



**Economic and Social
Council**

Distr.
RESTRICTED

TRANS/WP.29/482
16 November 1995

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Construction of Vehicles

A. REPORT OF THE WORKING PARTY ON ITS ONE-HUNDRED-AND-SEVENTH SESSION

(7-10 November 1995)

B. REPORT OF THE ADMINISTRATIVE COMMITTEE (AC.1) OF THE AMENDED
1958 AGREEMENT ON ITS FIRST SESSION

(8 November 1995)

CONTENTS

	<u>Paragraphs</u>
ATTENDANCE	1
OPENING OF THE SESSION	2 - 4
A. <u>Session of the Working Party</u>	
ADOPTION OF THE AGENDA	5 and 6
COORDINATION AND ORGANIZATION OF WORK	7 - 13
(a) Report of the Administrative Committee (WP.29/AC.2)	7 - 11
(b) Programme of work and priorities	12 and 13

The distribution of documents of the Inland Transport Committee and its subsidiary bodies is limited. They are distributed only to governments, to specialized agencies and to governmental and non-governmental organizations which take part in the work of the Committee and of its subsidiary bodies, and should not be given to newspapers or periodicals.

CONTENTS (continued)

	<u>Paragraphs</u>
CONSIDERATION OF A GLOBAL AGREEMENT	14 - 19
CONSIDERATION OF THE REPORTS OF THE MEETINGS OF EXPERTS	20 - 37
(a) Meeting of Experts on General Safety Provisions	20
(b) Meeting of Experts on Passive Safety	21 - 23
(c) Meeting of Experts on Pollution and Energy	24 - 26
(d) Highlights of the recent sessions (Oral reports by the Chairmen)	27 - 37
(i) Meeting of Experts on Noise	27 and 28
(ii) Meeting of Experts on Brakes and Running Gear	29 and 30
(iii) Informal meeting of experts on passive safety on the second stage development of Regulation No. 94	31
(iv) Meeting of Experts on Lighting and Light-Signalling	32 - 34
(v) Meeting of Experts on General Safety Provisions	35 - 37
CONSIDERATION OF DRAFT AMENDMENTS TO EXISTING AND/OR DRAFT REGULATIONS	38 - 42
(a) <u>Regulation No. 25</u> (Headrests)	38
(b) <u>Regulation No. 49</u> - Supplement 2 to the 02 series of amendments (Emissions of c.i. engines)	39 and 40
(c) <u>Draft Regulation on the approval of passenger cars with regard to the measurement of the emission of carbon dioxide and fuel consumption</u> - Supplement 1	41 and 42
CONSIDERATION OF DRAFT AMENDMENTS TO THE CONSOLIDATED RESOLUTION ON THE CONSTRUCTION OF VEHICLES (R.E.3)	43 - 45
(a) <u>Annex 13</u> (Installation of safety-belts)	43 and 44
(b) <u>Paragraph 1</u> (Vehicles and combination of vehicles)	45
CONSIDERATION OF NEW DRAFT REGULATIONS	46 - 49
(a) Uniform provisions concerning the approval of vehicles with regard to the protection afforded by airbags	46 and 47
(b) Uniform conditions concerning the approval of battery electric vehicles with regard to specific requirements for construction and functional safety	48 and 49
1996 REGIONAL CONFERENCE ON TRANSPORT AND THE ENVIRONMENT	50 - 58
(a) Preparation of the Conference	50 - 52
(b) Construction requirements on vehicles in international traffic	53 - 56
(c) Technical requirements on vehicles in use with respect to international traffic	57
(d) Future technical requirements and limits	58

CONTENTS (continued)

	<u>Paragraphs</u>
1958 AGREEMENT	59 - 63
(a) Status of the annexed Regulations	59 and 60
(b) Report on the situation of forthcoming Regulations and/or amendments	61 - 63
OTHER BUSINESS	64 - 72
(a) Technical requirements on vehicles transporting dangerous goods	64 - 66
(b) Revision of the Consolidated Resolution on the Construction of Vehicles (R.E.3) and its status	67 - 69
(c) Resolution of the Third International Conference on Testing and Type Approval of Motor Vehicles in the International Context	70
(d) Regulation No. 94 - Corrigendum to Supplement 1	71
(e) Invitation to an International Conference	72
ADOPTION OF THE REPORT	73

* * *

B. First session of the Administrative Committee AC.1

ESTABLISHMENT OF THE AC.1	74
ELECTION OF OFFICERS	75
CONSIDERATION OF DRAFT AMENDMENTS TO EXISTING AND/OR DRAFT REGULATIONS	76 - 78
(a) <u>Regulation No. 25</u> (Headrests)	76
(b) <u>Regulation No. 49</u> - Supplement 2 to the 02 series of amendments (Emissions of c.i. engines)	77
(c) Draft Regulation on the approval of passenger cars with regard to the measurement of the emission of carbon dioxide and fuel consumption - Supplement 1	78
CONSIDERATION OF NEW DRAFT REGULATIONS	79 - 84
(a) Uniform provisions concerning the approval of vehicles with regard to the protection afforded by airbags	79
(b) Uniform provisions concerning the approval of battery electric vehicles with regard to specific requirements for construction and functional safety	80 - 82
(c) Backlog elimination	83 and 84

* * *

ANNEXES

Annex 1 - List of informal documents distributed without a symbol during the one-hundred-and-seventh session

Annex 2 - Proposals for draft amendments to the draft Regulation on uniform provisions concerning the approval of battery electric vehicles with regard to specific requirements for construction and functional safety

REPORT

ATTENDANCE

1. The Working Party on the Construction of Vehicles held its one-hundred-and-seventh session from 7 to 10 November 1995 under the chairmanship of Mr. V. Koutenev (Russian Federation). The following countries were represented: Belgium; Canada; Czech Republic; Finland; France; Germany; Greece; Hungary; Italy; Luxembourg; Netherlands; Norway; Poland; Romania; Russian Federation; Slovakia; Slovenia; Spain; Sweden; Switzerland; United Kingdom of Great Britain and Northern Ireland; United States of America. Representatives of the European Commission participated. Representatives of Australia, Japan and the Republic of South Africa took part in the session under paragraph 11 of the Commission's Terms of Reference. A representative of the International Road Traffic Organization (IRTO) participated. The following non-governmental organizations were also represented: International Organization for Standardization (ISO); International Road Transport Union (IRU); International Organization of Motor Vehicle Manufacturers (OICA); International Motorcycle Manufacturers Association (IMMA); Liaison Committee for the Manufacture of Automobile Equipment and Spare Parts (CLEPA); Working Party "Brussels 1952" (GTB).

OPENING OF THE SESSION

2. The session was opened by Mr. J. Capel Ferrer, Director of the ECE Transport Division, who stressed its special character as it was the first session held after the entry into force, on 16 October 1995, of the amendments to the 1958 Agreement and recalled the main new aspects of the amended Agreement. Referring to the preparations for the Regional Conference on Transport and the Environment, he invited the Working Party to support the work of its Meetings of Experts aimed at contributing legal value added to the Conference on the issues of environmental standards for vehicles in international traffic and the adoption of uniform conditions for periodic technical inspections of vehicles in use. He also informed the Working Party that all working documents continued to be stored in the ITU/DOC system and that electronic access to them was being restricted to those who were authorized and had expressed their wish to have such access.

3. During its session, the Working Party was addressed by Dr. Ricardo Martinez, Administrator of the National Highway Traffic Safety Administration of the Department of Transportation of the United States of America. In his speech, Dr. Martinez encouraged the harmonization of road vehicle regulations and standards on a worldwide scale in order to enhance the protection of people and reduce costs. He mentioned the endeavours of the Working Party towards this goal and expressed his support for developing a global agreement which would promote global technical standards, being performance oriented and not limiting technological progress.

4. The address of Dr. Martinez was welcomed by a number of representatives of Governments and Organizations, who all supported the philosophy of harmonization and expressed their commitment to work towards such a goal. Expectations were voiced for a new working proposal for a global agreement to

be considered during the next session of the expanded Administrative Committee WP.29/AC.2 (see para. 19 below).

A. SESSION OF THE WORKING PARTY

ADOPTION OF THE AGENDA

5. The Working Party adopted the provisional agenda (TRANS/WP.29/481 and Add.1) with the amendments recommended by the Administrative Committee (WP.29/AC.2) (see para. 8 below).

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

COORDINATION AND ORGANIZATION OF WORK

(a) Report of the Administrative Committee (WP.29/AC.2)

7. The fifty-ninth session of the Administrative Committee, considering the coordination and organization of work of the Working Party, was held on 6 November 1995, under the chairmanship of Mr. B. Gauvin (France) and attended by representatives of the following countries: France; Germany; Italy; Luxembourg; Netherlands; Russian Federation; United Kingdom; United States of America.

8. The provisional agenda for the current session of the Working Party was considered and the following modifications recommended:

(i) Additional documents
(see annex 1 to this report)

(ii) Additional items

10.3. Resolution of the Third International Conference on Testing and Type Approval of Motor Vehicles in the International Context (Nitra, Slovakia, 5 and 6 September 1995)

10.4. Regulation No. 94 - Corrigendum to the draft Supplement 1 (TRANS/WP.29/479/Corr.1, French only)

(iii) Deferred items

5.1. Regulation No. 25 (Headrests) (TRANS/WP.29/R.711)

7.1. Draft Regulation: Uniform provisions concerning the approval of vehicles with regard to the protection afforded by airbags (TRANS/WP.29/R.709).

9. The Administrative Committee also reviewed the agenda foreseen by the secretariat for the one-hundred-and-eighth session of the Working Party to be held from 12 March (14h30) to 15 March 1996 and it was noted that at least twelve amendments to existing Regulations had already been designated for

consideration by the Meeting of Experts on Brakes and Running Gear and the Meeting of Experts on Lighting and Light-Signalling.

10. The Administrative Committee (WP.29/AC.2) considered also the progress in the preparations of the 1996 Regional Conference on Transport and the Environment and the development of proposals related to the technical requirements on vehicles transporting dangerous goods. With respect to the latter item, the initiatives by the experts from the United Kingdom and from OICA were noted with satisfaction. The commitment by the representative of the Netherlands to update the text of the Consolidated Resolution on the Construction of Vehicles (R.E.3) and to consider its status was also appreciated.

11. Considerable attention was given by the Administrative Committee (WP.29/AC.2) to the procedures of the amended 1958 Agreement (document E/ECE/324-E/ECE/TRANS/505/Rev.2) and the Committee recommended to the Working Party to consider solving some outstanding procedural items (document TRANS/WP.29/R.642/Rev.5) by applying the provisions of Article 15 of the amended Agreement. The representative of the United Kingdom agreed to prepare for the next session of the Working Party a proposal based on the amended Agreement and addressing various procedural questions, including the possible elimination of inactive Regulations. It was also suggested that Contracting Parties experiencing difficulties in attending the sessions of the Administrative Committee AC.1 might be allowed to express their views on items considered (new Regulations, amending of existing Regulations) in writing, or by delegation of their voting power to other Contracting Parties, attending the session.

(b) Programme of work and priorities

Documentation: TRANS/WP.29/R.639/Rev.2/Amend.2; TRANS/WP.29/R.716.

12. The update of the programme of work of the Working Party and its Meetings of Experts (TRANS/WP.29/R.639/Rev.2/Amend.2) was noted. The Chairmen of the Meetings of Experts were invited to communicate to the secretariat any modifications or corrections, if necessary.

13. The Working Party noted the report on the first part of the fifty-ninth session of the Administrative Committee (WP.29/AC.2) and accepted its recommendations. It also adopted its programme of work for 1996-2000 (TRANS/WP.29/R.716) and agreed to transmit it to the fifty-eighth session of the Inland Transport Committee (15-19 January 1996) for consideration.

CONSIDERATION OF A GLOBAL AGREEMENT

Documentation: Informal document No. 6 of annex 1 to this report.

14. The session of the Administrative Committee (WP.29/AC.2) with expanded participation was held on 7 November 1995 (morning only) under the chairmanship of Mr. B. Gauvin, Vice-Chairman of the Working Party. Besides the participants listed in paragraph 5 above, the session was attended by representatives of the European Commission, Australia, Canada, Japan and the Republic of South Africa.

15. The representative of the United States of America informed the delegations that a discussion paper entitled "Towards a global forum of achieving compatibility among motor vehicle regulations" had been prepared by a small drafting group and circulated on 4 August 1995 to Australia, Canada, the European Union, Japan and the Republic of South Africa. Comments had been prepared by all those parties, but received as late as October and the time had been insufficient to prepare a summary. Representatives of the European Union, Australia and the Republic of South Africa made their contributions available to the members of the expanded WP.29/AC.2. The information on the position of Australia was also distributed to the Working Party (informal document No. 6). In his introduction of this informal document, the representative of Australia described the endeavours towards harmonization of motor vehicle safety standards in his country, in New Zealand, and in the wider perspective of the Asia Pacific Economic Cooperation (APEC) forum.

16. The representative of the United States of America confirmed the support expressed in the comments by the parties mentioned above. He stressed that the future global agreement should be fully compatible with the GATT (General Agreement on Tariffs and Trade) Uruguay Round Agreements as signed on 15 April 1994, particularly the section referring to removal of technical barriers to trade. He envisaged that such a global agreement should have as its basis the development of harmonized international standards, using existing technical regulations as the basis, and applying to safety, energy and environmental requirements for wheeled vehicles and on and off highway engines. Reciprocal recognition agreements between two or more countries, such as the one of 20 March 1958 could be an appended agreement. He stated that the Working Party WP.29 is a convenient forum for this purpose. He further mentioned that even in the absence of a global agreement, the process of harmonization had already been launched and mentioned examples of braking requirements, lighting requirements and other projects not yet completed.

17. The Expanded Administrative Committee endorsed the principle of developing a global agreement and suggested that Tuesday morning sessions of the expanded WP.29/AC.2 should be convened in 1996. All members of the expanded WP.29/AC.2 also agreed that the Working Party WP.29 was the convenient forum for developing international standards for voluntary adoption by member countries. In the discussion the representative of the European Union reminded the members of the Committee that the global agreement should also contain provisions for implementation of harmonized regulations. It was agreed that the global agreement should preserve the principle of voluntary application of standards developed within its framework. A single worldwide accepted standard related to any particular performance requirement was considered to be an ultimate target. The representative of Australia gave an example of an accepted coexistence of the European and American side impact test procedures in his country, considered as equal from the point of view of passenger protection. The representative of the Republic of South Africa noted that his government might consider similar coexistence until worldwide harmonization had been achieved.

18. The representative of the United Kingdom suggested that the preparation of a minimum set of further modifications to the 1958 Agreement might be a pragmatic solution to the task of establishing a global agreement. As part of

this exercise, the voting arrangements for the adoption and the amendment of global regulations might be reviewed.

19. The representatives of the United States of America welcomed the comments and agreed to develop the principles endorsed into a proposal for a draft global agreement for consideration at the next session of the Expanded Administrative Committee to be held on 12 March 1996. They agreed to attempt the completion of the work in time for circulation of the text to the members of the Committee before the session.

CONSIDERATION OF THE REPORTS OF THE MEETINGS OF EXPERTS

- (a) Meeting of Experts on General Safety Provisions
(Sixty-eighth session, 10-13 April 1995)

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

20. The Chairman of the Meeting of Experts recalled the summary of the session proceedings given during the last session of the Working Party (TRANS/WP.29/468, para. 38), pointing out the main outstanding items. He mentioned that significant progress in their work had been made during the sixty-ninth session (see para. 35 below). After this presentation, the report was approved by the Working Party.

- (b) Meeting of Experts on Passive Safety
(Seventeenth session, 15-19 May 1995)

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

21. The Chairman of the Meeting of Experts reviewed the main results of the session, as presented orally during the previous session of the Working Party (TRANS/WP.29/468, paras. 40-43).

22. Taking into account the wish of the Working Party to reconsider the proposals for draft amendments to Regulation No. 25 and the draft Regulation on airbags (see para. 6(iii) above), and the information by the secretariat that certain working documents expected for the eighteenth session had not yet been received for distribution, he informed the Working Party that consideration of agenda items 4 (Regulation No. 22) and 5 (Draft Regulation on lightweight protective helmets for drivers of mopeds) should be withdrawn from consideration during the eighteenth session (agenda TRANS/WP.29/GRSP/R.141). The secretariat agreed to prepare an addendum to the agenda indicating the two additional and two withdrawn items.

23. The Working Party agreed with the modifications proposed for the agenda of the eighteenth session and approved the report of the Meeting of Experts on Passive Safety on its seventeenth session.

(c) Meeting of Experts on Pollution and Energy
(Thirtieth session, 10-13 July 1995)

Documentation: TRANS/WP.29/GRPE/30.

24. The Chairman of the Meeting of Experts summarized the main results of the session, referring to the report (TRANS/WP.29/GRPE/30) as well as to the adopted amendments to existing and/or draft Regulations and a new Regulation, listed already in the current agenda of the Working Party. He also outlined the plans for the coming thirty-first session and mentioned that, based on the conclusions by the informal group, the Meeting of Experts intends to select the future test cycle to be applied to Regulation No. 49 (Emissions of compression-ignition engines). He noted that the meeting of this deadline was important for considerations related to future emission limits for commercial vehicles.

25. He welcomed the information by the experts from CLEPA and OICA that the last obstacles had been eliminated during a recent informal meeting and that the draft Regulation on replacement catalytic converters should be submitted for final considerations by the Meeting of Experts also during the thirty-first session (16-19 January 1996).

26. The Working Party noted the additional information and approved the report of the Meeting of Experts on its thirtieth session.

(d) Highlights of the recent sessions

(i) Meeting of Experts on Noise
(Twenty-third session, 18 and 19 September 1995)

27. The summary of the session proceedings was given by the Chairman of the Meeting of Experts, who recalled the topics discussed and progress achieved and/or difficulties experienced. He mentioned the tyre-road noise attenuation as a main item under consideration and indicated his intention to advance in this matter at the twenty-fourth session without further delay. He also envisaged progress in harmonizing Regulations Nos. 9, 63 and 92 with the draft EU Directive for L-category vehicles, which reportedly should be close to finalization.

28. He also reported on other agenda items which had been considered, including the proposals for introducing environmental standards for vehicles in international traffic, but did not go into details, in view of the consideration of this matter by the Working Party under a separate agenda item (see paras. 53-57 below).

(ii) Meeting of Experts on Brakes and Running Gear
(Thirty-seventh session, 19-22 September 1995)

29. The Chairman of the Meeting of Experts presented to the Working Party an account of the session, stressing those items which had been completed and should be considered by the Working Party at its next session and/or were expected to be completed at the coming thirty-eighth session of the Meeting of Experts (18-20 December 1995).

30. Following the request made by the Chairman during his report, the Working Party confirmed that it was appropriate that certain construction requirements could be considered to facilitate the periodic technical inspection of vehicle braking systems and that work on a standard for retreaded and remoulded tyres should continue, pending a decision on whether the work would result in a new Regulation, amendments to existing tyre Regulations, or an amendment to the Consolidated Resolution (R.E.3).

(iii) Informal meeting of experts on passive safety on the second stage development of Regulation No. 94 (Pisa, Italy, 16-19 October 1995)

31. The Chairman of the Meeting of Experts on Passive Safety informed the Working Party of the main conclusions of the study made by the EEVC (European Experimental Vehicle Committee) considered at the meeting in view of introducing an offset impact (40 per cent) into a deformable barrier at 56 km/h (TRANS/WP.29/468, para. 67). He enumerated the main criteria for evaluating the occupants' protection and indicated that this matter should be considered further by the Meeting of Experts at its coming eighteenth session (28 November-1 December 1995).

(iv) Meeting of Experts on Lighting and Light-Signalling (Thirty-fifth session, Lippstadt, Germany, 23-27 October 1995)

32. In his review of the results of the session, the Chairman of the Meeting of Experts mentioned all items considered, giving particular attention to those where demonstrations given by the Institute for Lighting Technology of the Technical University of Darmstadt and by HELLA KG Hueck & Co. were expected to facilitate the consideration of the proposals enhancing vehicle safety on the basis of developments in technology. He also extended his thanks for hosting the meeting to the German Government, Ministry of Transport.

33. The Chairman mentioned that the session had allowed the completion of eight amendments to existing Regulations, to be considered by the Working Party at its next session. However, at the same time, the Chairman envisaged similar prospects for the coming thirty-sixth session and requested the Working Party that the session of the Meeting of Experts be extended from 3 to 4 meeting days.

34. The request by the Chairman was considered and the Working Party agreed that the thirty-sixth session should be rescheduled, to start on 1 April 1996 at 09.30h and be concluded before 17.30h on 4 April 1996. In order not to exceed the limit of meeting days allocated, the Working Party agreed that on 4 April, the session should be held without interpretation.

(v) Meeting of Experts on General Safety Provisions
(Sixty-ninth session, 30 and 31 October 1995)

35. The Chairman of the Meeting of Experts confirmed to the Working Party that significant progress had been made in considering outstanding items of the proposal for a new draft Regulation on double-deck large passenger vehicles, as well as proposals for amendments to Regulations Nos. 36, (52) and

66, even though the session was shortened to two days, because of the non-availability of interpretation on 1 November 1995 (TRANS/WP.29/468, para. 17).

36. He also outlined the discussions related to amendments to Regulations Nos. 18, 46, 81 and 97 and informed the Working Party that, whilst some credit had been given to the proposals by Romania related to classification of vehicles (TRANS/WP.29/468, para. 90), the proposal had not been supported.

37. The representative of Romania noted the information and explained to the Working Party that his proposal had been prepared to eliminate the difficulties experienced in his country because of imperfections existing in the Consolidated Resolution R.E.3, annex 7. In the following discussion, the opinion prevailed that the current definitions of categories of vehicles used both in the ECE and EU should remain to be harmonized. However, at the request of the Working Party, the Chairman of the Meeting of Experts agreed that the proposal by Romania (TRANS/WP.29/GRSG/R.283) would be reconsidered at the seventieth session of the Meeting of Experts in view of the explanations provided by the representative of Romania.

CONSIDERATION OF DRAFT AMENDMENTS TO EXISTING AND/OR DRAFT REGULATIONS

(a) Regulation No. 25 (Headrests)

Documentation: TRANS/WP.29/R.711.

38. Item deferred (see para. 8 above). The Working Party invited the Meeting of Experts on Passive Safety to give to this matter an additional consideration during the coming eighteenth session (28 November-1 December 1995), in order to ensure that the proposal is in a form that could be adopted.

(b) Regulation No. 49 (Emissions of compression-ignition engines)

Documentation: TRANS/WP.29/R.714.

39. The proposal incorporating provisions for LPG fuelled engines was considered by the Working Party and it was recommended that it be adopted by the Administrative Committee AC.1 (see para. 77 below).

40. It was noted that an average composition of LPG fuel was specified in the proposal whilst the LPG quality and composition varies considerably in countries with differing climatic conditions. The Working Party agreed that, in view of the accuracy of emission calculations, this matter might be reconsidered after more experience had been gathered and/or new evidence had been made available.

(c) Draft Regulation on the approval of passenger cars with regard to the measurement of the emission of carbon dioxide and fuel consumption

Documentation: TRANS/WP.29/R.715.

41. The proposal incorporating into the draft Regulation provisions for measuring the energy consumption and range of electric vehicles was considered

by the Working Party and it was recommended that it be adopted by the Administrative Committee AC.1 (see para. 78 below) with the following amendments:

Paragraph 1, amend to read:

"... energy consumption and range of categories M1 and N1 vehicles. 1/"

Paragraphs 5.3.1. and 5.3.2., amend to read:

- "5.3.1. The technical service in charge of the tests conducts the measurement of the electric energy consumption according to the method and test cycle described in annex 6.
- 5.3.2. The technical service in charge of the tests conducts the measurement of the range of the vehicle according to the method described in annex 7.
The range measured by this method is the only one which may be included in sales promotional material."

Annex 2 (former), renumbered as annex 3, item 7.2.2. (new), the words "(manufacturer's specification)" should be deleted.

42. Responding to a question by the representative of Hungary, the Chairman of the Meeting of Experts on Pollution and Energy confirmed that France and Germany would communicate this draft Regulation to the Secretary-General of the United Nations (TRANS/WP.29/427, para. 64) and that their acceptance of this draft Regulation reflects the position of other member states of the European Union (see para. 61 below). He also confirmed that this draft Regulation was envisaged to enter into force on 1 January 1997 and all Contracting Parties continued to be invited to denounce Regulation No. 84 at the same date (TRANS/WP.29/427, para. 65).

CONSIDERATION OF DRAFT AMENDMENTS TO THE CONSOLIDATED RESOLUTION ON THE CONSTRUCTION OF VEHICLES (R.E.3)

- (a) Annex 13 (Installation of safety-belts)

Documentation: TRANS/WP.29/R.712.

43. The Working Party considered and adopted the document introducing into annex 13 of the Consolidated Resolution test provisions for adjustable upper anchorages of safety-belts. The secretariat was requested to prepare the relevant amendment to R.E.3 and transmit it also to the Inland Transport Committee for its coming fifty-eighth session, in order to inform the Governments of that new test procedure.

44. In the consideration of the above-mentioned test procedure, the expert from CLEPA expressed his opinion that the test would not distinguish effectively between the good and inadequate upper anchorages and drew the attention to his original proposals in which a constant load of 2.5 daN was suggested instead of the belt retractor. Though the comment was noted, the

Working Party did not wish to reopen technical discussions already concluded in the Meeting of Experts on Passive Safety.

- (b) Paragraph 1 (Vehicles and combinations of vehicles)

Documentation: TRANS/WP.29/R.713.

45. The document introducing into R.E.3 information on provisions for lashing and securing of vehicles for sea transportation on Ro/Ro ships was considered and adopted by the Working Party. It was also agreed that the secretariat should take the same action as described in paragraph 69 above. In this connection, another amendment to R.E.3 adopted during 1995 was also recalled (TRANS/WP.29/436, paras. 86 and 87).

CONSIDERATION OF NEW DRAFT REGULATIONS

- (a) Uniform provisions concerning the approval of vehicles with regard to the protection afforded by airbags

Documentation: TRANS/WP.29/R.709; informal documents Nos. 3 and 5 of annex 1 to this report.

46. Item deferred (see para. 8 above). The Working Party invited the Meeting of Experts to reconsider the proposal, taking into account the divergence in opinions expressed by various parties. In this respect, informal document No. 5 was noted, as well as requests to provide means which could eliminate low quality aftermarket airbag products from the market.

47. The Working Party noted also informal document No. 3 in which the experience gained in the United States of America was presented and justifications given for injury reduction achieved when airbags were used in conjunction with safety-belts.

- (b) Uniform provisions concerning the approval of battery electric vehicles with regard to specific requirements for construction and functional safety

Documentation: TRANS/WP.29/R.710; informal document No. 4 of annex 1 to this report.

48. The document was considered and the Working Party recommended that it be adopted by the Administrative Committee without amendments (see para. 80 below).

49. It was, however, also agreed that the proposal by Italy (informal document No. 4) should be examined by the Meeting of Experts on Pollution and Energy at its thirty-first session, in order to assess if the provisions of paragraph 5.2.1.1.1. need to be modified in order to allow that the vehicle be parked with parking lamps switched on. In the consideration of this matter, alternative proposals were made by the representative of the United Kingdom and by the expert from OICA, who also mentioned another section (para. 5.2.3.) which could be reworded. For the record, the above-mentioned proposals are annexed to this report (annex 2).

1996 REGIONAL CONFERENCE ON TRANSPORT AND THE ENVIRONMENT

(a) Preparation of the Conference

Documentation: ECE/RCTE/PC/27; ECE/RCTE/PC/33.

50. The Chairman of the Preparatory Committee of the Conference, Mr. S. Schimming (Germany), informed the Working Party that the Preparatory Committee was currently considering the further development of the issues contained in the draft Guidelines for a Common Strategy regarding Transport and the Environment (ECE/RCTE/PC/10/Rev.3) on the basis of documents prepared by the secretariat (ECE/RCTE/PC/27 and Informal document No. 30). These documents assigned to the Working Party on the Construction of Vehicles the following tasks:

- (a) Amendments to the 1971 European Agreement supplementing the 1968 Vienna Convention (Establishing of environmental standards for vehicles in international traffic);
- (b) Technical requirements and limits regarding emissions and fuel quality as well as objectives for energy consumption for the period 2000-2005;
- (c) Elaboration of a new legal instrument for the adoption of uniform conditions for the periodic and technical inspection of vehicles and the reciprocal recognition.

He also mentioned that, for a number of other issues listed in the document and related to various transport questions, volunteers and/or responsible bodies remained to be found for their elaboration.

51. He also reported to the Working Party that the coming seventh session initially scheduled for 20-24 November 1995 had been shortened to two-and-a-half days only in view of the limited availability of working documents and budgetary restrictions in the secretariat.

52. Referring to the venue and date of the Conference, he informed the Working Party that the Government of Austria had informed the Preparatory Committee that it was considering hosting the Conference, although not in 1996 but in 1997. If this should be confirmed, taking into account that the third Pan European Transport Conference has been scheduled to be held in June 1997, the most likely period for the Conference would seem to be autumn 1997.

(b) Construction requirements on vehicles in international traffic

Documentation: TRANS/WP.29/GRPE/R.255/Rev.1 and Rev.1/Add.1; TRANS/WP.29/GRPE/R.256; informal documents Nos. 2 and 7 of annex 1 to this report.

53. The Director of the ECE Transport Division explained to the Working Party the philosophy of the proposal prepared by the secretariat (TRANS/WP.29/GRPE/R.255/Rev.1 and Rev.1/Add.1) and under consideration by the Meeting of Experts on Pollution and Energy and Meeting of Experts on Noise. He also mentioned that these proposals for amending the 1971 European

Agreement supplementing the 1968 Vienna Convention had been examined by the Working Party on Road Traffic Safety at its twenty-fifth session and noted that further suggestions regarding the amending procedure and its implications are contained in document TRANS/WP.29/GRPE/R.256. He invited delegations to consider the proposal further and to send comments as soon as possible so that they could be considered by the Meetings of Experts on Pollution and Energy and Noise.

54. The expert from IRU presented informal document No. 2, supporting in principle the proposal contained in document TRANS/WP.29/GRPE/R.255/Rev.1 and requesting that a paragraph be added thereto with a view to ensuring that vehicles provided with the appropriate inspection certificate are allowed to be used without restrictions in international traffic during their lifetime.

55. Informal document No. 7 was also transmitted for consideration by the above-mentioned Meetings of Experts, suggesting that, with respect to registration of vehicles, thoughts should also be given to the imports of second-hand vehicles. The representative of Romania requested that, together with this question, the situation should also be considered of upgrading vehicles by installing new engines and other equipment ensuring compliance with more stringent environmental requirements.

56. The Working Party agreed that the matter should continue to be considered by the above-mentioned Meetings of Experts (see para. 53 above) during their coming sessions in January and February 1996 for the elaboration of a final proposal.

(c) Technical requirements on vehicles in use with respect to international traffic

57. The representative of Germany informed the Working Party that a proposal for uniform conditions on roadworthiness tests for motor vehicles and their trailers, incorporating also principles of reciprocal recognition, had already been transmitted to the secretariat and should be distributed for consideration by the Meeting of Experts on Pollution and Energy and the Meeting of Experts on Noise during their next sessions.

(d) Future technical requirements and limits

58. The Chairman of the Working Party recalled the information on "The Auto-Oil Program", tripartite initiative of the European Commission, Motor Industry and Oil Industry for preparing the emission legislation for the year 2000 (TRANS/WP.29/GRPE/30, para. 18). He envisaged that further developments should be discussed during the thirty-first session of the Meeting of Experts on Pollution and Energy, allowing to proceed towards establishing future emission limits and fuel quality requirements.

1958 AGREEMENT

(a) Status of the annexed Regulations

Documentation: TRANS/WP.29/343/Rev.3/Amend.2.

59. The document containing information on the status of the Agreement and the annexed Regulations as on 20 October 1995 was distributed and the following update was given:

1. New/updated applications of Regulations

E 17, Finland, the notification of application of Regulations Nos. 36, 52, 66, 83, 92, 93 and 94 was deposited with the Secretary-General on 30 October 1995. These Regulations shall therefore be applied by Finland as from [29 December 1995].

2. New Regulations, new amendments/corrigenda to Regulations and their date of application

Regulation No. 3: Supplement 3 to the 02 series of amendments
(TRANS/WP.29/446) [15 February 1996]

Regulation No. 87: Supplement 1 to the original version
(TRANS/WP.29/453) [15 February 1996]

Regulation No. 91: Supplement 1 to the original version
(TRANS/WP.29/454) [15 February 1996]

60. Related to the application of Regulations in the national legislations, the expert from OICA distributed the seventeenth edition of the application tables of ECE Regulations and EU Directives for type approval of vehicles, equipment and parts in the countries, Contracting Parties to the 1958 Agreement. He regretted that, from a number of countries, the update information had not been received in time and the information might therefore be incomplete. He reminded the representatives of those countries, listed on the first page of the tables, to supply the necessary update to the OICA secretariat as soon as possible, in order to enable a revised seventeenth issue to be prepared for distribution during the one-hundred-and-eighth session of the Working Party. He also reminded the delegations that information was limited to the necessary minimum for Regulations Nos. 94 and 95 in view of the statement by France during the last session of the Working Party (TRANS/WP.29/468, para. 67).

(b) Report on the situation of forthcoming Regulations and/or amendments

Documentation: TRANS/WP.29/R.642/Rev.5.

61. The Working Party noted the information, with the following additions given by the secretariat:

I. Draft new Regulations

Headlamps with gas-discharge light sources (TRANS/WP.29/432), communications by the Netherlands (27.4.95) and Germany (7.11.95) transmitted to the Secretary-General on 9 November 1995.

Gas-discharge light sources (TRANS/WP.29/433), communications by the Netherlands (3.5.95) and Germany (7.11.95) transmitted to the Secretary-General on 9 November 1995.

Carbon dioxide emissions and fuel consumption (TRANS/WP.29/434), communication by Germany received on 7 November 1995.

Short coupling devices (TRANS/WP.29/435), communication by Germany received on 7 November 1995.

II. Amendments to Regulations:

Regulation No. 51, Supplement 1 to the 02 series (TRANS/WP.29/464), communication by Germany (7.11.95) transmitted to the Secretary-General on 9 November 1995.

Depository notifications being issued:

Regulation No. 45, Corr.1 to the 01 series
(TRANS/WP.29/471) C.N.351.1995.TREATIES-70

Regulation No. 48, Corr.4 to the 01 series
(TRANS/WP.29/472) C.N.352.1995.TREATIES-71

Regulation No. 49, Corr.1 to the 02 series
(TRANS/WP.29/474) C.N.353.1995.TREATIES-72

Regulation No. 79, Corr.2
(TRANS/WP.29/476) C.N.354.1995.TREATIES-73

Regulation No. 96, Corr.1
(TRANS/WP.29/480) C.N.355.1995.TREATIES-74

62. In response to the question posed by the representative of Sweden, the secretariat confirmed that consolidated versions of Regulations Nos. 9, Revision 2; 13, Revision 3; 51, Revision 1; 52, Revision 1; 54, Revision 1 and Regulation No. 96 were being prepared in English and French and need only be checked and proofread before publication. The secretariat indicated its commitment to proceed with this work. However, it also informed the Working Party that the pending vacant posts in the unit of vehicle construction continue to impede this work. The offer of assistance by the expert from OICA was very much appreciated and the secretariat agreed to use this opportunity if the work continued to be hindered.

63. The representative of Hungary pointed out that it was not exceptional for working documents to be received by mail very late before the sessions, both in the original and translated versions. He requested the secretariat to

confirm with the United Nations Conference Service that translations would be given as high a priority as possible and delays minimized in document distribution.

OTHER BUSINESS

(a) Technical requirements on vehicles transporting dangerous goods

64. The Working Party was informed by the secretariat that provisions for braking of ADR vehicles are being considered by the Meeting of Experts on Brakes and Running Gear on the basis of a proposal by the United Kingdom, which was expected to be updated for the thirty-ninth session, to be held in February 1996.

65. The Working Party was also informed that, for all other provisions related to ADR vehicles, a proposal for a draft Regulation had been prepared by the experts from OICA and distributed as an informal document during the recent sixty-ninth session of the Meeting of Experts on General Safety Provisions.

66. During the discussion, it was confirmed that the above-mentioned two proposals took over the provisions of Appendix B2 to ADR (European Agreement Concerning the International Carriage of Dangerous Goods by Road) and shall, in the future, allow type approval of such vehicles. It was also envisaged that, in view of the restructuring of the ADR, this should enable that provisions applicable to ADR vehicles be removed from ADR and be covered by ECE Regulations.

(b) Revision of the Consolidated Resolution on the Construction of Vehicles (R.E.3) and its status

67. The Working Party noted with satisfaction the commitment by the representative of the Netherlands to prepare a working document for updating and streamlining of the Consolidated Resolution in view of giving more emphasis to the recommendations and bringing them to a status comparable with ECE Regulations e.g. by annexing the text to the amended 1958 Agreement.

68. The Working Party agreed that, when available, the proposal should first be examined by the Administrative Committee WP.29/AC.2, which should recommend further action to be taken.

69. During the discussion of this item, the representative of Italy recalled the purpose for which the Consolidated Resolution had been prepared to establish a link between Regulations and Recommendations, welcomed the intention to raise its status, and requested that the streamlining work should not undermine this objective.

- (c) Resolution of the Third International Conference on Testing and Type Approval of Motor Vehicles in the International Context
(Nitra, Slovakia, 6 and 7 September 1995)

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

70. The Working Party noted the Resolution of the Conference, supporting the endeavours for harmonization of type approval procedures in the framework of the amended 1958 Agreement. Support was also noted for the elaboration of provisions for technical inspections of road vehicles, in line with the project for a new agreement, under consideration for the 1996 Regional Conference on Transport and the Environment (see para. 57 above).

- (d) Regulation No. 94 - Corrigendum

71. The secretariat informed the Working Party that an erroneous translation had been discovered by OICA in the French text of the draft Supplement 1 to this Regulation (document TRANS/WP.29/479). It was confirmed that steering wheels containing airbags shall be marked "AIRBAG" in all language areas. It was agreed that a corrigendum should be prepared (TRANS/WP.29/479/Corr.1, French only) to read:

Paragraph 6.1.1., correct the words "COUSSIN GONFLABLE" to read "AIRBAG".

- (e) Invitation to an International Conference

72. The representative of Australia invited the delegations, on behalf of the Governments of Australia and of the State of Victoria, to the Fifteenth International Technical Conference on Enhanced Safety of Vehicles (ESV), to be held in Melbourne, from 13 to 17 May 1996. He referred to the high technical level programme and a number of technical visits and demonstrations to be given during and after the Conference.

ADOPTION OF THE REPORT

73. The Working Party adopted the report together with the annexes at its one-hundred-and-seventh session.

B. FIRST SESSION OF THE ADMINISTRATIVE COMMITTEE AC.1

ESTABLISHMENT OF THE AC.1

74. Of the twenty-seven Contracting Parties to the 1958 Agreement, representatives of twenty countries were present and established the AC.1 for its first session.

ELECTION OF OFFICERS

75. Mr. V. Koutenev (Russian Federation) and Mr. B. Gauvin (France) were elected Chairman and Vice-Chairman of AC.1 for its first session.

CONSIDERATION OF DRAFT AMENDMENTS TO EXISTING AND/OR DRAFT REGULATIONS

(a) Regulation No. 25 (Headrests)

76. Item deferred (see para. 8 above).

(b) Regulation No. 49 (Emission of compression-ignition engines)

77. Countries applying the Regulation: 18

Countries present and voting: 15

Adoption of document TRANS/WP.29/R.714 (see para. 39 above) by unanimity. The document will be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Regulation for consideration as draft Supplement 2 to the 02 series of amendments to Regulation No. 49 (Article 12 of the Agreement).

(c) Draft Regulation on the approval of passenger cars with regard to the measurement of the emission of carbon dioxide and fuel consumption

Documentation: TRANS/WP.29/R.715.

78. The proposal contained in document TRANS/WP.29/R.715 was adopted unanimously with the amendments agreed by the Working Party (see para. 41 above). The AC.1 noted that the Regulation is still in its draft form following the adoption by the Working Party at its one-hundred-and-fourth session. The situation was considered to be transitional after the entry into force of the amended Agreement. The secretariat was requested to transmit the adopted Supplement 1 to the Secretary-General of the United Nations together with the text of the draft Regulation, after the communications had been received both from France and Germany.

CONSIDERATION OF NEW DRAFT REGULATIONS

(a) Uniform provisions concerning the approval of vehicles with regard to the protection afforded by airbags

79. Item deferred (see para. 8 above).

(b) Uniform provisions concerning the approval of battery electric vehicles with regard to specific requirements for construction and functional safety

80. Countries present and voting: 20

Adoption of document TRANS/WP.29/R.710 (see para. 48 above) by unanimity. The document will be transmitted to the Secretary-General of the United Nations by the secretariat, for communication to the Contracting Parties to the Agreement for consideration as a new draft Regulation (Article 1 of the Agreement).

81. Responding to a question of a member of the AC.1, it was confirmed that if the draft Regulation would be adopted following the procedures of Article 1, paragraph 2 of the Agreement, "it shall enter into force on the date(s) specified therein as a Regulation annexed to this Agreement for all Contracting Parties which did not notify their disagreement" (Article 1, paragraph 4). As such a date had not been proposed in the text of the draft Regulation, an appropriate date will be agreed between the secretariat and the United Nations Office of Legal Affairs after the expiry of the six months period from the date of notification by the Secretary-General (Article 1, paragraph 2).

82. It was also confirmed that after this procedure had been completed, the Contracting Parties would be free to communicate the names and addresses of technical services responsible for conducting approval tests and of administrative departments to the United Nations secretariat (i.e. to the secretariat in Geneva) (paragraph 10 of the draft Regulation) and these will be registered in the status document of the Agreement and/or its amendments, as appropriate.

BACKLOG ELIMINATION

83. The AC.1 also agreed that action should be taken in transition to the amended Agreement aimed at processing the items which had not yet been completed by the Governments (TRANS/WP.29/R.642/Rev.5) and remained pending. In line with this decision the secretariat was requested to communicate to the Secretary-General the following documents:

- (a) Regulation No. 13, draft Supplement 1 to the 08 series of amendments, document TRANS/WP.29/430, as adopted by the Working Party at its one-hundred-and-fourth session (TRANS/WP.29/427, para. 54).
- (b) Regulation No. 13, draft 09 series of amendments, document TRANS/WP.29/470 (still in translation), as adopted by the Working Party at its one-hundred-and-sixth session (TRANS/WP.29/468, paras. 44-47 and annex 4).
- (c) Regulation No. 46, Supplement 2 to the 01 series of amendments, document TRANS/SC1/WP29/300, as adopted by the Working Party at its ninety-second session (TRANS/SC1/WP29/287, paras. 43 and 44).

84. It was also agreed that the situation should be re-examined by AC.1 at its second session in March 1996, and if necessary, further action taken.

Annex 1LIST OF INFORMAL DOCUMENTS DISTRIBUTED WITHOUT A SYMBOL
DURING THE ONE-HUNDRED-AND-SEVENTH SESSION

<u>No.</u>	<u>Transmitted by</u>	<u>Agenda item</u>	<u>Language</u>	<u>Title</u>
1.	Slovak Rep.	10.3	E	Resolution adopted at the Third International Conference on Testing and Type Approval of Motor Vehicles in the International Context
2.	IRU	8.2	E	Standpoint of the IRU on the proposal for amendments to the European Agreement Supplementing the 1968 Vienna Convention
3.	USA	7.1	E	NHTSA news release: "Safety agency issues warning on airbag danger to children"
4.	Italy	7.2	E	Italian considerations on the draft Regulation on uniform provisions concerning the approval of battery electric vehicles with regard to construction and functional safety
5.	OICA	7.1	E/F	Draft ECE Regulation on airbags (document TRANS/WP.29/R.709)
6.	Australia	3	E	The Australian Federal Office of Road Safety's position with regard to the 1958 Agreement
7.	Greece	8.2	E	Clarifications concerning the proposals for imposing environmental standards for vehicles in international traffic

Annex 2

PROPOSALS FOR DRAFT AMENDMENTS TO THE DRAFT REGULATION
ON UNIFORM PROVISIONS CONCERNING THE APPROVAL OF BATTERY
ELECTRIC VEHICLES WITH REGARD TO SPECIFIC REQUIREMENTS FOR
CONSTRUCTION AND FUNCTIONAL SAFETY (document TRANS/WP.29/R.710)

Transmitted by Italy (informal document No. 4):

Paragraph 5.2.1.1.1., amend to read:

"..... It shall only be possible to insert or to remove the key in this position and possibly in a further position designated by the vehicle manufacturer ("Park position"), where the drive train shall be off, but it is possible to turn on the parking lamps."

Transmitted by the United Kingdom:

Paragraphs 5.2.1. to 5.2.1.1.2., replace by the following text:

"5.2.1. Power on procedure:

5.2.1.1. The power on procedure shall be applied via a key switch.

5.2.1.2. It shall not be possible to remove this key in any position that energises the drive train or makes active driving possible."

Transmitted by OICA:

Paragraph 5.2.1.1.1., the word "only" at the end should be deleted.

Paragraphs 5.2.3. and 5.2.3.1., amend to read:

"5.2.3. Reversing

5.2.3.1. Reversing shall be possible only after operation of a specific control. This action shall require either:

(a) the combination of two different actuations, or

(b) an electric switch"