

**Proposal for amendments to ECE/TRANS/WP.29/GRSP/2013/26  
(Proposal of 01 series of amendments to Regulation No. 127)**

Note: The text reproduced below was prepared by the expert from Japan in order to amend the transitional provisions of ECE/TRANS/WP.29/GRSP/2013/26. The modifications to ECE/TRANS/WP.29/GRSP/2013/26 are marked in bold or strikethrough characters.

## I. Proposal

*Paragraph 11. amend, to read:*

"11. Transitional Provisions

11.1 As from the official date of entry into force of the 01 series of amendments, no Contracting Party applying this UN Regulation shall refuse to grant or refuse to accept UN type approvals under this UN Regulation as amended by the 01 series of amendments.

11.2 As from [36] months after the date of entry into force of the 01 series of amendments, Contracting Parties applying this UN Regulation shall grant UN type approvals only if the vehicle type to be approved meets the requirements of this UN Regulation as amended by the 01 series of amendments.

11.3 Contracting Parties applying this UN Regulation shall not refuse to grant extensions of UN type approvals for existing vehicle types which have been granted according to the preceding series of amendments to this UN Regulation.

~~11.4 Even after the date of entry into force of the 01 series of amendments to this UN Regulation, UN type approvals to the preceding series of amendments to the UN Regulation shall remain valid. Contracting Parties applying this UN Regulation shall continue to accept them.~~

**11.4 As from [72] months after the date of entry into force of the 01 series of amendments to this UN Regulation, Contracting Parties applying this Regulation shall not be obliged to accept, for the purpose of national or regional type approval, a vehicle type approved to the preceding series of amendments to this Regulation.}**"

## II. Justification

UN type approvals to the preceding series of this UN Regulation should not remain valid without any time constraint. Dissemination of vehicles with an enhanced safety performance should be facilitated by the compliance with the requirements using a more biofidelic test method introduced by 01 series amendments to Regulation No. 127.

In our analysis, high potential annual social cost reduction by applying this new regulation for all vehicles was predicted (described in GTR9-2-12, approximately 542 million dollars in the US and 21 million dollars in Japan). These cost reduction estimates come from the reduction of the number of injured persons and the level of injury.

Therefore, Japan insists for all vehicles, including new registration vehicles, to meet UNR127-01 for enhancing safety as soon as possible.