to achieve the gtr draft in three years according to the three-module scheme. He added that the two-step approach proposed by the informal group at the AC.3 session in March 2009 appeared consistent with the June 2005 decision, provided that the first step should be delivered as a gtr without delay. However, he pointed out that the recent suggestion by ETRTO to postpone to 2013 the adoption of a gtr was not in line with the AC.3 decision. Referring to the huge financial resources and time spent so far in the development of the draft gtr, the representative of the United States of America stressed the need for a clear indication from all the stakeholders before continuing the commitment of his country to develop this gtr. The representative of France proposed that the AC.3 reconsider this issue at its next session, and urged for a clear position of the tyre industry at the global level. The Chairman of GRRF informed the World Forum that there would be no meeting of the informal group of the gtr until AC.3 would take a decision in the November 2009 session of WP.29. The AC.3 endorsed these positions and deferred the decision to its November 2009 session.

XVIII. PROGRESS ON THE DEVELOPMENT OF NEW GLOBAL TECHNICAL REGULATIONS OR ON THE AMENDMENTS TO ESTABLISHED GLOBAL TECHNICAL REGULATIONS (Agenda item 16)

91. An updated table of priorities and items for the exchange of views on the development of gtrs is contained in Annex III to this report. The most important information provided during the consideration of the items is reproduced below.

92. Agenda item 16.1, pedestrian safety. The representative of Germany presented a proposal to develop Amendment 1 to gtr No. 9 (ECE/TRANS/WP.29/2009/80) regarding the enlargement of the geometric criteria in the gtr that determine the exemption of flat front vehicles (approved as categories 1-2 and 2 or as category 1-1 with a gross vehicle mass exceeding 2.5 t which are derived from category 2). The AC.3 noted WP.29-148-08, tabled by the representative of Japan, proposing to amend ECE/TRANS/WP.29/2009/80. The AC.3 agreed to develop the amendments to the gtr. The secretariat was requested to prepare the corresponding AC.3 document, and to transmit it to GRSP for consideration, on the basis of ECE/TRANS/WP.29/2009/80 complemented by WP.29-148-08. The representative of the United States of America announced possible amendments to the proposal and requested to indicate this possibility in the AC.3. The representative of Japan also introduced a proposal (WP.29-148-07) for amendments to the

gtr aiming at incorporating the flexible legform impactor (Flex-PLI) provisions in Phase 2 of the gtr. The AC.3 requested the secretariat to distribute WP.29-148-07 with an official symbol, for consideration and vote at the November 2009 session, subject to minor editorial changes that would be provided to the secretariat by the representative of Japan before the deadline for the submission of official documents.

93. Agenda item 16.2, gtr No. 7, head restraints. The representative of the United Kingdom informed the AC.3 of the outcome of the meeting of interested experts held in May 2009 (WP.29-148-21) to further develop the proposal and timetable for Phase 2 of the gtr (ECE/TRANS/WP.29/2008/76, ECE/TRANS/WP.29/2008/115 ECE/TRANS/WP.29/2009/47 and ECE/TRANS/WP.29/2009/48). He added that the intention of the group was, in principle, to mitigate minor neck injury resulting from rear impacts at low speed. He said that the group preferred to use the bio-mechanical rear impact dummy (BioRID) as a test tool. He also added that the determination of the effectiveness of the head restraints height was a matter of interest for the experts. Regarding the high speed dynamic test, as proposed by the expert from the United States of America, he clarified that the lack of research data in this field from other Contracting Parties made its development uncertain. Despite the concerns on the optimization of the BioRID II as a test tool, the representative of the United States of America reported that his country was ready to join the efforts to develop, in a first step, a low speed test as well as BioRID II and, in a further step, to resume consideration of the development of a high speed test at the November 2010 AC.3 session. The representative of OICA raised concerns that further development of the gtr while research activities were not completed could potentially hamper the current level of harmonization. The AC.3 agreed on the two-step approach indicated by the representatives of the United Kingdom and the United States of America and gave its consent to establish the informal group, under the chairmanship of the United Kingdom and with the technical sponsorship by Japan, for the first step of the development of the amendment of the gtr. The AC.3 also agreed to consider and vote, at its November 2009 session, an updated proposal for the development of the amendments to be prepared by the representatives of Japan, the United Kingdom and the United States of America.

94. Agenda item 16.3, gtr No. 1, door locks and door retention components. The AC.3 noted that a consolidated and updated proposal for amendments to gtr No. 1 would be considered by GRSP at its December 2009 session after the conclusion of the rulemaking process in the United States of America.

95. Agenda item 16.4, gtr No. 4, Worldwide harmonized Heavy-Duty Certification procedure (WHDC). The GRPE Chairman reported that the GRPE informal group on WHDC had already resolved options 1 and 5 regarding the engine power, as well as the particulate filter material and filter size, but that no agreement had been found for options 2, with regard to the reference fuel, 3 and 4 regarding the hot soak period and the cold start weighting factors respectively. He said that the informal group was expected to conclude its work by the end of June 2009. The AC.3 noted that the WHDC informal group would resume consideration of options 3 and 4 (hot soak period and the cold start weighting factors) in order to reach an agreement on these options by end of July 2009 at latest and would submit to the AC.3, at its November 2009 session, updated documents for consideration and establishment into the Global Registry.

96. Agenda item 16.5, gtr No. 2, (WMTC). The AC.3 noted that GRPE had adopted the proposal to insert into gtr No. 2 the performance requirements at its June 2009 session. The representative of Germany reported that the final limit values still had to be introduced in Table 5-1, once they had been approved (WP.29-148-10). The representative of the EC informed the AC.3 that the ongoing process within the European Union regarding the proposal for the new Euro 4 emission requirements for motorcycles, could be finalized by the end of 2009 or beginning of 2010.

97. Agenda item 16.6, Non-Road Mobile Machinery (NRMM). The AC.3 noted that GRPE, at its June 2009 session, had adopted draft gtr on NRMM, the final report as well as the guidance document, in which additional explanations and useful background information for the users of the gtr were included. All three documents would be submitted to the AC.3, for consideration and establishment into the Global Registry at its November 2009 session.

98. Agenda item 16.7, Hydrogen and Fuel-Cell Vehicles (HFCV). The representative of Germany informed the AC.3 of the work progress (WP.29-148-20) made by the subgroup on safety issues (SGS) under the responsibility of GRSP. He reported on the intention of the subgroup to finalize, by the end of 2010, the part of the draft gtr dedicated to fuel system integrity/leakage, storage system and electrical safety. He announced the intention of the subgroup on environment (SGE) to finalize, by the end of 2009, the technical reports on environmental issues.

99. Agenda item 16.8, tyres. The AC.3 noted that this item had been considered under agenda item 15.3.

100. Agenda item 16.9, location and identification of motorcycle controls, tell-tales and indicators. The AC.3 noted that GRSG would consider a first proposal of this gtr at its October 2009 session. The representative of IMMA invited all delegates to send him, by 24 July 2009, their comments in order to prepare such a proposal.

XIX. ITEMS ON WHICH THE EXCHANGE OF VIEWS AND DATA SHOULD CONTINUE OR BEGIN (Agenda item 17)

A. Side impact

101. The representative of the United States of America informed the AC.3 of the efforts of the National Highway Traffic Safety Administration (NHTSA) to set up an informal group to expedite the harmonization and use of side impacts dummies as test devices in worldwide regulations (see para. 73).

B. Vehicle crash compatibility

102. The representative of the United States of America informed the AC.3 of the test research, carried out in the framework of a bilateral agreement between France and NHTSA, aimed at verifying if the use of the progressive deformable barrier (PDB) in frontal crash test could improve the compatibility performances between vehicles. She reported that the conclusions were not yet available.

C. Intelligent transport systems

103. The AC.3 noted that this item was considered under agenda item 2.3.

D. Worldwide harmonized Light-vehicle Test Procedures (WLTP)

104. Referring to the progress of work of the informal group on WLTP, the GRPE Chairman reported on the good progress made by the informal group and presented the proposed WLTP road map (WP.29-148-22). He informed the AC.3 that GRPE had agreed to proceed in three subsequent phases and to set up five subgroups in order to develop the test cycle and the test procedures in parallel. He also reported on the concerns expressed by the expert from the United States of America and Japan, about the ambitious goal of that road map given the current constraints for resources, and their wish to focus, in Phase 1 of the development of the gtr, on test cycle and test procedures.

105. AC.3 agreed, in phase 1 (2009-2013), to limit the gtr priority programme to the Development of the Harmonized Cycle (DHC) and to the Development of Test Procedure (DTP). Considering the EC decision to apply Mobile Air Conditioning (MAC) and Off-Cycle Emissions (OCE) procedures by 2014, the GRPE Chairman proposed that, in parallel with Phase 1 of the gtr programme, GRPE work on developing test procedures for MAC and OCE in an open way, so that after completion of the technical work those procedures might be incorporated in the gtr, or in a 1958 Agreement regulation, or in a EU legal text. The AC.3 agreed on this proposal. The representative of the FIA Foundation, who had raised concerns about the removal of MAC from Phase 1, welcomed this decision. The AC.3 agreed to insert WLTP into the table of priorities and gave its consent to establish the subgroups. The AC.3 welcomed the commitment by Japan, the EC and the United States of America to ensure the technical co-sponsorship. The co-sponsors were invited to submit to the AC.3 their joint proposal to develop the gtr, for consideration at its November 2009 session. The AC.3 also agreed that the WLTP subgroup on the development of the harmonized test cycle (DHC) should start, as soon as possible, its work on Phase 1 under the chairmanship of Japan and the Vice-chairmanship of the United Kingdom. The AC.3 noted that the EC and the United States of America were considering co-chairing the WLTP drafting group and that India and the United States of America were interested in the co-chairmanship of the WLTP subgroup on the development of the test procedure (DTP), subject to confirmation during the next AC.3 session.

**XX. NEW PRIORITIES TO BE INCLUDED IN THE PROGRAMME OF WORK
(Agenda item 18)**

Documentation: Informal documents Nos. WP.29-148-27 and WP.29-147-17 of the previous session

106. The AC.3 followed with interest the presentation (WP.29-148-27) made by the representative of the United States of America on the new safety priorities of his country. He explained that projects would focus on those areas that would deliver the greatest safety benefits as well as on vulnerable users and on safety of passengers of buses and coaches. He called for cooperation at international level in case of subjects of common interest. He announced the possibility of reporting on the United States of America priorities for environmental issues at the November 2009 session. The AC.3 agreed to continue consideration of all priorities taking into account the comments by OICA (WP.29-147-17). Delegates were invited to prepare their positions on priorities and to share information on areas of common interest.

**XXI. MARKING IN GLOBAL TECHNICAL REGULATIONS
(Agenda item 19)**

Documentation: Informal document No. WP.29-147-17

107. The representative of OICA announced a presentation on this subject at the next AC.3 session.

XXII. OTHER BUSINESS (Agenda item 20)

Documentation: Informal document WP.29-148-09

108. Gtr No. 6, safety glazing. The AC.3 noted the proposal by the EC to develop amendments to gtr No. 6 (WP.29-148-09). The AC.3 agreed to defer the consideration of this item to its November 2009 session and requested the secretariat to distribute WP.29-148-09 with an official symbol.

Part Four

ADMINISTRATIVE COMMITTEE OF THE 1997 AGREEMENT

**XXIII. ESTABLISHMENT OF THE COMMITTEE AND ELECTION OF OFFICERS
FOR 2009 (Agenda items 21 and 22)**

109. Following the recommendation by the WP.29/AC.2, the Administrative Committee (AC.4) of the 1997 Agreement did not convene.

Annex I

LIST OF INFORMAL DOCUMENTS Nos. WP.29-148-... DISTRIBUTED WITHOUT A SYMBOL DURING THE ONE-HUNDRED-AND-FORTY-EIGHTH SESSION

No.	Transmitted by	Agenda item	Language	Title	Follow-up
1.	Secretariat	5.1.	E	Status of the 1998 Agreement of the global registry and of the compendium of candidates - Situation on priorities and proposals to develop gtrs on 16 June 2009	(a)
2.	OICA	3.6.1.	E	Tyre Pressure Monitoring Systems (TPMS)	(a)
3.	Secretariat	2.2.	E	Denomination of informal groups	(b)
4.	Secretariat	2.2.	E	Provisional calendar of meetings of WP.29 and of its subsidiary bodies for 2010	(a)
5.	Secretariat	5.1.	E	1998 Agreement (Global) - Status reports and Notifications received by the secretariat	(a)
6.	Secretariat	4.2.14.	E	Proposal to correct document ECE/TRANS/WP.29/2009/55	(b)
7.	Japan	16.1.	E	Proposal to amend global technical regulation No. 9 (Pedestrian Safety)	(c)
8.	Japan	16.1.	E	Proposal for draft amendments to ECE/TRANS/WP.29/2009/80 - Global technical regulation No. 9 (ECE/TRANS/180/Add.9)	(c)
9.	EC	20.1.	E	Proposal to amend global technical regulation No. 6 - (Safety glazing)	(c)
10.	Germany	16.5.	E	GTR No. 2 - stage 2 WMTC - situation at GRPE in June 2009	(a)
11.	Germany	8.3.	E	Feasibility Statement for the development of a methodology to evaluate Environmentally Friendly Vehicles (EFV)	(a)
12.	OICA	4.2.18.	E	Response to document ECE/TRANS/WP.29/2009/57 (Transposition of Euro 5/6 requirements into ECE R83.06)	(d)
13.	OICA	4.2.14.	E	Response to document ECE/TRANS/WP.29/2009/75 (Transposition of Euro 5/6 requirements into ECE R49.06)	(d)
14.	OICA	4.2.24.	E	Response to document ECE/TRANS/WP.29/2009/76 (Transposition of Euro 5/6 requirements into ECE R101.01)	(d)
15.	Malaysia	6.	E	UNECE WP 29 Regulation Implementation in Malaysia: An Update	(a)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
16.	Malaysia	6.	E	Assessment of Child Helmet Efficacy for Motorcycle Use in Malaysia	(a)
17.	ETRTO	3.6.1.	E	ETRTO position on TPMS	(a)
18.	Russian Federation	6.	E	Technical regulation: "Requirements to automobile and aviation gasoline, diesel and ship fuel, jet engine fuel and furnace boiler oil"	(a)
19.	Ukraine	8.8.	E	Precision of total inertia simulation by chassis dynamometers as per Regulations Nos. 40, 47 and 83	(a)
20.	Germany, Japan and United States of America	16.7	E	Status Report of Hydrogen/Fuel Cell Vehicles (HFCV)-Subgroup on Safety (SGS)	(a)
21.	United Kingdom	16.2	E	Gtr No. 7 – Head Restraints	(a)
22.	GRPE	17.4	E	Proposed Road Map for the development of a gtr on Worldwide harmonized Light vehicles emission Test Procedures (WLTP)	(b)
23.	CLEPA	3.6.1	E	CLEPA position on TPMS	(a)
24.	Malaysia	6	E	Assessment of child helmets efficacy for motorcycle use in Malaysia	(a)
25.	Malaysia	6	E	UNECE WP.29 Regulation implementation in Malaysia: An Update	(a)
26.	EFV Informal Group	8.3	E	Feasibility statement	(a)
27.	USA	18	E	Vehicle safety priorities of the United States	(a)
28.	GTB	8.7	E	Contribution of the dipped beam to night-time road safety	(a)

Notes:

- (a) Consideration completed or to be superseded
- (b) Document to be updated and to be transmitted to the GRS for information
- (c) Continue consideration at the next session with an official symbol
- (d) Continue consideration at the next session as an informal document

Annex IIPROVISIONAL CALENDAR OF MEETINGS OF WP.29
AND OF ITS SUBSIDIARY BODIES FOR 2010 */ **/

<u>Meetings</u>	<u>Session</u>	<u>Dates</u>	<u>Half days</u>
Working Party on Pollution and Energy (GRPE)	fifty-ninth	12 - 15 January (p.m./a.m.)	6
Working Party on Brakes and Running Gear (GRRF)	sixty-seventh	1 - 5 February (p.m./a.m.)	8
Working Party on Noise (GRB)	fifty-first	15 - 17 February (p.m./p.m.)	5
Administrative Committee (WP.29/AC.2)	102nd	8 March	2
World Forum (WP.29) ; Admin. Committee of the 1958 Agreement ; Executive Committee of the 1998 Agreement ; Admin. Committee of the 1997 Agreement	150th; 44th; 28th; 9th	9 - 12 March	8
Working Party on Light. and Light-Signal. (GRE)	sixty-third	29 March - 1 April (a.m./p.m.)	8
Working Party on Gen. Safety Provisions (GRSG)	ninety-eighth	3 - 7 May (p.m./a.m.)	8
Working Party on Passive Safety (GRSP)	forty-seventh	18 - 21 May (p.m./a.m.)	8
Working Party on Pollution and Energy (GRPE)	sixtieth	8 - 11 June (p.m./a.m.)	6
Administrative Committee (WP.29/AC.2)	103rd	21 June	2
World Forum (WP.29) and Admin./ Executive Committees (AC.1; AC.3; AC.4)	151st; 45th; 29th; 10th	22 - 25 June	8
Working Party on Noise (GRB)	fifty-second	6 - 8 September (p.m./p.m.)	5
Working Party on Brakes and Running Gear (GRRF)	sixty-eighth	21 - 24 September (p.m./a.m.)	6
Working Party on Lighting and Light-Signalling (GRE)	sixty-fourth	5 - 8 Oct (a.m./p.m.)	6
Working Party on Gen. Safety Provisions (GRSG)	ninety-seventh	19 - 22 October (p.m./a.m.)	6
Administrative Committee (WP.29/AC.2)	104th	8 November	2
World Forum (WP.29) and Admin./ Executive Committees (AC.1; AC.3; AC.4)	152nd; 46th; 30th; 11th	9 - 12 November	8
Working Party on Passive Safety (GRSP)	forty-eighth	7 - 10 December (p.m./a.m.)	6
		TOTAL	108 half-days (54 days)

*/ Except the three sessions of WP.29/AC.2 (without interpretation), all sessions are public.

The "p.m./a.m." mention means that the sessions will begin in the afternoon, at 14.30 h, on the first indicated day and will end at 12.30 h on the last indicated day.

The "p.m./p.m." mention means that the sessions will begin in the afternoon, at 14.30 h, on the first indicated day and will end at 17.30 h on the last indicated day.

The sessions not marked start at 9.30 h on the indicated date and are expected to last until 17.30 h on the indicated date.

The sessions of the Administrative Committee (WP.29/AC.2) and of the World Forum /WP.29) begin at 10.00 h on the indicated date.

**/ All the sessions shall be confirmed by the conference services.

During the WP.29 sessions, the Administrative Committee of the 1958 Agreement (AC.1) will hold its sessions usually on Wednesdays, at the end of the afternoon; sessions of the Executive Committee of the 1998 Agreement (AC.3) are expected to be held on Wednesday afternoon, if possible and on Thursday morning, and sessions of the Administrative Committee of 1997 Agreement (AC.4) will be held on Thursday following AC.3 sessions, if scheduled.

Geneva Motor Show, Palexpo: 4 – 14 March 2010 (Press days: 2 and 3 March 2010)

Annex III

STATUS OF THE 1998 AGREEMENT: PRIORITIES AND PROPOSALS

Working Party	Item		Informal group (Yes-No)/Chair	Technical sponsor	Formal proposal ●/	Proposal for a draft gtr ●/	Proposals for guidance decisions ●/
GRRF	Tyres		Yes/UK	France	AC.3/15	<u>1/</u>	
	gtr No. 1 - Amendment 1 (Door locks and door retention components)		No	USA	AC.3/18 <u>2/</u>	GRSP/2008/3 GRSP/2008/4 GRSP/2008/20 GRSP/2009/2	
GRSP	gtr No. 7 (Head Restraints)	Phase 2	Yes/UK	Japan	2008/76 2008/115 2009/47 2009/48 WP.29-148-21 <u>3/</u>		
	gtr No. 9 (Pedestrian Safety)	Corr.1	--	--	GRSP/2009/3	<u>4/</u>	
		Amend.1	No	Germany	2009/80 WP.29-148-08	<u>5/</u>	
		Phase 2	Yes/Japan	--	WP.29-148-07 <u>6/</u>		
HFCV-SGS			Yes/USA/ Japan	Germany Japan & USA	AC.3/17	<u>7/</u>	

Working Party	Item		Informal group (Yes-No)/Chair	Technical sponsor	Formal proposal ^{●/}	Proposal for a draft gtr ^{●/}	Proposals for guidance decisions ^{●/}
GRPE	gtr No. 2 (World-wide Harmonized Motorcycle emission Test Cycle (WMTC))	Amend. 2	Yes/ Germany	Germany	AC.3/19	<u>8/</u> GRPE/2009/15 & GRPE-58-16, GRPE/2009/4 & GRPE-58-15	
		Corr.1 & Amend.1/ Corr.1				<u>9/</u> 2009/73, 2009/74	
	gtr No. 4 - Amend. 1 (World-wide Harmonized Heavy-Duty Certification procedure (WHDC))		Yes/EC	EC	AC.3/20	<u>10/</u> GRPE/2009/10 & GRPE-58-20, GRPE/2009/11	
	Off-Cycle Emissions (OCE)		Yes/USA	USA	AC.3/12	<u>11/</u> 2009/71 2009/72	
	Non-Road Mobile Machinery (NRMM)		Yes/EC	EC	AC.3/14	<u>12/</u> GRPE/2009/16 & GRPE-58-11, GRPE/2009/17 & GRPE-58-12, GRPE-58-04	
	Hydrogen and fuel cells vehicles HFCV-SGE		Yes/Germany	Germany Japan & USA	AC.3/17	<u>13/</u>	
	World-wide harmonized light-duty test procedure (WLTP)		Yes/France	EC, Japan & USA	--	<u>14/</u> 2007/98 GRPE/56, Annex III (TOR) WLTP-03-03 (RM) GRPE-58-18 WP29-148-	
GRSG	Location and identification of motorcycle controls, tell-tales and indicators		No	Italy	2006/74 2009/45	<u>15/</u>	

●/ Document symbols: Documents considered in 2006 and afterwards bear the symbol ECE/TRANS/WP.29/..... Before such date they bear the symbol TRANS/WP.29/...

1/ AC.3 agreed to have, at its November 2009 session, a final consideration of the proposed two-step approach and to consider the issue of marking.

2/ A final proposal encompassing and complementing the existing ones, for amendments to gtr No. 1 will be considered by GRSP at its December 2009 session.

3/ AC.3 agreed to set up an informal group for phase 2 of the gtr. AC.3 also agreed to consider and vote on, at its November 2009 session, an updated proposal for development prepared by Japan, the United Kingdom and the United States of America taking into account the outcome of the discussion of the June 2009 session.

4/ A proposal for Corrigendum 1 to gtr No. 9 will be considered by AC.3 at its November 2009 session.

5/ AC.3 adopted, at its June session, a proposal to develop an amendment to gtr No. 9 to introduce geometric criteria to exempt some flat-front vehicles.

6/ An official proposal regarding the Phase 2 of the gtr, concerning the incorporation of the Flex-PII will be considered by AC.3 at its November 2009 session.

7/ The intention of the subgroup on safety (SGS) is to finalize, by the end of 2010, the part of the draft gtr dedicated to fuel system integrity/leakage, storage system and electrical safety.

8/ GRPE adopted a proposal for Amendment 2 to gtr No. 2 concerning alternative sets of harmonized limit values for submission to WP.29. However, the limit values cannot be considered as long as the ongoing process within the European Union regarding the proposal for the new Euro 4 emission requirements for motorcycles is not finalized.

9/ A proposal for corrigenda to gtr No. 2 and another to its Amend.1 were established by AC.3 at its June 2009 session.

10/ Of the five remaining options in the gtr, GRPE resolved options 1 and 5, and is expected to resolve by the end of July 2009 options 3 and 4, pending the final results of ongoing tests. No agreement could be reached on option 2 with regard to the introduction of a reference fuel. In this respect, GRPE adopted at its June 2009 session, a proposal for Amendment 1 to gtr No. 4, for consideration by AC.3 at its November 2009 session.

11/ At its June 2009 session, AC.3 established gtr and adopted the final report.

12/ GRPE adopted the draft gtr at its June 2009 session and recommended the draft gtr for consideration and vote of AC.3 at its November 2009 session. As already agreed by AC.3, this gtr will be accompanied by a guidance document with additional explanations and background information to ease the use of the gtr text.

13/ The informal subgroup on environmental issues held a meeting in conjunction with the GRPE session in June 2009. The intention of the subgroup on environment (SGE) is to finalize, by the end of 2009, the technical reports on environmental issues.

14/ At its June 2009 session, AC.3 agreed to focus the work on the development of the test cycle and the test procedures and to keep the development of test procedures for Off-Cycle Emissions (OCE) and mobile air conditioning (MAC) in Phase 1. Japan, the EC and the United States of America volunteered to be the technical co-sponsors and should present to AC.3 their proposal to develop the gtr, for consideration at the November 2009 session. AC.3 also agreed that the WLTP subgroup on the development of the harmonized test cycle (DHC) should start, as soon as possible, its work on Phase 1 under the chairmanship of Japan and the Vice-chairmanship of the United Kingdom. Finally, AC.3 noted that India and the United States of America would consider the co-chairmanship of the WLTP subgroup on the development of the test procedure (DTP), subject to confirmation during the next AC.3 session.

15/ AC.3 endorsed at its March 2009 session the proposal to develop a gtr on this matter. A first draft proposal should be considered by GRSG at its October 2009 session.

*/ The information regarding the Contracting Parties (31), the Global Registry and the Compendium of Candidates are provided in document ECE/TRANS/WP.29/1073/Rev.1.

**/ S.R.1: Common definitions of vehicle categories, masses and dimensions (ECE/TRANS/WP.29/1045 and Amend.1).

SUBJECTS AS AN EXCHANGE OF VIEWS TO DEVELOP GTRS ON JUNE 2009

Working Party	Item	Informal group (Yes-No) / Chair	Technical sponsor	Formal proposal TRANS/WP.29/	Proposal for a draft gtr TRANS/WP.29/..●/
GRSP	Side impact	No	No	---	---
	Crash compatibility	No	No	---	1/
WP.29	Intelligent Vehicle Systems	Yes/Japan, UK	No	---	---

●/ Documents symbols: Documents considered in 2006 and afterwards bear the symbol ECE/TRANS/WP.29/... Before such date they bear the symbol TRANS/WP.29/...

1/ AC.3 noted that an informal group was established to update UNECE Regulation No. 94 (frontal impact). The AC.3 Chairperson stated that the informal group and USA joint efforts could even result in the development of a gtr on crash compatibility in the area of frontal impact.
