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INLAND TRANSPORT COMMITTEE

Working Party on the Construction of Vehicles

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

(12-15 March 1996)

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

(13 March 1996)

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REPORT

ATTENDANCE

1. The Working Party on the Construction of Vehicles held its one-hundred-and-eighth session from 12 to 15 March 1996 under the chairmanship of Mr. V. Koutenev (Russian Federation). The following countries were represented: Belgium; Canada; Croatia; Czech Republic; Denmark; Finland; France; Germany; Greece; Hungary; Italy; Luxembourg; Netherlands; Poland; Romania; Russian Federation; Slovakia; Slovenia; Spain; Sweden; Switzerland; United Kingdom of Great Britain and Northern Ireland. A member of the European Parliament (EP) took part in the session. Representatives of the European Community (EC) participated. Representatives of 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 Touring Alliance/International Automobile Federation (AIT/FIA); International Organization of Motor Vehicle Manufacturers (OICA); International Motorcycle Manufacturers Association (IMMA); Liaison Committee for the Manufacture of Automobile Equipment and Spare Parts (CLEPA); European Tyre and Rim Technical Organization (ETRTO); Working Party "Brussels 1952" (GTB); Consumers International (CI); Association européenne des gaz de pétrole liquéfiés (AEGPL).

OPENING OF THE SESSION

2. The session was opened by Mr. J. Capel Ferrer, Director of the ECE Transport Division. He recalled the results of the fifty-eighth session of the Inland Transport Committee (15-19 January 1996) and informed the Working Party of its decisions. He also summarized the state of preparations for the Regional Conference on Transport and the Environment after the eighth session of the Preparatory Committee (5 and 6 February 1996) and indicated that, although the decision on the time and venue of the Conference remained to be taken, it was likely that it would be held in the autumn of 1997, instead of as originally planned in 1996. He believed that this additional year would allow the timely completion of the proposals being prepared in the framework of the Working Party for the Conference and invited delegations to intensify negotiations to that end.

3. The Director of the Division informed the Working Party of the intention of the People's Republic of China to actively participate in the work of the Working Party and to attend already the coming thirty-sixth session of the Meeting of Experts on Lighting and Light-Signalling (1-4 April 1996).

4. Referring to the special measures adopted in order to cope with the current UN financial situation, especially the non-availability of documents in the conference rooms and the need to keep a number of posts vacant in the secretariat, Mr. Capel Ferrer assured the Working Party of his commitment to take all possible steps so as to minimize the consequences of those measures on the work of the Working Party. He mentioned that, if the situation were not to improve, further measures might be necessary, including cuts in

activities. He therefore invited delegates to ensure that their Governments reflect amply their interest in this area in their reply to the questionnaire which had been distributed to the foreign offices of all ECE member countries a few weeks ago.

5. In their reflections on the special measures adopted, the representatives of Hungary, Italy, Netherlands, United Kingdom and Germany indicated that such measures could only degrade the work because there were no guarantees that the necessary working documents could regularly be received by mail before the sessions.

6. The representative of the United Kingdom said that the holding of a percentage of posts in the ECE secretariat vacant for extended periods of time was a policy which had already demonstrated its negative effect on the performance of the Working Party and warned that, in combination with other savings and reductions, it could cause the system to fail. On the contrary, he encouraged the progress in transmission of documents in the electronic format and reported his positive experience. He regretted that, in the majority of cases, the documents in the electronic form did not contain graphics.

7. In his summary of the situation, the Chairman of the Working Party focused on the contributions provided with respect to improved safety and the protection of the environment in road transport and noted the economical and social impacts of the Working Party activities. He indicated that the effectiveness of work needed rather to be improved than degraded and requested that measures having distinctively adverse effects should be reconsidered. He invited delegations to bring these problems to the attention of their Governments at the appropriate level and to explore the possibilities which could counteract their impact.

8. The President of IMMA, Mr. I.L. Petit Iruretagoyena, informed the Working Party that, after more than thirty years of work, the offices of his organization had moved to Geneva, where IMMA was re-established under the same name. He recalled the past achievements and expressed his wish for continuing fruitful cooperation with the Working Party, the Meetings of Experts and the secretariat.

9. During the session, the Working Party was addressed by Mr. Max Mosley, President of the International Automobile Federation who, speaking on behalf of more than one hundred million members of his organization, suggested that, in the harmonization of vehicle construction requirements, the long-term objectives should be defined with respect to passive safety, protection of the environment and consumer requirements. He envisaged that this could provide a base for a stable development benefiting both society and the motor vehicle industry. Mr. Mosley said that a global convergence of standards, rules and regulations applied on vehicles had been set as a target of the Transatlantic Business Dialogue currently in progress and indicated that, similar to those negotiations with the United States of America, the European Union intends to open a Business Dialogue with Japan.

10. Mr. Alan Donnelly, Member of the European Parliament, took the floor in the same period of the session. He referred to his function as rapporteur on

crash testing legislation and recalled that the European Parliament had initiated development of more stringent requirements for protection of vehicle occupants in frontal and lateral collisions on the basis of Regulations established by the Working Party. He stressed that the progress towards harmonization of vehicle regulations should be based on the principles of transparency, responsibility and accountability. He made it clear that such a move was facilitated by new completed research work and that proper lead times were necessary and envisaged harmonization in this area. He mentioned that an official Proposal for a Council Decision was under consideration for the European Community to become a Contracting Party to the amended 1958 Agreement (see also para. 27 below). Referring to the Transatlantic Business Dialogue, Mr. Donnelly informed the Working Party about the Conference to be held in Washington on 10 and 11 April 1996 which was aimed at facilitating global regulatory convergence in the automobile sector, building on the work of the Working Party WP.29. He said that this was justified by the success in the past and expressed the wish that the Working Party provide a suitable forum for further positive evolution.

11. The Vice-Chairman of the Working Party and the Director of the Division responded to the interventions by Mr. Mosley and Mr. Donnelly and, on the behalf of the Working Party and of the secretariat, indicated the commitment to the progress towards global convergence of vehicle construction requirements.

A. SESSION OF THE WORKING PARTY

ADOPTION OF THE AGENDA

12. The Working Party adopted the provisional agenda (TRANS/WP.29/486) with the amendment indicated below.

Item 6.5., additional document TRANS/WP.29/R.721/Corr.1.

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

ELECTION OF OFFICERS

14. Confirming the decision made during the one-hundred-and-fifth session for a further year, the Working Party re-elected Mr. V Koutenev (Russian Federation) and Mr. B. Gauvin (France) Chairman and Vice-Chairman respectively until the March 1997 session.

COORDINATION AND ORGANIZATION OF WORK

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

15. The sixtieth session of WP.29/AC.2, considering the coordination and organization of work of the Working Party, was held on 11 March 1996, 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.

16. The provisional agenda for the current session of the Working Party was considered (see para. 12 above), as well as the agenda for the one-hundred-and-ninth session, for which at least twelve amendments to existing Regulations and one new draft Regulation were already foreseen.

17. The Administrative Committee discussed the progress in the preparation of the Regional Conference on Transport and the Environment, considered the progress in incorporating in the ECE system of Regulations of provisions for vehicles transporting dangerous goods and noted the state of development in a number of other items currently under consideration by the Meetings of Experts and/or the Working Party.

18. The representative of the Netherlands was congratulated on the first concept of the revision of the Consolidated Resolution on the Construction of Vehicles (R.E.3) and a suggestion was made that further streamlining could be achieved by replacing the references to individual ECE Regulations by a general reference to the Agreement and the ECE Regulations annexed to it. This suggestion was in principle supported and WP.29/AC.2 agreed to resume the consideration of this item at its next session and evaluate the result of the corresponding modifications.

19. Significant attention was paid to the elimination of the backlog in legal processing of two new draft Regulations and three or four amendments to existing Regulations which were adopted before the entry into force of the amended Agreement and where no action had yet been taken by some Governments which had been invited to communicate the drafts to the Secretary-General of the United Nations. The Administrative Committee recommended that WP.29 and AC.1 take action by applying the procedures of the amended Agreement in a manner already foreseen during the previous session (TRANS/WP.29/482, paras. 83 and 84). The WP.29/AC.2 also noted that the Office of Legal Affairs had requested that a date of entry into force should be specified for a new draft Regulation on construction and functional safety of electric vehicles which had been adopted during the first session of AC.1 (TRANS/WP.29/482, paras. 80-82) and recommended that, for this Regulation, the date of entry into force should be identical with the date of adoption, set by the expiry of the six months' period from the date of notification by the Secretary-General (see para. 100 below).

20. The Working Party noted the report on the sixtieth session of WP.29/AC.2 and accepted its recommendations.

(b) Matters arising from the fifty-eighth session of the Inland Transport Committee (ITC)

21. The secretariat informed the Working Party of the decisions of the fifty-eighth session of the ITC, having a bearing on the Working Party activities:

- (i) Decisions related to the development of uniform technical prescriptions for the construction of road vehicles (ECE/TRANS/116, paras. 79 to 86);
- (ii) Invitation to consider the possibilities of savings not affecting the effectiveness of work without excluding, however, the option of reducing the duration and number of meetings (ECE/TRANS/116, paras. 13 and 178);

- (iii) Invitation to Governments to become Contracting Parties and to implement the existing legal instruments developed under the ITC auspices (ECE/TRANS/116, para. 32).

22. In their reflections on the proceedings of the fifty-eighth ITC session, the Chairman, Vice-Chairman and the representative of Italy regretted that very limited time had been provided by the Committee to consider the questions of vehicle construction and invited the representatives of Governments to ensure a better coordination with their colleagues representing their countries for the future sessions of the ITC, in order to give the necessary attention to those matters.

23. With respect to savings and effectiveness, the potentials of the distribution of documents and Regulations by electronic means were again recalled and the representative of the Netherlands invited the secretariat to gather all available resources in order to speed up the work related to putting in the system all the Regulations including their graphics.

(c) Programme of work and priorities

Documentation: TRANS/WP.29/R.639/Rev.3; informal document No. 1 of the annex to this report.

24. The document containing the up-to-date programme of work was noted. The Chairmen of the Meetings of Experts were invited to communicate to the secretariat any modifications or corrections, if necessary. The Working Party agreed with the modifications of the document proposed by the representative of Hungary (see (i) below) and by the representative of Denmark (see (ii) below).

- (i) Paragraph 1.5., item "Technical requirements on vehicles in use (in international traffic)" to be transferred into paragraph 1.6., under the heading of "Preparation of the Regional Conference on Transport and the Environment". Footnote 2/ and the reference to footnote 2/ should be deleted.
- (ii) Paragraph 4.4., the reference to document TRANS/WP.15/R.281 to be indicated under the item "Technical requirements on vehicles transporting dangerous goods" and deleted under the item "Handling and roadholding of trucks and buses".

25. The information by the secretariat was also noted that, due to a decision of the Conference Services, a modification had been made to the 1996 calendar of sessions (TRANS/WP.29/468, annex 3) and as a result the following sessions had been advanced by one week, i.e.

- (i) the fortieth session of the Meeting of Experts on Brakes and Running Gear will be held from 9 to 11 September 1996, and
- (ii) the twenty-fifth session of the Meeting of Experts on Noise will be held on 12 and 13 September 1996.

26. The representative of Japan informed the Working Party that, in order to accede to the amended Agreement (TRANS/WP.29/468, para. 21), the contents of necessary preparations of the relevant domestic regulatory system should be identified in 1996 and the relevant provisions should be adjusted in 1997. He also identified the priorities for harmonization after the accession to the Agreement and the intentions to contribute to further harmonization of vehicle construction Regulations (informal document No. 1).

27. The representative of the European Commission reported to the Working Party that an official proposal had already been prepared for the European Union Council of Ministers and the European Parliament in order to enable the European Union to accede to the amended Agreement as a regional economic integration organization. He indicated that the procedure would take some time and agreed to keep the Working Party informed on its progress.

CONSIDERATION OF A GLOBAL AGREEMENT

28. The session of the Administrative Committee (WP.29/AC.2) with expanded participation was held on 12 March 1996 (morning only) under the chairmanship of Mr. B. Gauvin, Vice-Chairman of the Working Party. Besides the participants listed in paragraph 12 above, the session was attended by representatives of the European Commission (EC), Japan and the Republic of South Africa. The representatives of the United States of America and of Australia were unable to attend the session.

29. Following the conclusions of the previous session (TRANS/WP.29/482, para. 19), the members of WP.29/AC.2 expanded received on 9 February 1996 a new proposal from the representative of the United States of America, titled "Unofficial staff working draft" for a future revision of the amended 1958 Agreement.

30. The representative of the EC indicated that official positions on the above-mentioned proposal would need to be established as a concerted view of the member countries. However, he presented some preliminary opinions. He regretted that after the clarification of principles during the previous session the new proposal had made disappointingly little progress in the facilitating of convergence of rules placed in the global register. He also expressed his doubts that the unanimous voting principle would allow effective functions of a global agreement and considered it insufficient that harmonization was contemplated in a new Article 12 on the basis of multilateral and/or bilateral agreements only. In addition, he requested more time to study the provisions of the proposal, including the World Trade Organization (WTO) membership as a base for becoming a contracting party to the global agreement. In his conclusion, he pointed out that, whilst the new proposal had been based on the amended agreement, it did not preserve its beneficial properties and suggested that further development should be considered.

31. More time to study the proposal was also requested by the representative of Japan, who recognized that the new proposal preserved the framework of the original (TRANS/WP.29/R.666/Rev.1) and did not introduce a sufficiently effective mechanism for harmonization of rules and regulations. He also proposed that WTO membership requirement should further be studied.

32. The representative of the Republic of South Africa regretted that progress had been delayed by the inability of the delegation of the United States of America to participate in the session. He indicated that, from his country, written comments had already been provided on the proposal and mentioned that, in his view, particularly the WTO source of membership and the voting rules should be discussed. He indicated that in WTO and TBT (Technical Barriers to Trade) agreements of two-thirds and three-quarters majority principles had been established and said that the unanimity principle as proposed by the United States of America might make the progress difficult for an agreement contemplated to become global. He urged the Committee to increase its effort in considering the proposal for a global agreement either by organizing additional meetings or by contributing additional ideas and principles.

33. The Chairman of WP.29/AC.2 expanded noted the opinions provided and invited the interested parties to attempt an advance by elaborating ideas which could form a compromise acceptable as a base for a global agreement. He suggested that it would be desirable if such development work could be made in preparation for the June session of WP.29/AC.2 expanded and invited the members to rely on fax or E-mail communication in this work rather than contemplating additional meeting(s).

CONSIDERATION OF THE REPORTS OF THE MEETINGS OF EXPERTS

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

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

34. Recalling the oral presentation of the highlights by the Chairman during the one-hundred-and-seventh session (TRANS/WP.29/482, paras. 27 and 28), the Working Party approved the report of the Meeting of Experts on its twenty-third session.

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

Documentation: TRANS/WP.29/GRRF/37.

35. The Chairman of the session recalled that the main results of the session had already been reviewed (TRANS/WP.29/482, paras. 29 and 30) and confirmed that they were reflected in the report. Upon this confirmation, the report on the thirty-seventh session of the Meeting of Experts was approved by the Working Party.

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

Documentation: TRANS/WP.29/GRE/35.

36. The above-mentioned report was approved by the Working Party, recalling the oral presentation of the session highlights by the Chairman of the Meeting

of Experts during the previous session of the Working Party (TRANS/WP.29/482, paras. 32-34).

- (d) General Safety Provisions
(Sixty-ninth session, 30 and 31 October 1995)

Documentation: TRANS/WP.29/GRSG/48.

37. The Chairman of the Meeting of Experts recalled his summary of the session proceedings during the last session of the Working Party (TRANS/WP.29/482, paras. 35-37) and mentioned that they were recorded in the report. The formal adoption by the Working Party of the report of the Meeting of Experts on General Safety Provisions on its sixty-ninth session followed.

- (e) Passive Safety
(Eighteenth session, 27 November - 1 December 1995)

Documentation: TRANS/WP.29/GRSP/18; TRANS/WP.29/GRSP/R.129/Rev.1; informal document No. 3 of the annex to this report.

38. The Chairman of the Meeting of Experts presented to the Working Party an account of the session, underlining the items where progress had been reached. Referring to the informal document he had tabled (No. 3), the Chairman requested the guidance of the Working Party on the matter of alternative requirements of differing stringency which had been proposed for Regulation No. 17 (TRANS/WP.29/GRSP/R.129/Rev.1).

39. The Working Party considered the question raised by the Chairman and evaluated the opinions voiced in the discussion by the representatives of Sweden, United Kingdom, Netherlands, Republic of South Africa, OICA and Consumers International. It was concluded that a coexistence in one Regulation of non-equivalent requirements and methods was not desirable and the Working Party advised the Meeting of Experts to select the method and requirements acceptable to a majority, considering at the same time, however, the possibility of incorporating to a certain extent the idea of a proportion between the volume of the vehicle luggage compartment and mass of the luggage represented during the test.

40. The question of the label designed to warn the user against installation of backward facing child restraints on passenger seats equipped with airbag assemblies for frontal collision protection was also discussed (TRANS/WP.29/GRSP/18, paras. 17 and 18). The Working Party confirmed its previous decision (TRANS/WP.29/468, paras. 64-66) and invited all parties concerned to ensure that the label warning was properly understood by vehicle users. It was also agreed that the adopted label should be considered provisional and be replaced if a better one was officially agreed by the responsible body of ISO. The expert from Consumers International suggested that all support should be given to the development of systems inactivating the passenger side airbag automatically if a child restraint was placed in such a seat.

41. The representative of the United Kingdom raised the question of Regulation No. 22 and of the work being done by CEN on motorcycle goggles and

protective helmet visors. It was agreed that the results of such work should be taken into account in developing the Regulation. The representative of the Netherlands requested that such a transfer be done efficiently and that duplication of work be prevented not only by the Meeting of Experts itself, but also by the informal group which had assisted in the development of Regulation No. 22.

42. The Chairman of the Meeting of Experts noted the results of the discussions. He informed the Working Party that the nineteenth session of the Meeting of Experts would be followed by the fifteenth International Conference on Enhanced Safety Vehicles in Melbourne, Australia and suggested that the session should be shortened by a half-day, in order to facilitate the travel of the experts attending the Conference. He also proposed that in such a case the schedule of the session (TRANS/WP.29/GRSP/18, para. 52) should be modified slightly and that the items related to protective helmets should start to be considered, if necessary, already on the afternoon of 8 May 1996. This was agreed by the Working Party.

43. Concluding the consideration of this item, the Working Party approved the report of the Meeting of Experts on Passive Safety on its eighteenth session.

(f) Highlights of the recent sessions

(i) Meeting of Experts on Brakes and Running Gear
(Thirty-eighth session, 18-20 December 1995)

44. The Chairman of the Meeting of Experts informed the Working Party that, during this session, scheduled as an additional meeting in 1995, significant progress had been made in concluding the work on amendments to Regulation No. 13 incorporating the provisions for electronic control of braking systems. As a second major achievement, he mentioned the adoption of the draft 02 series of amendments to Regulation No. 90. He also referred to a number of other items on which the work had continued at the thirty-ninth session (see para. 45 below).

(ii) Meeting of Experts on Brakes and Running Gear
(Thirty-ninth session, 5-9 February 1996)

45. In his oral report on the proceedings of the session, the Chairman mentioned as the main items the consideration of further developments of Regulation No. 13 and the draft harmonized braking Regulation "13-H". For the part of the session devoted to tyre questions, he noted the progress reached in preparing provisions for retreaded and remoulded tyres and the new draft Regulation on agricultural vehicle tyres. He also referred to the strategy of the alignment of Regulation No. 55 with the corresponding EU Directive and resumed consideration of the handling and stability of vehicles, particularly with respect to vehicles designed to carry liquids in bulk.

(iii) Meeting of Experts on Pollution and Energy
(Thirty-first session, 16-19 January 1996)

46. The Chairman of the Meeting of Experts briefed the Working Party on the most important results of the session. He said that two candidate test cycles

had been selected for emission testing of heavy duty engines, but that no final consensus had been reached by the Meeting of Experts. However, a compromise had been suggested by the ad hoc group involved in that work, aiming at a world-wide harmonized test, to be developed in cooperation with the United States of America and Japan. He also mentioned the incorporation into relevant Regulations of provisions applicable to gas-fuelled engines (liquefied petroleum gas and compressed natural gas) and the establishing of an informal group to solve the question of reference gas fuel specification(s). Information was also given on the state of preparation of proposals intended to be considered for the outcome of the Regional Conference on Transport and the Environment. Reminded by the representative of Greece, the Chairman offered more detailed information on the finalization of the new draft Regulation on replacement catalytic converters, to be considered by the Working Party at its next session.

(iv) Meeting of Experts on Noise
(Twenty-fourth session, 26 and 27 February 1996)

47. The Chairman of the Meeting of Experts informed the Working Party that the session had been reduced to one-and-a-half days only, because only limited progress had been possible on a number of items listed in the agenda. He indicated that a decision of principle had been reached with respect to the question of tyre-road noise that the respective provisions should be incorporated into Regulations Nos. 30 and 54. He envisaged that, during the twenty-fifth session, progress would be possible in consideration of amendments to Regulations Nos. 9, 59 and 63, where the working documents had already been updated and might soon be finalized in order to achieve full harmonization with the motorcycle EU Directive requirements. In more detail he referred to the consideration of proposals related to the preparation of the Regional Conference on Transport and the Environment (see also paras. 67-73 below).

CONSIDERATION OF DRAFT AMENDMENTS TO EXISTING REGULATIONS

(a) Regulation No. 1 (Headlamps (R2 and HS1))

Documentation: TRANS/WP.29/R.717.

48. The proposal containing the Conformity of Production (COP) provisions was considered by the Working Party and it was recommended that it be adopted by the Administrative Committee AC.1 (see para. 85 below) with the following correction:

Paragraph 9.3.5., correct the reference to "annex 7 to read "annex 3".

(b) Regulation No. 4 (Illumination of rear registration plates)

Documentation: TRANS/WP.29/R.718.

49. The proposal introducing in the Regulation provisions applicable to plates for agricultural and forestry tractors was considered by the Working Party and it was recommended that it be adopted by the Administrative Committee AC.1 (see para. 86 below).

(c) Regulation No. 5 (Headlamps (SB))

Documentation: TRANS/WP.29/R.719.

50. The proposal containing the COP provisions was considered by the Working Party and it was recommended that it be adopted by the Administrative Committee AC.1 (see para. 87 below).

(d) Regulation No. 8 (Headlamps (H1, H2, H3, HB3, HB4 and/or H7))

Documentation: TRANS/WP.29/R.720.

51. The proposal containing the COP provisions and introducing into the Regulation a new category of filament lamp, was considered by the Working Party and it was recommended that it be adopted by the Administrative Committee AC.1 (see para. 88 below) with the following corrigenda:

Title of the document, correct to read: "Draft Supplement 6 to the 04 series of amendments to Regulation No. 8".

Reference to Paragraph 6.1., correct to read: "Paragraph 6.1.1, ...".

(e) Regulation No. 13 (Braking)

Documentation: TRANS/WP.29/R.721 and Corr.1.

52. The proposal containing the provisions for braking of electric vehicles and introducing some additional minor amendments to the Regulation was considered by the Working Party and it was recommended that it be adopted by the Administrative Committee AC.1 (see para. 89 below) with the following corrigenda:

Paragraphs 5.2.1.25.1.1. and 5.2.1.25.3., amend the word "activated" to read "actuated" (twice) and the words "gear neutral position" to read "gear selector control neutral position" (twice).

(f) Regulation No. 19 (Front fog lamps)

Documentation: TRANS/WP.29/R.722.

53. The proposal introducing in the Regulation a new category of filament lamp was considered by the Working Party and it was recommended that it be adopted by the Administrative Committee AC.1 (see para. 90 below).

(g) Regulation No. 25 (Headrests)

Documentation: TRANS/WP.29/R.711/Rev.1.

54. The proposal modifying the requirements for the position of headrests in order to ensure better protection against whiplash injuries to a higher percentage of the population was considered by the Working Party. The representative of the Netherlands pointed out that the proposal had been established as a compromise and suggested that the matter should be followed

and, if necessary, further action taken at a later time to achieve the full protection of the population whose height is increasing. The representative of the United Kingdom suggested that the transitional provisions proposed be shortened by one year. In addition, a correction was noted by the Chairman of the Meeting of Experts on Passive Safety.

55. The Working Party agreed with the above-mentioned modifications and it was recommended that the amended proposal (see below) be adopted by the Administrative Committee AC.1 (see para. 91 below).

Reference to Paragraphs 6.4.3.2. and 6.4.3.4., correct to read "Paragraphs 6.4.3.2., 6.4.3.3. and 6.4.3.4., ..."

Paragraph 13.2., amend the value of [36] months to read "24 months".

Paragraph 13.3., amend the value of [60] months to read "48 months".

(h) Regulation No. 30 (Pneumatic tyres)

Documentation: TRANS/WP.29/R.723.

56. The Chairman of the Meeting of Experts on Brakes and Running Gear introduced the proposal to the Working Party and suggested that, with respect to the pending reservation by the United Kingdom, sections of the proposal related to the modification of the tyre type definition be deleted and this particular matter be transmitted to the Meeting of Experts for reconsideration. His position was supported by the representative of Germany and accepted by the expert from the ETRTO.

57. The Working Party agreed with the modifications of the proposal and it was recommended that it be adopted by the Administrative Committee AC.1 (see para. 92 below), retaining, however, only amendments proposed to paragraphs 3.1.10., 4.1.4., 4.2. and inserting of a new Table IV into annex 5.

(i) Regulation No. 31 (Headlamps (HSB))

Documentation: TRANS/WP.29/R.724.

58. The proposal containing the COP provisions was considered by the Working Party and it was recommended that it be adopted by the Administrative Committee AC.1 (see para. 93 below).

(j) Regulation No. 37 (Filament lamps)

Documentation: TRANS/WP.29/R.725.

59. The proposal introducing into the Regulation two new categories of filament lamps was considered by the Working Party and it was recommended that it be adopted by the Administrative Committee AC.1 (see para. 94 below).

(k) Regulation No. 54 (Pneumatic tyres for commercial vehicles)

Documentation: TRANS/WP.29/R.726.

60. The Chairman of the Meeting of Experts on Brakes and Running Gear drew the parallel with the proposal related to Regulation No. 30 and requested the Working Party that the contested parts of the proposal should be deleted.

61. The Working Party agreed with the modifications of the proposal and it was recommended that it be adopted by the Administrative Committee AC.1 (see para. 95 below), retaining, however, only amendments proposed to paragraphs 3.1.11., 4.1.4. and 4.2.

(l) Regulation No. 65 (Special warning lamps)

Documentation: TRANS/WP.29/R.727.

62. The proposal containing the COP provisions was considered by the Working Party and it was recommended that it be adopted by the Administrative Committee AC.1 (see para. 96 below).

(m) Regulation No. 75 (Pneumatic tyres for motorcycles)

Documentation: TRANS/WP.29/R.728.

63. The Chairman of the Meeting of Experts on Brakes and Running Gear drew the parallel with the proposal related to Regulations Nos. 30 and 54 and requested the Working Party that the contested parts of the proposal be deleted.

64. The Working Party agreed with the modifications of the proposal and it was recommended that it be adopted by the Administrative Committee AC.1 (see para. 97 below), retaining, however, only amendments proposed to paragraphs 3.1.11., 4.1.4., 4.2. and inserting of a new Table 4 into annex 5.

(n) Regulation No. 17 (Strength of seats)

Documentation: TRANS/WP.29/R.729.

65. The Working Party noted that the proposal assimilates that considered for Regulation No. 25 (see paras. 54 and 55 above) and agreed that the same modifications should apply. It was recommended that the amended proposal (see below) be adopted by the Administrative Committee AC.1 (see para. 98 below).

Reference to Paragraphs 5.3.3.2. and 5.3.3.4., correct to read
"Paragraphs 5.3.3.2., 5.3.3.3. and 5.3.3.4., ..."

Paragraph 13.2., amend the value of [36] months to read "24 months".

Paragraph 13.3., amend the value of [60] months to read "48 months".

(o) Regulation No. 16 (Safety-belts)

Documentation: TRANS/WP.29/R.730.

66. The proposal containing a corrigendum to the Regulation was considered by the Working Party and it was recommended that it be adopted by the Administrative Committee AC.1 (see para. 99 below).

REGIONAL CONFERENCE ON TRANSPORT AND THE ENVIRONMENT

(a) Preparation of the Conference

67. The information given by the Director of the Division during the opening of the session was recalled (para. 2 above) as well as the oral reports by the Chairmen of the Meeting of Experts on Pollution and Energy and of the Meeting of Experts on Noise (paras. 46 and 86 above).

(b) Construction requirements on vehicles in international traffic

Documentation: Informal document No. 2 of the annex to this report.

68. Referring to the information given by the Chairman of the Meeting of Experts on Pollution and Energy in his summary of the highlights of the thirty-first session (para. 46 above), it was reported by the secretariat that the proposal was being developed by the expert from Poland and that it should be distributed as an official working document for the thirty-second session of the Meeting of Experts. The secretariat confirmed that it was expected that following the majority positions at the two Meetings of Experts concerned, the proposal should follow the original ECMT philosophy. It was noted that, in the preparation of the new proposal by Poland, the opinions of all parties would be taken into account.

69. The representative of Greece informed the Meeting of Experts that his informal document No. 2 had been transmitted directly to the expert from Poland in order to assist him in the work and explained to the Working Party the subject of his proposals suggesting the interpretation of a provision which had been felt to be unclear.

(c) Technical requirements on vehicles in use

Documentation: TRANS/WP.29/GRPE/R.262-TRANS/WP.29/GRB/R.135.

70. A considerable debate was opened on the above-mentioned proposal targeting the harmonization and reciprocal recognition of periodic technical inspections of vehicles in use. The main concerns expressed by the representatives of Hungary, Denmark, United Kingdom and Sweden related to the scope of the proposal in view of the mandate which had been given to the Working Party in order to assist the preparation of the Regional Conference on Transport and the Environment. To assist the discussion, the secretariat and the representative of Italy provided information explaining the background of the proposal and the reasons for contemplating it as a draft of a new legal instrument, addressing both environment and safety provisions.

71. In the general discussion of document TRANS/WP.29/GRPE/R.262-TRANS/WP.29/GRB/R.135, it was noted that some delegations saw a logical progression from addressing construction requirements (in particular with regard to environmental performance) to ensuring that vehicles remained in a roadworthy condition, so that the designed performance could be delivered in service.

72. The representatives of Sweden and the United Kingdom requested that the following text should be included in the official report:

"The representatives of Sweden and the United Kingdom considered that this logical progression took the Working Party outside of the original mandate given to it with regard to construction requirements. They registered their strong reservations on the Working Party's continuing work on periodic roadworthiness testing, and questioned the need for any further work on international harmonization in this area. They requested that the Preparatory Committee of the Regional Conference reconsider whether this item should remain on its agenda."

(d) Future technical requirements and limits

73. In the absence of any working document, the consideration of this item was deferred to the next session awaiting, in particular, that more information might be available on the results of "The Auto-Oil Program" (TRANS/WP.29/482, para. 58).

1958 AGREEMENT

(a) Status of the annexed Regulations

Documentation: TRANS/WP.29/343/Rev.4.

74. The secretariat informed the Working Party that the document containing the information on the status of the Agreement and of the annexed Regulations as on 20 February 1996 was being distributed. The following update was given:

(i) New application of Regulations

On 7 March 1996, Romania notified the Secretary-General of its intention to apply Regulations Nos. 22, 53, 56, 57, 59, 60, 68 to 72, 74 to 76, 78, 81, 82 and 90 to 92. For Romania these Regulations will apply as from [6 May 1996]. The Administrative Department responsible for these Regulations shall be 19/A. The Technical Services had also been designated and will be enlisted in document TRANS/WP.29/343/Rev.4/Amend.1, due for the one-hundred-and-ninth session of the Working Party.

(ii) Entry into force of an amendment to Regulation

Regulation No. 75: Supplement 5 (TRANS/WP.29/465) entered into force on 26 February 1996.

- (iii) New assignments of administrative and/or technical services
E 4 Netherlands, Administrative Department 4/A and Technical Service 4/B should become responsible for Regulations Nos. 98 and 99 (preliminary information).

75. The secretariat informed the Working Party that a number of amendments/corrigenda registered in document TRANS/WP.29/343/Rev.4 with the note "Official document being prepared" had already been finalized and sent for publication. In particular, Regulation No. 51, Revision 1 was mentioned and an advance in the preparation of Regulation No. 13, Revision 3 (English version being finalized, French version to be checked).

76. The expert from OICA recalled his intentions to distribute at the session an update of the seventeenth issue of Tables on the application of ECE Regulations and EU Directives in national legislations. He regretted that the work had not been completed and indicated that the necessary update information remained to be received from eleven countries. He said that the Governments of those countries would be reminded of this important information and expressed his wish to complete the work in time in order to provide the Tables during the next session of the Working Party.

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

Documentation: TRANS/WP.29/R.642/Rev.6.

77. The secretariat informed the Working Party that the document containing the information on the progress in processing the new draft Regulations and/or amendments to the existing Regulations, status of the Agreement and of the annexed Regulations as on 20 February 1996 was being distributed. The following update was given:

I. Draft new Regulation

Construction and functional safety of electric vehicles
(TRANS/WP.29/485), depositary notification C.N.34.1996.TREATIES-4 issued on 23 February 1996.

II. Amendments to Regulations

Depositary notifications being issued:

Regulation No. 13, Supplement 1 to the 08 series
(TRANS/WP.29/430) C.N.39.1996.TREATIES-9

Regulation No. 13, 09 series
(TRANS/WP.29/470) C.N.37.1996.TREATIES-7

Regulation No. 46, Supplement 2 to the 01 series
(TRANS/SC1/WP29/300) C.N.35.1996.TREATIES-5

Regulation No. 49, Supplement 2 to the 02 series
(TRANS/WP.29/483) C.N.38.1996.TREATIES-8

Regulation No. 85, Supplement 1
(TRANS/WP.29/478) C.N.25.1996.TREATIES-3,
dated 9 February 1996; entry into force [9 July 1996]

Regulation No. 94, Supplement 1
(TRANS/WP.29/479 and Corr.1) C.N.36.1996.TREATIES-6

78. Recalling the guidance by WP.29/AC.2 (para. 19 above), the secretariat noted that decisions by AC.1 were expected on other items listed in document TRANS/WP.29/R.642/Rev.6.

OTHER BUSINESS

(a) Technical requirements on vehicles transporting dangerous goods

79. Referring to the Programme of Work and priorities (document TRANS/WP.29/R.639/Rev.3, the secretariat informed the Working Party that the work was well advanced for the incorporation of braking requirements into Regulation No. 13 (TRANS/WP.29/GRRF/R.260), and also on the new draft Regulation on approval of base vehicles designed for the transport of dangerous goods (TRANS/WP.29/GRSG/R.294), which had been prepared by OICA.

80. The representative of Denmark reminded the Working Party of the question of stability of vehicles (see also para. 24 above) and said that the matter should be submitted to the Working Party on the Transport of Dangerous Goods by October 1997 and should therefore be dealt with urgently.

(b) Computerization of documents

81. The importance assigned to this project was recalled, particularly with respect to the special measures which had been introduced through the United Nations and had also influenced distribution of documents. The attention of the Working Party was drawn to the information which had been given to the Inland Transport Committee at its fifty-eighth session (ECE/TRANS/116, paras. 173-175), and an excerpt is reproduced below:

(i) The Web locations of the Transport Division are:

www.unicc.org//unece (then click on Transport Division Logo)
www.itu.ch (then click on International Organizations)

(ii) Selected Internet addresses of Transport Division staff members are:

capel-ferrer.ece@unog.ch	jerie.ece@unog.ch	novikov.ece@unog.ch
ciotti.ece@unog.ch	leger.ece@unog.ch	sisante.ece@unog.ch
heilandt.ece@unog.ch	magold.ece@unog.ch	wachs.ece@unog.ch

New (additional) INTERNET Gateway:

firstname.lastname@unece.org

*Official WEB Locator for the UN System
↓ catalogue of United Nations System WEB Sites
↳ Economic Commission for Europe (ECE)*

ADOPTION OF THE REPORT

82. The Working Party adopted the report together with the annex at its one-hundred-and-eighth session.

B. SECOND SESSION OF THE ADMINISTRATIVE COMMITTEE AC.1

ESTABLISHMENT OF THE AC.1

83. Of the twenty-eight Contracting Parties to the Agreement, representatives of twenty-one countries were present and established AC.1 for its second session.

ELECTION OF OFFICERS

84. In accordance with the provisions of the Agreement, Mr. V. Koutenev (Russian Federation) and Mr. B. Gauvin (France) were elected Chairman and Vice-Chairman of AC.1 for the year 1996.

CONSIDERATION OF DRAFT AMENDMENTS TO EXISTING REGULATIONS

(a) Regulation No. 1 (Headlamps (R2 and HS1))

85. Countries applying the Regulation: 25; present and voting: 21. Adoption of document TRANS/WP.29/R.717 (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 Regulation for consideration as draft Supplement 6 to the 01 series of amendments to Regulation No. 1 (Article 12 of the Agreement).

(b) Regulation No. 4 (Illumination of rear registration plates)

86. Countries applying the Regulation: 25; present and voting: 21. Adoption of document TRANS/WP.29/R.718 (see para. 49 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 6 to Regulation No. 4 (Article 12 of the Agreement).

(c) Regulation No. 5 (Headlamps (SB))

87. Countries applying the Regulation: 22; present and voting: 19. Adoption of document TRANS/WP.29/R.719 (see para. 50 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 3 to the 02 series of amendments to Regulation No. 5 (Article 12 of the Agreement).

(d) Regulation No. 8 (Headlamps (H1, H2, H3, HB3, HB4 and/or H7))

88. Countries applying the Regulation: 23; present and voting: 20. Adoption of document TRANS/WP.29/R.720 by unanimity with the corrigenda agreed by the Working Party (see para. 51 above). The amended 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 6 to the 04 series of amendments to Regulation No. 8 (Article 12 of the Agreement).

(e) Regulation No. 13 (Braking)

89. Countries applying the Regulation: 23; present and voting: 20. Adoption of documents TRANS/WP.29/R.721 and Corr.1 by unanimity with the amendments agreed by the Working Party (see para. 52 above). The amended 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 1 to the 09 series of amendments to Regulation No. 13 (Article 12 of the Agreement).

(f) Regulation No. 19 (Front fog lamps)

90. Countries applying the Regulation: 25; present and voting: 21. Adoption of document TRANS/WP.29/R.722 (see para. 53 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 6 to the 02 series of amendments to Regulation No. 19 (Article 12 of the Agreement).

(g) Regulation No. 25 (Headrests)

91. Countries applying the Regulation: 22; present and voting: 20. Adoption of document TRANS/WP.29/R.711/Rev.1 by 19 countries with the amendments agreed by the Working Party (see para. 55 above). The representative of the Russian Federation abstained from voting and indicated that the feasibility of a shorter transition period should be studied. He said that after this study had been completed, the Russian Federation would present its position in compliance with the established procedure. The amended 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 04 series of amendments to Regulation No. 25 (Article 12 of the Agreement).

(h) Regulation No. 30 (Pneumatic tyres)

92. Countries applying the Regulation: 26; present and voting: 21. Adoption of document TRANS/WP.29/R.723 by unanimity with the amendments agreed by the Working Party (see para. 57 above). The amended 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 6 to the 02 series of amendments to Regulation No. 30 (Article 12 of the Agreement).

(i) Regulation No. 31 (Headlamps (HSB))

93. Countries applying the Regulation: 10; present and voting: 9. Adoption of document TRANS/WP.29/R.724 (see para. 58 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 3 to the 02 series of amendments to Regulation No. 31 (Article 12 of the Agreement).

(j) Regulation No. 37 (Filament lamps)

94. Countries applying the Regulation: 25; present and voting: 21. Adoption of document TRANS/WP.29/R.725 (see para. 59 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 13 to the 03 series of amendments to Regulation No. 37 (Article 12 of the Agreement).

(k) Regulation No. 54 (Pneumatic tyres for commercial vehicles)

95. Countries applying the Regulation: 25; present and voting: 20. Adoption of document TRANS/WP.29/R.726 by unanimity with the amendments agreed by the Working Party (see para. 61 above). The amended 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 8 to Regulation No. 54 (Article 12 of the Agreement).

(l) Regulation No. 65 (Special warning lamps)

96. Countries applying the Regulation: 15; present and voting: 14. Adoption of document TRANS/WP.29/R.727 (see para. 62 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 Regulation No. 65 (Article 12 of the Agreement).

(m) Regulation No. 75 (Pneumatic tyres for motorcycles)

97. Countries applying the Regulation: 12; present and voting: 11. Adoption of document TRANS/WP.29/R.728 by unanimity with the amendments agreed by the Working Party (see para. 64 above). The amended 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 6 to Regulation No. 75 (Article 12 of the Agreement).

(n) Regulation No. 17 (Strength of seats)

98. Countries applying the Regulation: 24; present and voting: 21. Adoption of document TRANS/WP.29/R.729 by 20 countries with the amendments agreed by the Working Party (see para. 65 above). The representative of the Russian Federation abstained from voting and indicated that the feasibility of a shorter transition period should be studied. He said that after this study had been completed, the Russian Federation would present its position in compliance with the established procedure. The amended 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 05 series of amendments to Regulation No. 17 (Article 12 of the Agreement).

(o) Regulation No. 16 (Safety-belts)

99. Countries applying the Regulation: 25; present and voting: 21. Adoption of document TRANS/WP.29/R.730 (see para. 66 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 as Corrigendum 3 to Revision 3 of Regulation No. 16, applicable ab initio.

BACKLOG ELIMINATION

100. Recalling the adoption of the new draft Regulation on the construction and functional safety of battery electric vehicles during its first session (TRANS/WP.29/482, paras. 80-82), the related recommendation of WP.29/AC.2 (see para. 19 above) and the issuance on 23 February 1996 of the depositary notification attached to which the draft Regulation was communicated to the Contracting Parties to the Agreement, the AC.1 agreed that if adopted (according to Article 1 paragraph 2 of the Agreement), this draft Regulation should enter into force on the date of its adoption, i.e. on 23 August 1996.

101. With respect to the elimination of the backlog, the AC.1 recalled its decisions on this matter during the first session (TRANS/WP.29/482, paras. 83 and 84) and agreed that the following new draft Regulations and amendments to the existing Regulations adopted by the Working Party before the entry into force of the amended Agreement and which had not yet been legally processed by the Governments (TRANS/WP.29/R.642/Rev.6) should be communicated by the secretariat to the Secretary-General in accordance with the procedures of the amended Agreement:

- (a) New draft Regulation on carbon dioxide emissions and fuel consumption of passenger cars, document TRANS/WP.29/434, as adopted by the Working Party at its one-hundred-and-fourth session (TRANS/WP.29/427, paras. 64 and 65), to be combined with its Supplement 1 (document TRANS/WP.29/484), as adopted by the AC.1 at its first session (TRANS/WP.29/482, paras. 41 and 78). It was also agreed that, if adopted according to the procedure of Article 1, paragraph 2 of the Agreement, this Regulation should enter into force (Article 1 para. 4) on 1 January 1997.
- (b) New draft Regulation on short coupling devices, document TRANS/WP.29/435, as adopted by the Working Party at its one-hundred-and-fourth session (TRANS/WP.29/427, paras. 66 and 67). The AC.1 agreed that, if adopted according to the procedure of Article 1, paragraph 2 of the Agreement, this Regulation should enter into force (Article 1, para. 4) on the date of its adoption, i.e. six months after the date of the depositary notification by which it had been communicated to the Contracting Parties to the Agreement.

- (c) Regulation No. 26, draft 02 series of amendments, document TRANS/WP.29/458 and Corr.1 (French only), as adopted by the Working Party at its one-hundred-and-fifth session (TRANS/WP.29/436, paras. 52, 53 and annex 2).
- (d) Regulation No. 68, Supplement 1 to the original version, document TRANS/WP.29/475, as adopted by the Working Party at its one-hundred-and-sixth session (TRANS/WP.29/468, para. 51).
- (e) Regulation No. 83, draft 03 series of amendments, document TRANS/WP.29/477, as adopted by the Working Party at its one-hundred-and-sixth session (TRANS/WP.29/468, paras. 54-57).

102. With respect to Supplement 1 to the 03 series of amendments to Regulation No. 12 (document TRANS/WP.29/469), as adopted by the Working Party at its one-hundred-and-sixth session (TRANS/WP.29/468, para. 71), the information by the representative of Italy was noted that the necessary procedure was well under way and the communication should soon be received by the secretariat. In consequence, the AC.1 agreed that for this item the procedure should continue according to the provisions of the not amended Agreement and requested the secretariat to inform the Office of Legal Affairs accordingly, when communicating the document to the Secretary-General of the United Nations.

Annex

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

<u>No.</u>	<u>Transmitted by</u>	<u>Agenda item</u>	<u>Language</u>	<u>Title</u>
1.	Japan	3.3.	E	Schedule of Japan's accession to the UN/ECE 1958 Agreement
2.	Greece	7.2.	E	Comments on documents TRANS/WP.29/GRPE/R.255/Rev.1 and TRANS/WP.29/GRPE/R.255/Rev.1/Add.1
3.	Chairman, GRSP	5.5.	E	Amendments to ECE Regulation No. 17 - "Strength of seats and their anchorages"
4.	ETRTO	5.6(a)	E	Date of Production; Principal national requirements on the marking of the date of production for tyres