



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.29/1037
30 November 2004

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

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

- A. REPORT OF WP.29 ON ITS ONE-HUNDRED-AND-THIRTY-FOURTH SESSION (16-19 November 2004)**
- B. REPORTS OF THE ADMINISTRATIVE/EXECUTIVE COMMITTEES**
 - (1) 1958 Agreement - Twenty-eighth session of the Administrative Committee (AC.1) of the amended Agreement (17 November 2004)
 - (2) 1998 Agreement (Global) - Twelfth session of the Executive Committee (AC.3) of the Agreement (17 and 18 November 2004)

CONTENTS

	<u>Paragraphs</u>
ATTENDANCE	1
OPENING AND STATEMENTS MADE DURING THE SESSION.....	2 and 3

A. Session of WP.29

1. ADOPTION OF THE AGENDA	4 and 5
2. ELECTION OF OFFICERS	6
3. COORDINATION AND ORGANIZATION OF WORK	7 - 24
3.1. Report of the Administrative Committee for the Coordination of Work (WP.29/AC.2).....	7 - 19
3.2. Programme of work and documentation	20 and 21
3.3. Secretariat resources	22 and 23
3.4. Intelligent Transport Systems (ITS)	24

CONTENTS (continued)

	<u>Paragraphs</u>	
4.	CONSIDERATION OF THE REPORTS OF THE WORKING PARTIES SUBSIDIARY TO WP.29	25 - 50
4.1.	Working Party on Lighting and Light-Signalling (GRE).....	25
4.2.	Working Party on General Safety Provisions (GRSG)	26
4.3.	Working Party on Passive Safety (GRSP).....	27 and 28
4.4.	Working Party on Pollution and Energy (GRPE).....	29
4.5.	Highlights of the recent sessions (Oral reports by the Chairpersons)	30 - 50
4.5.1.	Working Party on Braking and Running Gear (GRRF)	30 - 35
4.5.2.	Working Party on Noise (GRB)	36 - 39
4.5.3.	Working Party on Lighting and Light Signalling (GRE).....	40 - 44
4.5.4.	Working Party on General Safety Provisions (GRSG)	45 - 50
5.	1958 AGREEMENT.....	51 - 61
5.1.	Status of the Agreement and of the annexed Regulations, including the latest situation report	51
5.2.	Consideration of draft amendments to existing Regulations	52 - 59
	(WP.29 recommended to adopt the draft amendments proposed to Regulations Nos. 14, 16, 18, 24, 26, 37, 44, 46, 48, 53, 67, 70, 85, 91, 105, 108 and 113. For decisions by the Administrative Committee (AC.1) of the 1958 Agreement see para. 82. below.)	
5.3.	Consideration of new draft Regulations	60
5.4.	Consideration of draft amendments to draft Regulations after their adoption	61
6.	1998 AGREEMENT (GLOBAL).....	62 - 64
6.1.	Status of the Agreement	62
6.2.	Implementation of the 1998 Agreement Programme of Work by the Working Parties subsidiary to WP.29	63
6.3.	Consideration of draft global technical regulations	64
7.	1997 AGREEMENT (INSPECTIONS)	65 and 66
7.1.	Status of the Agreement	65
7.2.	Progress of work in the consideration of the proposal for draft Rule No. 2 by the informal group	66
7.3.	Verification of compliance of in-use vehicles to the UNECE Regulations with regard to noise and pollutant emissions	66

CONTENTS (continued)

	<u>Paragraphs</u>
8. CONSOLIDATED RESOLUTION ON THE CONSTRUCTION OF VEHICLES (R.E.3)	67
9. DRAFT PROPOSAL FOR A NEW SPECIAL RESOLUTION ON COMMON DEFINITIONS OF VEHICLE CATEGORIES, MASSES AND DIMENSIONS (S.R.1)	68 - 70
10. OTHER BUSINESS	71 - 78
10.1. Enforcement of type approval and conformity of production standards	71
10.1.1. Rules and recommendations for preparation of standards and regulations	72 and 73
10.1.2. Resolving of interpretation issues	74
10.1.3. Recall systems applied by various Contracting Parties to the Agreement	75
10.1.4. Feasibility of establishing an electronic database for type approval exchange of information	76
10.1.5. Standardizing the amendment procedure of UNECE Regulations.....	77
10.2. Feasibility of a Round Table on harmonization of international gaseous fuels.....	78
11. ADOPTION OF THE REPORT.....	79

* * *

B. Sessions of the Administrative/Executive Committees

1. 1958 AGREEMENT - TWENTY-EIGHTH SESSION.....	80 - 83
1.1. Establishment of the AC.1.....	80
1.2. Election of officers	81
1.3. Draft amendments to existing Regulations – <u>Voting by AC.1</u>	82
1.4. New draft Regulations – <u>Voting by AC.1</u>	83
2. 1998 AGREEMENT (GLOBAL) - TWELFTH SESSION OF THE EXECUTIVE COMMITTEE (AC.3) OF THE AGREEMENT.....	84 - 115
2.1. Establishment of the AC.3.....	84
2.2. Consideration of the proposal for a special resolution concerning the common definitions of vehicle categories, masses and dimensions (S.R.1)	85 and 86
2.3. Consideration of draft global technical regulations (gtrs).....	87 - 92
2.3.1. Uniform technical provisions concerning door locks and door retention components	87 - 90

CONTENTS (continued)

	<u>Paragraphs</u>
2.3.2. Uniform provisions concerning the measurement procedure for motorcycles equipped with a positive or compression ignition engine with regard to the emissions of gaseous pollutants, CO ₂ emissions and fuel consumption by the engine	91 and 92
2.4. Progress in developing proposals for candidate global technical regulations (gtrs)	93 - 109
2.5. Items on which the exchange of views and data should continue or begin	110
2.6. Legal and administrative procedures concerning the Agreement	111 - 113
2.7. Resolving of the pending issues	114
2.8. Other business	115

* * *

- Annex 1 - List of informal documents distributed without a symbol during the one-hundred-and-thirty-fourth session
- Annex 2 - Status of the 1998 Agreement: Priorities and proposals
-

REPORT

ATTENDANCE

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) held its one-hundred-and-thirty-fourth session from 16 to 19 November 2004, under the chairmanship of Mr. V. Kutenev (Russian Federation). The following countries were represented, following Rule 1(a) of the Rules of Procedure of WP.29 (TRANS/WP.29/690): Australia; Austria; Belgium; Canada; Czech Republic; Finland; France; Germany; Hungary; India; Italy; Japan; Latvia; Luxembourg; Netherlands; Norway; People's Republic of China; Poland; Portugal; Republic of Korea; Republic of South Africa; Romania; Russian Federation; Slovakia; Slovenia; Spain; Sweden; Switzerland; Ukraine; United Kingdom of Great Britain and Northern Ireland; United States of America; Vietnam. Representatives of the European Community (EC) participated. The following non-governmental organizations were also represented: International Organization for Standardization (ISO); International Organization of Motor Vehicle Manufacturers (OICA); International Motorcycle Manufacturers Association (IMMA); European Association of Automotive Suppliers (CLEPA) ^{1/}; European Tyre and Rim Technical Organization (ETRTO); Working Party "Brussels 1952" (GTB); Consumers International (CI); European LPG Association (AEGPL); Federation of European Motorcyclists' Associations (FEMA); Union of Technical Assistance for Motor Vehicle and Road Traffic (UNATAC); Bureau International Permanent des Associations des Vendeurs et Rechapeurs des Pneumatiques (BIPAVER). At the invitation of the Chairman, the Foundation for the Automobile and Society (FIA Foundation) also participated.

OPENING AND THE STATEMENTS MADE DURING THE SESSION

2. Mr. J. Capel Ferrer, Director of the UNECE Transport Division, opened the session and welcomed the participants, especially Mr. Nam In Hee, General Director of Surface Transportation Bureau, Ministry of Construction and Transportation of the Republic of Korea, as well as Mr. R. Schulte-Braucks from the EC and the Vietnam delegation, who participated for the first time in WP.29. He acknowledged WP.29's great contribution to road safety and invited WP.29 to continue to improve vehicle safety further in order to help reduce the still too high number of road accidents and victims at UNECE and the global level. He reported on the meeting of the European Union Transport Ministers, held in Verona (Italy) in October 2004, the Final Declaration of which contained a reference to WP.29 introduced on his request. He hoped that the internal procedures of the European Community would be completed soon for the adoption of the two pending draft Regulations in March 2005. Concerning the 1998 Agreement, he expressed his satisfaction for the planned adoption of the first global technical regulation (gtr) and encouraged WP.29 to accelerate the completion of further gtrs. Concerning the 1997 Agreement, the Director expected that, upon the entry into force of the amendment to Article 12, on 1 December 2004, the EC and the 19 signatory countries would undertake their accession and/or ratification. The Director confirmed that, following the requests of the Inland Transport Committee and WP.29, the UNECE Transport Division had initiated the procedure, for inclusion in the UNECE programme budget proposal for the 2006-2007 biennium, of the request for a new

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

P-4 post for the performance of the functions related to the 1998 Agreement. He also said that a formal request for an internal redeployment had been transmitted to the UN Headquarters. He stressed that, without this new P-4 post, the secretariat would not be in a position to fulfil all its duties related to the three Agreements administered by WP.29. He invited again the WP.29 representatives to ensure the support of their Governments to this new post, firstly, when the budget proposal is considered by the UNECE Group of Experts on the Programme of Work in Geneva and, secondly, in September/October 2005 when it would be considered by the Fifth Committee of the General Assembly.

3. The representative of the Republic of Korea announced his country's accession to the 1958 Agreement to be effective on 31 December 2004. He emphasized Korea's commitment to international harmonization of vehicle regulations and the intention to participate more actively in WP.29 activities. The EC representative congratulated the Republic of Korea for its accession. WP.29 expressed its satisfaction to have this new Contracting Party to the 1958 Agreement.

A. SESSION OF WP.29

1. ADOPTION OF THE AGENDA

4. The provisional agenda (TRANS/WP.29/1036) was adopted by WP.29 with the modifications noted below:

(i) Amendment of agenda items

- 4.3. Add the document reference "TRANS/WP.29/GRSP/35/Corr.1"
- 5.2.10. Add the document reference "TRANS/WP.29/2004/63/Corr.1"
- B.2.4.6. Add the document reference "TRANS/WP.29/2004/71"

(ii) Deferred items (for justifications see para. 8. below):

- Item 5.2.22. Regulation No. 13 (Braking)
- Item 5.2.23. Regulation No. 115 (Specific LPG/CNG retrofit systems)
- Items 5.3.1. and 5.3.2. New draft Regulations
- Item 5.4.1. Amendments to draft Regulations.

5. The informal documents distributed without an official symbol during the session are listed in Annex 1 to this report.

2. ELECTION OF OFFICERS

6. In compliance with Rule 13 of the Rules of Procedure (TRANS/WP.29/690), WP.29 called the election of officers on Tuesday, 16 November 2004. Mr. V. Kutenev announced that he would no longer be candidate for the post of Vice-Chairman. WP.29 expressed its thanks to Mr. V. Kutenev for his excellent performance as Chairman and Vice-Chairman of WP.29 since its sixty-ninth session held on March 1983 and his contributions to WP.29 and GRPE activities since 1971. Mr. V. Kutenev was given the title of Honorary Chairman of WP.29. At the proposal of the representative of the EC, Mr. B. Gauvin (France) and Mr. B. Kisoulenko (Russian Federation) were unanimously elected as Chairman and Vice-Chairman respectively for the sessions of the year 2005.

3. COORDINATION AND ORGANIZATION OF WORK

3.1. Report of the Administrative Committee for the Coordination of Work (WP.29/AC.2)

7. The eighty-sixth session of WP.29/AC.2, considering the coordination and organization of work of WP.29, was held on 15 November 2004, under the chairmanship of Mr. B. Gauvin (France) and attended by representatives of Canada; European Community (EC); France; Germany; Italy; Japan; Russian Federation; United Kingdom and United States of America.

8. WP.29/AC.2 reviewed the provisional agenda of the current session of WP.29 (TRANS/WP.29/1036) and recommended the modifications mentioned in paragraph 4. above. Concerning the items deferred, it was noted that:

(a) For items 5.2.22. (Regulation No. 13) and 5.2.23. (Regulation No. 115), the proposals were still under consideration by the EU Member States.

(b) For items 5.3.1. and 5.3.2. (new draft Regulations), the representative of the EC confirmed that the internal procedures necessary for a formal adoption were in progress, although he was still awaiting the authorization to vote on behalf of the EU Member States.

(c) For item 5.4.1., concerning an amendment to a new draft Regulation, it could only be voted after the adoption of the new Regulation mentioned under item 5.3.1.

9. Concerning the programme of work, WP.29/AC.2 agreed that the Chairmen of GRB and GRRF should clarify with BIPAVER the possible inclusion of the retreaded tyres in the future new Regulation on tyre rolling sound and take it into consideration in the programme of work of one of the two Working Parties (informal document No. WP.29-134-11).

10. WP.29/AC.2 reviewed the forecast made by the secretariat for the agenda of the one-hundred-and-thirty-fifth session, to be held in Geneva, from 8 to 11 March 2005. It was noted that eighteen amendments to existing Regulations, proposals for the two new draft Regulations pending, the deferred items of the current WP.29 session and a proposal for amending the Consolidated Resolution on the Construction of Vehicles (R.E.3) were expected to be considered.

11. With respect to the 1958 Agreement, WP.29/AC.2 continued its deliberations regarding the editing rules of Regulations. With regard to the proposal by the Russian Federation (informal document No. WP.29 134-21) concerning the necessity of coordination and joint consideration of draft amendments to Regulations between the Working Parties concerned, WP.29/AC.2 agreed to consider this subject in detail at its next session on the basis of an official working document. Concerning the interpretation issues, WP.29/AC.2 noted that, following the coordination meeting of the EC, the representatives of France and the United Kingdom would prepare a consolidated proposal for consideration at a further session. The representative of the EC considered it essential to have, at the level of the World Forum, such a procedure to solve interpretation issues. The representative of the EC indicated that the European Commission intends to accelerate the migration of the European Union regulatory system towards the UNECE 1958 and 1998 Regulations, although he raised his concern about the lack of coherence between the definitions of the Consolidated Resolution on the Construction of Vehicles (R.E.3), the 1968 Vienna Convention and 1958 and 1998 Regulations (informal document No. WP.29-134-22). WP.29/AC.2 agreed on the need for uniformity in the provisions regarding the scope, definitions

and specifications. It was recommended to refer the informal document to all Working Parties and that GRSG should review R.E.3, if necessary.

12. WP.29/AC.2 resumed consideration on the feasibility of the integration of a Regulation Interpretation Bulletin Board (RIBB) into the WP.29 website and, in a further step, the creation of an electronic data base (Database Exchange of Type Approvals (DETA)) for the approvals granted by the Contracting Parties to the Agreement. The secretariat informed WP.29/AC.2 that the technical possibilities, definition of responsibilities and costs were being studied, jointly with the services in charge of the UNECE website. WP.29/AC.2 recommended to transmit this information to WP.29 (informal document No. WP.29-134-23) and to resume consideration of this issue at the next WP.29/AC.2 session.

13. With regard to the standardizing of the amendment procedure of UNECE Regulations, WP.29/AC.2 recommended to consider this issue at its next session, awaiting a proposal by Japan.

14. Concerning the 1998 Agreement, WP.29/AC.2 noted the status of the Agreement and a proposal by the secretariat to include into the WP.29 website the Compendium of candidate global technical regulations (gtrs), the Registry of gtrs and the Special Resolutions. WP.29/AC.2 noted that AC.3 would vote on the first gtr on door locks and door retention components. WP.29/AC.2 acknowledged an updated proposal for the Special Resolution No. 1 on Common Definitions of Vehicle Categories, Masses and Dimensions (S.R.1). It noted a proposal to develop a gtr on passenger vehicle brakes and its time schedule, preliminary reports on the draft gtr on pedestrian safety and on lighting and light-signalling devices and two proposals to develop a gtr on heavy-duty off-cycle emissions and on head restraint systems. WP.29/AC.2 recommended that AC.3 consider in detail these proposals. WP.29/AC.2 also noted that the draft gtr on a world-wide motorcycle emission test cycle (without limit values) was on the agenda for consideration by WP.29 and AC.3.

15. The legal and administrative procedures of the application of the Agreement were considered in detail on the basis of a document transmitted by the secretariat. Due to its complexity, WP.29/AC.2 agreed to recommend a vote by AC.3 at the March 2005 session, on the request of the United States of America, to list in the Compendium of Candidates three national technical regulations.

16. For the 1997 Agreement regarding Periodical Technical Inspections, WP.29/AC.2 recommended that, following the entry into force of the amendment to the Agreement and awaiting the forthcoming accession of the EC to it, the Administrative Committee AC.4 should not meet during the current session and freeze, at the present time, all activities regarding the Agreement.

17. The secretariat received the support of WP.29/AC.2 for the proposed simplification of the administrative procedure for proposals adopted by the Administrative Committees of the 1958 and 1997 Agreements, and recommended to implement it at the earliest convenience. WP.29/AC.2 agreed to defer to its next session the consideration of the Frequently Asked Questions (FAQ) and of the format of working documents to be prepared for WP.29 and its subsidiary bodies.

18. Regarding the feasibility of a round table on harmonization of international standards of gaseous fuels, the secretariat was requested to explore the possible interest of the UNECE

Industrial Restructuring, Energy and Enterprise Development Division on this subject. WP.29/AC.2 recommended that GRPE should consider this issue during its January 2005 session and inform WP.29/AC.2 about its decision.

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

3.2. Programme of work and documentation

Documentation: TRANS/WP.29/2004/1/Rev.2; informal document No. WP.29-134-11.

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

21. WP.29 agreed that GRB and GRRF should consider the extension of the application of the future new Regulation on tyre rolling sound to retreaded pneumatic tyres covered by Regulations Nos. 108 and 109 (informal document No. WP.29-134-11) and propose to WP.29 the repartition of tasks. The draft Regulation on replacement wheels would be re-inserted in the GRRF programme.

3.3. Secretariat resources

22. WP.29 was informed by the secretariat about the new responsibilities to be assumed for the administrative and technical development of the 1998 Agreement, mainly the creation and maintenance of the Compendium of candidates for global technical regulations and the Global Registry of global technical regulations. Without the additional P-4 post, the new tasks could not be ensured without compromising the current activities related to the three Agreements administered by WP.29 (TRANS/WP.29/1016, para. 112). In this situation, WP.29 should establish clear priorities for the future work.

23. WP.29 reiterated the request to its members to contact the appropriate representatives of their countries, both in Geneva and in New York, in order to support the allocation of the additional post, required for the development of the 1998 Agreement (see TRANS/WP.29/992, paras. 6, 18, 19 and Annex 3, TRANS/WP.29/1016, paras. 12 and 112 also containing the justification for the new P-4 post adopted by WP.29) to the UNECE Transport Division. WP.29 appreciated that the Permanent Missions of France, Germany, Italy and the United States of America had already sent verbal notes to the UNECE Executive Secretary supporting the request for the new P-4 post and, in the meantime, to provide the post by internal redeployment.

3.4. Intelligent Transport Systems (ITS)

Documentation: Informal documents Nos. WP.29-134-15, WP.29-134-16, and WP.29-134-24.

24. The Chairman of the ITS informal group presented to WP.29 an overview of the documents submitted for consideration by the informal group at its eighth session, scheduled to be held on 19 November 2004.

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

4.1. Working Party on Lighting and Light-Signalling (GRE)
(Fifty-second session, 30 March–2 April 2004)

Documentation: TRANS/WP.29/GRE/52.

25. WP.29 recalled the oral report of the GRE Secretary, given during the one-hundred-and-thirty-third session (TRANS/WP.29/1016, paras. 31-33), and approved the report.

4.2. Working Party on General Safety Provisions (GRSG)
(Eighty-sixth session, 19-23 April 2004)

Documentation: TRANS/WP.29/GRSG/65.

26. WP.29 recalled the oral presentation given by the GRSG Chairman during the one-hundred-and-thirty-third session (TRANS/WP.29/1016, paras. 34-40), and approved the report.

4.3. Working Party on Passive Safety (GRSP)
(Thirty-fifth session, 3-7 May 2004)

Documentation: TRANS/WP.29/GRSP/35 and Corr.1, and informal document No. WP.29-134-14.

27. WP.29 recalled the account of the session proceedings that had been given by the GRSP Chairwoman during the one-hundred-and-thirty-third session (TRANS/WP.29/1016, paras. 41-46), and approved the report with the following amendments:

Paragraphs 4. and 5., amend to read:

"4. The expert from CLEPA gave a presentation on child restraints exposed to side impact crash tests (informal document No. GRSP-35-19). He presented a comparison of the rigid and flexible lower anchorages systems and discussed ease of use. All experts were requested to carefully study the concerns expressed by CLEPA regarding the potential deterioration in side impact and misuse avoidance performance with flexible lower anchorages systems. The expert from the United States of America agreed to provide information on the status of ongoing research on child protection in a side impact and ease of use in her country.

5. GRSP did not review the data presented by the expert from the United States of America at the thirty-fourth session of GRSP, regarding the reasons and details for the 15 kN tether anchorage force, compared to the 8 kN tether anchorage force required in the UNECE regulation. No formal or informal documents on this subject were submitted. The discussion on the development of this gtr will be resumed at the next session, taking into account the comparison already made by the delegate from the United States of America, between the requirements of Regulations Nos. 14, 16 and 44 and the standards of his country and Canada (informal document No. 12 of the thirty-fourth session which will be distributed with an official symbol), and any comments submitted by delegates regarding the 15 kN/8 kN issue. The Chair requested that this information be submitted by the next meeting, so that a recommendation to the

Executive Committee could be made, at WP.29 during the March 2005 session, regarding the pursuit of a gtr in this area."

28. With regard to Child Restraint Systems, the GRSP Chairwoman underlined that data have to be presented to justify the cost of the rigid lower anchorage system.

4.4. Working Party on Pollution and Energy (GRPE)
(Forty-eighth session, 1-4 June 2004)

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

29. WP.29 recalled the session results, as they had been presented by the GRPE Chairman during the previous session (TRANS/WP.29/1016, paras. 47-51) and approved the report.

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

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

30. The GRRF Chairman reported on the outcome of considerations made by GRRF during its fifty-sixth session (for details see report of the session TRANS/WP.29/GRRF/56).

31. With regard to Regulation No. 13, he informed WP.29 that the discussion on the requirements for the illumination of stop lamps in case of endurance braking as well as emergency brake lighting had been reopened. In his opinion, the subject should be dealt with by a joint GRRF/GRE informal group. WP.29 agreed with that proposal.

32. The GRRF Chairman sought also the consent of WP.29 to set up an informal group to deal with the replacement discs and drums sold by the after market. WP.29 endorsed that request.

33. With regard to the work under the 1998 Agreement, he informed WP.29 that GRRF was working on three gtrs (tyres, passenger vehicle braking and motorcycle braking). The Chairman also reported on the agreement of GRRF with the text of the draft S.R.1.

34. He required the guidance of WP.29 for the appropriate place (Regulation No. 30, independent Regulation or the future new Regulation on tyre rolling sound emissions) for requirements on tyre adhesion (wet grip). It was agreed that GRB and GRRF should study the subject and that a decision would be taken at the March 2005 session of WP.29, awaiting their comments.

35. WP.29 also noted that Mr. Ian Yarnold (United Kingdom) was re-elected as GRRF Chairman for the 2005 sessions.

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

36. The GRB Chairman reported on the results made by GRB during its fortieth session (for details see report of the session TRANS/WP.29/GRB/38).

37. WP.29 was informed about GRB's decision to elaborate a proposal for amendments to Regulation No. 41 on noise emissions of motorcycles. The Chairman sought WP.29's consent to establish an informal group to develop an improved noise measurement method for motorcycles, based on the new test procedure developed by ISO. Due to the time restraint, the informal group had already held a preliminary meeting to define its work programme. WP.29 gave its consent for the official setting up of that group.

38. The GRB Chairman confirmed the group's support on the draft S.R.1.

39. WP.29 noted that Mr. Dietmar Meyer (Germany) had been re-elected GRB Chairman for the sessions scheduled for the year 2005.

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

40. The GRE Chairman reported on the outcome of considerations made by GRE during its fifty-third session (for details see report of the session TRANS/WP.29/GRE/53).

41. He informed WP.29 that lighting experts had prepared two documents regarding signalling of vehicle deceleration. One contains a modified definition of the stop lamp and the condition for its illumination, and the second concerns emergency brake light display. Both documents were submitted to GRRF for consideration at its session in February 2005. If it is agreed by GRRF, the first document could be transmitted for consideration to WP.29 and AC.1. With regard to the second document, it was noted that the proposed solution could interfere with the development of the gtr on lighting and light-signalling and would not be in conformity with the prescriptions of the 1968 Vienna Convention. For these reasons, GRE would reconsider it before its submission to WP.29. The secretariat was requested to obtain the opinion of the Working Party on Road Traffic Safety (WP.1) on this subject.

42. He also reported that the informal group on Adaptive Front-Lighting System (AFS) had finalized the text of a draft regulation on AFS. GRE adopted in principle the text, but agreed to have a final review of it at its April 2005 session. The final draft regulation on AFS will be submitted to WP.29/AC.1 for consideration at their June 2005 sessions. He added that, once approved by AC.3 and having a technical sponsor, the AFS Regulation might be a good candidate for a gtr.

43. At the request of GRE, the Chairman asked WP.29's consent to establish an informal group, under the Chairmanship of the European Commission, in order to develop a proposal regarding the mandatory use of contour markings for long and heavy vehicles. The intention of this GRE informal group was to have its first meeting in Bonn (Germany), on 25 November 2004, in conjunction with the informal GRE gtr meeting. WP.29 gave its consent to that request.

44. WP.29 noted that Mr. Marcin Gorzkowski (Canada) had been re-elected GRE Chairman for the sessions scheduled for the year 2005.

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

45. The GRSG Chairman reported on the results made by GRSG during its eighty-seventh session (for details see report of the session TRANS/WP.29/GRSG/66).

46. Regarding buses and coaches, he mentioned that amendment proposals had been agreed to Regulations Nos. 36 (Large capacity passenger vehicles), 52 (Small capacity passenger vehicles) and 66 (strength of the superstructure of buses). These proposals will be submitted to WP.29 and AC.1 at the March 2005 session.

47. He informed WP.29 that GRSG was considering requirements on open top buses and coaches, on the safety of wheelchair passengers, on the protection in case of frontal collision as well as proposals on the possible extension of the scope of Regulation No. 66 to all bus categories.

48. On the necessity of future regulatory work on the protection of bus occupants in case of frontal collision, GRSG requested the guidance of WP.29. WP.29 accepted the offer of the representative of Hungary to provide more information at the March 2005 session.

49. Vehicle Degradation Systems (VDS), driver's field of vision, safety glazing and Events Data Recorders (EDR) are the most important issues currently under consideration by GRSG. WP.29 confirmed the GRSG decision to transmit the proposal for VDS to WP.1 for comments.

50. WP.29 noted that Mr. A. Erario (Italy) and Mr. M. Matolcsy (Hungary) were re-elected as Chairman and Vice Chairman respectively for the GRSG sessions of 2005.

5. 1958 AGREEMENT

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

Documentation: TRANS/WP.29/343/Rev.12/Amend.2; informal document No. WP.29-134-17.

51. The secretariat presented the update of the status document, reflecting the situation at 10 November 2004. WP.29 also noted the information provided by the representative of Japan concerning the Administrative Departments and Technical Services for Regulations Nos. 12, 30, 48, 54, 75 and 104 (informal document No. WP.29-134-17). This will be included in Revision 13 of the status document.

5.2. Consideration of draft amendments to existing Regulations

52. WP.29 considered the draft amendments under agenda items 5.2.1. to 5.2.21., subject to the editorial corrections mentioned in paras. 53. to 58. below, and recommended to submit them to AC.1 for vote.

53. Agenda item 5.2.5., Regulation No. 18, document TRANS/WP.29/2000/18, para. 5.4., replace the word "effective" by "ineffective".

54. Agenda item 5.2.10., Regulation No. 44, document TRANS/WP.29/2004/63, para. 11.2.1.1., correct the reference to para. "7.1.4.10.1.2." to read "7.1.4.1.10.1.2.".

55. Agenda item 5.2.11., Regulation No. 44, in the title of the Regulation replace "(Safety-belts)" by "(Child restraint systems)".

56. Agenda item 5.2.13., Regulation No. 48, document TRANS/WP.29/2004/51.

Paragraph 5.10.1., amend the words "feu-position rouge" to read " feu-position latéral rouge" only in the French version.

57. Agenda item 5.2.15., Regulation No. 67, document TRANS/WP.29/2004/66, para. 2.6.6.(b) replace "37 bar" by "3700 kPa", "(27 bar)" by "(2700 kPa)" and "30 and 37 bar" by "3000 and 3700 kPa".

58. Agenda item 5.2.21., Regulation No. 113, document TRANS/WP.29/2004/55.

Annex 1, item 9., amend the words "à 10 m/25 m²" to read "à 10 m/25 m 2" only in the French version.

59. The representative of OICA questioned the necessity of proposed amendments to Regulation No. 26 (agenda item 5.2.7.) since all available data indicated no need for such requirements. With regard to Regulation No. 46 (agenda item 5.2.12.), Japan regretted that priority had been given to the alignment of the Regulation to the EU Directive and hoped that, in the further amendment to the Regulation, their position expressed in GRSG would be taken into consideration. The representative of Japan also expressed deep concern regarding the fact that the proposal did not provide enough justification to change the level of stringency. The representative of the FIA Foundation was of the opinion that the reduction of the curve radius could render difficult the speed estimation. The representative of OICA would have preferred to delay the entry into force of the amendment by one year, in view of the concerns expressed by Japan and due to the ongoing activities within GRSG regarding the second step of amendments to Regulation No. 46.

5.3. Consideration of new draft Regulations

60. The consideration by WP.29 of the two new draft Regulations listed under agenda items 5.3.1. and 5.3.2. was deferred (see paras. 4. and 8. above).

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

Documentation: TRANS/WP.29/2004/23.

61. The consideration of the proposed amendments to the draft Regulation on identification of hand controls, tell-tales and indicators (agenda item 5.4.1.) was deferred (see paras. 4. and 8. above).

6. 1998 AGREEMENT (GLOBAL)

6.1. Status of the Agreement

Documentation: Informal document No. WP.29-134-1.

62. WP.29 noted the information of informal document No. WP.29-134-1 reflecting the situation of the Global Agreement at 5 November 2004. Following the decisions of AC.3, an updated table with the priorities and proposals is reproduced in Annex 2 to this report.

6.2. Implementation of the 1998 Agreement Programme of Work by the Working Parties subsidiary to WP.29

Documentation: TRANS/WP.29/2004/71; TRANS/WP.29/2004/74; informal documents Nos. WP.29-134-4, WP.29-134-8, WP.29-134-9 and WP.29-134-12.

63. WP.29 noted the documents tabled for the twelfth session of the Executive Committee (AC.3) of the 1998 Agreement and agreed that a more detailed consideration of the programme of work should take place during that AC.3 session (see paras. 87. to 114. below).

6.3. Consideration of draft global technical regulations

64. WP.29 agreed that the consideration of the draft gtrs of items 6.3.1. and 6.3.2. should take place in the AC.3 session.

7. 1997 AGREEMENT (INSPECTIONS)

7.1. Status of the Agreement

Documentation: Informal document No. WP.29-134-2.

65. WP.29 noted the status of the Agreement at 5 November 2004 (informal document No. WP.29-134-2). WP.29 noted that the amendment to Article 12 would enter into force on 1 December 2004.

7.2. Progress of work in the consideration of the proposal for draft Rule No. 2 by the informal group

7.3. Verification of compliance of in-use vehicles to the UNECE Regulations with regard to noise and pollutant emissions

Documentation: TRANS/WP.29/2003/16; TRANS/WP.29/2004/24; TRANS/WP.29/2004/44; TRANS/WP.29/2004/46; TRANS/WP.29/2004/47; informal documents Nos. WP.29-133-5, WP.29-134-5 and WP.29-134-10.

66. WP.29 agreed that, following the entry into force of the amendment to the Agreement and awaiting the forthcoming accession of the EC to it, the Administrative Committee AC.4 should not meet during the current session and freeze, at the present time, all activities regarding the Agreement.

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

Documentation: TRANS/WP.29/2003/44/Rev.1.

67. WP.29 agreed not to consider TRANS/WP.29/2003/44/Rev.1 and to delete it from its programme of work.

9. DRAFT PROPOSAL FOR A NEW SPECIAL RESOLUTION ON COMMON DEFINITIONS OF VEHICLE CATEGORIES, MASSES AND DIMENSIONS (S.R.1)

Documentation: TRANS/WP.29/2004/25; informal document No. WP.29-134-3.

68. WP.29 agreed to resume consideration of this item at its next session on the basis of informal document No. WP.29-134-3 which will be distributed with an official symbol.

69. The representative of the EC raised a scrutiny reservation on this document, due to the discrepancies of the text with that of R.E.3 and current UNECE Regulations.

70. The representative of India proposed to complete the S.R.1, in a further stage, with inclusion of definitions for agricultural tractors. WP.29 agreed to consider this proposal.

10. OTHER BUSINESS

10.1. Enforcement of type approval and conformity of production standards

Documentation: TRANS/WP.29/2002/28.

71. WP.29 noted that this subject, connected to the next agenda items, was still under consideration by WP.29/AC.2.

10.1.1. Rules and recommendations for preparation of standards and regulations

Documentation: Informal documents Nos. WP.29-134-21 and WP.29-134-22.

72. WP.29 requested the secretariat to distribute informal document No. WP.29-134-21 with an official symbol for consideration at the next session.

73. With regard to the concern raised by the European Commission (see para. 11.), WP.29 agreed that informal document No. WP.29-134-22 should be transmitted to all its Working Parties for comments and complements. On that basis, the EC representative will update his document and GRSG will consider the amendments necessary to R.E.3 to solve these incoherencies.

10.1.2. Resolving of interpretation issues

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

74. The representative of France informed WP.29 that, following the EC meeting on the subject, a new proposal would be submitted to WP.29 for consideration at a further session.

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

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

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

Documentation: Informal document No. WP.29-134-23.

76. The secretariat informed WP.29 about the feasibility of the integration of a Regulation Interpretation Bulletin Board (RIBB) into the WP.29 website and, in a further step, the creation of an electronic data base (Database Exchange of Type Approvals (DETA)) for the approvals granted by the Contracting Parties to the Agreement. The technical possibilities, definition of responsibilities and costs are being studied by the secretariat, jointly with the services in charge of the UNECE website. WP.29 requested the secretariat to continue the study of this issue. The representative of Switzerland recalled the importance of giving thorough consideration to commercial confidentiality and to the data protection questions.

10.1.5. Standardizing the amendment procedure of UNECE Regulations

Documentation: TRANS/WP.29/2003/97; TRANS/WP.29/2004/45; TRANS/WP.29/2004/75.

77. WP.29 proceeded to an exchange of views on the proposals submitted by the representatives of Japan and OICA, in particular on the problems of the transitional provisions and their consequences for the Contracting Parties (C.P.) when they start to apply a Regulation. OICA was requested to prepare a revised working document for consideration at the next session, taking into account the comments made and to be received on the current documents.

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

Documentation: Informal documents Nos. WP.29-134-6 and WP.29-134-7.

78. The representative of ISO requested to defer the consideration of this item to a further session. He volunteered to contact the UNECE Division in charge of energy issues on this subject.

11. ADOPTION OF THE REPORT

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

* * *

B. SESSIONS OF THE ADMINISTRATIVE/EXECUTIVE COMMITTEES

1. 1958 AGREEMENT – TWENTY-EIGHTH SESSION

1.1. ESTABLISHMENT OF THE AC.1

80. Of the forty-two Contracting Parties to the Agreement, 33 were represented and established AC.1 for its twenty-eighth session.

1.2. ELECTION OF OFFICERS

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

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

82. The result of the vote on the documents submitted to AC.1 (items 5.2.1. to 5.2.21.) is reflected in the following table:

Regulation No.	Subject of the Regulation	Contracting Parties		Document; TRANS/WP.29/...	Voting result: for/against/abstention	Document status	Remark
		applying the Regulation	present and voting				
14	Safety-belt anchorages	38	31	2004/59	31/0/0	Suppl.1 to 06	*/
14	Safety-belt anchorages	38	31	2004/72	31/0/0	Corr.1 to Suppl.4 to 05	*/
14	Safety-belt anchorages	38	31	2004/60	31/0/0	Corr.1 to 06	*/
16	Safety-belts	37	30	2004/61	30/0/0	Corr.2 to Suppl.15 to 04	*/
18	Protection against unauthorized use	35	29	2000/18, and its Add.1, as amended by para. 53.	29/0/0	03 series	*/
24	Visible pollutants	37	30	2004/65	30/0/0	Suppl.2 to 03	*/
26	Vehicles with regard to their external projections	37	30	2004/56	30/0/0	03 series	*/
37	Filament lamps	38	31	2004/50 and its Corr.1	31/0/0	Suppl.25 to 03	*/
44	Child restraint systems	31	29	2004/62	29/0/0	Suppl.7 to 03	*/
44	Child restraint systems	31	29	2004/63 and its Corr.1, as amended by para. 54.	29/0/0	04 series	*/
44	Child restraint systems	31	29	2004/64 as amended by para. 55.	29/0/0	Corr.2 to Suppl.5 to 03	*/
46	Rear-view mirrors	35	30	2004/57	30/0/0	02 series	*/
48	Installation of lighting and light-signalling devices	37	30	2004/51 as amended by para. 56.	30/0/0	Suppl.10 to 02	*/
53	Installation of lighting and light-signalling devices on L3 category of vehicles	34	28	2004/52	28/0/0	Suppl.5 to 01	*/
67	Equipment for liquefied petroleum gas	32	29	2004/66 as amended by para. 57.	29/0/0	Suppl.5 to 01	*/
70	Rear marking plates	36	30	2004/53	30/0/0	Corr.2 to 01	*/
85	Measurement of net power	36	30	2004/67	30/0/0	Suppl.4 to 00	*/
91	Side-marker lamp	34	31	2004/54	31/0/0	Suppl.7 to 00	*/
105	ADR vehicles	38	30	2004/58	30/0/0	03 series	*/
108	Retreaded pneumatic tyres	37	29	2003/49	29/0/0	Suppl.2 to 00	*/
113	Headlamps emitting a symmetrical passing beam	40	32	2004/55 as amended in para. 58.	32/0/0	Suppl.3 to 00	*/

*/ EU representative voting for 25 Member States

1.4. NEW DRAFT REGULATIONS - VOTING BY AC.1

83. Items deferred (see paras. 4. and 8.).

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

2.1. ESTABLISHMENT OF THE AC.3

84. The twelfth session of AC.3 was held on 17 and 18 November 2004. The representatives of nineteen Contracting Parties to the Agreement attended the session (Canada, European Commission, Finland, France, Germany, Hungary, Italy, Japan, Netherlands, People's Republic of China, Republic of Korea, Romania, Russian Federation, Slovakia, South Africa, Spain, Sweden, United Kingdom, United States of America).

2.2. CONSIDERATION OF THE PROPOSAL FOR A SPECIAL RESOLUTION CONCERNING THE COMMON DEFINITIONS OF VEHICLE CATEGORIES, MASSES AND DIMENSIONS (S.R.1)

Documentation: TRANS/WP.29/2003/17/Rev.1; TRANS/WP.29/2004/25; informal document No. WP.29-134-3.

85. AC.3 considered an updated proposal for S.R.1 (informal document No. WP.29-134-3) superseding TRANS/WP.29/2004/25. To allow a more detailed consideration of the proposal, the secretariat was requested to distribute it with an official symbol at the next session. The representative from Japan agreed to update TRANS/WP.29/2003/17/Rev.1 that will be adopted as a formal proposal to develop the draft S.R.1. AC.3 agreed to vote both proposals at its March 2005 session. The EC representative raised a scrutiny reservation on the proposal.

86. AC.3 agreed that agricultural tractors and articulated vehicles for goods transport could be included in the proposal at a later stage, through an amendment.

2.3. CONSIDERATION OF DRAFT GLOBAL TECHNICAL REGULATIONS (GTRS)

2.3.1. Uniform technical provisions concerning door locks and door retention components

Documentation: TRANS/WP.29/2004/69; TRANS/WP.29/2004/70, informal document No. WP.29-134-13.

87. Taking the floor, Mr. J.W. Runge, Administrator of the National Highway Traffic Safety Administration (NHTSA), emphasized the importance of the success of this first effort of harmonization under the 1998 Agreement and announced that he would cast a positive vote for this first gtr on behalf of his country. The representatives of Canada, EC, Japan, USA, CLEPA and OICA all congratulated GRSP and its Chairwoman for the milestone achievement.

88. Submitted to the vote, the draft gtr (TRANS/WP.29/2004/69) obtained the consensus of the following Contracting Parties present and voting: Canada, the European Community (voting for Finland, France, Germany, Hungary, Italy, Netherlands, Slovakia, Spain, Sweden and the United Kingdom), Japan, People's Republic of China, Republic of Korea, Romania, Russian

Federation, South Africa and the United States of America. AC. 3 requested the secretariat to establish the adopted gtr in the Global Registry and to append copies of all relevant documentation (TRANS/WP.29/2004/70).

89. In view of the important events in AC.3, OICA agreed to withdraw informal document No. WP.29-134-13, related to the preamble and some technical corrections to the gtr and re-submit it for consideration to GRSP in the December 2004 session.

90. The Chairman, on behalf of AC.3, expressed the general appreciation for the very efficient work performed by GRSP under the chairmanship of Mrs. Julie Abraham (United States of America) for the elaboration of this gtr, which, hopefully, will be followed soon by others.

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

Documentation: TRANS/WP.29/2004/68.

91. AC.3 noted that the draft gtr on a **world-wide motorcycle emission test cycle (WMTC)** would be revised by GRPE. It was agreed to consider that revised version at the March 2005 session for further consideration at the June 2005 session.

92. AC.3 noted that the informal group is continuing its work for the establishment of the limit values and for taking into consideration additional analysis to address the concerns raised by India. AC.3 requested all countries to provide GRPE with any available data, relevant to the development of the test cycle and/or the establishment of limit values, in due time for the GRPE June 2005 session.

2.4. PROGRESS IN DEVELOPING PROPOSALS FOR CANDIDATE GLOBAL TECHNICAL REGULATIONS (GTRS)

93. AC.3 was informed on the progress achieved in developing the proposals for gtrs mentioned in agenda items 2.4.1. to 2.4.16. The updated status of the priorities and proposals for the development of the draft gtrs is contained in the table of Annex 2 to this report. The secretariat was requested to distribute informal documents Nos. WP.29-134-4, WP.29-134-9 and WP.29-134-12 with an official symbol for the March 2005 session. The most important information and comments made in the progress reports are reproduced below:

94. Agenda item 2.4.1., **installation of lighting and light-signalling devices.** The representative of Canada underlined that the prescriptions of the gtr would have an important influence on current national regulations and recommended the participation of all interested parties in the informal group.

95. Agenda item 2.4.2., **motorcycle brakes.** A preliminary report will be transmitted at the March 2005 session.

96. Agenda item 2.4.3., **passenger vehicle brakes.** AC.3 adopted the formal proposal for developing the gtr (TRANS/WP.29/2004/74 and informal document No. WP.29-134-8).

97. Agenda item 2.4.4., **safety glazing**. GRSG expects to begin the consideration of a draft gtr at its April 2005 session.

98. Agenda item 2.4.5., **controls and displays**. GRSG will resume the consideration of a revised version of the draft gtr at its April 2005 session. It could be transmitted to AC.3 at its November 2005 or March 2006 session.

99. Agenda item 2.4.6., **pedestrian safety**. AC.3 noted the second progress report of the informal group (TRANS/WP.29/2004/71). A first draft gtr will be considered by GRSP at its May 2005 session. The GRSP Chairwoman announced that the draft gtr could be transmitted to AC.3 at its March 2006 session. The representative of the EC estimated that this date was too early and suggested June 2006.

100. Agenda item 2.4.7., **lower anchorages and tethers for child safety seats**. The GRSP Chairwoman confirmed that GRSP would resume consideration of this issue at its next session and requested delegates to provide data for the pending issues (rigid and flexible anchorages and testing forces). In the case of insufficient progress, this item could be deleted from the programme of work.

101. Agenda item 2.4.8., **door looks and door retention components** (see agenda item 2.3.1.).

102. Agenda item 2.4.9., **head restraints**. AC.3 mandated the GRSP Chairwoman to set up an informal group which would be chaired by the representative of the United States of America. The representative of OICA suggested a further review at the December 2004 GRSP session on the possibilities of achieving good progress on this subject.

103. Agenda item 2.4.10., **world-wide heavy-duty certification procedure (WHDC)**. The informal group finished its work, the test cycle is under testing and the proposal needs editorial work. The draft gtr (without limit values) is expected to be transmitted to AC.3 at its November 2005 session.

104. Agenda item 2.4.11., **world-wide motorcycle emission test cycle (WMTC)** (see paras. 91 and 92).

105. Agenda item 2.4.12., **heavy-duty on-board diagnostics systems (WWH-OBD)**, the work of the informal group is in progress.

106. Agenda item 2.4.13., **off-cycle emissions (OCE)**. The work of the informal group is in progress.

107. Agenda item 2.4.14., **non-road mobile machinery (NRMM)**, will be considered at the next session.

108. Agenda item 2.4.15., **hydrogen and fuel cell vehicles (HFCV)**. The representative of the United States of America stated that his country would consider to become co-sponsor of the gtr with Germany following consideration of this subject at the next session of GRPE. The representative of Japan declared that his country would be ready to co-sponsor the gtr together with Germany and the United States of America. These positions will be confirmed at the next

session of WP.29 in March 2005. A formal proposal to develop the gtr and a time schedule will be transmitted to AC.3 at its June 2005 session.

109. Agenda item 2.4.16., **tyres**, the representative of France announced the meeting of an informal group in Paris on 15 December 2004 in order to elaborate a road map for this gtr. The results of the meeting will be brought to the attention of AC.3. Due to the importance of the meeting, the representative of the United Kingdom, who will chair it, urged the delegates to attend the meeting.

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

110. AC.3 agreed to keep on its agenda items 2.5.1. (**field of vision**) and 2.5.5. (**world-wide light-duty test procedures**). With regard to item 2.5.2. (**side impact dummy**), AC.3 agreed, on the proposal of the representative of Australia and supported by the representative of Canada, to enlarge the scope of this item to side-impact in general. Regarding item 2.5.3. (**vehicle crash compatibility**), AC.3 was informed that GRSP had started an exchange of information on this subject. Item 2.5.4. (**intelligent traffic systems**) would be considered by the ITS informal group on 19 November 2004.

2.6. LEGAL AND ADMINISTRATIVE PROCEDURES CONCERNING THE AGREEMENT

Documentation: Informal documents Nos. WP.29-134-18-Rev.1, WP.29-134-19 and WP.29-134-20 of Annex 1 to this report.

111. The representative of the United States of America introduced the request of his country for inclusion in the Compendium of Candidate gtrs the following:

- (a) new standard for heavy duty high-way engine and vehicles and for diesel fuel (informal document No. WP.29-134-18-Rev.1);
- (b) new tail pipe emission and gasoline sulphur content standards (informal document No. WP.29-134-19);
- (c) new standards for non-road diesel engines and for diesel fuel (informal document No. WP.29-134-20).

112. The representative of Canada informed AC.3 that these standards were already incorporated by reference in the current regulatory process in his country.

113. AC.3 supported the adoption of informal documents WP.29-134-18-Rev.1, WP.29-134-19 and WP.29-134-20 as candidates for inclusion in the Compendium and requested to prepare the formal documents for a final vote at the March 2005 session.

2.7. Resolving of the pending issues

114. This item will be deleted from the agenda of further sessions.

2.8. Other business

115. The representative of the United States of America proposed to indicate, on future agendas, items for which a vote is intended. AC.3 endorsed that proposal.

Annex 1

LIST OF INFORMAL DOCUMENTS Nos. WP.29-134-... DISTRIBUTED WITHOUT A SYMBOL DURING THE ONE-HUNDRED-AND-THIRTY-FOURTH SESSION

No.	Transmitted by	Agenda item	Language	Title	Follow-up
1.	Secretariat	6.1.	E	Agreement Concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles - Situation on 5 November 2004	(a)
2.	Secretariat	7.1.	E	Agreement Concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections - Situation on 5 November 2004	(a)
3.	Japan	9. and B.2.2.	E	Proposal for a New Special Resolution No. 1 Concerning the Common Definitions of Vehicle Categories, Masses and Dimensions (S.R.1)	(b)
4.	United States of America	6.2. and B.2.4.13.	E	Proposal: To Develop a Global Technical Regulation: Heavy-Duty Off Cycle Emissions	(b)
5.	Belarus	7.2. and B.3.2.	E	Proposal for amendments to the proposal for draft Addendum 2 – Rule 2	(c)
6.	ENGVA and ISO	10.2.	E	Feasibility of a United Nations Round Table on the Global Harmonization of Regulations, Codes and Standards (RC & S) for Gaseous Fuels and Vehicles	(e)
7.	ENGVA and ISO	10.2.	E	United Nations Round Table – WP.29 Meeting – November 2004 Global Harmonization of Regulations, Codes and Standards (RC & S) for Gaseous Fuels and Vehicles	(e)
8.	PVGTR	6.2. and B.2.4.3.	E	Passenger Vehicle GTR –Time Schedule	(d)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
9.	Canada	6.2. and B.2.4.1.	E	Preliminary Report on the Development of a Global Technical Regulation Concerning Lighting and Light-Signalling Devices for Road Vehicle Installation Provisions for Vehicles Other than Motorcycles	(b)
10.	CITA	7.2. and B.3.2.	E	1997 Vienna Agreement on Periodic Inspection – Ad hoc group on amendments to Rule 2	(c)
11.	BIPAVÉR	3.2.	E	Retread Tyres – Tyre to road rolling sound emissions	(a)
12.	United States of America	6.2. and B.2.4.9.	E	Proposal to Develop a Global Technical Regulation Concerning Head Restraints	(b)
13.	OICA	6.3.1. and B.2.3.1.	E	Proposed refinements to the draft gtr concerning door locks and door retention components (TRANS/WP.29/2004/69)	(f)
14.	OICA and CLEPA	4.3.	E	Proposed clarification to the minutes of the 35th GRSP session (3-7 May 2004) – TRANS/WP.29/GRSP/35	(a)
15.	Japan	3.4.	E	Provisional Agenda for the 8th session of the Informal Group on "ITS"	(a)
16.	Japan	3.4.	E	Proposal for Terms of Reference of WP.29/ITS Informal Group (Revision 1)	(a)
17.	Japan	5.1.	E	Current assignments of Japanese Administrative Department and Technical Service	(d)
18. Rev.1	United States of America	6.2. and B.2.6.	E	Proposal for Inclusion on the Compendium of Candidate Global Technical Regulations	(b)
19.	United States of America	6.2. and B.2.6.	E	Proposal for Inclusion on the Compendium of Candidate Global Technical Regulations	(b)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
20.	United States of America	6.2. and B.2.6.	E	Proposal for Inclusion on the Compendium of Candidate Global Technical Regulations	(b)
21.	Russian Federation	5.3. (a) and 10.1.1.	E/R	Concerning Necessity of Joint Consideration and Coordination of Draft Regulations (Amendments to Regulations) between the Working Groups of Experts	(b)
22.	European Commission	10.1.1.	E	Incoherence between the definitions in R.E.3, the 1968 Vienna Convention and some UNECE Regulations	(g)
23.	Secretariat	10.1.4.	E	1958 Agreement: Proposal for Electronic Treatment of Type Approvals	(a)
24.	Japan	3.4.	E	A note for common understanding of driver assistance in advanced systems – ITS Informal Group	(a)

Notes:

- (a) Consideration completed or to be superseded
 - (b) Continue consideration at the next session with an official symbol
 - (c) Continue consideration at the next session as an informal document
 - (d) Adopted
 - (e) To be transmitted to GRPE
 - (f) To be transmitted to GRSP
 - (g) To be transmitted to all GR's
-

Annex 2

STATUS OF THE 1998 AGREEMENT: PRIORITIES AND PROPOSALS

Working Party	Item	Informal group (Yes-No) / Chair	Technical sponsor	Formal proposal to develop the gtr TRANS/WP.29/..	Proposal for a draft gtr TRANS/WP.29/..
GRE	Installation of Lighting and Light-Signalling Devices	Yes/Canada	Canada	AC.3/4	Informal document No. GRE-53-1 2005/..
GRRF	Motorcycle Brakes	Yes/Canada	Canada	AC.3/3	
	Passenger Vehicle Brakes	Yes / United Kingdom and United States of America	Japan and United Kingdom	[AC.3/10]	
	Tyres	Yes / [United Kingdom]	France		
GRSG	Safety Glazing	Yes / Germany	Germany	AC.3/9	
	Controls and Displays	No	Canada	AC.3/2	GRSG/2000/8/Rev.3
	Vehicle Classification, Masses and Dimensions	Yes / Japan	Japan	[2003/17/Rev.2]	2005/.. #/
GRSP	Pedestrian Safety	Yes / Japan/EC	EC	AC.3/7	
	Lower Anchorages and Tethers for Child Safety Seats	No	[]		
	Head Restraints	Yes / United States of America	USA	2005/..	
GRPE	World-wide Heavy-Duty Certification Procedure (WHDC)	No	EC	AC.3/8	
	World-wide Motorcycle Emission Test Cycle (WMTC)	Yes / Germany	Germany	AC.3/6	2004/68 */
	Heavy-Duty OBD (WWH-OBD)	Yes / Japan	USA	AC.3/1	
	Off-cycle Emissions (OCE)	Yes / United States of America	USA	2005/..	
	Non-road Mobile Machinery (NRMM)	Yes / EC	EC		
	Hydrogen and fuel cells vehicles (HFCV)	Yes/Germany	[Japan, Germany and USA]		

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

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