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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-THIRTY-FIFTH
SESSION (8-11 March 2005)**

B. REPORTS OF THE ADMINISTRATIVE/EXECUTIVE COMMITTEES

- (1) 1958 Agreement - Twenty-ninth session of the Administrative Committee (AC.1) of the amended Agreement (9 March 2005)
- (2) 1998 Agreement (Global) - Thirteenth session of the Executive Committee (AC.3) of the Agreement (10 March 2005)

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REPORT

ATTENDANCE

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) held its one-hundred-and-thirty-fifth session from 8 to 11 March 2005, 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): Australia; Austria; Belgium; Bulgaria; Canada; Croatia; Czech Republic; Denmark; Estonia; Finland; France; Germany; Hungary; India; Ireland; Italy; Japan; Latvia; Luxembourg; Netherlands; Norway; People's Republic of China; Portugal; Republic of Korea; Republic of South Africa; Russian Federation; Slovakia; Spain; Sweden; Switzerland; Turkey; Ukraine; United Kingdom of Great Britain and Northern Ireland; United States of America. Representatives of the European Community (EC) participated. The following non-governmental organizations were also represented: International Organization for Standardization (ISO); International Organization of Motor Vehicle Manufacturers (OICA); International Motorcycle Manufacturers Association (IMMA); European Association of Automotive Suppliers (CLEPA) ^{1/}; European Tyre and Rim Technical Organization (ETRTO); Working Party "Brussels 1952" (GTB); Consumers International (CI); International Motor Vehicle Inspection Committee (CITA); Federation of European Motorcyclists' Associations (FEMA); International Confederation of Associations of Experts and Consultants (CIDADEC). At the invitation of the Chairman, the Foundation for the Automobile and Society (FIA Foundation); International Specialty Parts Association (SEMA) and the European Garage Equipment Association (EGEA) also participated.

OPENING AND STATEMENTS MADE DURING THE SESSION

2. Mr. José Capel Ferrer, Director of the UNECE Transport Division, opened the session and welcomed the participants. He informed WP.29 that, following a request from the Commission, the UNECE Executive Secretary had approved the redeployment of a P-3 post to the Transport Division, to be effective on 15 June 2005, for the performance of the functions related to the 1998 Agreement. In view of the importance of the functions of the post, the Inland Transport Committee (ITC) has requested that the post be upgraded to the originally requested P-4 level as soon as possible. He said that the recruitment procedures for the new P-3 post had already started and that the vacancy would be posted in the UN Galaxy system (<http://galaxy.un.org>) in a matter of days. He recommended to WP.29 members to diffuse this information and encouraged all interested candidates to apply for the post.

3. The Director informed WP.29 that the UNECE has commissioned a comprehensive report on the state of the UNECE with the aim of determining what changes may be necessary as to its role, mandates and functions in light of the new institutional situation in the region. The evaluation team that has been selected intends to interview Governments, the European Commission and NGO's and to circulate a questionnaire to Member States. The Director invited WP.29 to ensure that the importance of the work of WP.29 is adequately reflected in this process.

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

4. The Director also informed WP.29 of the decision taken by the ITC at its recently held sixty-seventh session to organize a Round Table on Transport Security during its February 2006 session and invited WP.29 to designate a qualified speaker to present the WP.29 activities on this subject. He also recalled the ITC request for accelerating consideration of transport security issues and adopting concrete proposals in this field. In this respect, he encouraged WP.29 to complete the work on Vehicle Degradation Systems (VDS) as soon as possible.

5. Recalling the challenges that the transport sector faces, i.e. road accidents, congestion, air pollution and consumption of fossil fuels, the Director encouraged WP.29 to strengthen its regulatory work in order, not only to make to make motor vehicles safer, but also to help drivers avoid mistakes and “forgive” or limit the consequences of such mistakes. He also encouraged WP.29 to finalize work on heavy-duty vehicle and motorcycle emissions as well as on Hydrogen and Fuel Cells vehicles. He expressed his wish that the two pending draft UNECE Regulations would be adopted at the June 2005 session, after the completion of the internal procedures of the European Community. Concerning the 1998 Agreement, the Director expressed satisfaction for the planned listing in the "Compendium of Candidate global technical regulations" of three regulations proposed by the United States of America and encouraged WP.29 to complete the gtrs already in process. As to the 1997 Agreement, he recalled the ITC invitation to the European Community and to the eighteen signatory countries to accede to it or to ratify it.

6. In his address to WP.29, Mr. C. Sage, Chairman of the Geneva International Motor Show, recalled the increasing importance over the years of the Geneva Motor Show, which celebrates this year its one-hundredth Anniversary. He also underlined its growing international recognition and recalled that this was already the seventy-fifth Geneva International Motor Show.

7. The FIA Foundation made a presentation and circulated a toolkit concerning its campaign on safety belt use. WP.29 welcomed the campaign and noted with appreciation the references made in the toolkit to the relevant UNECE regulations.

8. The secretariat informed WP.29 that all the official documents were available on the Official Document System of the United Nations (ODS) in the three working languages of the UNECE at: <http://documents.un.org>

A. SESSION OF WP.29

1. ADOPTION OF THE AGENDA

9. The provisional agenda (TRANS/WP.29/1038 and Add.1) was adopted by WP.29 with the modifications noted below:

(i) Additional documents:

- | | |
|----------------|--------------------------------------|
| Item 3.4. | document TRANS/WP.29/GRSG/66/Corr.1; |
| Item B. 2.6.1. | document TRANS/WP.29/2005/20. |

- (ii) Additions of agenda items:
5.3.4. and B.2.5.4. U.S. Federal Motor Vehicle Safety Standard on Head restraints;
9.3. Publication of the "WP.29-How it works-How to join it" in all the official languages of the UN;
9.4.1. International Environmentally Friendly Vehicles Conference;
9.5. Proposal for a horizontal Regulation under the 1958 Agreement.
- (iii) Renumbered items:
Item 8. was renumbered as item 5.5.
- (iv) Deferred items:
Items 4.3.1. and 4.3.2. New draft Regulations;
Items 4.4.1. and 4.4.2. Amendments to draft Regulations.
For the explanation, see paragraph 12. below

10. The informal documents distributed without an official 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)

11. The eighty-seventh session of WP.29/AC.2, considering the coordination and organization of work of WP.29, was held on 7 March 2005, under the chairmanship of Mr. B. Gauvin (France) and attended by representatives of Canada; European Community (EC); France; Germany; Italy; Japan; Russian Federation; United Kingdom and United States of America.

12. WP.29/AC.2 reviewed the provisional agenda of the current session of WP.29 (TRANS/WP.29/1038 and Add.1) and recommended the modifications mentioned in paragraph 4. above. Concerning the items deferred, it was noted that:

(a) For items 4.3.1. and 4.3.2. (new draft Regulations), the representative of the EC confirmed that the internal procedures necessary for a formal adoption were in progress, although he was still awaiting the authorization to vote on behalf of the EU Member States.

(b) For items 4.4.1. and 4.4.2., concerning an amendment to the draft Regulations, it could only be voted after the adoption of the new Regulations mentioned under items 4.3.1. and 4.3.2.

13. WP.29/AC.2 reviewed the forecast made by the secretariat for the WP.29 agenda of the one-hundred-and-thirty-sixth session, to be held in Geneva, from 21 to 24 June 2005. It was noted that fifteen amendments to existing Regulations, proposals for the two deferred and two additional new draft Regulations, including that on replacement wheels, were expected to be considered.

14. With respect to the 1958 Agreement, WP.29/AC.2 reviewed the issue of the application by Japan of Regulations Nos. 50, 112 and 94, as for these cases the relevant national requirements were more stringent than the provisions laid down in the Regulations. WP.29/AC.2 recommended that, with regard to Regulations Nos. 50 and 112, the issue be considered in detail by GRE and consideration continued regarding Regulation No. 94 at its June 2005 session.

15. WP.29/AC.2 considered the proposal by the EC for correcting the discrepancies and incoherencies of the scope of certain Regulations. A proposal for a Horizontal Regulation on country codes, vehicle categories, definition and scopes, based on Annex 7 to R.E.3 was presented. WP.29/AC.2 recommended its transmission to WP.29 for consideration.

16. WP.29/AC.2 continued its deliberations regarding the editing rules of Regulations. WP.29/AC.2 was of the opinion that, in the case of an issue needing joint consideration of more than one group of experts, the designation of the group or groups in charge of the subject should be taken by AC.2. Concerning the interpretation issues, WP.29/AC.2 noted the ongoing work in the EC of the elaboration of a consolidated proposal.

17. WP.29/AC.2 noted that there was no new information on the Regulation Interpretation Bulletin Board (RIBB) and on the Database Exchange of Type Approvals (DETA). It recommended that informal documents WP.29-135-8 and WP.29-135-12 concerning the standardization of the amendment procedure of UNECE Regulations should be considered by WP.29.

18. WP.29/AC.2 noted a proposal by Germany to develop a new Regulation on replacement seats and cover seats. It recommended that GRSP proceed to an exchange of information of this subject.

19. Concerning the 1998 Agreement, WP.29/AC.2 considered the question of possible options in future gtrs. WP.29/AC.2 recommended that the subject be considered by AC.3 in June 2005 on the basis of an official document based on informal document No. WP.29-135-20.

20. WP.29/AC.2 noted proposals for: (a) listing four regulations in the Compendium of Candidates, (b) formally developing gtrs, and (c) considering interim reports on the development of gtrs. It was recommended that AC.3 should consider these documents in detail. WP.29/AC.2 noted the possible solution for the adoption of the draft gtrs on a worldwide motorcycle emission test cycle and on worldwide heavy-duty vehicles certification procedure, both without limit values. It recommended its detailed consideration by AC.3.

21. WP.29/AC.2 noted some concerns regarding the possibility of adoption of Special Resolution No. 1 (S.R.1). AC.3 should consider this issue in detail.

22. For the 1997 Agreement regarding Periodical Technical Inspections, WP.29/AC.2 noted the information by the EC on the process of its accession as well as informal document No. WP.29-135-3 and recommended that WP.29 should consider both issues. WP.29/AC.2 recommended that the Administrative Committee AC.4 should not meet during the current session.

23. WP.29 adopted the report of WP.29/AC.2 on its eighty-seventh session and its recommendations.

2.2. Programme of work and documentation

Documentation: TRANS/WP.29/2005/1; informal document No. WP.29-135-7.

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

25. WP.29 noted informal document No. WP.29-135-7 concerning the work of the group of specialists on frontal impact on buses and coaches and agreed with the importance of the subject. WP.29 encouraged the continuation of the informal work which could serve, later on, as a basis to the regulatory activities in GRSG and GRSP. The representative of Denmark suggested taking into consideration also the case of buses with adjustable sleeping seats.

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

26. WP.29 noted that the reports (TRANS/WP.29/992, TRANS/WP.29/1016 and TRANS/WP.29/1037) of the three sessions held in 2004 were endorsed by ITC. WP.29 also noted the ITC request to speed up the adoption of concrete proposals regarding transport and security. In that respect, WP.29 urged GRSG to advance on the development of the prescriptions regarding the Vehicle Degradation Systems. With regard to the Round Table on Transport and Security, WP.29 invited the GRSG Chairman to attend the Round Table or to designate a speaker to provide information on the activities of his group.

27. Regarding the comprehensive report on the state of the UNECE, WP.29 noted that the questionnaire mentioned by the Director of the Transport Division (see para. 3 above) was sent to the Permanent Missions in Geneva on 7 March 2005. WP.29 recommended its representatives to contact their Permanent Missions in order to ensure that the importance of the work of WP.29 is adequately reflected.

2.4. Intelligent Transport Systems (ITS) - including the follow-up of the Round Table

Documentation: Informal documents Nos. WP.29-135-4, WP.29-135-5 WP.29-135-6, WP.29-21 and WP.29-22.

28. The Chairman of the ITS informal group presented to WP.29 an overview of the documents submitted to the informal group for consideration at its ninth session, to be held on 11 March 2005.

29. WP.29 noted with regret that, at the eighth session of the ITS, it was announced that Mr. B. Gauvin would not continue as Co-Chairman. WP.29 thanked Mr. Gauvin for his contribution to the work of the informal group and to the ITC Round Table on ITS. At the

proposal of the representative from Japan, Mr. I. Yarnold was elected Co-Chairman of the ITS informal group.

2.5. Secretariat resources

30. WP.29 welcomed the UNECE Executive Secretary's decision on the redeployment of a P-3 post to the Transport Division. WP.29 noted the ITC position that the tasks inherent to this post are quite complex and strongly supported the ITC request that the post be upgraded to the P-4 level, as originally requested.

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

3.1. Working Party on Brakes and Running Gear (GRRF)
(Fifty-sixth session, 20-22 September 2004)

Documentation: TRANS/WP.29/GRRF/56

31. WP.29 recalled the oral report of the GRRF Chairman given during the one-hundred-and-thirty-fourth session (TRANS/WP.29/1037, paras. 30-35), and approved the report.

3.2. Working Party on Noise (GRB)
(Fortieth session, 23-24 September 2004)

Documentation: TRANS/WP.29/GRB/38

32. WP.29 recalled the oral report of the GRB Chairman given during the one-hundred-and-thirty-fourth session (TRANS/WP.29/1037, paras. 36-39), and approved the report.

3.3. Working Party on Lighting and Light-Signalling devices (GRE)
(Fifty-third session, 4 – 8 October 2004)

Documentation: TRANS/WP.29/GRE/53

33. WP.29 recalled the oral report of the GRE Chairman, given during the one-hundred-and-thirty-fourth session (TRANS/WP.29/1037, paras. 40 - 44), and approved the report.

3.4. Working Party on General Safety Provisions (GRSG)
(Eighty-seventh session, 12-15 October 2004)

Documentation: TRANS/WP.29/GRSG/66 and Corr.1 (English only)

34. WP.29 recalled the oral presentation given by the GRSG Chairman during the one-hundred-and-thirty-third session (TRANS/WP.29/1037, paras. 45-50), and approved the report.

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

3.5.1. Working Party on Passive Safety (GRSP)
(Thirty-sixth session, 7-10 December 2004)

35. Ms. J. Abraham informed WP.29 that Mr. G. Mouchahoir (United States of America) was elected as Chairman for the GRSP sessions scheduled for the year 2005.

36. The Chairwoman of GRSP reported on the results made by the group during its thirty-sixth session (for more details, see the report of the session TRANS/WP.29/GRSP/36).

37. GRSP agreed to recommend to AC.3 that the subject of lower anchorages and tethers for child restraint systems be discussed as an exchange of information, instead of a gtr.

38. She drew the attention of WP.29 to the legal questions related to the interpretation of the scope of Regulation No. 94, as proposed by the expert from Japan and request its advice on the subject (see para. 14 above).

39. The Chairman of WP.29 expressed, on behalf of the group, its warm thanks to Ms. J. Abraham for her excellent performance as Chairwoman.

3.5.2. Working Party on Pollution and Energy (GRPE)
(Forty-ninth session, 11-14 January 2005)

40. The GRPE Chairman reported on the results made by GRPE during its forty-ninth session (for details, see the report of the session TRANS/WP.29/GRPE/49).

41. Recalling AC.3's request to develop generic WHH-OBD provisions enabling the future extension of the OBD system to other functions, the GRPE Chairman sought WP.29's consent to organize a special informal meeting with the participation of experts from the other Working Parties, especially GRSG, GRSP and GRRF. This informal meeting has been scheduled to take place in Geneva, on 30 May 2005. WP.29 gave its consent.

42. The GRPE Chairman reported to WP.29 that the WMTC working group on the worldwide emission test for motorcycles had worked out a revised draft gtr, still without limit values. If AC.3 would agree on the anticipated adoption of a gtr on WMTC without limit values, a revised draft gtr should be submitted to WP.29 and AC.3 for consideration at their June 2005 sessions. The same consideration would be valid for the world-wide heavy-duty certification procedure (WHDC).

43. Regarding hydrogen and fuel cell vehicles (HFCV), WP.29 was informed about GRPE's decision to establish a sub-group on environmental items (SGE) under the chairmanship of the European Commission's Joint Research Center (JRC).

44. Mr. Gauvin informed WP.29 that the work on off-cycle emissions (OCE) and on non-road mobile machinery (NRMM) was progressing.

45. Finally, the GRPE Chairman reported that amendments to Regulations Nos. 67 and 115 were agreed and would be considered by WP.29 and AC.1 at their June 2005 sessions.

3.5.3. Working Party on Braking and Running Gear (GRRF)
(Fifty-seventh session, 31 January- 4 February 2005)

46. The Chairman of GRRF, Mr. Yarnold, reported on the results made by the group during its fifty-seventh session (for more details see the report of the session TRANS/WP/29/GRRF/57).

47. The Chairman informed WP.29 that GRRF had reached agreement on test procedures and limit values for wet grip prescriptions and would develop amendments for inclusion into Regulation No. 117 on tyre rolling sound emissions. He informed WP.29 that a drafting group would be held on 28 and 29 April 2005 to finalize proposals. GRRF would continue to work in that direction.

48. GRRF had not reached agreement on the requirements for signal generation in case of endurance braking systems but intended to proceed with proposals on other stop lamp signals while GRRF considered further the endurance brake issue. WP.29 agreed the Chairman's request to clarify the responsibilities between GRE and GRRF by confirming that GRRF was responsible for providing stop lamp signals from the braking system but GRE was responsible for translating these into signals for drivers, the technical requirements for lamps and any requirements on the duration of signals.

49. The Chairman reported good progress in the elaboration of the gtr for motorcycle braking which is expected to be finalized later this year. On passenger car braking gtr, he explained that several difficult technical issues were delaying progress and that the work programme might slip as a result.

50. Finally, the Chairman reported that GRRF experts had expressed unanimous support for the adoption of the draft Regulation on replacement wheels. He requested WP.29 to envisage its consideration. WP.29 gave its consent and the secretariat was requested to transmit it for consideration by WP.29 and AC.1 at their June 2005 sessions.

3.5.4. Working Party on Noise (GRB)
(Forty-first session, 22-24 February 2005)

51. The GRB Secretary reported on the outcome of considerations made by GRB during its forty-first session (for details see report of the session TRANS/WP.29/GRB/39).

52. With regard to the development of an improved test method for sound emissions of motor vehicles, he informed WP.29 that GRB had agreed on the new test method. He added that the test measurement programme by the automotive industry, Japan and the United States of America on vehicles of different categories had already been completed. However, the first analysis of the results of that test measurement programme, still under evaluation, showed that there was no direct correlation between the current and the new test method. Concerning this situation, WP.29's guidance was sought as to whether the proposal for the new test protocol should be prepared, as initially planned, as a new series of amendments to Regulation No. 51 or as

a new Regulation. He also raised the question as to whether the cost-efficiency analyses were needed in both cases. WP.29 decided to resume consideration of this issue at its June 2005 session on the basis of an explanatory note by the GRB Chairman.

53. With regard to provisions for tyre adhesion (wet grip), WP.29 was informed about GRB's consent to insert such requirements into Regulation No. 117. However, GRRF should continue to take the responsibility of these requirements.

54. Regarding the requirements for road rolling sound emissions, WP.29 was informed that GRB agreed to extend these requirements to retreaded tyres (Regulations Nos. 108 and 109).

55. Concerning Regulation No. 41, WP.29 was informed that the informal working group started, in November 2004, to work on the development of an improved test method for the measurement of sound emissions of motorcycles.

4. 1958 AGREEMENT

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

Documentation: TRANS/WP.29/343/Rev.13 and Add.1.

56. The secretariat presented the update of the status document, reflecting the situation at 14 February 2005 with late information received by the secretariat and corrections as indicated in TRANS/WP.29/343/Rev.13/Add.1.

4.2. Consideration of draft amendments to existing Regulations

57. WP.29 considered the draft amendments under agenda items 4.2.1. to 4.2.19., subject to the corrections mentioned in paras. 56-59 below, and recommended to submit them to AC.1 for vote.

58. Agenda item 4.2.4., Regulation No. 13, document TRANS/WP.29/2004/38, to be adopted as draft Supplement 11 to the 09 series of amendments and with the deletion of the reference to the footnote of paragraph 5.2.1.30.2. and of paragraphs 5.2.1.30.2.2. to 5.2.1.30.2.4.

59. Agenda item 4.2.9., Regulation No. 48, document TRANS/WP.29/2005/12 (French only), para. 5.8.2., correct to read "... dans n'importe quelle position, ces feux additionnels satisfassent ...".

60. Agenda item 4.2.10., Regulation No. 48, document TRANS/WP.29/2005/13, the note on the cover page, the reference to the document, correct to read "TRANS/WP.29/GRE/2001/31/Rev.1".

61. Agenda item 4.2.18., Regulation No. 109, document TRANS/WP.29/2005/5, para. 3.2.12., delete the words "date of" and para. 3.2.15., correct to read: "... than front steer and drive axles."

62. The representative of CLEPA requested that Supplement 11 to the 09 series of amendments to Regulation No. 13 (item 4.2.4.) be completed with transitional provisions and announced the submission of a proposal to GRRF at its September 2005 session.

63. WP.29 requested the secretariat to reproduce informal document No. WP.29-135-14 (item 4.2.9.) with an informal symbol for consideration by GRE.

64. The representative of Hungary drew the attention of WP.29 to some incoherencies in the definitions of Regulations Nos. 36 and 52 (items 4.2.7. and 4.2.13.) with regard to the limits for passenger carrying capacity and limits for masses. WP.29 requested GRSG to study these problems.

65. The representative of the EC was of the opinion that Regulation No. 66 (item 4.2.15.), should be improved further and made a declaration, as reproduced in Annex 3 to this report. The representative of Hungary welcomed the position of the EC and underlined the importance of the future work in this field. He informed WP.29 that a GRSG informal group was working on the subject and would make a proposal to the next GRSG.

66. WP.29 requested GRB to prepare a correction to Regulation No. 92 (item 4.2.17.) eliminating the reference to national regulations.

67. In relation to the amendment to Regulation No. 109 (item 4.2.18.), WP.29 requested GRRF to verify the use of units in Regulations Nos. 54 and 109, and to make the necessary corrections.

68. The representative of India mentioned about a large number of three wheeled vehicles fitted with retrofitment kits for CNG and LPG, which play on roads in South Asia. In informal document on this subject might be transmitted to GRPE for consideration at its next session in June 2005.

4.3. Consideration of new draft Regulations

69. The consideration by WP.29 of the two new draft Regulations listed under agenda items 4.3.1. and 4.3.2. was deferred (see paras. 8 and 11 above).

4.4. Consideration of draft amendments to draft Regulations after their adoption

70. The consideration of the proposed amendments to the draft Regulations on identification of hand controls, tell-tales and indicators (item 4.4.1.) and on heating systems (item 4.4.2.) was deferred (see paras. 9 and 12 above).

5. 1998 AGREEMENT (GLOBAL)

5.1. Status of the Agreement

Documentation: Informal document No. WP.29-135-1.

71. WP.29 noted informal document No. WP.29-135-1 reflecting the situation of the Global Agreement at 25 February 2005. Following the decisions of AC.3, an updated table with the priorities and proposals is reproduced in Annex 2 to this report.

5.2. Consideration of draft global technical regulations

5.2.1. Uniform provisions concerning the measurement procedure for motorcycles equipped with a positive – or compression ignition engine with regard to the emissions of gaseous pollutants, CO2 emissions and fuel consumption by the engine

Documentation: TRANS/WP.29/2004/68; informal document No. WP.29-135-11.

72. WP.29 noted the status report by the Chairman of the WMTC informal group reporting that the test cycle had been agreed by GRPE, and that an updated text would be transmitted for the June 2005 session. The informal group will continue its work to elaborate a proposal for limit values, taking into consideration the concerns by India (WP.29-133-10) and China (WP.29-135-11).

73. During an exchange of views on the legal form (gtr or Special Resolution) to be given to the proposal, the majority of representatives, who took the floor, were in favour of a gtr without limit values, in a first step. The limit values would have to be incorporated in a second step. This option would assure a legal obligation for the use of the harmonized test cycle and would allow to gain technical experience to determine the limit values.

5.3. Consideration of technical regulations to be listed in the Compendium of Candidate global technical regulations

Documentation: TRANS/WP.29/2005/26; TRANS/WP.29/2005/27; TRANS/WP.29/2005/28.

74. WP.29 noted that the three requests for listing in the Compendium of Candidates be considered by AC.3. Recalling the provisions of articles 5.1. and 6.2. of the Agreement, WP.29 noted that in addition to the regulations listed in the Compendium, UNECE Regulations are also candidates for harmonization or adoption as gtrs. The secretariat was requested to reflect this principle in a clear manner on the WP.29 website.

6. 1997 AGREEMENT (INSPECTIONS)

6.1. Status of the Agreement

Documentation: Informal documents Nos. WP.29-135-2 and WP.29-135-3.

75. WP.29 noted the status of the Agreement at 25 February 2005 (informal document No. WP.29-135-2). It was agreed that GRPE should resume its consideration, during its session in June 2005, on the alignment of Rule No. 1 to the EU Directive 96/96/EC, as amended. In addition, the secretariat was requested to distribute informal document No. WP.29-135-3 with an official symbol.

7. CONSOLIDATED RESOLUTION ON THE CONSTRUCTION OF VEHICLES (R.E.3)

Documentation: TRANS/WP.29/2005/24.

76. The proposal for amendments to Annex 7 to R.E.3 was adopted by WP.29.

8. DRAFT PROPOSAL FOR A NEW SPECIAL RESOLUTION No. 1 ON COMMON DEFINITIONS OF VEHICLE CATEGORIES, MASSES AND DIMENSIONS (S.R.1)

Documentation: TRANS/WP.29/2003/17/Rev.2 and TRANS/WP.29/2005/21.

77. WP.29 noted that this item should be considered by AC.3.

9. OTHER BUSINESS

9.1. Enforcement of type approval and conformity of production standards

Documentation: TRANS/WP.29/2002/28; informal document No. WP.29-135-15.

78. WP.29 noted the request by the Russian Federation to incorporate durability requirements into certain Regulations (WP.29-135-15). WP.29 requested GRRF, GRPE and GRB respectively to proceed to an exchange of views on this matter. Regarding the verification of the conformity of production (COP), it was confirmed that the COP procedure was clearly defined in the 1958 Agreement and has to be enforced by the Contracting Parties delivering Type Approvals.

9.1.1. Rules and recommendations for preparation of standards and regulations

79. WP.29 noted that no new information had been provided on the subject.

9.1.2. Resolving of interpretation issues

Documentation: TRANS/WP.29/2003/100; TRANS/WP.29/2003/101.

80. WP.29 noted that an updated proposal by the EC should be considered, if available, at the next session.

9.1.3. Recall systems applied by various Contracting Parties to the Agreement

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

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

82. No new information on the subject was provided during the session.

9.1.5. Standardizing the amendment procedure of UNECE Regulations

Documentation: TRANS/WP.29/2003/97, TRANS/WP.29/2004/45, TRANS/WP.29/2004/75; informal documents Nos. WP.29-135-8 and WP.29-135-12.

83. Based on informal documents Nos. WP.29-135-8 and WP.29-135-12, and taking into consideration any comments received before 25 March 2005, the representative of Japan would transmit an official document for consideration at the next session.

9.2. Feasibility of a Round Table on harmonization of international on gaseous fuels

84. WP.29 noted that ISO had volunteered to organize and host that Round Table.

9.3. Publication of the WP.29 "Blue book" in all the UN official languages.

85. WP.29 proceeded to a general exchange of views on the possibility of dissemination of the 1958 and 1998 Agreements. WP.29 unanimously agreed that the translation and publication of the "Blue book" (ECE/TRANS/NONE/2002/12) in the other three UN official languages (Arabic, Chinese and Spanish) would be a good solution. The secretariat was requested to give the necessary follow-up to this decision.

9.4. International Environmentally Friendly Vehicles (EFV) Conference

Documentation: Informal document No. WP.29-135-9.

86. WP.29 welcomed the initiative of the United Kingdom to organize this conference, probably on 10 and 11 November 2005 and encouraged its members to attend it (contact person: edward.brigeland@dft.gsi.gov.uk). This subject will appear on the agenda of the June 2005 sessions of GRPE and WP.29 in order to consider their contributions.

9.5. Proposal for a Horizontal Regulation on country codes, vehicle categories, definitions and scopes

Documentation: Informal document No. WP.29-135-18.

87. WP.29 noted the proposal by the EC to eliminate inconsistencies between some Regulations, the Consolidated Resolution R.E.3 and the Vienna Convention. GRSG was requested to study the proposal. The representative of Japan recommended a careful examination of the subject and the consideration of possible repercussions of such a Regulation to national legislations.

10. ADOPTION OF THE REPORT

88. WP.29 adopted the report, together with the annexes, on its one-hundred-and-thirty-fifth session.

* * *

B. SESSIONS OF THE ADMINISTRATIVE/EXECUTIVE COMMITTEES

1. 1958 AGREEMENT – TWENTY-NINTH SESSION

1.1. ESTABLISHMENT OF THE AC.1

89. Of the forty-four Contracting Parties to the Agreement, 35 were represented and established AC.1 for its twenty-ninth session.

1.2. ELECTION OF OFFICERS

90. AC.1 invited Mr. B. Gauvin, Chairman of WP.29, to chair the session.

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

91. The result of the vote on the documents submitted to AC.1 is reflected in the following table:

Regulation No.	Subject of the Regulation	Contracting Parties		Document; TRANS/WP.29/....	Voting result: for/against/abstention	Document status	Remark
		applying the Regulation present	and voting				
6	Direction indicators	40	34	2005/7	34/0/0	Suppl.12 to 01	*/
6	Direction indicators	40	34	2005/8	34/0/0	Corr.1 to Suppl.9 to 01	*/
7	Position, stop and end-outline marker lamps	39	33	2005/9 and Corr.1	33/0/0	Suppl. 9 to 02	*/
13	Braking	39	33	2004/38, as amended by para. 56	33/0/0	Suppl.11 to 09	*/
13	Braking	39	33	2005/2	33/0/0	Suppl.1 to 10	*/
23	Reversing lamps	39	33	2005/10	33/0/0	Suppl.11 to 00	*/
36	Large capacity passenger vehicles	23	16	2005/16	16/0/0	Suppl.11 to 03	
38	Rear fog lamps	38	33	2005/11	33/0/0	Suppl.10 to 00	*/
48	Installation of lighting and light-signalling	37	32	2005/12 and Corr.1, as amended by para. 57	32/0/0	Suppl.11 to 02	*/
48	Installation of lighting and light-signalling	37	32	2005/13, as amended by para. 58	32/0/0	Corr. 1 to Suppl.8 to 02	*/
50	Position, stop and indicator lamps for motorcycles	37	32	2005/14	32/0/0	Suppl.8 to 00	*/
50	Position, stop and indicator lamps for motorcycles	37	32	2005/15	32/0/0	Corr.1 to Revision 1	*/
52	Small capacity passenger vehicles, M2 and M3 categories	23	16	2005/17	16/0/0	Suppl.8 to 01	
54	Pneumatic tyres for commercial vehicles	40	34	2005/3	34/0/0	Corr.1 to Revision 2	*/
66	Strength of the superstructure	33	31	2005/18	31/0/0	01 series	*/
90	Replacement braking linings	35	31	2005/4	31/0/0	Suppl.6 to 01	*/
92	Replacement exhaust silencing systems (RESS) for motorcycles	15	11	2005/6	11/0/0	Suppl.2 to 00	
109	Retreaded pneumatic tyres for commercial vehicles	37	31	2005/5, as amended by para. 59	31/0/0	Suppl.3 to 00	*/
115	Specific LPG and CNG retrofit systems	40	33	2004/73	33/0/0	Suppl.1 to 00	*/

*/ The EC representative voting for the 25 EU Member States

1.4. NEW DRAFT REGULATIONS – VOTING BY AC.1

92. Items deferred (see paras. 8 and 11 above).

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

2.1. Establishment of the AC.3

93. The thirteenth session of AC.3 was held on 10 March 2005. The representatives of eighteen Contracting Parties to the Agreement attended the session (Canada, European Community, Finland, France, Germany, Hungary, Italy, Japan, Netherlands, People's Republic of China, Republic of Korea, Russian Federation, South Africa, Spain, Sweden, Turkey, United Kingdom, United States of America).

2.2. Election of officers for the year 2005

94. At the proposal by the representative of the United States of America, Mr. K. Wani (Japan) was unanimously elected Chairman for the AC.3 sessions in 2005. Ms. J. Abraham (United States of America) and Mr. M. Fendick (European Community) were also unanimously elected Vice-Chairpersons.

2.3. Consideration of the proposal for a special resolution concerning the common definitions of vehicle categories, masses and dimensions (S.R.1)

Documentation: TRANS/WP.29/2003/17/Rev.2; TRANS/WP.29/2005/21.

95. AC.3 adopted the formal proposal to develop the Special Resolution (TRANS/WP.29/2003/17/Rev.2) and agreed to defer the consideration of the Special Resolution (TRANS/WP.29/2005/21) to its next session.

2.4. Consideration of draft global technical regulations (gtrs)

2.4.1. Uniform provisions concerning the measurement procedure for motorcycles equipped with a positive or compression ignition engine with regard to the emissions of gaseous pollutants, CO2 emissions and fuel consumption by the engine

Documentation: TRANS/WP.29/2004/68, informal document No. WP.29-135-11.

96. AC.3 agreed to consider a revised draft gtr on a **world-wide motorcycle emission test cycle (WMTC)**, to be transmitted for the next session by the technical sponsor. The concerns raised by the representative of China concerning the reference fuel could be taken into consideration in the revised version (WP.29-135-11). Any alternative reference fuel specifications should be clearly indicated and limited in time until the inclusion of limit values in the gtr.

97. AC.3 endorsed the GRPE decision to take into consideration the Indian concerns (WP.29-133-10) in a further step in the elaboration of the gtr when the limit values would be included.

2.5. Technical regulations to be included in the Compendium of Candidate global technical regulations – Voting by AC.3

2.5.1. United States of America Environmental Protection Agency Programme for Cleaner Heavy-Duty Engine and Vehicle Standards and Highway Diesel Fuel Sulphur Control (Clean Highway Diesel Programme)

Documentation: TRANS/WP.29/2005/26.

98. Submitted to vote, the request was adopted. Canada, Japan, People's Republic of China, Republic of Korea, South Africa, Turkey and the United States of America voted in favour, the European Community (voting for Finland, France, Germany, Hungary, Italy, Netherlands, Slovakia, Spain, Sweden and the United Kingdom) voted against and the Russian Federation abstained.

2.5.2. United States of America Environmental Protection Agency's Programme for Cleaner Vehicles and Cleaner Gasoline (Tier 2 Programme)

Documentation: TRANS/WP.29/2005/27.

99. Submitted to vote, the request was unanimously adopted by Canada, European Community (voting for Finland, France, Germany, Hungary, Italy, Netherlands, Slovakia, Spain, Sweden and the United Kingdom), Japan, People's Republic of China, Republic of Korea, Russian Federation, South Africa, Turkey and the United States of America.

2.5.3. United States of America Environmental Protection Agency Programme for Cleaner Non-road Engine and Non-road Diesel Fuel Sulphur Control (Clean Air Non-road Diesel Programme)

Documentation: TRANS/WP.29/2005/28.

100. Submitted to vote, the request was adopted. Canada, Japan, People's Republic of China, Republic of Korea, South Africa, Turkey and the United States of America voted in favour, the European Community (voting for Finland, France, Germany, Hungary, Italy, Netherlands, Slovakia, Spain, Sweden and the United Kingdom) voted against and the Russian Federation abstained.

2.5.4. US Federal Motor Vehicle Safety Standards on head restraints

Documentation: Informal document No. WP.29-135-17.

101. AC.3 agreed to consider the request on the basis of an official document at its next session.

2.5.5. Rules of Procedure for the development of the Compendium of Candidate gtrs

Documentation: Informal document No. WP.29-135-19/Rev.1.

102. After a succinct discussion of the proposal, AC.3 agreed that the translation of the technical regulations listed in the Compendium would not be necessary. The proposed rules of procedure would be submitted to vote during the next session for which the document would be distributed with an official symbol.

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

103. AC.3 was informed on the progress achieved in developing the proposals for gtrs mentioned in items 2.6.1. to 2.6.16. The updated status of the proposals and priorities for the development of the draft gtrs are shown in the table of Annex 2 to this report. The representative of the United States of America underlined the need for detailed progress reports to AC.3. The secretariat was requested to distribute informal documents Nos. WP.29-135-10, WP.29-135-13 and WP.29-135-20 with an official symbol for the June 2005 session. The most important information and comments made in the progress reports are reproduced below:

104. Agenda item 2.6.1., **installation of lighting and light-signalling devices**. AC.3 noted the preliminary report (TRANS/WP.29/2005/20). The representative of Canada reported that GRE had abandoned at this time the idea of finding a singular-best practice solution for all items of the gtr on lighting installation. With regard to items for which Contracting Parties have different national requirements that cannot be justified for inclusion in a gtr, GRE is considering the inclusion of such solutions as options. To deal with clear dissemination of information regarding the choice of "options" by the Contracting Parties, informal document No. WP.29-135-20 was distributed.

105. Agenda item 2.6.2., **motorcycle brakes**. AC.3 noted the preliminary report (TRANS/WP.29/2005/25) of the informal group and was informed that GRRF might be in a position to consider a draft gtr at its September 2005 session. Representatives were invited to submit comments on the draft directly to Canada.

106. Agenda item 2.6.3., **passenger vehicle brakes**. AC.3 was informed that the draft gtr was progressing, but could be delayed due to the difficulties being encountered in resolving the different technical requirements for a harmonized standard.

107. Agenda item 2.6.4., **safety glazing**. AC.3 was informed that the draft gtr was submitted to GRSG for consideration at its April 2005 session. The representative of Canada announced that he would send detailed comments regarding the proposal. The representative of the United States of America requested a more detailed report explaining the non-resolved problems and remarked that the draft gtr did not follow the agreed upon format (TRANS/WP.29/883).

108. Agenda item 2.6.5., **controls and displays**. AC.3 was informed that a new draft with a revised text of the gtr would be submitted to GRSG for consideration at its April 2005 session. The table of symbols would be prepared for the October 2005 session of GRSG. The

representative of the United States of America informed AC.3 of pending research results by the United States of America industry on the subject of symbols identifying controls tell tales and indicators that could solve the outstanding issue of the rule making process.

109. Agenda item 2.6.7., **lower anchorages and tethers for child safety seats**. AC.3 endorsed the GRSP opinion to continue work on lower anchorages and tethers for child safety seats as an exchange of views only.

110. Agenda item 2.6.9., **head restraints**. AC.3 adopted the proposal to develop the gtr and assigned the task to GRSP.

111. Agenda item 2.6.11., **world-wide motorcycle emission test cycle (WMTC)** (see paras. 92 and 93).

112. Agenda item 2.6.12., **heavy-duty on-board diagnostics systems (WWH-OBD)**. AC.3 followed with interest a presentation by the Secretary of the informal group (informal document No. WP.29-135-23). With regard to the development of the specification for the OBD communication (wired/wireless) in the gtr, the presenter suggested a two-step approach. The representative of the United States of America supported this idea. AC.3 endorsed the proposition.

113. Agenda item 2.6.13., **off-cycle emissions**. AC.3 adopted the formal proposal to develop the gtr (TRANS/WP.29/2005/23). AC.3 clarified that the description of the United States of America standards in the proposal should not be interpreted as preventing the consideration of alternative approaches.

2.7. ITEMS ON WHICH THE EXCHANGE OF VIEWS AND DATA SHOULD CONTINUE OR BEGIN

114. AC.3 decided to consider these items during its next session.

2.8. LEGAL AND ADMINISTRATIVE PROCEDURES CONCERNING THE AGREEMENT

Documentation: Informal document No. WP.29-135-16.

115. The secretariat was requested to distribute the document with an official symbol.

Annex 1

LIST OF INFORMAL DOCUMENTS Nos. WP.29-135-... DISTRIBUTED WITHOUT A SYMBOL DURING THE ONE-HUNDRED-AND-THIRTY-FIFTH SESSION

No.	Transmitted by	Agenda item	Language	Title	Follow-up
1.	Secretariat	5.1.	E	Agreement Concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles - Situation on 25 February 2005	(a)
2.	Secretariat	6.1.	E	Agreement Concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections - Situation on 25 February 2005	(a)
3.	Hungary	6.1.	E	1997 Agreement (Inspections)	(b)
4.	Japan	2.4.	E	Provisional Agenda for the ninth session of the Informal Group on "ITS"	(a)
5.	ITS Informal Group	2.4.	E	Note of WP.29-ITS Informal Group – 19 November 2004	(a)
6.	ITS Informal Group	2.4.	E	Tentative Schedule for the Meeting for WP.29/ITS Informal Group	(a)
7.	Hungary and Spain	2.2.	E	Information About Frontal Collision of Buses – Necessary and possible regulatory works	(a)
8.	Japan	9.1.5.	E	General Guidelines for UNECE Regulatory Procedures and Transitional Provisions in UNECE Regulations	(b)
9.	United Kingdom	9.4.	E	International Environmentally Friendly Vehicles Conference	(a)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
10.	EC	5.4. and B.2.6.14.	E	Proposal to Develop a Global Technical Regulation Concerning the Exhaust Emissions from Non-Road Mobile Machinery (NRMM)	(b)
11.	China	5.2.1. and B.2.4.1.	E	Proposal for amendments to the proposal of WMTC gtr	(e)
12.	Japan	9.1.5.	E	Justification for the Proposal of General Guidelines for UNECE Regulatory Procedures and Transitional Provisions in UNECE Regulations (Informal document No. WP.29-135-8)	(b)
13.	Germany	5.4. and B.2.6.4.	E	Preliminary Report on the Development of a Global Technical Regulation Concerning Safety Glazing Materials for Motor Vehicles and Motor Vehicle Equipment	(b)
14.	Russian Federation	4.2.9.	E/R	Comments in Regard to Proposal for Draft Supplement 11 to the 02 Series of Amendments to Regulation No. 48 (document TRANS/WP.29/2005/12)	(f)
15.	Russian Federation	9.1.	E/R	Concerning Development of Type Approval Procedures Related to Verification of Conformity of Certified Parameters	(d)
16.	OICA	A.5. and B.2.8.	E	OICA Views on Global Harmonization – The Functioning of the 1998 Agreement	(b)
17.	USA	5.3.4. and B.2.5.4.	E	United States of America Request to List Regulations in the Compendium of Candidates – Head Restraints	(b)
18.	EC	9.5.	E	Draft Proposal for a Horizontal Regulation on Country Codes, Vehicle Categories, Definitions and Scopes	(g)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
19 Rev.1		B.2.5.	E	Rules of Procedure for the Development of the Compendium of Candidate Global Technical Regulations in the framework of the 1998 Agreement	(b)
20.	Canada	B.2.8.	E	Status document for the 1998 Agreement: Contracting Parties' Declaration of Choice of Alternative Provisions Contained in Global Technical Regulations (gtr)	(b)
21.	Canada	2.4.	E	Canadian Memorandum of Understanding (MOU) Regarding Drivers' Distraction Countermeasures	(a)
22.	OICA	2.4.	E	Example of a lane departure	(a)
23	GRPE/OBD Informal Group	B.2.6.12.	E	Status report of the development of OBD	(a)

Notes:

- (a) Consideration completed or to be superseded
- (b) Continue consideration at the next session with an official symbol
- (c) Continue consideration at the next session as an informal document
- (d) To be considered by GRB, GRPE and GRRF as an informal document
- (e) To be transmitted to GRPE as an informal document
- (f) To be transmitted to GRE as an informal document
- (g) To be transmitted to GRSG as an informal document

Annex 2

STATUS OF THE 1998 AGREEMENT: PRIORITIES AND PROPOSALS

Working Party	Item	Informal group (Yes-No) / Chair	Technical sponsor	Formal proposal TRANS/WP.29/..	Proposal for a draft gtr TRANS/WP.29/..
GRE	Installation of Lighting and Light-Signalling Devices	Yes/Canada	Canada	AC.3/4	GRE/2001/6/Rev.4 ☞/
GRRF	Motorcycle Brakes	Yes/Canada	Canada	AC.3/3	
	Passenger Vehicle Brakes	Yes / United Kingdom and United States of America	Japan and United Kingdom	AC.3/10	
	Tyres	Yes [United Kingdom]	France		
GRSG	Safety Glazing	Yes / Germany	Germany	AC.3/9	GRSG/2005/9 ☞/ 2005/.. (first report)
	Controls and Displays	No	Canada	AC.3/2	±/
	Vehicle Classification, Masses and Dimensions	Yes / Japan	Japan	[AC.3/..]	2005/21 #/
GRSP	Pedestrian Safety	Yes / Japan/EC	EC	AC.3/7	GRSP/2005/3 ☞/
	Head Restraints	Yes / United States of America	USA	[AC.3/..]	
GRPE	World-wide Heavy-Duty Certification Procedure (WHDC)	No	EC	AC.3/8	
	World-wide Motorcycle Emission Test Cycle (WMTC)	Yes / Germany	Germany	AC.3/6	[2004/68/Rev.1] */
	Heavy-Duty OBD (WWH-OBD)	Yes / Japan	USA	AC.3/1	
	Off-cycle Emissions	Yes / United States of America	USA	AC.3/..	
	Non-road Mobile Machinery (PM test)	Yes / EC	EC	2005/..	
	Hydrogen and fuel cells vehicles	Yes/Germany	Germany, Japan and USA		

☞/ Updated proposal to be considered by GRE in April 2005.

±/ An informal document will be transmitted for 88th GRSG.

#/ To be Special Resolution No. 1 (S.R.1).

*/ The informal group is developing emission limit values and the cost-benefit analysis.

☞/ To be considered by GRSP in May 2005.

☞/ To be considered by GRSG in April 2005.

Annex 3

DECLARATION ACCOMPANYING THE EC'S ACCESSION TO THE REVISED
REGULATION No. 66

The EC welcomes the work done by the Ad hoc Group entrusted with the development of the revised Regulation No. 66 on the protection of coach passengers in the case of roll-over.

The EC would like to make the following comments:

- The initial text of Regulation No. 66 covers single decker vehicles, intended for 16 passengers (seated or standees), while the proposal covers the same vehicles intended for 22 passengers. That means that minibuses belonging to category M₂ (class A or B) will not be covered any more.

The EC asks that GRSG consider the possibility of including M₂ vehicles of classes A and B, as soon as possible.

- Regulation No. 66 covers single decker vehicles falling into a ditch 0.8 m deep. This depth is not appropriate where the main objective of the regulation would be to improve the design of modern tourism coaches.

Some sources reveal that the number of roll-over accidents involving high vehicles (high deckers and double deckers) is increasing significantly. Therefore, the EC asks that GRSG consider appropriate test methods to cover high vehicles.

- The deformations undergone by the superstructure in the case of roll-over are influenced by the energy to be dissipated. The study 'ECBOS', commissioned by the European Commission, has concluded that the mass of the belted passengers should be included in the total energy to be absorbed. The EC therefore urges the full passenger mass be taken into account, instead of only 50 per cent.
