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World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on General Safety Provisions (GRSG)

**REPORT OF THE WORKING PARTY ON GENERAL SAFETY PROVISIONS (GRSG)
ON ITS EIGHTY-NINTH SESSION**

(11 to 14 October 2005)

1. GRSG held its eighty-ninth session from 11 October (afternoon) 2005 to 14 October 2005, under the chairmanship of Mr. A. Erario (Italy). Experts from the following countries participated in the work, following Rule 1(a) of the Rules of Procedure of WP.29 (TRANS/WP.29/690): Belgium; Canada; the Czech Republic; Finland; France; Germany; Hungary; Italy; Japan; Luxembourg; the Netherlands; Norway; Poland; the Republic of Korea; the Russian Federation; Spain; Sweden; Turkey; the United Kingdom; the United States of America. Representatives of the European Commission (EC) also participated. Experts from the following non-governmental organizations participated: International Organization for Standardization (ISO); International Organization of Motor Vehicle Manufacturers (OICA); European Association of Automobile Suppliers (CLEPA); International Motorcycle Manufacturers Association (IMMA); Comité de Liaison des Constructeurs de Carrosseries et Remorques (CLCCR) and the International Road Transport Union (IRU).
2. The documents without a symbol distributed during the session are listed in Annex 1 to this report.

REGULATION No. 36 (Large capacity passenger vehicles)

Documentation: Informal document No. GRSG-89-11 of Annex 1 to this report.

3. GRSG considered GRSG-89-11 (superseding TRANS/WP.29/GRSG/64, Annex 4) and requested the secretariat to distribute the document, with an official symbol, for consideration at its next session. The expert from Germany announced the presentation of an alternative proposal for paragraph 10.3.

REGULATION No. 52 (Small capacity passenger vehicles, M₂ and M₃ categories)

Documentation: Informal document No. GRSG-89-13 of Annex 1 to this report.

4. GRSG considered GRSG-89-13 (superseding TRANS/WP.29/GRSG/64, Annex 4) and requested the secretariat to distribute the document, with an official symbol, for consideration at its next session. The expert from Germany announced an alternative proposal for paragraph 10.3.

REGULATION No. 66 (Strength of superstructure)

Documentation: Informal documents Nos. GRSG-89-6 and GRSG-89-7 of Annex 1 to this report.

5. GRSG followed with interest the presentation of GRSG-89-6 by the expert from Hungary on compilation of worldwide bus rollover accident data (282 accidents covered), based on information available in the mass media. GRSG acknowledged the importance of collection and examination of bus rollover accident data, although, some experts raised concerns about the reliability of particular data. The expert from OICA was in doubt concerning the accuracy of the data and was of the opinion that the results of these studies should not be used for further elaboration of amendments to Regulation No. 66. The expert from Canada noted that there was no information about seatbelt use by occupants. The expert from Germany requested to indicate whether buses involved in accidents were approved according to the current requirements of Regulation No. 66. The expert from the United Kingdom welcomed study results, but requested to collect additional data from official road accident records and not from the mass media.

6. GRSG followed the presentation of GRSG-89-7 by the expert from Hungary on detailed analysis of a particular bus rollover accident. The experts from the United Kingdom and OICA made remarks on the inaccuracy of some data in this document. In addition, the expert from OICA remarked that some conclusions of this analysis are hurtful for the manufacturers although they are based on assumptions rather than facts. He also reminded GRSG that all documents on the UN website are in the public domain and urged delegates to take great care in ensuring the factual content of analytical documents.

7. Following the request by WP.29 expressed at its one-hundred-and-thirty-sixth session (TRANS/WP.29/1041, para. 41), GRSG considered and adopted the draft terms of reference of the informal group on the strength of bus superstructure, based on WP.29-136-13, as reproduced in Annex 2 to this report. The request of the expert from the European Commission (EC) to mention the ECBOS (Enhanced Coach and Bus Occupant Safety) study instead of the more generic formulation "existing studies" was not accepted. The expert from the EC raised a reservation.

8. The experts from the Czech Republic; Finland; France; Germany; Hungary; Italy; the Netherlands; Poland; Spain; Sweden; the United Kingdom; the EC; OICA and CLCCR expressed their wish to participate in the work of the informal group.

9. The expert from Spain questioned the deletion in the 01 series of amendments to the Regulation of the footnote of paragraph 1. GRSG requested the Chairman of the informal group to clarify the issue and to propose, if necessary, to reintroduce it by a Corrigendum.

REGULATION No. 107 (M₂ and M₃ vehicles)

Proposals for the 02 series of amendments

Documentation: TRANS/WP.29/GRSG/2005/20; informal document No. GRSG-89-16 of Annex 1 to this report.

10. GRSG adopted TRANS/WP.29/GRSG/2005/20 modified by GRSG-89-16, with the amendments reproduced below:

Paragraph 2.1.8., amend to read:

" or having a means of temporary external guidance (guided trolleybuses)."

Annex 3, paragraphs 7.7.6.3. and 7.7.6.4., should be deleted.

Annex 4, Figures 25 and 26 (text in brackets), replace "Annex 4" by "Annex 3".

11. The secretariat was requested to transmit the amended proposal to WP.29 and AC.1 for consideration during their March 2006 sessions as draft 02 series of amendments to Regulation No. 107.

Proposals for Supplement 1 to the 02 series of amendments

Documentation: TRANS/WP.29/GRSG/67, Annex 2; TRANS/WP.29/GRSG/2005/7; TRANS/WP.29/GRSG/2005/8; TRANS/WP.29/GRSG/2005/19; informal documents Nos. GRSG-89-3; GRSG-89-4; GRSG-89-5; GRSG-89-14; GRSG-89-15 and GRSG-89-21 of Annex 1 to this report.

12. GRSG adopted TRANS/WP.29/GRSG/2005/19, modified by GRSG-89-14, with the amendments reproduced below:

Annex 3,

Paragraph 7.6.3.1., amend to read:

"7.6.3.1. Vehicles of Class I, II or III shall meet the following requirements:"

Paragraph 7.6.3.1.4., amend to read:

"7.6.3.1.4. In the case of an emergency window situated in the rear face of the vehicle, either it shall meet the requirements shown in paragraph 7.6.3.1.3., or it shall be possible to inscribe in the aperture of this emergency window a rectangle 350 mm high and 1,550 mm wide, the corners of which may be rounded to a radius of curvature not exceeding 250 mm."

Annex 4, Figure 24, should be deleted.

13. GRSG considered TRANS/WP.29/GRSG/2005/8 together with GRSG-89-3; GRSG-89-4 and GRSG-89-15 as well as the amendments adopted during the previous session (TRANS/WP.29/GRSG/67, Annex 2). The expert from the United Kingdom maintained his reservation on the definition of steps (Annex 8, para. 3.1.) and the expert from the EC reserved his position on Annex 3, paragraph 7.6.11.1. requesting the inclusion of an arrow in the vicinity of the figure indicating the direction to follow towards emergency exits.

14. GRSG considered GRSG-89-5 and agreed to amend Annex 3, paragraph 7.6.4.6. of document TRANS/WP.29/GRSG/2005/20, as reproduced below:

Annex 3, paragraph 7.6.4.6., amend to read:

"

.... on the upper deck.

In the case of doors situated behind the articulated section of an articulated vehicle, mirrors shall not be deemed to be a sufficient optical device.

In the case of a service door "

15. The secretariat was requested to prepare on the basis of the above-mentioned documents (see paras. 12 to 14) a consolidated document with an official symbol for consideration during the next GRSG session.

16. GRSG considered TRANS/WP.29/GRSG/2005/7 in order to introduce the mass definitions of the EU Directive 97/27/EC into the Regulation. GRSG requested the experts from France, Germany, the United Kingdom and OICA to exchange views on this question and to prepare an updated document for consideration at the next GRSG session.

17. The expert from Sweden introduced GRSG-89-21 proposing clarification of the definition of Class II buses with regard to the area for wheelchair passengers. The expert from the Russian Federation suggested to insert these provisions in the text of the Regulation rather than in the definition. GRSG requested the secretariat to distribute the document, with an official symbol, for consideration at the next GRSG session under the agenda item on safety of wheelchair passengers in buses and coaches.

Open top buses and coaches

Documentation: TRANS/WP.29/GRSG/2005/21.

18. GRSG agreed on TRANS/WP.29/GRSG/2005/21 with the amendments reproduced below. The expert from the EC reserved his position on the last sentence of paragraph 7.18.

The inserted new paragraph 2.1.8., renumber as paragraph 2.1.9.

The inserted new paragraph 7.6.1.12., renumber as paragraph 7.6.1.15.

The inserted new paragraphs 7.16. to 7.17., renumber as paragraphs 7.17. to 7.18.

Paragraph 7.18., delete the word "intercom" and amend to read:

" roof to be observed. In addition an intercommunication system shall be provided to enable the driver to communicate with these passengers."

19. The secretariat was requested to insert the amended text of TRANS/WP.29/GRSG/2005/21 into the consolidated document for Supplement 1 to the 02 series of amendments to Regulation No. 107 (see para. 15).

Sleeping coaches

Documentation: Informal documents Nos. GRSG-89-2 and GRSG-89-9 of Annex 1 to this report.

20. GRSG considered GRSG-89-2, tabled by the Russian Federation, concerning the technical requirements for sleeping coaches in the Russian Federation as well as GRSG-89-9, tabled by Hungary, concerning different seat/bed arrangements in sleeping coaches. GRSG acknowledged that currently there were no provisions for sleeping coaches in Regulation No. 107. The expert from OICA suggested to maintain requirements for sleeping coaches at national level. The expert from Germany indicated that carriage of passengers in sleeping coaches is prohibited in Germany due to the fact that currently there are not appropriate restraint systems for lying passengers. GRSG agreed to exclude at the present sleeping coaches from the scope of Regulation No. 107 and the Chairman announced his intention to inform WP.29 about this GRSG decision. The expert from Hungary volunteered to prepare a proposal for the next GRSG session clarifying that sleeping coaches are excluded from the scope of Regulation No. 107.

Safety of wheelchair passengers in buses and coaches

Documentation: TRANS/WP.29/GRSG/2005/10.

21. GRSG noted the progress of work in the informal group on the safety of wheelchair passengers in buses and coaches and acknowledged that a superseding document will be transmitted by the informal group for consideration during the next GRSG session.

Lighting to assist boarding and alighting of passengers

Documentation: TRANS/WP.29/GRSG/2005/16; GRSG-89-27 of Annex 1 to this report.

22. The expert from Sweden introduced TRANS/WP.29/GRSG/2005/16 proposing insertion of a definition and requirements for service-door lighting in buses. Following an exchange of views on the issue, GRSG agreed to resume the consideration of this subject at its next session on the basis of a new proposal by Sweden.

23. The expert from the Russian Federation introduced GRSG-89-27 proposing clarification of requirements for artificial lighting. GRSG requested the secretariat to distribute the document, with an official symbol, for consideration at the next GRSG session.

Laminated safety glazing

Documentation: Informal documents Nos. GRSG-89-10; GRSG-89-24 and the GRSG-89-32 of Annex 1 to this report.

24. GRSG considered GRSG-89-10, tabled by Hungary and Sweden, together with GRSG-89-24 and GRSG-89-32, tabled by Sweden, concerning the importance of safety glazing to avoid passenger ejection in the case of rollover accidents. However, it was noted that the use of laminated safety glazing would imply higher costs, higher mass of glass, and more difficulties if used in emergency exits. GRSG agreed to resume consideration of this subject at its next session and keep GRSG-89-10; GRSG-89-24 and GRSG-89-32 on its agenda.

Fire safety in buses

Documentation: Informal documents No. GRSG-89-23 and GRSG-89-33 of Annex 1 to this report.

25. GRSG followed with interest a presentation of GRSG-89-23 by the expert from Sweden on ongoing studies in Sweden and Norway concerning fire safety and fire properties of materials used in modern buses. These studies revealed that current test requirements for interior materials in coaches could be significantly improved. GRSG agreed to resume consideration of this subject at its next session and keep GRSG-89-23 and GRSG-89-33 on its agenda.

Frontal collision of buses

26. GRSG agreed to keep this item on its agenda awaiting for a presentation by the expert from Spain.

Inconsistencies in the definitions of Regulations Nos. 36 and 52

Documentation: Informal document No. GRSG-89-8 of Annex 1 to this report.

27. Due to lack of time, GRSG agreed to consider GRSG-89-8 during its next session.

AMENDMENTS TO OTHER REGULATIONS UNDER THE 1958 AGREEMENT

Regulation No. 18 (Protection of vehicles against unauthorized use)

Documentation: TRANS/WP.29/GRSG/2004/23/Rev.1; informal document No. GRSG-89-20 of Annex 1 to this report.

28. The expert from OICA withdrew GRSG-89-20.

29. GRSG considered TRANS/WP.29/GRSG/2004/23/Rev.1 introducing new prescriptions for preventing unauthorized use of vehicles. GRSG agreed on the proposal as reproduced in Annex 3 to this report. The expert from France reserved his position on the proposal. GRSG agreed to resume its consideration at the next session.

Regulation No. 46 (Rear-view mirrors)

Documentation: TRANS/WP.29/GRSG/2005/17; informal documents Nos. GRSG-89-12; GRSG-89-25 and GRSG-89-26 of Annex 1 to this report.

30. GRSG had an exchange of views on TRANS/WP.29/GRSG/2005/17 but the proposal did not reach an agreement.

31. GRSG considered GRSG-89-12 and GRSG-89-25 and requested the secretariat to distribute the documents, with an official symbol, for consideration at the next GRSG session.

32. Regarding the proposal for step 2 revision of Regulation No. 46, GRSG agreed to keep GRSG-89-26 as a reference document. It was also agreed to resume consideration of this subject at its next session on the basis of a concrete proposal to be prepared by the expert from Japan.

Regulation No. 97 (Vehicle alarm systems)

Documentation: TRANS/WP.29/GRSG/2004/20; TRANS/WP.29/GRSG/2005/6; TRANS/WP.29/GRSG/2005/13; TRANS/WP.29/GRSG/2005/22; informal document No. GRSG-89-29 of Annex 1 to this report.

33. The expert from CLEPA withdrew TRANS/WP.29/GRSG/2004/20.

34. GRSG adopted TRANS/WP.29/GRSG/2005/22, not amended, which superseded TRANS/WP.29/GRSG/2005/6. The secretariat was requested to transmit the document to WP.29 and AC.1 for consideration during their March 2006 sessions, as draft Supplement 4 to the 01 series of amendments to Regulation No. 97.

35. GRSG considered GRSG-89-29 amending TRANS/WP.29/GRSG/2005/13 and adopted it as reproduced below:

Paragraph 6.10., amend to read:

"6.10. Power supply

The source of power for the VAS shall either be the vehicle battery or a rechargeable battery. Where provided, an additional rechargeable or non-rechargeable battery may be

used. These batteries shall by no means supply energy to other parts of the vehicle electrical system."

Paragraph 18.10., amend to read:

"18.10. Power supply

The source of power for the AS shall either be the vehicle battery or a rechargeable battery. Where provided, an additional rechargeable or non-rechargeable battery may be used. These batteries shall by no means supply energy to other parts of the vehicle electrical system."

36. The secretariat was requested to transmit the proposal to WP.29 and AC.1, as a part of draft Supplement 4 to the 01 series of amendments to Regulation No. 97 (see para. 34).

Regulation No. 116 (Protection of motor vehicles against unauthorized use)

Documentation: TRANS/WP.29/GRSG/2005/14; TRANS/WP.29/GRSG/2005/23; informal documents Nos. GRSG-89-17 and GRSG-89-30 of Annex 1 to this report.

37. The expert from Canada introduced TRANS/WP.29/GRSG/2005/23. GRSG agreed that transitional provisions in Regulation No. 116 should be aligned with those in Regulation No. 97. Finally, GRSG adopted the document as reproduced below:

Paragraph 8.3.4.1.(b), amend to read:

"8.3.4.1. ...
(b) a maximum of 1 minute after removing the key of the ignition lock."

Paragraph 13., amend to read:

"13. TRANSITIONAL PROVISIONS

13.1. Type approval of an immobilizer

13.1.1. As from 36 months after the date of entry into force, Contracting Parties applying this Regulation shall grant approvals only if the type of component or separate technical unit to be approved meets the requirements of this Regulation as amended by Supplement 1 to the original version of the Regulation.

13.1.2. Contracting Parties applying this Regulation shall continue to grant approvals to those types of component or separate technical unit which comply with the requirements of this Regulation as amended by any previous series of amendments provided that the component or separate technical unit is intended as a replacement for fitting on vehicles in use and that it would not be technically feasible to fit a component or separate technical unit which satisfies the requirements contained in this Regulation as amended by Supplement 1 to the original version of the Regulation.

13.2. Approval of a vehicle type

As from the date 36 months after the date of entry into force, Contracting Parties applying this Regulation shall grant approvals only if the type to be approved meets the requirements of this Regulation as amended by Supplement 1 to the original version of the Regulation."

38. The secretariat was requested to transmit the proposal to WP.29 and AC.1 for consideration during their March 2006 sessions, as Supplement 1 to the original version of Regulation No. 116.

39. GRSG considered TRANS/WP.29/GRSG/2005/14, amended by GRSG-89-30, and adopted it as reproduced below:

Paragraph 6.3.10., amend to read:

"6.3.10. Power supply

The source of power for the VAS shall either be the vehicle battery or a rechargeable battery. Where provided, an additional rechargeable or non-rechargeable battery may be used. These batteries shall by no means supply energy to other parts of the vehicle electrical system."

Paragraph 7.3.10., amend to read:

"7.3.10. Power supply

The source of power for the AS shall either be the vehicle battery or a rechargeable battery. Where provided, an additional rechargeable or non-rechargeable battery may be used. These batteries shall by no means supply energy to other parts of the vehicle electrical system."

40. The secretariat was requested to transmit the proposal to WP.29 and AC.1, as a part of draft Supplement 1 to the original version of Regulation No. 116 (see para. 38).

41. The expert from OICA introduced GRSG-89-17 concerning clarification of the scope in Regulation No. 116. GRSG supported the proposal in general, although, it was agreed that the amendments should be made rather in Regulations Nos. 18 and 97 than in Regulation No. 116. GRSG agreed to resume consideration of this subject at its next session on the basis of new proposals to be transmitted by OICA.

DRAFT REGULATION ON THE FORWARD FIELD OF VISION OF DRIVERS

Documentation: TRANS/WP.29/GRSG/2005/18.

42. The expert from the EC recalled that he had introduced a reservation concerning the scope of the draft Regulation that was not included in the report of previous session (TRANS/WP.29/GRSG/67, para. 32).

43. GRSG considered TRANS/WP.29/GRSG/2005/18, tabled by India, proposing to increase the visibility of drivers for all vehicle categories. The expert from Japan suggested to put on the agenda also TRANS/WP.29/GRSG/2002/9. GRSG agreed to resume consideration of this subject at its next session on the basis of these two documents.

DRAFT REGULATION CONCERNING APPROVAL OF VEHICLES WITH REGARD TO THE LOCATION AND IDENTIFICATION OF HAND CONTROLS, TELL-TALES AND INDICATORS

Documentation: TRANS/WP.29/GRSG/2005/24; informal document No. GRSG-89-18 of Annex 1 to this report.

44. GRSG considered and adopted TRANS/WP.29/GRSG/2005/24, not amended. The expert from the EC announced that the provisions of paragraph 11.2. might not be in alignment with internal legislation in the European Community and reserved his position on this paragraph. The Chairman announced that he would inform AC.2 about these concerns during its eighty-ninth session in November 2005.

45. The secretariat was requested to transmit the proposal to WP.29 and AC.1 for consideration during their March 2006 sessions, as a draft Corrigendum to the proposal for the draft Regulation "Uniform provisions concerning the approval of vehicles with regard to the location and identification of hand controls, tell-tales and indicators".

46. GRSG considered GRSG-89-18, tabled by OICA, proposing corrections to the draft Regulation. GRSG requested the secretariat to distribute the document, with an official symbol, for consideration at its next session.

Regulation No. 34 (fire risks)

47. GRSG agreed to keep this item on the agenda awaiting a proposal by OICA (TRANS/WP.29/GRSG/67, para. 16).

Regulation No. 26 (external projections)

Documentation: Informal document No. GRSG-89-28 of Annex 1 to this report.

48. GRSG considered GRSG-89-28, tabled by Belgium, proposing clarification concerning requirements for sheet-metal edges. GRSG requested the secretariat to distribute the document, with an official symbol, for consideration at the April 2006 session.

1998 AGREEMENT

Draft gtr: safety glazing

Documentation: TRANS/WP.29/GRSG/2005/9.

49. The Chairman of the informal group informed GRSG about the development of work. He announced that an updated proposal should be transmitted for consideration at the April 2006 session as an informal document. The expert from the EC requested to include also installation requirements in this gtr. The expert from Canada noted that, in the current proposal, there were not requirements for component marking. GRSG requested the expert from Germany to seek the advice of AC.3, concerning the possible introduction of marking requirements in the gtr. GRSG agreed to resume consideration of this subject at its next session.

Draft gtr: identification of controls, tell-tales and indicators

Documentation: TRANS/WP.29/GRSG/2004/16; informal documents Nos. GRSG-87-25; GRSG-88-22 and GRSG-88-23 of Annex 1 to the previous report; GRSG-87-19 and GRSG-87-22 of Annex 1 to this report.

50. GRSG considered GRSG-87-19, tabled by Canada, proposing a new draft gtr. GRSG requested the secretariat to distribute the document, with an official symbol, for consideration at the next GRSG session. GRSG also agreed to keep TRANS/WP.29/GRSG/2004/16; GRSG-87-25; GRSG-88-22; GRSG-88-23 on its agenda for further discussions during the next session.

51. GRSG noted GRSG-87-22, tabled by the United States of America, reproducing comments of Alliance of Automobile Manufacturers on final amendments to Federal Motor Vehicle Safety Standard FMVSS 101 "Controls, Telltales and Indicators".

OTHER BUSINESS

EVENTS DATA RECORDER (EDR)

52. The expert from France briefly reported on the results of the second meeting of the informal group on EDR held on 10 April 2005. The conclusion of the meeting was to link the work of the informal group with the ongoing VERONICA (Vehicle Event Recording based ON Intelligent Crash Assessment) project and await the mid-term outcomes for this project. For this purpose, an expert from the VERONICA project would be invited for the next GRSG session to present these results. The expert from France informed GRSG that the informal group had expressed the wish to organize its next meeting in Geneva, prior to the next GRSG session.

DRAFT HORIZONTAL REGULATION

Documentation: TRANS/WP.29/GRSG/2005/15.

53. GRSG considered in detail TRANS/WP.29/GRSG/2005/15, tabled by the EC, proposing a new draft Horizontal Regulation on country codes, vehicle categories definitions and scopes. Experts were invited to send their comments to the expert from the EC (Mr. M. Kohler). GRSG agreed to resume consideration of this subject at its next session on a basis of the revised document to be submitted by the EC.

CLARIFICATION OF THE SCOPE OF REGULATIONS COVERED BY GRSG

Documentation: TRANS/WP.29/GRSG/2005/25 and GRSG-89-31 of Annex 1 to this report.

54. GRSG considered in detail TRANS/WP.29/GRSG/2005/25, tabled by the EC, proposing clarifications of the scope in Regulations Nos. 35, 43, 46, 60, 61, 62, 73, 80 and 81.

55. GRSG adopted the amendment proposals to Regulations Nos. 35, 61 and 62, without modification, and to Regulation No. 60 amended, as reproduced below:

Page 3, A.4. PROPOSAL, the end of the sentence amend to read: " of categories L1 and L3 with regard to driver operated controls."

56. The secretariat was requested to transmit the separate proposals to WP.29 and AC.1, as a draft Supplement 1 to the original version of Regulation No. 35; as a draft Supplement 3 to the original version of Regulation No. 60; as a draft Supplement 1 to the original version of Regulation No. 61; as a draft Supplement 2 to the original version of Regulation No. 62; for consideration during their March 2006 sessions.

57. Concerning amendments to Regulation No. 43, GRSG agreed to wait for a proposal from the EC concerning inclusion of components of T category vehicles within the scope of the Regulation.

58. Concerning amendments to Regulations Nos. 46 and 81, IMMA volunteered to submit updated proposals.

59. Concerning amendments to Regulation No. 73, the experts from the Netherlands, Sweden and IRU raised scrutiny reservations concerning the 10 m limit of indivisible loads.

60. The expert from OICA introduced GRSG-89-31 proposing clarification of the scope of Regulation No. 80. GRSG agreed that consistency should be maintained among Regulations Nos. 80, 17 and equivalent EU Directives. GRSG agreed with the proposal reproduced below:

Paragraph 1., amend to read:

"1. SCOPE

1.1. This Regulation applies to:

- seats for forward facing installation in vehicles of Categories M2 and M3, of Classes II, III and B 1/;
- vehicles of Categories M2 and M3 of Classes II, III and B (1) in respect of their seat anchorages and seat installation.

1.2. As an alternative to this Regulation and at the request of the manufacturer, vehicles of Category M2 (with the exception of vehicles where one or more seats benefit from the derogation provided in paragraph 7.4. to Regulation No. 14) may be approved to Regulation No. 17.

1/ As defined in the Consolidated resolution on the Construction of vehicles (R.E.3), Annex 7 as amended (TRANS/WP.29/78/Rev.1/Amend.4)."

61. The secretariat was requested to distribute the agreed proposal, with an official symbol, for consideration at the next GRSG and GRSP sessions.

ITC ROUND TABLE ON TRANSPORT AND SECURITY

62. GRSG noted that the ITC had not requested its contribution to the Round Table. GRSG also noted that the informal group was awaiting inputs from the industry for vehicle tracking systems.

GUIDELINES FOR THE PREPARATION AND SUBMISSION OF DOCUMENTS

Documentation: TRANS/WP.29/1042; TRANS/WP.29/1044.

63. GRSG noted that TRANS/WP.29/1042 "Guidelines for the preparation and submission of documents to WP.29 and to its subsidiary bodies" and TRANS/WP.29/1044 "General guidelines for UNECE regulatory procedures and transitional provisions in UNECE Regulations" were adopted by WP.29 (TRANS/WP.29/1041, paras. 71 and 76). GRSG experts were invited to follow these guidelines when preparing documents.

ELECTION OF OFFICERS

64. In compliance with Rule 37 of the Rules of Procedure (TRANS/WP.29/690), GRSG re-elected, with the abstention of the Republic of Korea, Mr. A. Erario (Italy) as Chairman and Mr. M. Matolcsy (Hungary), as Vice-Chairman for the GRSG sessions scheduled for 2006.

AGENDA FOR THE NEXT SESSION

65. On the proposal of its Chairman, GRSG agreed on the following provisional agenda for the ninetieth session to be held in Geneva from 24 (from 14.30h) to 28 (until 12.30h) April 2006 1/:

1. BUSES AND COACHES

- 1.1. Regulation No. 36 (Large capacity passenger vehicles)
- 1.2. Regulation No. 52 (Small capacity passenger vehicles, M2 and M3 category)
- 1.3. Regulation No. 66 (Strength of superstructure)
- 1.4. Regulation No. 107 (M2 and M3 vehicles):
 - 1.4.1. proposals for Supplement 1 to the 02 series of amendments
 - 1.4.2. sleeping coaches

1/ As part of the secretariat's efforts to reduce expenditure, all the official documents as well as the informal documents distributed prior to the session, by mail or placed on the UNECE WP.29 website, will not be available in the conference room for distribution to session participants. Delegates are kindly requested to bring their copies of documents to the meeting. (The WP.29 website address is: <http://www.unece.org/trans/main/welcwp29.htm> select GRB and find "Working Documents" as well as "Informal Documents"). For the translation of the above-mentioned official documents, delegates can now access the new public Official Document System (ODS) at the website address: <http://documents.un.org>

- 1.4.3. safety of wheelchair passengers in buses and coaches
- 1.4.4. lighting to assist boarding and alighting of passengers
- 1.4.5. laminated safety glazing
- 1.4.6. fire safety in buses
- 1.4.7. frontal collision of buses
- 1.5. Inconsistencies in the definitions of Regulations Nos. 36 and 52

2. AMENDMENTS TO OTHER REGULATIONS UNDER THE 1958 AGREEMENT

- 2.1. Regulation No. 18 (Protection of vehicles against unauthorized use)
- 2.2. Regulation No. 26 (External projections)
- 2.3. Regulation No. 34 (Fire risks)
- 2.4. Regulation No. 46 (Rear view mirrors)
- 2.5. Regulation No. 97 (Vehicle alarm systems)
- 2.6. Draft Regulation on the forward field of vision of drivers
- 2.7. Draft Regulation concerning approval of vehicles with regard to the location and identification of hand controls, tell-tales and indicators

3. DRAFT GTR-s UNDER THE 1998 AGREEMENT

- 3.1. Safety glazing
- 3.2. Controls, tell-tales and indicators

4. OTHER BUSINESS

- 4.1. Events Data Recorder (EDR)
- 4.2. Draft horizontal Regulation (verification of the scope of UNECE Regulations annexed to the 1958 Agreement)
- 4.3. Clarification of the scope of Regulations covered by GRSG
- 4.4. Follow-up of the ITC Round Table on transport and security

Annex 1

LIST OF INFORMAL DOCUMENTS **GRSG-89-...**DISTRIBUTED DURING THE SESSION

<u>No</u>	<u>Transmitted by</u>	<u>Agenda item</u>	<u>Language</u>	<u>Title</u>	<u>Follow-up</u>
1.	Chairman		E	Provisional agenda item running order	a
2.	Russian Federation	1.4.4.	E	Technical requirements for the design of "sleeping coaches" in the Russian Federation	d
3.	Germany	1.4.2.	E	Proposal for draft amendments to document TRANS/WP.29/GRSG/2005/8 (Regulation No. 107)	b
4.	Germany	1.4.2.	E	Proposal for draft amendments to document TRANS/WP.29/GRSG/2005/8 (Regulation No. 107)	b
5.	Germany	1.4.2.	E	Proposal for draft amendments to Document E/ECE/TRANS/505/Rev.2/Add.106/Rev.1 (Regulation No. 107)	b
6.	Hungary	1.3.	E	Unusual statistics about rollover accidents of buses – VII	a
7.	Hungary	1.3.	E	Detailed technical analysis of a severe bus rollover accident	a
8.	Hungary	1.6.	E	Inconsistencies in the definitions of bus regulations	c
9.	Hungary	1.4.4.	E	Information about sleeping coaches	a
10.	Hungary/ Sweden	1.4.7.	E	Laminated safety glazing as side windows on buses	c
11.	OICA	1.1.	E	Proposal for draft amendments to Regulation No. 36	b
12.	OICA	2.2.	E	Proposal for draft amendments to Regulation No. 46	b
13.	OICA	1.2.	E	Proposal for draft amendments to Regulation No. 52	b
14.	OICA	1.4.2.	E	Proposed amendments to document TRANS/WP.29/GRSG/2005/19 (Draft Supplement 1 to the 02 series of amendments to Regulation No. 107)	b
15.	OICA	1.4.2.	E	Proposed amendments to document TRANS/WP.29/GRSG/2005/8 (Draft Supplement 1 to the 02 series of amendments to Regulation No. 107)	b

<u>No</u>	<u>Transmitted by</u>	<u>Agenda item</u>	<u>Language</u>	<u>Title</u>	<u>Follow- up</u>
16.	OICA	1.4.1.	E	Proposed corrections to document TRANS/WP.29/GRSG/2005/20 (Proposal for draft 02 series of amendments to Regulation No. 107)	e
17.	OICA	2.4.	E	Proposal for draft amendments to Regulation No. 116	a
18.	OICA	2.6.	E	Amendments to document TRANS/WP.29/2002/67/Rev.1 (Draft new Regulation No. 121 on controls, tell-tales and indicators)	b
19.	Canada	3.2.	E	Proposal for a new draft global technical regulation concerning hand controls, tell-tales and indicators present on category 1 and 2 vehicles (Revision 4)	b
20.	OICA	2.1.	E	Proposal for draft amendment to Regulation No. 18 (Protection against unauthorized use)	a
21.	Norway/ Sweden	1.4.2.	E	Proposal for change of the definition of Class II vehicles (Regulation No. 107)	b
22.	United States of America	3.2.	E	A petition by the Alliance of Automobile Manufacturers	a
23.	Norway/ Sweden	2.7.	E	Fire safety in buses	c
24.	Sweden	1.4.7.	E	Rollover situation for coaches – a serious risk for injuries	c
25.	European Commission	2.2.	E	Proposal for amendments to Regulation No. 46.02 (Rear view mirrors)	b
26.	Japan	2.2.	E	Proposal for Step-2 revision of Regulation No. 46 (Rear view mirrors)	d
27.	Russian Federation	1.4.6.	E/R	Proposal for draft amendments to the draft 02 series of amendments to Regulation No. 107 (Buses and coaches)	b
28.	Belgium	2.8.	E	Proposal for draft amendments to Regulation No. 26 (external projections)	b
29.	United Kingdom	2.3.	E	A proposal for modifications to TRANS/WP.29/GRSG/2005/13	e
30.	United Kingdom	2.4.	E	A proposal for modifications to TRANS/WP.29/GRSG/2005/14	e

31.	OICA	4.3.	E	A proposal for modifications to TRANS/WP.29/GRSG/2005/25	f
32.	Sweden	1.4.7.	E	Coach roll-over crash (Ängelsberg)	c
33.	Sweden	1.4.8.	E	Fire safety in buses	c

- (a) Consideration completed or superseded.
- (b) Consideration to be continued at the next session with official symbol.
- (c) Consideration to be continued at the next session as informal document.
- (d) Reference document for further sessions.
- (e) Adopted.
- (f) To be transmitted to GRSP.

Annex 2

TERMS OF REFERENCE FOR THE GRSG INFORMAL GROUP ON STRENGTH OF BUS
SUPERSTRUCTURE ADOPTED BY GRSG AT ITS EIGHTY-NINTH SESSION

(see para. 7 of the report)

1. Antecedents

- GRSG at its last meeting (April, 2005) discussed the question of the scope of Regulation No. 66, based on the report and proposal of a voluntary group (GRSG-88-09).
- Eleven delegates (Czech Republic, Finland, France, Germany, Hungary, Italy, Poland, Spain, Sweden, the United Kingdom and the European Commission) supported the establishment of an informal group and asked the Chairman (Mr. A. Erario) to request the WP.29 consent.
- Because of lack of time, GRSG could not finalized the Terms of Reference (ToR) for the informal group. The GRSG Chairman asked the involved delegates to hold a new voluntary meeting for establishing the ToR. Spain offered to organize this meeting.

2. Reconciliation by e-mail

- The majority of the involved delegates recognized that it would be more effective (cost and time effective) to work by e-mail instead of organizing a meeting.
- Spain and Hungary prepared a draft for ToR, based on the original proposal of the voluntary group (see para. 5 in GRSG-88-09) and considering EC's "Declaration" to this subject (presented both in WP.29 and GRSG) as well as the discussion about this subject in GRSG.
- This draft was circulated among the involved delegates for comments, proposals, modifications. The delegates were asked whether they needed a meeting to determine the ToR, but there was no demand for that.
- The delegates were also asked about the Chairman of the informal group. There were three options, based on the antecedents.
- Nine delegates contributed and made a proposal for the ToR (Czech Republic, Finland, Hungary, Italy, Poland, Spain, Sweden, UK and EC) and seven delegates for the Chairmanship.

3. ToR and chairmanship adopted by GRSG

- The task of the informal group is to collect and evaluate available, existing accident statistics and in depth accident analysis about rollover accidents of all bus categories in different countries and conclude to a required protection level for all bus categories in rollover, including small buses and double deck buses as well. The informal group shall formulate requirements on extending the scope of Regulation No. 66 to other bus categories and the technical research needed to enhance safety in bus rollover accidents. Based on the conclusions of the accident analysis and technical research, taking into account existing studies, the informal group shall propose amendments to Regulation No. 66 and other actions to enhance safety in bus rollover accidents. The informal group shall determine its preliminary time table on its first meeting and shall report briefly about its major progress to every GRSG session.
- The informal group shall be chaired by Mr. M. Matolcsy (Hungary).

Annex 3

AMENDMENTS TO REGULATION No. 18
AGREED IN PRINCIPLE BY GRSG AT ITS EIGHTY-NINTH SESSION
(TRANS/WP.29/GRSG/2004/23/Rev.1, as amended. See para. 29 of the report)

Paragraph 5.12., amend to read:

"5.12. Devices to prevent unauthorized use preventing release of the brakes of the vehicle shall only be permitted when the brakes are held in a locked position by a purely mechanical device."

Paragraph 6.2., amend to read:

"6.2. Devices to prevent unauthorized use acting on the transmission or the wheels"

Paragraph 6.2.1., amend to read:

"6.2.1. A device to prevent unauthorized use acting on the transmission or the wheels shall prevent the vehicle from being driven away [under its own power/normally]."

Paragraph 6.2.3., amend to read:

"6.2.3. It shall not be possible for the transmission to be blocked or the wheels to be prevented from rotating inadvertently when the key is in the lock of the device to prevent unauthorized use, even if the device preventing starting of the engine has come into action or been set to act. This does not apply wherever the requirements of paragraph 6.2. of this Regulation are met by devices used for another purpose in addition and the lock under the conditions above is necessary for this additional function (e.g. electrical parking brake)."

Paragraph 6.2.5., amend to read:

"6.2.5. If the device in which the transmission is or the wheels are locked...."

Insert new paragraphs 6.4. and 6.4.1., to read:

"6.4. Alternative devices

6.4.1. Alternative devices are permissible in agreement with the approval authority. Thereby at least an equivalent protection comparable to that required in paragraphs 6.1., 6.2. and 6.3. of this Regulation shall be achieved."

Annex 4

INFORMAL WORKING GROUPS OF GRSG

<u>Informal group</u>	<u>Chairman</u>	<u>Secretary</u>
Safety glazing materials (gtr)	Mr. K. Preusser (Germany) Tel: +49 (0) 231 4502 400 Fax: + 49 (0) 231 4502 585 E-mail: preusser@mpanrw.de	
Events Data Recorder (EDR)	Mr. S. Ficheux (France) Tel: +33 (0) 1 69 88 95 33 Fax: +33 (0) 1 69 88 95 33 E-mail: serge.ficheux@utac.com	
Safety of wheelchair users in vehicles (SWUV)	Mr. D. Macdonald (United Kingdom) Tel: (+44-207) 944-4923 Fax: (+44-207) 944-6102 E-mail: donald.macdonald@dft.gsi.gov.uk	Mr. J. Hand (United Kingdom) Tel: +44 (0) 20 7944 8034 Fax: + 44 (0) 20 7944 6102 E-mail: jim.hand@dft.gsi.gov.uk
Strength of bus superstructures	Mr. M. Matolcsy (Hungary) Tel: (+36-1) 202 0656 Fax: (+36-1) 202 0252 E-mail: mat5331@ella.hu	-
Advanced Vehicle Security System (AVSS)	Mr. F. Wrobel (Germany) Tel: (+49-461) 316-2024 Fax: (+49-461) 316-1741 E-mail: frank.wrobel@kba.de	-
