

Questions and proposals to the revision of R.E.3.

1. Background

- 1.1. GRSG worked for many years on the improvement of the Consolidated Resolution on the Construction of Vehicles (R.E.3.) aiming its harmonization with the EU terms and definitions as far as possible. Expert group was established, chaired by EC representative.
- 1.2. On its 93rd session GRSG adopted the doc. ECE/TRANS/WP.29/GRSG/2006/34/Rev.1 and sent it to WP.29 with some “open questions”.
- 1.3. WP.29 sent back the document to GRSG (new number, but the same text: ECE/TRANS/WP.29/2008/46) with advices, and four new proposals were also sent to GRSG by delegates for further discussion. On its 94th session GRSG decided to continue and finalize the work.
- 1.4. On the 95th GRSG session the EC expert informed the group that EC had not yet final position in this subject, so GRSG agreed to suspend the work and took down this subject from the agenda.
- 1.5. Meantime the secretariat prepared a consolidated version of R.E.3 for WP.29 (ECE/TRANS/WP.29/2009/123 together with four corrigenda) for formal adaptation. WP.29 on its 2010 March session sent it back to the WP-s for further consideration.

2. Further new information

- 2.1. In the EU, work is ongoing in two subjects which are connected with the content of R.E.3. Two working documents were prepared by EC, which are discussed in Brussels:
 - A revised Annex II to the Framework Directive 2007/46/EC dealing with “Definition of vehicle categories, vehicle types and kinds of bodywork” (Version 8.1.)
 - Type-approval requirements for masses and dimensions implementing Regulation (EC) No 661/2009
- 2.2. WP.29 decided to work out the IWVTA (whole vehicle type approval) in the frame of the 1958 Agreement. The work is going on, on the last WP.29 session one among the listed tasks was to harmonize the R.E.3 with the EU and other specifications related to this subject and put it on a well defined legal position.
- 2.3. Russian Federation prepared a proposal to the definition of vehicle categories (ECE/TRANS/WP.29/GRSG/2010/36)

3. General comments and remarks

- 3.1. The discussion of this subject is planned in the agenda on the basis of ECE/TRANS/WP.29/2009/123, which differs from ECE/TRANS/WP.29/2007/46 (GRSG almost agreed on that version). It would be better to continue the discussion on the almost agreed level. (The Annex compares the definitions of vehicle categories and classes in different documents)
- 3.2. The EC new working documents belonging to this subject – even they are not yet finalized – are very good improvements of the earlier documents, therefore they differ in many

cases from the former versions (in content and/or in form) It would not be good to finalize R.E.3 independently from the EC work and results. It is important to emphasize that neither R.E.3 nor the EC document shall refer back to individual ECE regulations among the definitions. (See the bad example in the EC document cited in para. 2.1./b: “Class of a bus or of a coach means a set vehicles as defined in point 2.1.1 of ECE Regulation 107”) All the vehicle categories, classes – if necessary – shall be defined in R.E.3 and only references shall be used in the individual Regulations.

3.3. In the light of IWVTP the whole task got a new dimension:

- At least the ECE definitions should be – as much as possible – the same (in content and inform) as the EU definitions
- Now there is a need and a good opportunity to harmonize these definitions on a wider level – as much a possible – involving the Special Resolution from the '98 Agreement.
- This work shall be continued in the frame of ECE/GRSG because not only EU member states are interested in it. The former expert group (with EC chairmanship) may be reactivated.

3.4. Considering the above said thoughts the improvement and harmonization of R.E.3 is very important, but not so urgent task this work should be finalized on the 99th session of GRSG.

3.5. Hungary supports in general the Russian proposal referring to the number of passenger instead of number of seats, but we are supporting the original phrase “vehicles designed and constructed for the carriage...” instead of “vehicles used for the carriage...” But this leads to the detailed discussion, paragraph by paragraph.

4. Proposal

GRSG should inform WP.29 on its November session that after a general discussion about the improvement of R.E.3:

- Important new information and considerations (IWVTP, EC efforts) highlight the increased importance of R.E.3
- The document being on the GRSG agenda does not represent the earlier agreed version of the text (just before the discussion of this subject has been suspended)
- GRSG asks WP.29 to extend the deadline of finishing the improvement of R.E.3 and to extend the mandate to a wider approach considering the harmonisations – as much as possible – with the EU documents, with the Special Resolution No.1 and other proposals, if any.

5. Extra proposal to GRSG for consideration

If GRSG will be in the position to have extended discussion about R.E.3, Hungary will submit a detailed proposal to revoke the parallel running doubled definitions of small and large buses:

- At the beginning the dividing line was based on the number of passengers: less or more than 22 (16)

- Later the mass criteria was introduced: less or more than 5 tons, but in the same time the passenger criteria was not deleted.

The questions, problems and solution will be given in the detailed proposal.

Annex
CATEGORIZATION OF VEHICLES

Category	R.E.3. (ECE/TRANS/WP.29/123) Chapter II.	Directive 2007/46/EC Annex II.(and 2001/85/EC) and ECE/TRANS/WP.29/2008/46	Special Resolution No.1 (TRANS/WP.29/1045)
Category M Category 1	Category M: Power driven vehicles having at least four wheels and used for the carriage of passengers	Category M: Motor vehicles with at least four wheels designed and constructed for the carriage of passengers.	“Category 1 vehicle” means a power driven vehicle with four or more wheels designed and constructed primarily for the carriage of (a) person(s)
Category M ₁ Category 1-1	Category M ₁ : Vehicles used for carriage of passengers and comprising not more than eight seats in addition to the driver’s seat (see also paragraph H.1. below) Vehicles used for the carriage of passengers, comprising more than eight seats in addition to the driver’s seat, and having a maximum mass not exceeding 5 tonnes.	Category M ₁ : Vehicles designed and constructed for the carriage of passengers and comprising no more than eight seats in addition to the driver’s seat	“Category 1-1 vehicle” means a category 1 vehicle comprising not more than eight seating positions in addition to the driver’s seating position. A category 1-1 vehicle cannot have standing passengers.
Category M ₂ Category 1-2	Category M ₂ : Vehicles used for the carriage of passengers, comprising more than eight seats in addition to the driver’s seat, and having a maximum mass exceeding 5 tonnes	Category M ₂ : Vehicles designed and constructed for the carriage of passengers, comprising more than eight seats in addition to the driver’s seat, and having a maximum mass not exceeding 5 tonnes.	
Class A	Class A: Vehicles designed to carry standing passengers; a vehicle of this class has seats and may have provisions for standing passengers.	Class A: vehicles designed to carry standing passengers: a vehicle of this Class has seats and shall have provision for standing passengers; and the passenger capacity does not exceed 22	
Class B	Class B: Vehicles not designed to carry standing passengers; a vehicle of this class has no provision for standing passengers	Class B: vehicles not designed to carry standing passengers; a vehicle of this Class has no provision for standing passengers, and the passenger capacity does not exceed 22.	
Category M ₃ Category 1-2	Category M ₃ : Vehicles used for the carriage of passengers, comprising more than eight seats in addition to the driver’s seat, and having a maximum mass exceeding 5 tonnes. Vehicles of category M ₂ and M ₃ belong to one or more of the three classes (Class I, Class II, Class III) in accordance with Regulations Nos. 36 and 107 or one of the two	Category M ₃ : Vehicles designed and constructed for the carriage of passengers, comprising more than eight seats in addition to the driver’s seat, and having a maximum mass exceeding 5 tonnes.	“Category 1-2 vehicle” means a category 1 vehicle designed for the carriage of more than eight passengers, whether seated or standing, in addition to the driver.

	classes (Class A, Class B) in accordance with Regulation No.52		
Class I.	Class I.: Vehicles constructed with areas for standing passengers, to allow frequent passenger movement.	Class I.: vehicles constructed with areas for standing passengers, to allow frequent passenger if the passenger capacity exceed 22.	
Class II.	Class II.: Vehicles constructed principally for the carriage of seated passengers, and designed to allow the carriage of standing passengers in the gangway and/or in an area which does not exceed the space provided for two double seats.	Class II.: vehicles constructed principally for the carriage of seated passengers, and designed to allow the carriage of standing passengers in the gangway and/or in an area which does not exceed the space provided for two double seats, and the passenger capacity exceed 22..	
Class III.	Class III.: Vehicles constructed exclusively for the carriage of seated passengers.	Class III.: Vehicles constructed exclusively for the carriage of seated passengers, if the passenger capacity exceed 22..	
