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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-SIXTH SESSION
(12-15 March 2002)**

B. REPORTS OF THE ADMINISTRATIVE/EXECUTIVE COMMITTEES

- (1) 1958 Agreement - Twentieth session of the Administrative Committee
(AC.1) of the amended Agreement (13 March 2002)
- (2) 1998 Agreement (Global) - Fourth session of the Executive Committee
(AC.3) of the Agreement (13 and 14 March 2002)

CONTENTS

	<u>Paragraphs</u>
ATTENDANCE	1
TRIBUTE TO Mr. G.J.M. MEEKEL	2
A. <u>Session of WP.29</u>	
1. ADOPTION OF THE AGENDA	3 and 4
2. COORDINATION AND ORGANIZATION OF WORK	5 - 28
2.1. Report of the Administrative Committee for the Coordination of Work (WP.29/AC.2)	5 - 16
2.2. Programme of work and documentation	17 and 18
2.2.1. Modifications of the 2002 calendar of sessions	19

CONTENTS (continued)

	<u>Paragraphs</u>
2.3. Matters arising from the sixty-fourth session of the Inland Transport Committee (ITC)	20 - 22
2.3.1. Results of the round-table "New Vehicle Propulsion Technologies"	23 and 24
2.3.2. Round-table proposed to be organized during the sixty-fifth session of the ITC	25 and 26
2.4. Ad hoc multi-disciplinary group of experts on safety in tunnels - Recommendations concerning the safety of vehicles	27 and 28
3. CONSIDERATION OF THE REPORTS OF THE WORKING PARTIES SUBSIDIARY TO WP.29	29 - 72
3.1. Working Party on Brakes and Running Gear (GRRF)	29
3.2. Working Party on Noise (GRB)	30
3.3. Working Party on Lighting and Light-Signalling (GRE)	31
3.4. Working Party on General Safety Provisions (GRSG)	32 - 36
3.5. Highlights of the recent sessions (Oral reports by the Chairmen)	37 - 72
3.5.1. Working Party on Passive Safety (GRSP)	37 - 45
3.5.2. Working Party on Lighting and Light-Signalling (GRE)	46 - 49
3.5.3. Working Party on Pollution and Energy (GRPE)	50 - 58
3.5.4. Working Party on Brakes and Running Gear (GRRF)	59 - 68
3.5.5. Working Party on Noise (GRB)	69 - 72
4. 1958 AGREEMENT	73 - 107
4.1. Status of the Agreement and of the annexed Regulations, including the latest situation report	73 - 76
4.2. Consideration of draft amendments to existing Regulations	77 - 103
(WP.29 recommended to adopt the draft amendments proposed to Regulations Nos. 13, 36, 37, 39, 43, 52, 55, 78, 90, 97, 98, 104, 105, 107 and 112. For decisions by the Administrative Committee (AC.1) of the 1958 Agreement see paras. 133 to 153 below.) (Items referred to GRPE)	77 and 78
(Items withdrawn or deferred)	79, 82, 88 and 89, 93 and 94

CONTENTS (continued)

	<u>Paragraphs</u>
4.3. Consideration of new draft Regulations (Items deferred)	104 and 105
4.4. Consideration of draft amendments to existing Regulations, currently outstanding (Items deferred)	106 and 107
5. 1998 AGREEMENT (GLOBAL)	108 - 112
6. 1997 AGREEMENT (INSPECTIONS)	113 - 117
6.1. Status of the Agreement	113 - 115
6.2. Consideration of draft rules to be annexed to the Agreement	116 and 117
6.2.1. Draft Rule No. 2	116 and 117
7. OTHER BUSINESS	118 - 128
7.1. Enforcement of type approval and conformity of production standards	118 - 121
7.2. Publication "World Forum for Harmonization of Vehicle Regulations (WP.29) - How it Works - How to Join it"	122
7.3. Replacement parts	123 and 124
7.4. Approval marking in ECE Regulations	125 - 127
7.5. JASIC contribution to global harmonization	128
8. ADOPTION OF THE REPORT	129

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B. Sessions of the Administrative/Executive Committees

1. 1958 AGREEMENT - TWENTIETH SESSION OF THE ADMINISTRATIVE COMMITTEE (AC.1) OF THE AMENDED AGREEMENT	130 - 155
1.1. Establishment of the AC.1	130
1.2. Election of officers	131
1.3. Draft amendments to existing Regulations - <u>Voting by AC.1</u>	132 - 153
1.3.1. <u>Regulation No. 6</u> (Direction indicators) - Item withdrawn from consideration	132

CONTENTS (continued)

	<u>Paragraphs</u>
1.3.2. <u>Regulation No. 13</u> (Braking) - Corrigendum 1 to Supplement 3 to the 09 series of amendments	133
1.3.3. <u>Regulation No. 13</u> (Braking) - Corrigendum 1 to Supplement 6 to the 09 series of amendments	134
1.3.4. <u>Regulation No. 34</u> (Fire risks) - Item deferred	135
1.3.5. <u>Regulation No. 36</u> (Large capacity passenger vehicles) - Draft Supplement 7 to the 03 series of amendments	136
1.3.6. <u>Regulation No. 37</u> (Filament lamps) - Draft Supplement 22 to the 03 series of amendments	137
1.3.7. <u>Regulation No. 39</u> (Speedometers) - Draft Supplement 4	138
1.3.8. <u>Regulation No. 43</u> (Safety glazing) - Corrigendum 1 to Revision 1 (Russian only)	139
1.3.9. <u>Regulation No. 43</u> (Safety glazing) - Corrigendum 2 to Supplement 4	140
1.3.10. <u>Regulation No. 48</u> (Installation of lighting and light-signalling devices) - Item deferred	141
1.3.11. <u>Regulation No. 52</u> (Small capacity passenger vehicles, M2 and M3 category) - Draft Supplement 5 to the 01 series of amendments	142
1.3.12. <u>Regulation No. 55</u> (Coupling devices) - Corrigendum 1 to the 01 series of amendments	143
1.3.13. <u>Regulation No. 67</u> (Equipment for liquefied petroleum gas) - Item deferred	144
1.3.14. <u>Regulation No. 78</u> (Braking of motorcycles) - Draft Supplement 3 to the 02 series of amendments	145
1.3.15. <u>Regulation No. 90</u> (Replacement brake linings) - Draft Supplement 5 to the 01 series of amendments	146
1.3.16. <u>Regulation No.97</u> (Vehicle alarm systems) - Corrigendum 1 to Supplement 1	147
1.3.17. <u>Regulation No. 97</u> (Vehicle alarm systems) - Corrigendum 1 to Supplement 2 to the 01 series of amendments	148
1.3.18. <u>Regulation No. 98</u> (Headlamps with gas discharge light sources) - Draft Supplement 2	149
1.3.19. <u>Regulation No. 104</u> (Retro-reflective devices for heavy and long vehicles) - Draft Supplement 2	150

CONTENTS (continued)

	<u>Paragraphs</u>
1.3.20. Regulation No. 105 (ADR vehicles) - Corrigendum 1 to the 02 series of amendments	151
1.3.21. Regulation No. 107 (Double-deck large passenger vehicles) - Draft Supplement 3	152
1.3.22. Regulation No. 112 (Headlamps emitting an asymmetrical passing beam) - Draft Supplement 2	153
1.4. Consideration of draft amendments to existing Regulations, currently outstanding (Items deferred)	154
1.5. Consideration of new draft Regulations (Items deferred)	155
2. 1998 AGREEMENT (GLOBAL) - FOURTH SESSION OF THE EXECUTIVE COMMITTEE (AC.3) OF THE AGREEMENT	156 - 176
2.1. Open meeting	156 - 174
(a) Election of officers	157
(b) Status of the Agreement	158
(c) Recommendations of the Contracting Parties concerning the priorities for developing global technical regulations	159 - 167
(d) Consideration of proposals to develop global technical regulations	168
(e) Consideration of guidelines regarding proposing and developing global technical regulations ...	169
(f) Consideration of the proposed format for global technical regulations	170 - 172
(g) Consideration of the format of preambles to future global technical regulations	173
(h) Other business	174
2.2. Closed meeting	175 and 176
(a) Legal and administrative procedures concerning the Agreement	175
(b) Future actions to resolve pending issues	176

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- Annex 1 - List of informal documents distributed without a symbol during the one-hundred-and-twenty-sixth session
 - Annex 2 - Note from the Chair of WP.29 to the Bureau of the Inland Transport Committee adopted by WP.29 at its one-hundred-and-twenty-sixth session
 - Annex 3 - Establishment of an informal group on Intelligent Transport Systems (ITS)
 - Annex 4 - 1998 Global Agreement programme of work adopted by WP.29 at its one-hundred-and-twenty-sixth session
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REPORT

ATTENDANCE

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) held its one-hundred-and-twenty-sixth session from 12 to 15 March 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; Estonia; Finland; France; Germany; Hungary; Italy; Japan; Latvia; Luxembourg; Netherlands; Norway; People's Republic 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. Representatives of the European Community (EC) participated. The representatives of India and Malaysia took part in the session under Rule 1(b) of the Rules of Procedure of WP.29 (TRANS/WP.29/690). The following non-governmental organizations were also represented: International Organization for Standardization (ISO); International Touring Alliance/International Automobile Association (AIT/FIA); 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); European LPG Association (AEGPL); International Motor Vehicle Inspection Committee (CITA); Federation of European Manufacturers of Friction Materials (FEMFM); Federation of European Motorcyclists' Associations (FEMA); Union of Technical Assistance for Motor Vehicle and Road Safety (UNATAC); International Confederation of Associations of Experts and Consultants (CIDADEC). At the invitation of the secretariat, the experts from the Society of Automotive Engineers (SAE) and from the Motor and Equipment Manufacturers Association (MEMA) took part in the session.

TRIBUTE TO Mr. G.J.M. MEEKEL

2. WP.29 held a minute of silence in tribute to Mr. Gerard J.M. Meekel, representative of the Netherlands, who unexpectedly passed away on 4 February 2002. Mr. Meekel was remembered as a Chairman of the Working Party on Lighting and Light-Signalling (GRE), since its seventeenth session (May 1987), efficient and indefatigable in the pursuit of modern and safer vehicle lighting and global harmonization of its regulatory control.

A. SESSION OF WP.29

1. ADOPTION OF THE AGENDA

3. The provisional agenda (TRANS/WP.29/840) was adopted by WP.29 with the modifications noted below:

(i) Additional documents:

Item 4.3.1. document TRANS/WP.29/2000/3/Add.4/Rev.1

Item 7.1. document TRANS/WP.29/2002/28

(ii) Additional items:

7.4. Approval marking in ECE Regulations

7.5. JASIC contribution to global harmonization

(iii) Withdrawn document:

4.2.1. document TRANS/WP.29/2002/8

(iv) Deferred items (for justifications see para. 6 below):

4.2.4. Regulation No. 34, document TRANS/WP.29/2002/14

4.2.10. Regulation No. 48, document TRANS/WP.29/2002/10

4.2.13. Regulation No. 67, document TRANS/WP.29/2001/61

4.3.1. to 4.3.5. New draft Regulations

4.4.1. and 4.4.2. Draft amendments, outstanding

4. The documents distributed without a symbol during the session are listed in annex 1 to this report.

2. COORDINATION AND ORGANIZATION OF WORK

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

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

6. WP.29/AC.2 reviewed the provisional agenda of the current session of WP.29 (TRANS/WP.29/840) and recommended the modifications (see para. 3 above). Concerning the item withdrawn from consideration and the items deferred, it was noted that:

(a) For item 4.2.1., document TRANS/WP.29/2002/8 was erroneous;

(b) For items 4.2.4. and 4.2.13. no consent had been reached in the EC;

(c) For item 4.2.10. combining in document TRANS/WP.29/2002/10 three proposals, only one was objected to during the consideration in the EC and WP.29/AC.2 recommended to eliminate it from the document and submit the remaining part for reconsideration to WP.29 and AC.1 during their next sessions, in June 2002 (see also paras. 88 and 89 below).

(d) For items 4.3.1. to 4.3.5. the internal procedures in the EC were still in progress and the consideration and voting by AC.1 should therefore await their completion;

(e) For items 4.4.1. and 4.4.2. no consent had yet been reached in the EC.

7. Following the information by the secretariat, WP.29/AC.2 reviewed the programme of work (TRANS/WP.29/2002/1), and the modifications to the calendar of meetings in 2002. For the details see items 2.2. and 2.2.1. below.

8. On the basis of excerpts from the report, and attached resolution (No. 249) and the relevant recommendations, WP.29/AC.2 considered the results of the sixty-fourth session of the Inland Transport Committee (ITC) and the Recommendations concerning road vehicles, aiming to improve the safety of traffic in road tunnels. For detailed recommendations to WP.29 see items 2.3. and 2.4. below.

9. WP.29/AC.2 evaluated also the results of the round-table "New Vehicle Propulsion Technologies" that had been held on 20 February 2002, in conjunction with the sixty-fourth ITC session and the acceptance by the Bureau of the ITC of the WP.29's proposal to hold in February 2003 a round-table on Intelligent Transport Systems (ITS), back-to-back with the sixty-fifth session of the ITC. Concerning the ITS round-table, WP.29/AC.2 recommended that the round-table should focus on vehicle-based ITS systems and recommended also to WP.29 to endorse a proposal by Japan to establish an informal group on ITS that would assist with its organization as a first task and, in the longer term, assist WP.29 in developing its policy concerning ITS. For further details see items 2.3.1. and 2.3.2. below and annex 3 to this report.

10. Concerning the 1958 Agreement, WP.29/AC.2 considered in detail various issues, including the questions concerning the cessation of validity of existing type approvals under Regulations Nos. 49 and 83, raised by the Russian Federation, and the proposals prepared by the United Kingdom concerning the enforcement of type approvals and conformity of production procedures. For recommendations concerning these issues, see items 4.2. and 7.1. below.

11. Regarding the 1998 Global Agreement, WP.29/AC.2 considered the proposals by the United States of America concerning the guidelines for proposing and developing of global technical regulations (gtr) and concerning their format acceptable in principle. Noting that complementary proposals were tabled as informal documents, WP.29/AC.2 recommended to WP.29 to consider them in detail and to point towards the adoption of both proposals (TRANS/WP.29/2002/24 and TRANS/WP.29/2002/25).

12. WP.29/AC.2 also considered the priorities for developing future candidate global technical regulations submitted officially by the European Union (informal document No. 17). On the basis of previous proposals by all Parties to the 1998 Agreement, WP.29/AC.2 proposed a programme of work for the 1998 Agreement for consideration by the Executive Committee AC.3 of the Agreement (informal document No. 21).

13. WP.29/AC.2 noted with satisfaction that the two official proposals for developing candidate draft global technical regulations, submitted to AC.3 by the United States of America and by Canada (documents TRANS/WP.29/2002/26 and TRANS/WP.29/2002/29) comply with the proposed programme of work for the Agreement. In addition, most of the work already in progress in the subsidiary bodies conformed well to the proposed programme in the short or medium terms.

14. Considering the 1997 Agreement on periodical technical inspections, WP.29/AC.2 noted preliminary information by the secretariat that CITA proposals concerning the proposal for draft Rule No. 2 would be further delayed, and available at the earliest for the November session of WP.29. In this respect, it suggested to WP.29 to reduce the consideration of the matters related to the 1997 Agreement to the minimum both in the current session and in June 2002.

15. With respect to the subject of replacement parts, opened during the one-hundred-and-twenty-sixth session (TRANS/WP.29/2002/27), WP.29/AC.2 noted that negotiations between OICA and CLEPA were constructive, but not yet concluded, and recommended to postpone consideration of this matter by WP.29 to June 2002.

16. WP.29 noted the report of WP.29/AC.2 on its seventy-eighth session and accepted its recommendations. Wherever applicable, the recommendations are reflected in the related sections of the report.

2.2. Programme of work and documentation

Documentation: TRANS/WP.29/2002/1; informal document No. 10 of annex 1 to this report.

17. WP.29 noted the programme of work prepared by the secretariat and invited the Chairmen of the subsidiary bodies to examine it and to indicate to the secretariat any corrections or modifications deemed necessary.

18. The representative of the Russian Federation proposed to update provisions of Regulation No. 29 with respect to N1 category vehicles (informal document No. 10). WP.29 agreed to transmit the informal document to GRSP and invited the Russian Federation to prepare a corresponding working document.

2.2.1. Modifications of the 2002 calendar of sessions

19. The secretariat informed WP.29 that one full session day (with interpretation) had been saved by GRB during its thirty-sixth session and one half-day (with interpretation) was being saved by WP.29 during the current session. WP.29 agreed to allocate these one-and-half days to GRPE, for its forty-fourth session (see para. 56 below). Consequently, the dates of the GRPE session would be modified, as indicated below. Besides, the secretariat informed WP.29 that due to a UN high-level conference, the sessions of GRRF and GRB in September 2002 had to be moved by one week. The respective new dates are also shown below:

GRPE, forty-fourth session - from 10 June (14.30 h) to 14 June (17.30 h)

GRRF, fifty-second session - from 16 September (9.30 h) to 18 Sept. (17.30 h)

GRB, thirty-seventh session - from 19 September (9.30 h) to 20 Sept. (17.30 h)

WP.29 noted that in the case of GRRF and GRB the involuntary changes of the session dates would prevent experts from ETRTO from attending the sessions and suggested that agenda items related to tyres would need to be postponed to GRRF and GRB sessions scheduled for February 2003.

2.3. Matters arising from the sixty-fourth session of the Inland Transport Committee (ITC)

Documentation: Informal documents Nos. 6 and 18 of annex 1 to this report.

20. The secretariat introduced informal document No. 6, containing excerpts from the draft report of ITC (ECE/TRANS/139), and drew attention to the questions of transport and security and the consideration by ITC of the matters related to work of WP.29, WP.1, and to the Resolution concerning recommendations for improving traffic safety in tunnels.

21. WP.29 noted that safety in tunnels is already in its programme of work (TRANS/WP.29/2002/1, item 1.6.), and accepted the recommendation of WP.29/AC.2 to introduce a new programme of work item "Security of vehicles", also under item 1.6.

22. WP.29 was also informed about the session of the enlarged Bureau of ITC, held on 21 February 2002 and its consideration of a working document that suggested reconsideration of the allocation of resources within ITC. In this respect, WP.29 noted with satisfaction the Note (informal document No. 18) that had been presented to the enlarged Bureau by the Vice-Chairman of WP.29, also on behalf of WP.29 Chairman, and decided to adopt it as an official position of WP.29. The adopted "Note from the Chair of WP.29 to the Bureau of ITC" is reproduced in annex 2 to this report.

2.3.1. Results of the round-table "New Vehicle Propulsion Technologies"

23. The Chairman of WP.29 recalled the high quality of presentations in the round-table and thanked all the lecturers and OICA, CLEPA and CONCAWE for their excellent support in the preparation of the event.

24. The secretariat provided to WP.29 information about the complete programme of the round-table. All presentations are available in the website of the Inland Transport Committee, with a direct link from the website of WP.29 (<http://www.unece.org/trans/main/welcwp29.htm>).

2.3.2. Round-table proposed to be organized during the sixty-fifth session of the ITC

Documentation: Informal document No. 20 of annex 1 to this report.

25. WP.29 noted that the Bureau of the ITC accepted the proposal of WP.29 to organize a round-table on "Intelligent Transport Systems" in February 2003, in conjunction with the sixty-fifth session of ITC. Considering that the Bureau did not provide any details, WP.29 accepted the recommendation of WP.29/AC.2 to focus the topics of the round-table on vehicle-based systems only.

26. Following another WP.29/AC.2 recommendation, the World Forum adopted the proposal by Japan to establish a special informal working group on Intelligent Transport Systems (informal document No. 20). Considered was the mandate of the group and it is reproduced in annex 3 to this report. WP.29 endorsed the recommendation of WP.29/AC.2 to organize the meetings of the ITS informal group in conjunction with its sessions; the first meeting was agreed to be held on 28 June 2002 in the afternoon. Also accepted was the proposal that the informal meeting might be chaired jointly by Mr. M. Naito (Japan) and Mr. B. Gauvin, Chairman of WP.29.

2.4. Ad hoc multi-disciplinary group of experts on safety in tunnels - Recommendations concerning the safety of vehicles

Documentation: Informal document No. 7 of annex 1 to this report.

27. WP.29 considered the recommendations of the group related to road vehicles. It requested the Working Party on General Safety Provisions (GRSG) to include in its programme of work measures:

- 4.01. Fire extinguishing device
- 4.02. Fire resistance of fuel tanks
- 4.05. Use of highly inflammable materials in vehicles.

Concerning the remaining measures recommended by the group, WP.29 agreed:

- 4.03. Quantity of fuel carried - to be referred to the Working Party on the Transport of Dangerous Goods that already had established a limit of 1,500 litres for the main fuel tanks of vehicles.
- 4.04. Weight and dimensions of heavy goods vehicles - subject outside of responsibility of WP.29, regulated by the national legislations and the EC legislation for the EC Member States.
- 4.06. Technical inspections - this subject should be addressed by the 1997 Agreement. Its proper function is currently dependent on the position of its signatories that are due to ratify it.

28. The Chairman of GRSG accepted the responsibility for transmitting the recommendations to GRSG for consideration. He noted that GRSG had already taken action related to measure 4.05. He mentioned the proposals related to Regulation No. 34 and the proposed new draft Regulation on burning behaviour of materials, both on the agenda of the current WP.29 session, but postponed (see para. 3 above).

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

3.1. Working Party on Brakes and Running Gear (GRRF)
(Fiftieth session, 10-12 September 2001)

Documentation: TRANS/WP.29/GRRF/50.

29. WP.29 recalled the oral presentation by the GRRF Chairman during the previous session (TRANS/WP.29/815, paras. 47-55), and approved the report.

3.2. Working Party on Noise (GRB)
(Thirty-fifth session, 13 and 14 September 2001)

Documentation: TRANS/WP.29/GRB/33.

30. WP.29 recalled the account of the session results, which had been given by the GRB Chairman during the previous session (TRANS/WP.29/815, paras. 56-60) and approved the report.

3.3. Working Party on Lighting and Light-Signalling (GRE)
(Forty-seventh session, 1-5 October 2001)

Documentation: TRANS/WP.29/GRE/47.

31. The oral presentation that had been given by the GRE Chairman, Mr. G.J.M. Meekel, during the one-hundred-and-twenty-fifth session was recalled (TRANS/WP.29/815, paras. 62-71) and WP.29 approved the report.

3.4. Working Party on General Safety Provisions (GRSG)
(Eighty-first session, 8-11 October 2001)

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

32. The presentation given by the GRSG Chairman during the previous session was recalled (TRANS/WP.29/815, paras. 72-80) and WP.29 approved the report.

33. The expert from Hungary, Mr. M. Matolcsy, Chairman of the informal group charged with developing Regulation No. 66, raised the question of consolidation of Regulations related to large passenger vehicles (Nos. 36, 52 and 107) and supported the proposal by Canada, to exclude from this consolidation Regulation No. 66 (TRANS/WP.29/GRSG/60, para. 4). He provided technical justification, saying that Regulation No. 66 concerns only vehicles covered by Regulation No. 36.

34. WP.29 considered the question in detail. It considered desirable to bring the above-mentioned ECE Regulations in line with EC Directive 2001/85/EC. It noted that, besides Regulation No. 66, reflected in the Directive, the question of trolleybuses needed to be considered, as the related provisions were part of ECE Regulation No. 36, but outside the scope of the Directive.

35. The Chairman of WP.29 recalled that similar difficulties had been resolved in the past by annexes to Regulations, referring to selected items only. His opinion was accepted as a way forward. The representative of the United Kingdom suggested that consolidation of the Regulation would best be

done by amending Regulation No. 36 (incorporating in it provisions from the other Regulations), instead of creating a new Regulation. However, the representative of Italy suggested that Regulation No. 107 was more suitable, because it was applied by a larger number of countries. The final decision was left to GRSG.

36. The expert from the European Commission agreed to consult the EC Member States concerning the questions related to Regulation No. 66 and concerning the provisions for trolleybuses. WP.29 agreed to resume this subject at its next session in June, awaiting the official position of the EC.

3.5. Highlights of the recent sessions
(Oral reports by the Chairmen)

3.5.1. Working Party on Passive Safety (GRSP)
(Thirtieth session, 3-6 December 2001)

37. The Chairman informed WP.29 about consideration of three proposals for candidate draft global technical regulations (gtr). He said that for door latches and door retention components, and for safety-belt anchorages, equivalents to Regulations Nos. 11 and 14, GRSP had based its work on documents prepared by industry. He said that they could constitute a complete technical support for a gtr proposal and GRSP expected that a Contracting Party would volunteer to transmit them to the Executive Committee AC.3 of the 1998 Agreement. With regard to the proposal for a candidate draft gtr concerning safety-belts, the Chairman said that the work was expected to continue.

38. Concerning the important issue of "ISOFIX" anchorages for child restraints, affecting Regulations Nos. 14 (Safety-belt anchorages), 16 (Safety-belts) and 44 (Child restraints), the Chairman said that GRSP had received a report from the informal group in charge of preparing the corresponding proposals. GRSP had had a favourable opinion on the basic principles for ISOFIX proposed by the informal group and had agreed to consider concrete proposals of the informal group at its May 2002 session.

39. Besides the above, the Chairman reported that GRSP had concluded proposals to amend Regulations Nos. 14 (Safety-belt anchorages), 16 (Safety-belts), 21 (Interior fittings), 44 (Child restraints) and these proposals should be considered by WP.29 and AC.1 at their June 2002 sessions. Concerning Regulation No. 94, he said that the agreement reached resolved the question of the warning label concerning hazards from airbags for the rear-facing child restraints and the corresponding proposal should also be on the agenda of WP.29 and AC.1 in June 2002. In addition, the Chairman announced that Corrigenda to Regulations Nos. 14, 94, and 95 had been adopted, and would be on the WP.29 and AC.1 agendas in June 2002.

40. Referring further to Regulations Nos. 14, 16, 21, and 44, as well as to Regulations Nos. 17 (Strength of seats) and 29 (Cabs of commercial vehicles), the Chairman said that development work was still in progress. For Regulation No. 95 (Lateral collision protection) a new proposal for a mobile deformable barrier face specification would be considered by GRSP at its next session, in May 2002.

41. Referring to the draft Regulation concerning the injury risk avoidance to the cervical spine in low speed rear-end impact accidents, the Chairman informed WP.29 that several Contracting Parties had presented their researches on the matter, and that GRSP had agreed to request the European Enhanced Vehicle-safety Committee to coordinate the work, in order to prepare a consolidated proposal for GRSP.

42. The Chairman informed WP.29 that the Chairmen of the International Harmonization Research Activities (IHRA) side impact, crash vehicle compatibility, and frontal crash protection working groups had reported to GRSP about activities related to GRSP regulatory work, in order to ensure an appropriate coordination.

43. Finally, the Chairman informed WP.29 about recent development in the European Council, Working Party on Land Transport, where a proposal for a Directive related to the compulsory use of safety-belts and child restraints in vehicles was being considered. He recalled that the proposed text would require children travelling in vehicles of categories M2 and M3 (buses and coaches) to be restrained by adult safety-belts when child restraint is not available on board. Moreover, he pointed out that the use of adult safety-belts could present some technical and judicial aspects that need a clear decision. For this reason, GRSP agreed to ask WP.29 for the mandate to study the appropriate means to restrain children travelling in buses and coaches, and WP.29 endorsed this request.

44. Concluding his oral report, Mr. Claudio Lomonaco confirmed that he had decided not to continue his Chairmanship of GRSP and that, following the Terms of Reference and Rules of Procedure of WP.29 (TRANS/WP.29/690), GRSP had elected Ms J. Abraham (United States of America) to Chair the two sessions scheduled for the year 2002. Mr. C. Lomonaco was elected Honorary Chairman of GRSP.

45. WP.29 thanked Mr. C. Lomonaco for his devoted work with GRSP and recalled that he had chaired it since the first session, in July 1987. It also wished success to the new Chair of GRSP, Ms. J. Abraham, and expressed satisfaction that Mr. Lomonaco would continue to attend WP.29 sessions, representing Italy.

3.5.2. Working Party on Lighting and Light-Signalling (GRE)
(Informal meeting, 8-10 January 2002)

46. Following the untimely passing away of the GRE Chairman, Mr. G. Meekel, and the inability of the current Chairman, Mr. M. Gorzkowski (Canada), to participate in the WP.29 session, the report of the informal meeting was given by the secretariat.

47. The informal meeting had been held at the Palais des Nations, Geneva, as the third of its kind (TRANS/WP.29/815, para. 71), and it continued the consideration of the proposal for a candidate draft global technical regulation (gtr) concerning the installation of lighting and light-signalling devices.

48. The informal meeting participants agreed that the gtr under discussion should reflect the highest practicable levels of safety, whilst allowing Contracting Parties to preserve specific national requirements. During the meeting the consideration of the entire draft gtr had been concluded, although several specific provisions were left for further discussion by GRE.

49. The gtr proposal resulting from the informal meeting was distributed electronically to all GRE members by the informal meeting Secretary and the current GRE Chairman, Mr. M. Gorzkowski, and GRE was expected to complete the work in its regular sessions, awaiting guidance by the Executive Committee AC.3 of the 1998 Agreement, and by WP.29. The Secretary noted with satisfaction that the programme of work under the 1998 Agreement (informal document No. 21) listed the gtr on the installation of lighting and light-signalling devices as a priority for GRE.

3.5.3. Working Party on Pollution and Energy (GRPE)
(Forty-third session, 15 - 18 January 2002)

50. The Chairman of GRPE recalled that, similar to previous sessions, the forty-third session harboured three informal meetings that had been held prior to the GRPE proper - the twelfth informal meeting of the working group on the worldwide heavy-duty certification procedure (WHDC), the fourth informal meeting of the group on world-wide motorcycle emission test cycle (WMTC) and the second informal meeting of the Particle Measurement Programme (PMP) working group.

51. Referring to the development of Regulation No. 49, the Chairman reported that the WHDC programme had successfully concluded Step 1 evaluation of the proposed emission test method. Step 2 evaluations should provide the results from nine or ten engines, of which some would be gas-fuelled, and should be concluded in time for presenting the results to GRPE in January 2003.

52. Also in relation to heavy-duty engines, work had been started by an informal group on Off-cycle emissions, Chaired by Ms. J. Armstrong (United States of America). The group had its first meeting in December 2001, proposed its Terms of Reference, and was expected to propose a global technical regulation for off-cycle emissions for vehicles in use, ensuring that exhaust emissions would not be excessive at engine speed and torque combinations not covered in the official test procedure.

53. Referring to the proposal by the United States of America for a gtr concerning on-board diagnostics for heavy-duty engines (TRANS/WP.29/815, paras. 158-160), the GRPE Chairman reported that work had been already started by a WHH-OBd informal group (Worldwide Harmonized Heavy-Duty OBd), chaired by Mr. M. Odaka (Japan), and the first meeting had been scheduled to be held in Tokyo, for 22 February 2002.

54. The WMTC group, working during the last two years on the worldwide emission test for motorcycles, had almost completed the validation tests and GRPE expected to receive its report in June 2002. Although the group had been working on schedule, it had received a set-back, concerning the proposal considered in the European Community to use for motorcycle emission testing a modified Regulation No. 83 cycle. The group was expected to continue its work and consider the possibility of the implementation of its final product at a later date (2006). Following the resignation of Mr. C. Havenith, the WMTC Chair had been proposed to Mr. C. Albus (Germany), and he had agreed to accept it, under the condition of the approval by his Government, which has by now been granted. Mr. Albus will Chair the meeting scheduled for Tokyo, from 17 to 19 April 2002.

55. Referring to other items of the session agenda, the GRPE Chairman recalled that work was expected to continue on Regulation No. 67 (Equipment for LPG), where objections by Italy to the introduction of the Euro filling unit had not yet been resolved. Further work was also necessary on the proposals concerning Regulation No. 103 (Replacement catalytic converters). However, work had been concluded on the amendments to Regulations Nos. 96 (Off-road engines), 101 (Emissions of CO₂ and fuel consumption), and part of the proposals concerning Regulation No. 110 (Specific components for CNG), and WP.29 and AC.1 should consider them in its sessions of June 2002.

56. Referring to the two new informal groups (TRANS/WP.29/792, para. 78), the Chairman recalled also the report that GRPE had received from the Chair of the informal group on hybrid vehicles, Mrs. B. Lopez (France). He informed WP.29 that the group had agreed to concentrate on developing amendments to ECE Regulations Nos. 83, 101 and 85, in order to make possible the type approval of currently existing constructions of hybrid vehicles. The second informal group, Chaired by Mr. C. Albus (Germany) had had its first meeting in

November 2001 in Bonn and reported a good start in consideration of the proposals concerning the safety for on-board storage of gaseous and liquid hydrogen.

57. The Particulate Measurement Programme, Chaired by Mr. M. Dunne (United Kingdom), had in its Phase I assembled a matrix of possible measurement instruments and methods, and was about to open Phase II that should select the best candidate.

58. Referring to the agenda that GRPE proposed for its forty-fourth session, the Chairman informed WP.29 that GRPE considered it necessary to provide time for five informal meetings. In order to accommodate so many, he requested WP.29 to extend the forty-fourth session by one-and-half days, so it would start already on Monday 10 June afternoon, and end on Friday 14 June 2002, in the evening. WP.29 endorsed this request (see para. 19 above).

3.5.4. Working Party on Brakes and Running Gear (GRRF)
(Fifty-first session 4-8 February 2002)

59. The Chairman of GRRF started his account of the session proceedings with Regulation No. 13, for which the amendments had been adopted related to the transmission of faults in control systems, used to enhance vehicle stability, the introduction of a modular type approval of trailers, facilitation of periodical technical inspections of vehicles in use and also minor Corrigenda. For Regulation No. 13-H an amendment was adopted that would allow a simultaneous lock-up of all wheels. He noted that, following the adoption by GRRF, these amendments should be on the agendas of WP.29 and AC.1 in June 2002, together with the results of the fiftieth GRRF session.

60. Concerning the braking compatibility of heavy goods vehicles, the Chairman said that GRRF had considered it necessary to request WP.29's permission to set up an informal group, that would elaborate a concrete proposal and submit it to GRRF for consideration. Concerning other issues related to development of Regulations Nos. 13 and 13-H, on provisions for electric vehicles, and on illumination of stop lamps, the Chairman reported that work was in progress, and expected to continue.

61. Referring to the harmonization of motorcycle braking, the Chairman reported that IMMA had presented an updated proposal and GRRF was expected to continue its work in this area, in order to clearly define prescriptions for a global technical regulation.

62. With respect to Regulation No. 90 (Replacement brake linings), he said that development work continued, but GRRF had agreed to suspend work on a global technical regulation until WP.29 would establish the global harmonization priorities.

63. Concerning Regulation No. 79 (Steering equipment), the Chairman pointed out that an amendment had been adopted and that it would be transmitted for consideration to WP.29 and AC.1 at their June 2002 sessions. He also explained to WP.29 that GRRF was still considering the proposal for the new steer-by wire technology, and expressed his hope that good progress could be made at the next session, in September 2002. He mentioned that the new scope introduced by this work had sparked some controversy, and GRRF would need to decide whether "automatically operated steering" systems should be excluded from the Regulation's scope, specifically banned or specifically allowed (with appropriate standards). The Chairman of GRRF suggested that there might be a possible long term solution to this general problem of facilitating the emerging new technologies before appropriate standards were available. This would be to revise the 1958 Agreement to allow single approvals to be issued on a case-by-case basis. He had offered to produce a working paper on this idea for initial consideration in WP.29/AC.2. He also

reported that work would continue on developing Regulation No. 111 (Handling and stability), and on the draft Regulation on wheels.

64. With respect to Global Harmonization of Tyre Regulations, the Chairman recalled that the informal group was awaiting the final tyre standard rulemaking by the United States of America, before contemplating a definitive proposal. He requested WP.29's permission that the informal group could meet again, in order to comment on the final rule, when issued.

65. Concerning the tyre Regulations annexed to the 1958 Agreement, the Chairman reported that proposals for draft amendments to Regulation Nos. 75 (Motorcycle tyres) and 106 (Agricultural tyres) should be transmitted to WP.29 and AC.1 for their June 2002 sessions, jointly with a draft Corrigendum to Regulation No. 106, but the work was expected to continue on development of Regulations Nos. 30 (Pneumatic tyres), 54 (Pneumatic tyres for commercial vehicles), 64 (Temporary spare wheels), 108 (Retreaded pneumatic tyres), and 109 (Retreaded pneumatic tyres for commercial vehicles).

66. The Chairman informed WP.29 that the Chairman of the International Harmonization Research Activities (IHRA) Intelligent Transport System (ITS) working group had reported to GRRF about the group's activities. Following his presentation, GRRF had considered the possibility of preparing a round-table on ITS, to be held back-to-back with the next Inland Transport Committee's session in February 2003, or alternatively during a WP.29 session. He noted the initiative from Japan set out in informal document No. 20 and the intention to hold an informal meeting on the Friday of the next WP.29 session, to take this matter forward.

67. Finally, the Chairman announced that he would not offer himself for re-election as Chairman of GRRF at its next session in September. He greatly regretted having to take such a difficult decision, which was due to the reallocation of priorities in his responsibilities in London. He expressed his gratitude for all the support he received from the secretariat team in WP.29 and GRRF and all the colleagues that participate in GRRF, which makes Chairing GRRF such a rewarding and enjoyable task.

68. WP.29 accepted the report by the GRRF Chairman and regretted his decision not to stand for re-election. Concerning the project of harmonization of tyre regulations, it gave its consent to another meeting of the group, to comment the final US tyre standard.

3.5.5. Working Party on Noise (GRB)
(Thirty-sixth session, 26 - 28 February 2002)

69. The GRB Chairman reported that the final review of the proposal for a new draft Regulation concerning tyre rolling sound emission, already on the agenda of the current WP.29 session (item 4.3.4., document TRANS/WP.29/2002/7), had produced a set of minor refinements which he tabled as informal document No. 2. He confirmed that the proposed new draft Regulation was fully aligned to the European Community Directive 2001/43/EC.

70. Concerning the development of Regulation No. 51, regarding noise emission from M and N categories of vehicles, the Chairman reported that GRB had continued its discussion of several proposed new test methods for the measurements of sound level of vehicles, taking into account the noise sources (power train and the tyre noise) at different vehicle speeds. In order to select the most prospective test method(s) only, GRB had examined an evaluation made by the Japanese experts, and decided to focus its future work on the proposal tabled by ISO. The delegation of Germany had agreed to prepare on that base a new working document, in order to advance the consideration at the next session of GRB, in September 2002.

71. With respect to amendments to Regulation No. 59, intended to align its provisions with those in the European Union Directives, GRB had considered the proposal tabled by CLEPA and agreed in principle on the amendments

presented in that document. The Chairman said that only few amendments have to be re-discussed in the next GRB session.

72. Concerning the possibility to propose a candidate global technical regulation concerning vehicle noise, the Chairman reported that GRB was awaiting the decision of the Executive Committee AC.3 of the 1998 Agreement and the guidance by WP.29.

4. 1958 AGREEMENT

4.1. Status of the Agreement and of annexed Regulations, including the latest situation report

Documentation: TRANS/WP.29/343/Rev.10; informal documents Nos. 1 and 16 of annex 1 to this report.

73. The revision of the status document, reflecting the situation as at 19 February 2002, was presented by the secretariat, together with explanations concerning the publication of final versions of the Regulations. WP.29 noted with satisfaction that, as from Friday 8 March 2002, all ECE Regulations could be consulted and downloaded from the website at least in English, and at least in pdf format for Adobe Acrobat Reader.

74. The secretariat introduced also informal document No. 1, containing amendments to document TRANS/WP.29/343/Rev.10, received after 19 February 2002. It complemented this information by confirming the dates of entry into force for the following ECE Regulations, for which the Depositary Notifications were received on Friday 8 March and during the weekend:

Reg. No. 13-H: Supplement 2 (TRANS/WP.29/795), entry into force on 20.2.02

Reg. No. 83: Suppl.2 to the 05 series (TRANS/WP.29/805), entry on 21.2.02

Reg. No. 100: Supplement 1 (TRANS/WP.29/807), entry into force on 21.2.02

Reg. No. 107: Supplement 1 (TRANS/WP.29/813), entry into force on 21.2.02

75. The representative of the Netherlands informed WP.29 that complete revision of the designation of technical services responsible for Regulations applied by his country, and updated information concerning their names and addresses, was contained in informal document No. 16.

76. The secretariat indicated that the content of the informal document would be reproduced in document TRANS/WP.29/343/Rev.10/Amend.1, together with relevant information received before the June session of WP.29.

4.2. CONSIDERATION OF DRAFT AMENDMENTS TO EXISTING REGULATIONS

Documentation: Informal documents Nos. 12 and 13 of annex 1 to this report.

77. The representative of the Russian Federation introduced the informal documents, raising the question of the cessation of application of type approvals pursuant to the 02 series of amendments to Regulation No. 49 and the 04 series of amendments to Regulation No. 83. He recalled the discussion that had taken place in WP.29/AC.2 and the recommendation to WP.29 to transmit both proposals to GRPE, in order to find a suitable compromise.

78. The Chairman of WP.29 acknowledged the difficulties experienced by Contracting Parties to the Regulations. He recalled that they were caused by the general wish of European Contracting Parties to have the Regulations aligned with the corresponding EC Directives and expressed his hopes that a suitable compromise could be defined. He informed WP.29 that in GRPE work on this question had already started, led by the expert from France.

4.2.1. Regulation No. 6 (Direction indicators)

Documentation: TRANS/WP.29/2002/8.

79. Proposal withdrawn from consideration (see paras. 3 and 6 above).

4.2.2. Regulation No. 13 (Braking)

Documentation: TRANS/WP.29/2002/2.

80. WP.29 considered the corrigenda and recommended its adoption by AC.1.

4.2.3. Regulation No. 13 (Braking)

Documentation: TRANS/WP.29/2002/3.

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

4.2.4. Regulation No. 34 (Fire risks)

Documentation: TRANS/WP.29/2002/14.

82. Item deferred (see paras. 3 and 6 above).

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

Documentation: TRANS/WP.29/2002/15; informal document No. 14 of annex 1 to this report.

83. WP.29 considered the proposal and recommended its adoption by AC.1, with modifications proposed by informal document No. 14 (reproduced below):

Annex 8,

Paragraph 4.3., amend to read:

"4.3. Stanchions at doorway shall be made of insulated material or plated with mechanically durable insulation, or be insulated from the trolleybus body. Insulation resistance"

Paragraph 4.7., amend to read:

"4.7. If the trolleybus is equipped with double insulated converters, paragraphs 4.3. to 4.6. need not be applied."

4.2.6. Regulation No. 37 (Filament lamps)

Documentation: TRANS/WP.29/2002/9.

84. WP.29 considered the proposal and recommended its adoption by AC.1. It was noted, that in the English version of the document the note on the cover page should refer to the forty-seventh session of GRE. Concerning the content of the proposal, WP.29 noted that, besides other amendments, it introduces into the Regulation a new category of filament lamp, H14.

4.2.7. Regulation No. 39 (Speedometers)

Documentation: TRANS/WP.29/2001/56/Add.1.

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

4.2.8. Regulation No. 43 (Safety glazing)

Documentation: TRANS/WP.29/2002/16.

86. WP.29 considered the corrigenda applicable to the Russian text of Revision 1 of the Regulation only, and recommended its adoption by AC.1.

4.2.9. Regulation No. 43 (Safety glazing)

Documentation: TRANS/WP.29/2002/17.

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

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

Documentation: TRANS/WP.29/2002/10.

88. Following the recommendation by WP.29/AC.2 (see para. 6 above), WP.29 agreed to delete from the document a proposal for a new paragraph 5.13., prohibiting automatic operation of lighting devices, if specific provisions in the Regulation were absent. Besides, it was agreed to improve the English text of para. 6.19.7. (see below). The secretariat noted that a substantial number of text modifications had been proposed by the GRE expert from France to the French language version, and offered to issue a revision of the document, incorporating all changes. WP.29 agreed to consider the revised document at its next session, in June 2002.

89. The representative of the United Kingdom accepted the decision of WP.29 concerning the proposed new paragraph 5.13., in order to facilitate the adoption of other amendments in the document, not causing controversy, and necessary for the introduction of provisions for bend lighting and cornering lamps into Regulation No. 48. However, he requested the secretariat to record in the report the commitment of the United Kingdom to pursue the question of automatic operation of lighting devices and resolve it satisfactorily in the near future.

Paragraph 6.19.7., correct to read:

"..... to operate. It shall be possible to activate and deactivate the automatic switching ON of daytime running lamps without the use of tools.
The daytime running lamp"

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

Documentation: TRANS/WP.29/2002/18.

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

4.2.12. Regulation No. 55 (Coupling devices)

Documentation: TRANS/WP.29/2002/4; TRANS/WP.29/2002/4/Add.1.

91. Considering document TRANS/WP.29/2002/4, WP.29 recommended its adoption by AC.1, with the corrections suggested by the representative of Hungary:

Annex 1, item 9.3., annex 2, item 6. and annex 5, paragraph 1.6.3. (text below Table 3), correct the words "static vertical mass" to read "static mass" (three times).

Annex 5, paragraph 3.3, correct the words "approved for a vertical bearing mass, S, of up to" to read "approved for bearing mass, S, of up to".

Annex 7, paragraph 1.4.1., correct to read:

"..... in height if the bearing mass at the drawbar eye"

92. For document TRANS/WP.29/2002/4/Add.1 it was noted that it should refer to "Annex 5, figure 18".

4.2.13. Regulation No. 67 (Equipment for liquefied petroleum gas)

Documentation: TRANS/WP.29/2001/61.

93. Considering that the proposal intended to introduce in Regulation No. 67 new Euro filling unit continued to cause objections (see paras. 3 and 6 above), WP.29 decided to transmit it for reconsideration to GRPE.

94. The expert from AEGPL informed WP.29 that adapters for different filling units of vehicles fuelled with LPG existed and expressed his hope that the impasse could be resolved and the LPG filling connectors harmonized throughout Europe.

4.2.14. Regulation No. 78 (Braking of motorcycles)

Documentation: TRANS/WP.29/2002/5.

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

4.2.15. Regulation No. 90 (Replacement brake linings)

Documentation: TRANS/WP.29/2002/6.

96. WP.29 considered the proposal and recommended its adoption by AC.1. It was noted that the title of the document should be corrected to refer to "Supplement 5 to the 01 series of amendments".

4.2.16. Regulation No. 97 (Vehicle alarm systems)

Documentation: TRANS/WP.29/2002/19.

97. WP.29 considered the corrigenda and recommended its adoption by AC.1.

4.2.17. Regulation No. 97 (Vehicle alarm systems)

Documentation: TRANS/WP.29/2002/20.

98. WP.29 considered the corrigenda and recommended its adoption by AC.1.

4.2.18. Regulation No. 98 (Headlamps with gas-discharge light sources)

Documentation: TRANS/WP.29/2002/11.

99. WP.29 considered the proposal to introduce in Regulation No. 98 provisions for bend lighting and recommended its adoption by AC.1. The secretariat indicated that a number of corrections to the French text had been proposed by the GRE expert from France and said that they would be introduced in the final document.

4.2.19. Regulation No. 104 (Retro-reflective devices for heavy and long vehicles)

Documentation: TRANS/WP.29/2002/12.

100. WP.29 considered the proposal and recommended its adoption by AC.1. It noted that it would eliminate the guideline suggesting that marked and unmarked vehicles should not be coupled in a combination.

4.2.20. Regulation No. 105 (ADR vehicles)

Documentation: TRANS/WP.29/2002/21.

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

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

Documentation: TRANS/WP.29/2002/22.

102. WP.29 considered the proposal and recommended its adoption by AC.1. It noted that in the title page in the "Note" the reference to the session report should read "(TRANS/WP.29/GRSG/60, paras. 9 and 16)".

4.2.22. Regulation No. 112 (Headlamps emitting an asymmetrical passing beam)

Documentation: TRANS/WP.29/2002/13.

103. WP.29 considered the proposal to introduce in Regulation No. 112 provisions for bend lighting and recommended its adoption by AC.1. The secretariat indicated that a number of corrections to the French text had been proposed by the GRE expert from France and said that they would be introduced in the final document.

4.3. CONSIDERATION OF NEW DRAFT REGULATIONS

104. Consideration of the five new draft Regulations was deferred (see paras. 3 and 6 above). For the titles of the draft Regulations and the symbols of the corresponding documents please refer to the session agenda (TRANS/WP.29/840, items 4.3.1. to 4.3.5.).

105. Regarding item 4.3.4., a proposal for a draft Regulation concerning the approval of tyres with regard to rolling sound emissions, the secretariat was invited to distribute informal document No. 2 with an official symbol, for consideration at the next session of WP.29.

4.4. CONSIDERATION OF DRAFT AMENDMENTS TO EXISTING REGULATIONS, CURRENTLY OUTSTANDING

4.4.1. Regulation No. 18 (Protection against unauthorized use)

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

106. Item deferred (see paras. 3 and 6 above).

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

Documentation: TRANS/WP.29/2001/8.

107. Item deferred (see paras. 3 and 6 above).

5. 1998 AGREEMENT (GLOBAL)

108. WP.29 agreed to consider all items related to the 1998 Agreement in the fourth session of the Executive Committee AC.3. All delegations were invited to participate in the open meeting of AC.3.

109. After the meeting of AC.3, WP.29 congratulated the Contracting Parties to the 1998 Agreement on the conclusion of their consideration of priorities for developing future global technical regulations and examined the 1998 Global Agreement Programme of Work (informal document No. 21) transmitted to it by AC.3 (see para. 167 below). The programme of work was adopted and it is reproduced in annex 4 to this report. WP.29 noted that AC.3 will carry out periodic assessment of its work programme, as appropriate.

110. Concerning the organization of work of its subsidiary Working Parties, WP.29 agreed that they should begin to consider the priority items of the 1998 Global Agreement starting at their immediate sessions and, where proposed, the informal groups should be established or, if already working, encouraged to advance. WP.29 reiterated that, in the process of developing global technical regulations, the provisions of the 1998 Global Agreement should be followed and documents TRANS/WP.29/2002/24 and TRANS/WP.29/2002/25 used for reference.

111. Regarding the pedestrian protection issue that was placed as a priority in the 1998 Global Agreement Programme of Work, WP.29 decided to start the work in the thirty-first session of GRSP in May 2002, by creating an informal group. WP.29 acknowledged the offer by the European Union to provide a working document for this informal group, and suggested that the Chairperson of the IHRA Pedestrian Protection Working Group would be the best person to Chair the GRSP informal group. The representative of Japan was requested to inform WP.29 by the end of March 2002, if the proposal was accepted and if the IHRA Chairperson could be nominated to Chair the GRSP informal group.

112. Concerning another priority project for GRSP, the developing of a gtr concerning Door locks and retention components, WP.29 also decided that the work should start immediately, by creating an informal group during the thirty-first session of GRSP, in May 2002. Following the proposal by the representative of the United States of America in the session of AC.3 (see para. 163 below), WP.29 suggested that the United States of America should appoint the Chair for this group.

6. 1997 AGREEMENT (INSPECTIONS)

6.1. Status of the Agreement

Documentation: Informal document No. 4 of annex 1 to this report.

113. The secretariat distributed the informal document, giving details concerning the six Contracting Parties and the eighteen signatory countries. It reiterated the invitation to these countries to proceed with ratification, in order to allow a proper function of the Agreement.

114. Taking up the remark of the secretariat that a number of signatories had not yet ratified the 1997 Agreement, the Chairman requested the representative of the European Union to clarify its position towards the Agreement. He said that there were EU Directives on technical inspections that might induce that the 1997 Agreement fell on EU competence and that EU should become Contracting Party on behalf of the Member States. He concluded that this position had been taken by Administrations of some Member States that signed the Agreement and prevented them from ratifying it. On the other hand, it seemed that the EU had expressed little interest in becoming Contracting Party to the Agreement.

115. In view of the above, WP.29 asked the EU to give a clear message to its Member States, either by becoming Contracting Party to the Agreement, or by explicitly encouraging the Member States to do so.

6.2. CONSIDERATION OF DRAFT RULES TO BE ANNEXED TO THE AGREEMENT

6.2.1. Draft Rule No. 2 (Inspections with regard to safety)

Documentation: (TRANS/WP.29/2001/19).

116. The secretariat recalled a phone call received from CITA, which suggested that consideration by CITA of the comments to the proposal could not be completed in time for the June session of WP.29, and that November 2002 seemed to be the earliest occasion on which the comments from CITA could be received.

117. WP.29 accepted the information with understanding and suggested not to list the 1997 Agreement in the next session agenda and postpone any consideration to November 2002. It was made clear that the proposal commented by CITA would be submitted for consideration to the Working Parties concerned, before its transmission to the Administrative Committee AC.4 of the 1997 Agreement for voting.

7. OTHER BUSINESS

7.1. Enforcement of type approval and conformity of production standards

Documentation: TRANS/WP.29/2002/28; informal document No. 8 of annex 1 to this report.

118. In line with the recommendation of WP.29 at its one-hundred-and-twenty-fifth session (TRANS/WP.29/815, para. 24), the proposals were considered by the Administrative Committee of the 1958 Agreement at the meeting called on Thursday 14 March 2002, in the morning part of the session.

119. At the outset of the meeting, the representative of the United Kingdom introduced his set of proposals to make the type approval procedures and their enforcement under the 1958 Agreement more transparent, accessible to authorities, and open for resolving any disputes (TRANS/WP.29/2002/28). He stressed that improved drafting of ECE Regulations and their amendments was a condition for avoiding interpretation problems.

120. The proposals elaborated in the document were wholeheartedly supported by a number of delegations, drawing both positive and negative examples of their past experience. The representative of the Russian Federation contributed additional suggestions and observations (informal document No. 8) and requested delegations to give their opinion on these suggestions and observations at the next session of WP.29. In the conclusion, document TRANS/WP.29/2002/28 was agreed to provide a base for future action. With the consent of WP.29, it was decided:

- (a) To study and implement as far as possible in the drafting of ECE Regulations and their amendments the rules and recommendations of the ISO Directive for preparation of standards. The expert from ISO agreed to provide the Directive or information concerning its availability to the secretariat for distribution in the June sessions of WP.29 and AC.1.
- (b) To engage AC.1 in setting an open informal system that would provide assistance in resolving interpretation issues.

- (c) To study the recall systems applied by individual Parties. The representatives of the Contracting Parties were requested to provide the information about the national practices, if possible for the June session of WP.29.
- (d) To study the feasibility of an electronic database for type approval exchange of information. The representative of Australia agreed to present in the June session of WP.29 the system used in his country.

121. The Chairman of WP.29 commended intentions to improve the function of the 1958 Agreement and acknowledged the efforts that were invested in the preparation of the submitted proposals. He invited the delegations to study the proposals in detail and acknowledged the support expressed by the experts from the non-governmental organizations.

7.2. Publication "World Forum for Harmonization of Vehicle Regulations (WP.29) - How it Works - How to Join it"

122. The secretariat informed WP.29 that the publication had been submitted for printing in the three official ECE language versions on 14 February 2002, and was expected to be issued within the next weeks. The files containing the electronic version of the document had been stored in the website of WP.29 (<http://www.unece.org/trans/main/welcwp29.htm>). The website also contains a link to the UN Publication Sales Section. The secretariat agreed to distribute the publication to participants of sessions of WP.29 and its Working Parties, when available.

7.3. Replacement parts

Documentation: TRANS/WP.29/2002/27; informal document No. 9 of annex 1 to this report.

123. Referring to his informal document No. 9, the representative of the Russian Federation suggested to introduce some precisions in the definitions concerning replacement parts.

124. The Chairman of WP.29 recommended to OICA and CLEPA to take the proposal of informal document No. 9 into account in their discussions, already in progress. He said that experts from both organizations had demonstrated a constructive approach and the questions of document TRANS/WP.29/2002/27 might be ready for resolution during the next session of WP.29. Consequently, WP.29 agreed to defer consideration to its June 2002 session.

7.4. Approval marking in ECE Regulations

Documentation: Informal document No. 15 of annex 1 to this report.

125. The expert from OICA provided justifications for the proposal to dispense with approval marking of certain vehicular systems, suggesting that more detailed information could easily be gathered using the vehicle identification number (VIN). He said that if the proposal would be accepted, OICA was prepared to elaborate and submit corresponding amendments to ECE Regulations.

126. In the discussion that followed, delegates offered diverging opinions. In the Member States of the EU the whole vehicle type approval was considered an adequate alternative. Representatives of some other countries claimed reliance on approval marking. On the other side, the representative of Australia said that in his country the approval system had never adopted any marking and that this did not cause any substantial difficulties.

127. WP.29 invited the delegations to examine the question, and to prepare for the discussion to be resumed at the next session. It invited the delegates to keep their copies of informal document No. 15 for reference and to bring them to the June 2002 session.

7.5. JASIC contribution to global harmonization

Documentation: Informal document No. 22 of annex 1 to this report.

128. The expert from the Japan Automobile Standards Internationalization Center informed WP.29 about the sixth Government-Industry Meeting, which had been held in Jakarta, Indonesia, from 30 January to 1 February 2002. Referring to the informal document, he spelled out the results of the meeting that demonstrated support for global harmonization and the endeavours of WP.29. He announced that the next meeting was scheduled to be held in the Philippines, from 23 to 25 October 2002.

8. ADOPTION OF THE REPORT

129. WP.29 adopted the report together with the annexes at its one-hundred-and-twenty-sixth session.

* * *

B. SESSIONS OF THE ADMINISTRATIVE/EXECUTIVE COMMITTEES

1. 1958 AGREEMENT

TWENTIETH SESSION of the Administrative Committee (AC.1)
of the amended Agreement

1.1. ESTABLISHMENT OF THE AC.1

130. Of the thirty-eight Contracting Parties to the Agreement, representatives of 32 Parties were present and established AC.1 for its twentieth session.

1.2. ELECTION OF OFFICERS

131. Following the previous practice, AC.1 invited the Chairman of WP.29 to act also as a Chairman of AC.1.

1.3. DRAFT AMENDMENTS TO EXISTING REGULATIONS - VOTING BY AC.1

1.3.1. Regulation No. 6 (Direction indicators)

132. Proposal withdrawn from consideration (see para. 79 above).

1.3.2. Regulation No. 13 (Braking)

133. Parties applying the Regulation: 33 present and voting: 30

Adoption of document TRANS/WP.29/2002/2 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 Supplement 3 to the 09 series of amendments to Regulation No. 13, applicable ab initio.

1.3.3. Regulation No. 13 (Braking)

134. Parties applying the Regulation: 33 present and voting: 30

Adoption of document TRANS/WP.29/2002/3 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 Supplement 6 to the 09 series of amendments to Regulation No. 13, applicable ab initio.

1.3.4. Regulation No. 34 (Fire risks)

135. Item deferred (see para. 82 above).

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

136. Parties applying the Regulation: 17 present and voting: 15

Adoption of document TRANS/WP.29/2002/15 by unanimity, as modified by WP.29 (see para. 83 above). 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 03 series of amendments to Regulation No. 36 (Article 12 of the Agreement).

1.3.6. Regulation No. 37 (Filament lamps)

137. Parties applying the Regulation: 32 present and voting: 29

Adoption of document TRANS/WP.29/2002/9 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 22 to the 03 series of amendments to Regulation No. 37 (Article 12 of the Agreement).

1.3.7. Regulation No. 39 (Speedometers)

138. Parties applying the Regulation: 32 present and voting: 30

Adoption of document TRANS/WP.29/2001/56/Add.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 4 to Regulation No. 39 (Article 12 of the Agreement).

1.3.8. Regulation No. 43 (Safety glazing)

139. Parties applying the Regulation: 32 present and voting: 29

Adoption of document TRANS/WP.29/2002/16 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 1 (Russian only) of Regulation No. 43, applicable ab initio.

1.3.9. Regulation No. 43 (Safety glazing)

140. Parties applying the Regulation: 32 present and voting: 29

Adoption of document TRANS/WP.29/2002/17 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 2 to Supplement 4 to Regulation No. 43, applicable ab initio.

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

141. Item deferred (see paras. 88 and 89 above).

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

142. Parties applying the Regulation: 19 present and voting: 17

Adoption of document TRANS/WP.29/2002/18 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 Supplement 5 to the 01 series of amendments to Regulation No. 52 (Article 12 of the Agreement).

1.3.12. Regulation No. 55 (Coupling devices)

143. Parties applying the Regulation: 22 present and voting: 18

Adoption of documents TRANS/WP.29/2002/4 and Add.1 by unanimity, as modified by WP.29 (see paras. 91 and 92 above). 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 Corrigendum 1 to the 01 series of amendments to Regulation No. 55, applicable ab initio.

1.3.13. Regulation No. 67 (Equipment for liquefied petroleum gas)

144. Item deferred (see paras. 93 and 94 above).

1.3.14. Regulation No. 78 (Braking of motorcycles)

145. Parties applying the Regulation: 30 present and voting: 28

Adoption of document TRANS/WP.29/2002/5 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 3 to the 02 series of amendments to Regulation No. 78 (Article 12 of the Agreement).

1.3.15. Regulation No. 90 (Replacement brake linings)

146. Parties applying the Regulation: 27 present and voting: 27

Adoption of document TRANS/WP.29/2002/6 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 01 series of amendments to Regulation No. 90 (Article 12 of the Agreement).

1.3.16. Regulation No. 97 (Vehicle alarm systems)

147. Parties applying the Regulation: 26 present and voting: 26

Adoption of document TRANS/WP.29/2002/19 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 Supplement 1 to Regulation No. 97, applicable ab initio.

1.3.17. Regulation No. 97 (Vehicle alarm systems)

148. Parties applying the Regulation: 26 present and voting: 26

Adoption of document TRANS/WP.29/2002/20 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 Supplement 2 to the 01 series of amendments to Regulation No. 97, applicable ab initio.

1.3.18. Regulation No. 98 (Headlamps with gas-discharge light sources)

149. Parties applying the Regulation: 27 present and voting: 26

Adoption of document TRANS/WP.29/2002/11 by unanimity, as corrected (French only, see para. 99 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 Regulation No. 98 (Article 12 of the Agreement).

1.3.19. Regulation No. 104 (Retro-reflective devices for heavy and long vehicles)

150. Parties applying the Regulation: 29 present and voting: 28

Adoption of document TRANS/WP.29/2002/12 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 2 to Regulation No. 104 (Article 12 of the Agreement).

1.3.20. Regulation No. 105 (ADR vehicles)

151. Parties applying the Regulation: 30 present and voting: 29

Adoption of document TRANS/WP.29/2002/21 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 the 02 series of amendments to Regulation No. 105, applicable ab initio.

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

152. Parties applying the Regulation: 27 present and voting: 24

Adoption of document TRANS/WP.29/2002/22 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 Supplement 3 to Regulation No. 107

1.3.22. Regulation No. 112 (Headlamps emitting an asymmetrical passing beam)

153. Parties applying the Regulation: 35 present and voting: 32

Adoption of document TRANS/WP.29/2002/13 by unanimity, as corrected (French only, see para. 103 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 Regulation No. 112 (Article 12 of the Agreement).

1.4. CONSIDERATION OF DRAFT AMENDMENTS TO EXISTING REGULATIONS,
CURRENTLY OUTSTANDING

154. Items deferred (see paras. 106 and 107 above).

1.5. CONSIDERATION OF NEW DRAFT REGULATIONS

155. Items deferred (see paras. 104 and 105 above).

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

2.1. OPEN MEETING

156. The session of AC.3 was held on Wednesday 13 March 2002 (afternoon) and Thursday 14 March 2002 (part of afternoon). AC.3 accepted the invitation of WP.29 (see para. 108 above) to consider subjects that had been proposed for agenda item 5. of the session of WP.29 (TRANS/WP.29/840), including the informal documents.

(a) Election of Officers

157. Mr. K. Feith (United States of America) was re-elected Chairman and Messrs B. Gauvin (France) and M. Naito (Japan) were re-elected Vice-Chairmen.

(b) Status of the Agreement

Documentation: Informal document No. 3 of annex 1 to this report.

158. The secretariat distributed the informal document, giving details concerning the latest accessions to the Agreement, having already eighteen Contracting Parties.

(c) Recommendations of the Contracting Parties concerning the priorities for developing global technical regulations

Documentation: TRANS/WP.29/2000/33; TRANS/WP.29/2000/44; TRANS/WP.29/2000/66; TRANS/WP.29/2001/21; TRANS/WP.29/2001/21/Add.1; TRANS/WP.29/2001/21/Add.2; TRANS/WP.29/2001/21/Add.3; informal documents Nos. 17 and 21 of annex 1 to this report.

159. The Chairman of the AC.3 acknowledged the priority list tabled by the representative of the European Union (informal document No. 17) and the proposal for the 1998 Global Agreement Programme of Work, tabled by WP.29/AC.2 (informal document No. 21, see para. 12 above).

160. Following the confirmation by the representative of the European Union that the submission of informal document No. 17, as well as all previously tabled official documents (listed above) were taken into account in elaborating the proposal for the Programme of Work under the Global Agreement, AC.3 agreed to focus its attention on informal document No. 21.

161. The Chairman explained the philosophy of the proposal, showing the difference amongst items given first or second priority level and items proposed to be removed from consideration under the 1998 Agreement. He confirmed that some new informal groups are recommended to be created, whilst others were already working. He also invited the Contracting Parties to volunteer for the lead in items of their preference and best expertise.

162. In the thorough discussion that followed, AC.3 received the opinions of the Chairpersons of Working Parties subsidiary to WP.29, representatives of a number of Contracting Parties, and experts from non-governmental organizations.

163. The representative of Canada offered to take the lead in developing global technical regulations (gtr) concerning Controls and displays, Installation of lighting and light-signalling devices and Motorcycle brakes. He also offered assistance in developing gtr concerning Lower anchorages and tethers for child restraint seats. The representative of the United States of America volunteered to lead the development of gtr on Door retention components.

164. Considering other items and the work already in progress, AC.3 anticipated that the United States of America would accept the lead role in developing gtr concerning Off-cycle emissions, Japan the lead in On-board diagnostics in heavy-duty vehicles, and the European Union in Motorcycle emissions.

165. Although it was accepted, in principle, that effective work needed prioritization, considerable discussion took place regarding the listing of projects related to Safety-belts and Safety-belt anchorages amongst items to be removed from consideration under the 1998 Global Agreement. AC.3 recognized that periodic assessment of the programme of work would occur and that this issue would be re-visited in its sixth session, in November 2002.

166. Additional consideration was requested with respect to Front and Rear under-ride protection. The representative of Canada indicated that Canada would soon be issuing a notice proposing a regulation on rear under-ride protection and it would share this information with WP.29.

167. Closing the discussion, AC.3 accepted the proposal of its Chairman, and agreed to transmit informal document No. 21 for consideration to WP.29, in order to give the World Forum an opportunity to consider the distribution of work, timing and work load for its subsidiary Working Parties.

(d) Consideration of proposals to develop global technical regulations

Documentation: TRANS/WP.29/2002/26; TRANS/WP.29/2002/29.

168. AC.3 accepted the official proposal by the United States of America to develop gtr concerning the On-board diagnostic system for heavy-duty vehicles and engines (TRANS/WP.29/2002/26) and the official proposal by Canada to develop gtr concerning location and identification of motor vehicle hand controls, tell-tales and indicators (TRANS/WP.29/2002/29). It expressed its wish that work on these two projects should be started without any delay.

(e) Consideration of guidelines regarding proposing and developing global technical regulations

Documentation: TRANS/WP.29/2002/24; informal document No. 5 of annex 1 to this report.

169. AC.3 agreed that the guidelines tabled by the United States of America provided a useful reference document. However, it stressed that in the process of proposing global technical regulations the provisions of the 1998 Agreement were decisive. The contribution provided by Canada (informal document No. 5) was acknowledged and the secretariat was invited to distribute it with an official symbol, for the next session, where the consideration of the guidelines should resume.

(f) Consideration of the proposed format for global technical regulations

Documentation: TRANS/WP.29/2002/25; informal documents Nos. 11 and 19 of annex 1 to this report.

170. The Chairman of AC.3 recalled that document TRANS/WP.29/2002/25 was an official presentation of an informal document, tabled by the United States of America, discussion of which had started during the fourth session of AC.3 (TRANS/WP.29/815, para. 163).

171. The representative of the Russian Federation introduced informal document No. 11 and suggested that recommendations concerning practical implementation of gtr through a type approval process and through a self certification process might be useful and cited the suggestions given in the informal document. AC.3 noted that provisions for an annex already existed in the format that will address this concern, but reiterated that global technical regulations should harmonize technical provisions and their implementation was left to the discretion of the Contracting Parties. The Chairman of AC.3 recalled that the parallel operation of the 1998 and 1958 Agreements provides the possibility of reciprocal recognition of type approvals even for global technical regulations, if converted into ECE Regulations and annexed to the 1958 Agreement.

172. AC.3 examined also the proposal by IMMA for an alternative format of global technical regulations (informal document No. 19) but agreed that the format, as it was given, provided sufficient flexibility to address special cases.

(g) Consideration of the format of preambles to future global technical regulations

173. This item has not been discussed, understanding that the preamble should be an inherent part of the format of any global technical regulation.

(h) Other business

174. No issue was presented.

2.2. CLOSED MEETING

(a) Legal and administrative procedures concerning the Agreement

175. The representatives of the United States of America, Japan and Canada reported progress in their steps towards resolving the issues concerning the depositary functions and responsibility for the administration of the Agreement.

(b) Future actions to resolve pending issues

176. AC.3 invited all Contracting Parties to the Agreement to support the efforts of the United States, Japan and Canada, and take similar actions.

Annex 1

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

No.	Transmitted by	Agenda item	Language	Title
1.	Secretariat	4.1.	E	Corrigendum and additional information concerning document TRANS/WP.29/343/Rev.10
2.	GRB Chairman	4.3.4.	E	Amendments to document TRANS/WP.29/2002/7, adopted by GRB at its thirty-sixth session
3.	Secretariat	5.1.	E	Agreement concerning the Establishing of Global Technical Regulations ...; Contracting Parties - situation on 11 March 2002
4.	Secretariat	6.1.	E	Agreement concerning the adoption of Uniform Conditions for Periodical Technical Inspections ...; Contracting Parties - situation on 11 March 2002
5.	Canada	5.2.	E	Canadian proposal to amend formal document TRANS/WP.29/2002/24 concerning proposed guidelines regarding proposing and developing of global technical regulations
6.	Secretariat	2.3.	E	Excerpts from the report of the Inland Transport Committee on its sixty-fourth session (ECE/TRANS/139)
7.	Secretariat	2.4.	E	Excerpt from the Recommendations of the Group of Experts on Safety in Tunnels - Final Report: Recommendations for road vehicles
8.	Russian Federation	7.1.	E/R	Possibilities of Further Development of Type Approval and Conformity of Production Inspection Procedures
9.	Russian Federation	7.3.	E/R	Concerning Proposed Terms and Definitions for Replacement Parts
10.	Russian Federation	2.2.	E/R	Proposals Concerning Specifying Some Provisions Of ECE Regulation No. 29 with Respect to Vans

No.	Transmitted by	Agenda item	Language	Title
11.	Russian Federation	5.3.	E/R	Proposals in regard to format of Global Technical Regulations (GTR)
12.	Russian Federation	4.2.	E/R	Proposal on Draft Amendments to the ECE Regulation No. 83
13.	Russian Federation	4.2.	E/R	Proposal on Draft 03 Series of Amendments to the ECE Regulation No. 49 (Document TRANS/WP.29/752)
14.	OICA	4.2.5.	E	OICA proposal for a corrigendum to document TRANS/WP.29/2002/15 - Draft Supplement to ECE Regulation No. 36
15.	OICA	7.4.	E	Approval marking in ECE Regulations
16.	Netherlands	4.1.	E	Update of doc. TRANS/WP.29/343/Rev.10
17.	European Union	B.2.1.2.	E	Proposed priority list of Global Technical Regulations
18.	WP.29 Chair	2.3.	F/R	Note de la Présidence du WP.29 à l'attention du Bureau du Comité des transports intérieurs
19.	IMMA	5.3.	E	IMMA comments on the USA's proposal for a harmonised layout for GTRs
20.	Japan	2.3.2.	E	Establishment of an Ad-hoc Meeting on ITS (draft)
21.	WP.29/AC.2	B.2.1.2.	E	1998 Global Agreement Program of Work
22.	Japan	7.5.	E	Summary Report of the 6th JASIC Asia Government-Industry Meeting

Annex 2

NOTE FROM THE CHAIR OF WP.29 TO THE BUREAU
OF THE INLAND TRANSPORT COMMITTEE

ADOPTED BY WP.29 AT ITS ONE-HUNDRED-AND-TWENTY-SIXTH SESSION

PURPOSE: Reflections for a strategic approach. Contribution to the Bureau of the Inland Transport Committee meeting of 21 February 2002.

The Chairman and Vice-Chairman of WP.29 thank the Bureau of the Inland Transport Committee for the invitation to the ad hoc meeting convened on 21 February 2002.

WP.29 recalls that its work concerns the improvement of safety, the protection of the environment and the facilitation of international traffic. In this regard, WP.29's work covers the entirety of the Committee's strategic concerns.

WP.29 is proud of being the most active group within the Inland Transport Committee in terms of meeting days and documentation. This situation is neither accidental nor due only to the dynamism of the Working Party and its secretariat; it is principally related to the political, technical, economic and social issues in which WP.29 is involved.

We would recall in this connection that WP.29 is a World Forum, whose effective audience is increasingly wide-ranging. WP.29 manages three agreements, including a European agreement concerning the mutual recognition of periodic technical inspections of vehicles in service and two international agreements concerning construction regulations and the mutual recognition of vehicle approvals among Contracting Parties. More than 110 technical regulations have been annexed to the revised Geneva Agreement of 1958 and provide the technical basis for international trade within the European Community, greater Europe and a very large number of non-European countries, including Japan, Australia, Korea, South Africa and others. The 1998 Global Agreement will lead to still wider-ranging harmonization and provide bases for technical consultation worldwide, particularly among the three major motor vehicle groups of the United States, Japan and the Community and also the emerging motor vehicle countries, foremost among which is China, which has acceded to the Agreement.

This work has considerable direct repercussions on the motor vehicle industry and may affect investments and employment; for this reason the motor vehicle industry has always solidly supported WP.29's work on harmonization, which makes a substantial contribution to road safety and environmental protection, with all their related political and social aspects. For this reason the highest political levels of the Governments involved support the work of WP.29 on a regular basis and contribute to its development.

In particular, the Council of European Ministers, meeting on 26 November 2001, explicitly requested that WP.29 should handle the essential dossier on protection of pedestrians and other vulnerable road users knocked down by vehicles. In addition, a meeting in Tokyo on 16 January 2002 of European, American and Japanese ministers expressed renewed confidence in WP.29 and specifically requested the establishment of harmonized international standards as regards environmentally friendly vehicles (EFV).

WP.29 considers therefore that its share in the work of the Inland Transport Committee is very largely justified by the political, economic and social implications of its work.

The issue of transferring WP.29's work to other locations to be established with alternative financing which would need to be found should be raised only by those who have the capacity to establish other locations, find alternative financing and compare objectively the importance of WP.29's work with that of the other work that might be pursued in its stead. This question does not arise today. The recent restructuring of the bodies of the Economic Commission for Europe took place following a very detailed survey among the Governments concerned, which identified major support for the work of WP.29, perceived as one of ECE's priorities. The restructuring thus led to the achievement of permanent status in 2000 for the six groups of experts associated with WP.29 in the World Forum, with the support of the non-European countries, in particular the United States and Japan, while regular support from the ministers in WP.29's work should also contribute to strengthening WP.29's position within the Inland Transport Committee.

WP.29 is ready, at its own level, to contribute to the preparation of strategic guidelines and priorities for the Inland Transport Committee. The organization by WP.29, at the request of the Inland Transport Committee, of a round table on 20 February 2002 on new vehicle propulsion technologies and alternative fuels may be considered to be part of this contribution, like the round table proposed by WP.29 on intelligent transport systems.

Other objective contributions by WP.29 include:

- The conclusions of the European ministerial meeting of 26 November 2001 and the international ministerial meeting of 16 January 2002, referred to above;
- The document entitled: "WP.29 - How it works - How to join it", publication of which by the United Nations was decided late in 2001;
- Ongoing consultations between the United States, Japan and the European Community to define strategic priorities in the context of the implementation of the Global Agreement of 25 June 1998.

Annex 3

ESTABLISHMENT OF AN INFORMAL GROUP ON INTELLIGENT TRANSPORT SYSTEMS (ITS)

Adopted at the informal meeting of WP.29 on Friday, 15 March 2002,
on the basis of informal document No. 20 that had been submitted by Japan

Objectives of the Informal group:

In the short term, to make preparations in collaboration with WP.29 for the ITS Round-table scheduled for February 2003.

In the long term, to build foundation on which to establish a new GR on ITS.

Outlined Activity of the Informal group:

Two or more existing GRs need to be involved in the discussion on ITS technologies consisting of the systems in the fields of information supply, warning and control. To achieve the above short and longer term objectives, an Informal group needs to be established within WP.29. The Informal group, having close relation with the respective Working Group of the International Harmonized Research Activities (IHRA/ITS/WG) and, in the future, with WP.1 (Working Party on Road Traffic Safety) and WP.15 (Working Party on the Transport of Dangerous Goods), will discuss blueprints for ITS technology and regulation, assign specific discussion issues to various GRs, and sum up the discussion results of the GRs.

Date and Place of the Informal group meeting:

The proposed first Informal group meeting will be held in Geneva just before or after WP.29 session.

Duration of the Informal group meeting:

The Informal group meeting will last for a half day, extending WP.29/AC.2 meeting. Additional members are invited to attend the newborn Informal group.

Expected Participants of the Informal group:

ITS experts (experts in Human - Machine Interface, electronic control), the participants of WP.29/AC.2 (to distribute tasks to relevant GRs), and liaison persons with other conferential bodies (representatives of IHRA/ITS/WG, WP.1 and WP.15).

Proposed Agenda for the First meeting of the Informal group:

1. Confirmation of the objectives of the Informal group
 2. Preparation of the Round-table on ITS
 3. ITS technology's Principles
 4. Selection of ready-to-serve ITS technologies
 5. Benefits and risks of ready-to-serve ITS technologies
 6. Other business.
-

Annex 4

1998 GLOBAL AGREEMENT PROGRAMME OF WORK
ADOPTED BY WP.29 AT ITS ONE-HUNDRED-AND-TWENTY-SIXTH SESSION

WORK TO OFFICIALLY BEGIN NOW		
GR	Item	Informal Group
GRE	Installation Lighting and Lighting-Signalling Devices	
GRRF	Motorcycle Brakes	
	Passenger Vehicle Brakes	Yes
GRSG	Safety Glazing	
	Controls and Displays	
	Vehicle Classification, Masses and Dimensions	Yes
GRSP	Pedestrian Safety	Yes
	Lower Anchorages and Tethers for Child Safety Seats	
	Door Retention Components	Yes
	Head Restraints	
GRPE	World-wide Heavy-Duty Certification Procedure (WHDC)	Yes
	World-wide Motorcycle Emission Test Cycle (WMTC)	Yes
	OBD (Heavy Duty)	Yes
	Off-Cycle Emissions	Yes
	Non-road Mobile Machinery (PM Test)	Yes

BEGIN/CONTINUE EXCHANGE OF VIEWS AND DATA		
GR	Item	Informal Group
GRRF	Tyres	Yes
GRSG	Field of Vision	
GRSP	Side Impact Dummy	
	Compatibility	
WP.29	Intelligent Traffic Systems	Yes
GRPE	Fuel Cells	Yes
	World-Wide Light-Duty Test Procedures (WLTP)	

TO BE REMOVED FROM THE WORK OF GRs UNDER THE 1998 AGREEMENT FOR THE TIME BEING		
GR	Item	
GRSP	Safety-Belts	
	Safety-Belt anchorages	
GRRF	Brake Linings	
GRB	Tyre Noise	
GRSG	Windshield Wipers/Washers/ Defrosting/Demisting	
