



EUROPEAN COMMISSION
DIRECTORATE-GENERAL
HUMAN RESOURCES AND SECURITY
Directorate HR.B –Career
Unit B.2 Recruitment and End of service

Brussels,

N.E.P.T.P.
European Commission
National Experts in Professional Training Programme
TRAINING REPORT

To be completed by the NEPT before the end of training and returned to DG HR
either by internal mail to HR/B2/ENFP MO34 06/09,
or by email to HR-B2-ENFP@ec.europa.eu,
with copy to the DG's Professional Trainings Coordinator

Address after professional training where the certificate of end of training could be sent to

Address: street/number

16F, No.50, Section 1, Ren-Ai Road, Zhongzheng District, Taipei, Taiwan

Postal code/town

10052, Taipei, Taiwan

Future employer and professional address - phone

Tel: +886-2-23492162

Mobile: +886-939918923

1. N.E.P.T.'S NAME: Chin-Wei TSAO NATIONALITY: TAIWAN
2. LENGTH OF TRAINING PERIOD from: 01.10.2011 to: 31.12.2011
3. APPOINTMENT (in full please):
General Directorate: Enterprise and Industry
Directorate: Industrial Innovation and Mobility Industries
Unit: Automotive Industry
4. NAME OF IMMEDIATE SUPERIOR: Alexandra SA CARVALHO

1
Commission européenne, B-1049 Bruxelles / Europese Commissie, B-1049 Brussel - Belgium. Telephone: (32-2) 299 11 11.
Office: MO 34 06/09. Telephone: direct line (32-2) 296.92.68. Fax: (32-2) 296.59.76.

C:\Documents and Settings\TSAOTCH\Desktop\CWT - Rap fin de formation professionnelle_ENFP 2011.doc

5. MAIN ACTIVITIES OF THE TRAINEE:

- a) Participate in 4 Technical Committee - Motor Vehicles (TCMV) meetings (10/13, 11/18, 11/21, 12/19)
- b) Participate in 5 working group meetings on L-category vehicles codecision Regulation in the Council (10/27, 11/11, 12/13, 12/19, 12/20)
- c) Participate in 1 Motorcycle Working Group (MCWG) meeting (12/14)
- d) Participate in 2 Internal Market and Consumer Protection Committee (IMCO) meetings in the European Parliament (11/23, 12/5)
- e) Participate in 1 workshop on road traffic noise in the Parliament (11/23)
- f) Participate in 1 stakeholder meeting on new emission test for diesel at roadworthiness test in DG MOVE (11/8)
- g) Attend 1 mission to visit RDW of the Netherlands (11/24)
- h) Attend 1 mission to the 50th session Working Party on Passive Safety (GRSP) meeting in Geneva (12/5~12/6)
- i) Several informal meetings with stakeholders

6. WHAT DO YOU THINK ABOUT YOUR TRAINEESHIP?

- a) Specific activity (in the unit where you worked):

(1) I help Mr. Guido GIELEN proofread the draft Regulation on Environmental and Propulsion Performance Requirements (REPPR) for the approval and market surveillance of two- or three-wheel vehicles and quadricycles.

(2) I provide some suggestions and opinions at the discussion of the several draft regulations.

- b) Overall impression (integration in the DG, participation in training programmes etc.):

At my training, the most impressive experience of mine is about the team spirit in the Automotive Industry unit. Not only every colleague has ambitious and outstanding knowledge to the job, but also they contribute their best to make the work better. Many colleagues work together side by side and always are well-prepared to the meetings with stakeholders and member states. Under the command of our Head of Unit Philippe JEAN, our unit always has the good result after intensive discussions and long debates, and can stand for the position of the Commission. Besides, just like the DG ENTR, our unit is a very enthusiastic and energetic unit. Everyone in the unit is so nice and kind, and helps me integrate to the unit easily and quickly.

Since I want to learn more about how the type approval system and management works in the Commission, all colleagues in the unit would like to take me to participate and attend all kinds of meetings and workshops in the Commission, in the Council and in the European Parliament. Besides, regarding my questions, I always can get the answers immediately and quickly. Therefore, it can be concluded that the training met its goals.

The N.E.P.T. (signature)

TSAO, Chiuwei

2011.12.16.

- UN/ECE Working Party on Passive Safety (GRSP) (alongside the EC representative);
- Seats, headrests and whiplash prevention (global level);
- Alcohol locks (EU level);
- Conformity of Production (EU and Taiwan level);
- Hydrogen – safety aspects (global level);
- Implementation measures for advanced safety regulation and emissions regulation for L-category vehicles (i.e. motorcycles, ATVs, etc. EU level);
- Council working group meetings (L-category new EU regulation).

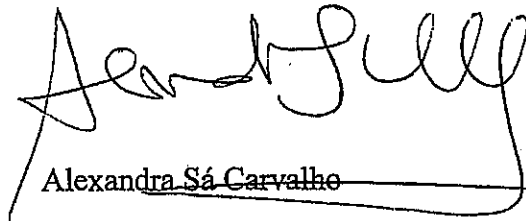
More specifically, Michael participated in the preparation of documents, meetings with Member States and stakeholders as well as with Contracting Parties of the 1958 and 1998 Agreements in meetings under the UNECE framework, in the referred areas of regulation. Furthermore, he showed the clear initiative to be actively involved in these matters.

He also had the opportunity to discuss the other on-going regulatory activities of other colleagues in the Automotive unit, in a very broad sense.

6. ASSESSMENT BY IMMEDIATE SUPERIOR:

Michael was a committed colleague, decided to fully use the opportunity of sharing the work in the European Commission and the UNECE. He showed a lot of initiative, both to assist the ongoing work in the unit, but also to enhance the potential of further exchange of information with National Authorities and stakeholders. He produced quality papers and reports, and shared his knowledge with relevant colleagues, as well as national authorities and stakeholders where appropriate. We expect that this experience will be valuable, not only to his work in the Ministry, but also to reinforce the existing trend of cooperation and regulatory approximation with Taiwan, within its legal limits. He perfectly integrated in the team, contributing in a highly useful manner to teamwork and other unit activities.

Brussels, 15 December 2011



Alexandra Sá Carvalho



EUROPEAN COMMISSION
DIRECTORATE-GENERAL
HUMAN RESOURCES AND SECURITY
Directorate HR.B : Career
Recruitment and End of Service
Head of Unit

Brussels, 05/03/12

E.C.N.E.P.T.P.

**European commission
National Experts in Professional Training Programme**

Certificate of end of training

Issued to Mr Chin-Wei TSAO

who was in professional training at the European Commission during the period

from 01/10/2011 to 31/12/2011

within DG ENTR



Roberto CARLINI
Head of Unit



EUROPEAN COMMISSION
ENTERPRISE AND INDUSTRY DIRECTORATE-GENERAL
Industrial Innovation and Mobility Industries
Automotive industry
THE TECHNICAL COMMITTEE - MOTOR VEHICLES (TCMV)

Brussels, 22nd September 2011
ENTR/D/5 – DVB

**Draft agenda
of the 24th meeting of the ‘Technical Committee - Motor vehicles’ (TCMV)
Brussels, 13th October 2011**

* * *

**Borschette Centre, Rue Froissart, 36 – 1040 Brussels
Room: 1-D
10.00 to 17.30 hours**

Documents can be downloaded from the CIRCA group:
<http://circa.europa.eu/Public/irc/enterprise/automotive/library>

1. Approval of the draft agenda;
2. Updating of the TCMV members list;
3. Approval of the following draft minutes:
 - 20th meeting held on 19th May 2011;
 - 21st meeting held on 17th June 2011;
 - 22nd meeting held on 29th August 2011;
4. Draft proposal submitted for final examination and **delivery of opinion** on the position of the Union regarding the adaptation to technical progress of Regulations No 6, 7, 10, 12, 13, 14, 16, 17, 19, 22, 34, 37, 46, 48, 49, 58, 67, 80, 94, 95, 96, 98, 99, 100, 104, 107, 112, 113, 118, 120, 121, 122, 123 and 125 as well as the adaptation to technical progress of Global Technical Regulations No 4 and 11 and regarding the vote on a Global Technical Regulation concerning motorcycle controls, tell-tales and indicators of the United Nations Economic Commission for Europe;
5. Draft proposal submitted for final examination and **delivery of opinion** on a Commission Regulation amending Regulation (EC) No 692/2008, as regards type-approval requirements for motor vehicles fuelled by **hydrogen and mixtures of hydrogen and natural gas** with respect to emissions, and the inclusion of specific information regarding vehicles fitted with an electric power train in the information document for the purpose of EC type-approval;

6. Draft proposal submitted for final examination and **delivery of opinion** on a Commission Regulation concerning type-approval requirements for motor vehicles and their trailers with regard to **vehicle access and manoeuvrability** and implementing Regulation (EC) No 661/2009 of the European Parliament and of the Council concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefore;
7. Draft proposal submitted for consideration and possible **delivery of opinion** on a Commission Regulation amending Commission Regulation (EU) No 19/2011 of 11 January 2011 concerning type-approval requirements for the manufacturer's **statutory plate and for the vehicle identification number** of motor vehicles and their trailers and implementing Regulation (EC) No 661/2009 of the European Parliament and of the Council concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor".
8. Presentation by the Commission and exchange of views on a draft Commission Implementing Regulation relating to **Lane Departure Warning Systems**;
9. Presentation by the Commission and exchange of views on a draft Commission Implementing Regulation relating to **Advanced Emergency Braking Systems**;
10. Exchange of views concerning the draft proposal on a Commission Regulation for the **implementation of eco-innovations** in type-approval legislation, and the amendment of Annex VIII to Directive 2007/46/EC, in order to update it according to the relevant emission legislation for light and heavy duty vehicles;
11. Draft proposal submitted for exchange of views on a Commission Regulation concerning specific procedures for type-approval according to and implementing Regulation (EC) No **661/2009** of the European Parliament and of the Council concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor and amending Directive 2007/46/EC of the European Parliament and of the Council (*administrative procedures*);
12. Draft proposal submitted for exchange of views on a Commission Regulation amending Regulation (EC) No **661/2009** of the European Parliament and of the Council as regards the **inclusion of certain Regulations of the United Nations Economic Commission for Europe** on the type-approval of motor vehicles, their trailers and systems, components and separate technical units intended therefor (*UN/ECE R30, 54, 64 and 117 + corrigenda R13, 13-H, 34, 48 & 55*);
13. Technical adaptation of Directive **97/68/EC** on type-approval of Stage IV engines – information by the Commission (DG ENTR/G/4);
14. Discussion regarding:
 - Double testing of vehicles crossing the reference mass limit for LD/HD vehicles
 - Validity of Euro V HDV certificates

15. State of play and progress report with regard to two draft proposals for a Commission Regulation on masses and dimensions and on small series:

(a) COMMISSION REGULATION concerning type-approval requirements for masses and dimensions of motor vehicles and their trailers and implementing Regulation (EC) No 661/2009 of the European Parliament and of the Council concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor and amending Annexes I, III, IX and XVI to Directive 2007/46/EC of the European Parliament and of the Council establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ("Framework Directive")

(b) COMMISSION REGULATION amending Annex IV to Directive 2007/46/EC of the European Parliament and of the Council establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ("Framework Directive")

16. Miscellaneous.



EUROPEAN COMMISSION
ENTERPRISE AND INDUSTRY DIRECTORATE-GENERAL
Industrial Innovation and Mobility Industries
Automotive industry
THE TECHNICAL COMMITTEE - MOTOR VEHICLES (TCMV)

Brussels, 25th October 2011
ENTR/D/5 – DVB

**Draft agenda
of the 24th meeting of the 'Technical Committee - Motor vehicles' (TCMV)
Brussels, 21st November 2011**

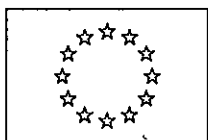
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**Borschette Centre, Rue Froissart, 36 – 1040 Brussels
Room: 2-C
10.00 to 17.30 hours**

*Documents can be downloaded from the CIRCA group:
<http://circa.europa.eu/Public/irc/enterprise/automotive/library>*

1. Approval of the draft agenda;
2. Updating of the TCMV members list;
3. Approval of the following draft minutes of the 23rd meeting held on 13th October 2011;
4. Draft proposal submitted for final examination and **delivery of opinion** on a Commission Regulation for the **implementation of eco-innovations** in type-approval legislation, and the amendment of Annex VIII to Directive 2007/46/EC, in order to update it according to the relevant emission legislation for light and heavy duty vehicles;
5. Draft proposal submitted for final examination and **delivery of opinion** on a Commission Regulation amending Regulation (EC) No 692/2008, as regards type-approval requirements for motor vehicles fuelled by **hydrogen and mixtures of hydrogen and natural gas** with respect to emissions, and the inclusion of specific information regarding vehicles fitted with an electric power train in the information document for the purpose of EC type-approval;
6. Draft proposal submitted for final examination and **delivery of opinion** on a Commission Regulation amending Regulation (EU) No 19/2011 as regards type-approval requirements for the manufacturer's **statutory plate** of motor vehicles and their trailers;

7. Draft proposal (**Euro 6 OTLs and PN emission limits for positive ignition vehicles**) submitted for final examination and **delivery of opinion** on a Commission Regulation amending Regulation (EC) No 715/2007 of the European Parliament and of the Council and Regulation (EC) No 692/2008 as regards emissions from light passenger and commercial vehicles (**Euro 6**);
8. Draft proposal submitted for final examination and **delivery of opinion** on a draft Commission Implementing Regulation relating to **Lane Departure Warning Systems**;
9. Draft proposal submitted for final examination and **delivery of opinion** on a draft Commission Implementing Regulation relating to **Advanced Emergency Braking Systems**;
10. Draft proposal submitted for **examination and possible delivery of opinion** on a Commission Regulation concerning specific procedures for type-approval according to and implementing Regulation (EC) No **661/2009** of the European Parliament and of the Council concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor and amending Directive 2007/46/EC of the European Parliament and of the Council (*administrative procedures*);
11. Draft proposal submitted for **examination and possible delivery of opinion** on a Commission Regulation amending Regulation (EC) No **661/2009** of the European Parliament and of the Council as regards the **inclusion of certain Regulations of the United Nations Economic Commission for Europe** on the type-approval of motor vehicles, their trailers and systems, components and separate technical units intended therefor (*UN/ECE R30, 54, 64 and 117 + corrigenda R13, 13-H, 34, 48 & 55*);
12. Miscellaneous.



EUROPEAN COMMISSION
ENTERPRISE AND INDUSTRY DIRECTORATE-GENERAL
Industrial Innovation and Mobility Industries
Automotive industry
THE TECHNICAL COMMITTEE - MOTOR VEHICLES (TCMV)

Brussels, 5th December 2011
ENTR/D/5 – DVB

**Draft agenda
of the 25th meeting of the ‘Technical Committee - Motor vehicles’ (TCMV)
Brussels, 19th December 2011**

* * *

Borschette Centre, Rue Froissart, 36 – 1040 Brussels

Room: 0-B

10.00 to 13.00 hours

Documents can be downloaded from the CIRCA group:

<http://circa.europa.eu/Public/irc/enterprise/automotive/library>

1. Approval of the draft agenda;
2. Updating of the TCMV members list;
3. Approval of the following draft minutes of the 23rd meeting held on 13th October 2011 and the 24th meeting held on 21st November 2011;
4. Draft proposal submitted for **final examination and delivery of opinion** on a Commission Regulation amending Regulation (EC) No 661/2009 of the European Parliament and of the Council as regards the **inclusion of certain Regulations of the United Nations Economic Commission for Europe** on the type-approval of motor vehicles, their trailers and systems, components and separate technical units intended therefor (*UNECE R30, 54, 64 and 117 + corrigenda R13, 13-H, 34, 48 & 55*);
5. Draft proposal submitted for **final examination and delivery of opinion** on a Commission Regulation concerning **specific procedures for type-approval** according to and implementing Regulation (EC) No 661/2009 of the European Parliament and of the Council concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor and amending Directive 2007/46/EC of the European Parliament and of the Council (*administrative procedures*);
6. Draft proposal submitted for **final examination and delivery of opinion** on a Commission Implementing Decision authorising France to grant EC type-approval for a three-wheeled scooter with enhanced front lighting;
7. Miscellaneous.



Brussels, 08 November 2010
D5 (2011)

**Draft agenda
of the meeting of the
Working Group on “Motorcycles”/ MVEG on Motorcycles**

Brussels, 14 December 2011, 10.00 h.

* * *

**Centre Albert Borschette
(room: 1C)**

36, Rue Froissart - Brussels

For budgetary reasons, hard copies of working documents distributed by e-mail prior to the meeting will no longer be made available in the meeting room. Documents can also be downloaded from the following web-site:

http://circa.europa.eu/Public/irc/enterprise/automotive/library?l=/mcwg_motorcycle&vm=detailed&sb=Title

- (1) Approval of the draft agenda.
- (2) Approval of the draft minutes of the MCWG meeting of 16.09.2011.
- (3) Status of the Commission proposal for a Regulation (codecision act) of Council and Parliament on type-approval and market surveillance of L-category vehicles.
- (4) Studies
 - (a) durability;
 - (b) powertrain tampering prevention;
 - (c) introduction new planned studies.
- (5) Exchange of views on certain items within the scope of proposed delegated and implementing acts, in particular items related to:
 - (a) Regulation on vehicle functional safety requirements (RVFSR);
 - (b) Regulation on environmental and propulsion performance requirements (REPPR);
 - (c) Regulation on vehicle construction requirements (RVCR).
 - (d) Regulation on administrative requirements (RAR);
- (6) Any other business.

Contact: European Commission, Secretariat Automotive Unit D5,
Telephone: +32 (2) 29 91976 or (2) 29 53298,
E-mail: entr-automotive-industr@ec.europa.eu



**COUNCIL OF
THE EUROPEAN UNION**

GENERAL SECRETARIAT

Brussels, 3 November 2011

CM 5211/11

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COMMUNICATION

NOTICE OF MEETING AND PROVISIONAL AGENDA

Contact: Corinne DREYFUS POLITRONACCI - Dimitrios MANTZEVELAKIS - Triin MOLSON

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E-mail address: Corinne.Dreyfus@consilium.europa.eu
Dimitrios.Mantzevelakis@consilium.europa.eu
Triin.Molson@consilium.europa.eu
secretariat.dgc1motorvehicles@consilium.europa.eu

Subject: WORKING PARTY ON TECHNICAL HARMONISATION ("Motor Vehicles" and "Motor Vehicles - International")

Date: Friday 11 November 2011, 10:00 am

Venue: Council Secretariat
JUSTUS-LIPSIUS BUILDING
Rue de la Loi, 175 - 1048 - BRUSSELS

1. Approval of the agenda

"Motor Vehicles - International" WP

2. Examination of the agenda of the 155th session of the World Forum for Harmonization of Vehicle Regulations (ECE/TRANS/WP29/1092) to be held on 15-18 November 2011

doc. <http://www.unece.org/fileadmin/DAM/trans/doc/2011/wp29/ECE-TRANS-WP29-1092e.pdf>

"Motor Vehicles" WP

3. Proposal for a Regulation (EU) N° .../.. of the European Parliament and of the Council on the approval and market surveillance of two- or three-wheel vehicles and quadricycles.
= *Continuation of the examination of the proposal*

doc. 15728/11 ENT 219 ENV 786 CODEC 1728
14622/10 ENT 133 ENV 652 CODEC 982

4. Any other business
-

NB: To reduce costs, only documents produced in the week preceding the meeting will be available in the meeting room.



**COUNCIL OF
THE EUROPEAN UNION**

Brussels, 6 December 2011

GENERAL SECRETARIAT

CM 5776/11

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COMMUNICATION

NOTICE OF MEETING AND PROVISIONAL AGENDA

Contact: Corinne DREYFUS POLITRONACCI - Dimitrios MANTZEVELAKIS - Triin MOLSON

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Dimitrios.Mantzevelakis@consilium.europa.eu
Triin.Molson@consilium.europa.eu
secretariat.dgc1motorvehicles@consilium.europa.eu

Subject: WORKING PARTY ON TECHNICAL HARMONISATION ("Motor Vehicles" and "Motor Vehicles - International")

Date: Tuesday 13 December 2011, 10:00 am

Venue: Council Secretariat
JUSTUS-LIPSIUS BUILDING
Rue de la Loi, 175 - 1048 - BRUSSELS

1. Approval of the agenda
2. Commission Regulation (EU) No .../.. of XXX amending Regulation (EU) No 19/2011 as regards type-approval requirements for the manufacturer's statutory plate of motor vehicles and their trailers
- *Examination in view to oppose / not to oppose*

doc. 18116/11 ENT 272 ENV 927 MI 643

3. Proposal for a Regulation (EU) N° .../.. of the European Parliament and of the Council on the approval and market surveillance of two- or three-wheel vehicles and quadricycles.

- *Examination of European Parliament's Internal Market and Consumer Protection (IMCO) Committee amendments voted on 5 December 2011*

- *Continuation of the examination of the proposal, in particular:*

- Articles 2 and 4

- Annex I

- Chapter II - General Obligations

- Chapter XII - Making available on the market, registration or entry into service

- Chapter XIII - Safeguard clauses

- Chapter XVII - Designation and notification of technical services

doc. 18119/11 ENT 273 ENV 928 CODEC 2311 (to follow)

14622/10 ENT 133 ENV 652 CODEC 982

4. (poss.) Proposal for a Regulation (EU) N° .../.. of the European Parliament and of the Council on the approval of agricultural or forestry vehicles

Examination of European Parliament's Internal Market and Consumer Protection (IMCO) Committee amendments voted on 5 December 2011

doc. 16030/11 MI 524 CODEC 1809 ENT 230 ENV 817 AGRI 732

12604/10 MI 265 CODEC 728 ENT 97 ENV 516 AGRI 278

5. Any other business
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**COUNCIL OF
THE EUROPEAN UNION**

Brussels, 13 December 2011

GENERAL SECRETARIAT

CM 5897/11

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COMMUNICATION

NOTICE OF MEETING AND PROVISIONAL AGENDA

Contact: Corinne DREYFUS POLITRONACCI - Dimitrios MANTZLEVELAKIS - Triin MOLSON
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Dimitrios.Mantzevelakis@consilium.europa.eu
Triin.Molson@consilium.europa.eu
secretariat.dgclmotorvehicles@consilium.europa.eu

Subject: WORKING PARTY ON TECHNICAL HARMONISATION ("Motor Vehicles")
Date: Monday 19 December 2011, **9.30** am (**morning only**) (Attachés)
Venue: Council Secretariat
JUSTUS-LIPSIUS BUILDING
Rue de la Loi, 175 - 1048 - BRUSSELS

1. Approval of the agenda
2. Proposal for a Regulation (EU) N° .../.. of the European Parliament and of the Council on the approval and market surveillance of two- or three-wheel vehicles and quadricycles.
- *Examination of European Parliament's Internal Market and Consumer Protection (IMCO) Committee amendments voted on 5 December 2011*

doc. 15728/11 ENT 219 ENV 786 CODEC 1728
14622/10 ENT 133 ENV 652 CODEC 982

3. Any other business

NB: To reduce costs, only documents produced in the week preceding the meeting will be available in the meeting room.



**COUNCIL OF
THE EUROPEAN UNION**

Brussels, 13 December 2011

GENERAL SECRETARIAT

CM 5898/11

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COMMUNICATION

NOTICE OF MEETING AND PROVISIONAL AGENDA

Contact: Corinne DREYFUS POLITRONACCI - Dimitrios MANTZEVELAKIS - Triin MOLSON
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Triin.Molson@consilium.europa.eu
secretariat.dgc1motorvehicles@consilium.europa.eu

Subject: WORKING PARTY ON TECHNICAL HARMONISATION ("Motor Vehicles")
Date: Tuesday 20 December 2011, 10:00 am
Venue: Council Secretariat
JUSTUS-LIPSIUS BUILDING
Rue de la Loi, 175 - 1048 - BRUSSELS

1. Approval of the agenda
2. COMMISSION IMPLEMENTING REGULATION (EU) No .../.of XXX implementing Regulation (EC) No 661/2009 of the European Parliament and of the Council with respect to type-approval requirements for certain categories of motor vehicles with regard to advanced emergency braking systems

- Examination in view to oppose / not to oppose

doc. 18406/11 ENT 280 MI 658

3. COMMISSION IMPLEMENTING REGULATION (EU) No .../..of XXX implementing Regulation (EC) No 661/2009 of the European Parliament and of the Council as regards type-approval requirements for the installation of lane departure warning systems in motor vehicles

- Examination in view to oppose / not to oppose

doc. 18606/11 ENT 289 MI 671

4. Proposal for a Regulation (EU) N° .../.. of the European Parliament and of the Council on the approval of agricultural or forestry vehicles

Examination of European Parliament's Internal Market and Consumer Protection (IMCO) Committee amendments voted on 5 December 2011

doc. 16030/11 MI 524 CODEC 1809 ENT 230 ENV 817 AGRI 732
12604/10 MI 265 CODEC 728 ENT 97 ENV 516 AGRI 278

5. Proposal for a Regulation (EU) N° .../.. of the European Parliament and of the Council on the approval and market surveillance of two- or three-wheel vehicles and quadricycles.

- Continuation of the examination of European Parliament's Internal Market and Consumer Protection (IMCO) Committee amendments voted on 5 December 2011
- Continuation of the examination of the proposal

doc. 15728/11 ENT 219 ENV 786 CODEC 1728
14622/10 ENT 133 ENV 652 CODEC 982

6. Any other business

NB: To reduce costs, only documents produced in the week preceding the meeting will be available in the meeting room.



Committee on the Internal Market and Consumer Protection

ORDER OF BUSINESS

(The allocated time slots are indicative only)

This meeting will be webstreamed:

<http://www.europarl.europa.eu/activities/committees/homeCom.do?language=EN&body=IMCO>

VERSION 1.1

Item No.	Official Responsible	Item	Draft Schedule
Monday, 21 November 2011 - Afternoon Session - PHS 3C050			
1.	J. Dunne	Coordinators <i>(IN CAMERA)</i>	15.00 - 16.30
2.	J. Dunne	Adoption of draft agenda	16.30 - 17.45
3.	J. Dunne	Announcements by the Chair	
4.	J. Dunne	Adoption of minutes -30-31 August 2011 -26 September 2011 -5-6 October 2011 -10-11 October 2011 -17 October 2011	
5.	J. Dunne C. Yeraris	Commissioner Michel Barnier (<i>Internal Market and Services</i>) <i>Exchange of views in context of structured dialogue on the Commission Work Programme 2011-2012</i>	
6.	J. Tymowski B. Ballester	MANDERS: Permitted uses of orphan works <i>Consideration of Amendments (82)</i> <i>Vote in Committee on Draft Opinion (COD)</i>	17.45 - 18.30
7.	M. Desomer	FOX: Annual Report on EU Competition Policy <i>Consideration of Amendments (38)</i> <i>Vote in Committee on Draft Opinion (INI)</i>	

Tuesday, 22 November 2011 - Morning Session - PHS 3C050

8.	V. Rozière T. Kungla	BIELAN: Administrative cooperation through the Internal Market Information System ('the IMI Regulation') <i>Presentation by the Commission of the Impact Assessment (COD Report)</i>	09.00 - 09.30
9.	K.Gjølbo	PARVANOV: Functioning and application of established rights of people travelling by air <i>Consideration of Draft Opinion (INI)</i>	09.30 - 10.00
10	C. Yeraris S. Vanhoucke	VAN DE CAMP: Approval and market surveillance of two- or three-wheel vehicles and quadricycles <i>No. of Amendments (208)</i> <i>Vote in Committee on Draft Report (COD)</i>	10.00 - 12.30
11	J. Varnaite	SALVINI: Modernisation of customs <i>Consideration of Amendments (110)</i> <i>Vote in Committee on Draft Report (INI)</i>	
12	J. Tymowski B. Ballester	LECHNER: Credit agreements relating to residential property <i>Consideration of Amendments (197)</i> <i>Vote in Committee on Draft Opinion (COD)</i>	
13	J. Varnaite	BIELAN: Entrusting the Office for Harmonisation in the Internal Market (Trade Marks and Designs) with certain tasks related to the protection of intellectual property rights <i>Consideration of Amendments (32)</i> <i>Vote in Committee on Draft Opinion (COD)</i>	
14	K. Gjølbo A. Venckute	LØKKEGAARD: EU and China: Unbalanced Trade? <i>Consideration of Amendments (44)</i> <i>Vote in Committee on Draft Opinion (INI)</i>	
15	V. Rozière J. Apap	PITTELLA: A competitive digital single market - eGovernment as a spearhead <i>Consideration of Amendments (31)</i> <i>Vote in Committee on Draft Opinion (INI)</i>	

Tuesday, 22 November 2011 - Afternoon Session - PHS 3C050

16	J. Varnaite B. Ballester	CREUTZMANN: Customs enforcement of intellectual property rights <i>Hearing</i>	15.00 - 18.30
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Wednesday, 23 November 2011 - Morning Session - PHS 3C050

17	C. Yeraris	COMI: European Standardisation <i>Hearing</i>	09.00 - 12.30
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Wednesday, 23 November 2011 - Afternoon Session - PHS 3C050

18	C. Yeraris S. Vanhoucke	PANZERI: Approval of agricultural or forestry vehicles <i>Consideration of Amendments (132)(COD Report)</i>	15.00 - 15.30
19	B. Ballester	GEBHARDT: Access to a basic payment account <i>Exchange of views (LEG INI Report)</i>	15.30 - 16.10
20	J. Apap	GRECH: EU citizenship Report 2010 - Dismantling the obstacles to EU citizens' rights <i>Consideration of Draft Opinion (INI)</i>	16.10 - 16.40
21	B. Ballester V. Rozière	IRIGOYEN PÉREZ: A strategy for strengthening the rights of vulnerable consumers <i>Exchange of views (INI Report)</i>	16.40 - 17.20
22	J. Tymowski	LECHNER: The implementation of the Consumer Credit Directive 2008/48/EC <i>Exchange of views (INI IMPL Report)</i>	17.20 - 18.00
23	K. Gjølbø	Update by the European Commission on the EU-US negotiations in the area of consumer product safety <i>IN CAMERA</i>	18.00 - 18.30
24	J. Dunne	Any other Business	
25	J. Dunne	Date and place of next meeting	

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IMCO(2011)1205_1

DRAFT AGENDA

Meeting

Monday 5 December 2011, 15.00 – 18.30

Brussels

Room: József Antall (2Q2)

5 December 2011, 15.00 – 15.30

1. **Adoption of agenda**
2. **Chair's announcements**
3. **Administrative cooperation through the Internal Market Information System ('the IMI Regulation')**
IMCO/7/06722
***I 2011/0226(COD) COM(2011)0522 – C7-0225/2011
Rapporteur: Adam Bielan (ECR)
Responsible: IMCO –
Opinions: LIBE – Decision: no opinion
 - Exchange of views
 - Deadline for tabling amendments: **31 January 2012, 12.00**

* * *

5 December 2011, 15.30 – 16.40

*** *Voting time* ***

4. **Approval of agricultural or forestry vehicles**

IMCO/7/03571

***I 2010/0212(COD) COM(2010)0395 – C7-0204/2010

Rapporteur: Pier Antonio Panzeri (S&D)

PR – PE464.774v01-00

AM – PE475.768v01-00

Responsible: IMCO –

Opinions: ITRE – Decision: no opinion

- Adoption of draft report
- Deadline for tabling amendments: **25 October 2011, 12.00**

5. **Approval and market surveillance of two- or three-wheel vehicles and quadricycles**

IMCO/7/04190

***I 2010/0271(COD) COM(2010)0542 – C7-0317/2010

Rapporteur: Wim van de Camp (PPE)

PR – PE464.815v01-00

AM – PE467.203v03-00

DT – PE458.653v01-00

Responsible: IMCO –

Opinions: ENVI – Decision: no opinion

ITRE – Decision: no opinion

TRAN – Roberts Zile (ECR)

AD – PE458.815v02-00

AM – PE462.589v01-00

- Adoption of draft report
- Deadline for tabling amendments: **20 June 2011, 12.00**

6. **Permitted uses of orphan works**

IMCO/7/06118

***I 2011/0136(COD) COM(2011)0289 – C7-0138/2011

Rapporteur Toine Manders (ALDE)

PA – PE473.720v01-00

for the

AM – PE475.793v01-00

opinion:

Responsible: JURI – Lidia Joanna Geringer de

PR – PE472.338v01-00

Oedenberg

AM – PE475.839v01-00

(S&D)

Opinions: ITRE – Decision: no opinion

IMCO –

CULT – Sabine Verheyen (PPE)

AD – PE472.125v02-00

AM – PE472.126v01-00

- Consideration of amendments
- Adoption of draft opinion
- Deadline for tabling amendments: **26 October 2011, 15.00**

*** End of vote ***

* * *

5 December 2011, 16.40 – 16.55

7. **2010 discharge: EU general budget, Section III, Commission**

IMCO/7/06946

2011/2201(DEC) COM(2011)0473[01] – C7-0256/2011

Rapporteur Cristian Silviu Buşoi (ALDE)

for the

opinion:

Responsible: CONT – Christofer Fjellner (PPE)

LT – PE472.391v01-00

LT – PE472.392v01-00

LT – PE472.390v01-00

Opinions: AFET – Annemie Neyts-Uyttebroeck
(ALDE)

DEVE – Thijs Berman (S&D)

INTA – Christofer Fjellner (PPE)

BUDG – Decision: no opinion

ECON – Decision: no opinion

EMPL – Csaba Óry (PPE)

ENVI – Jutta Haug (S&D)

PA – PE476.049v01-00

ITRE – Decision: no opinion

IMCO –

TRAN – Inés Ayala Sender (S&D)

PA – PE476.064v01-00

REGI – Tamás Deutsch (PPE)

AGRI – Decision: no opinion

PECH – Guido Milana (S&D)

CULT – Morten Løkkegaard (ALDE)

JURI –

LIBE – Wim van de Camp (PPE)

AFCO – Decision: no opinion

FEMM –

PA – PE476.138v01-00

PETI – Decision: no opinion

- Exchange of views
- Deadline for tabling amendments: **18 January 2012, 12.00**

* * *

5 December 2011, 16.55 – 17.10

8. **Multiannual financial framework for the years 2014-2020**

IMCO/7/06459

2011/0177(APP) COM(2011)0398

Rapporteur Cristian Silviu Buşoi (ALDE)
for the
opinion:
Responsible: BUDG – Reimer Böge (PPE)
Ivailo Kalfin (S&D)

Opinions: AFET –
DEVE – Anna Záborská (PPE)
INTA – Syed Kamall (ECR)
CONT – Jan Mulder (ALDE)
ECON – Decision: no opinion
EMPL –
ENVI – Marisa Matias (GUE/NGL)
ITRE – Edit Herczog (S&D)
IMCO –
TRAN – Brian Simpson (S&D)
REGI – Andrey Kovatchev (PPE)
AGRI – Lorenzo Fontana (EFD)
PECH – João Ferreira (GUE/NGL)
CULT –
JURI – Dagmar Roth-Behrendt (S&D)
LIBE – Monika Hohlmeier (PPE)
AFCO – Decision: no opinion
FEMM – Ilda Figueiredo (GUE/NGL)

- Exchange of views

* * *

5 December 2011, 17.10 – 17.40

9. A corporate governance framework for European companies

IMCO/7/06681

2011/2181(INI) COM(2011)0164

Rapporteur	Constance Le Grip (PPE)	PA – PE475.892v01-00
for the opinion:		
Responsible:	JURI* – Sebastian Valentin Bodu (PPE)	PR – PE475.797v01-00
Opinions:	ECON* – Ashley Fox (ECR)	PA – PE474.031v01-00 AM – PE475.978v01-00
	EMPL – Ole Christensen (S&D)	PA – PE472.246v01-00 AM – PE473.895v01-00
	ITRE – Lena Kolarska-Bobińska (PPE)	PA – PE475.776v01-00 AM – PE476.102v01-00
	IMCO –	
	FEMM –	

- Consideration of draft opinion
- Deadline for tabling amendments: **8 December 2011, 12.00**

* * *

5 December 2011, 17.40 – 18.30

10. Common Consolidated Corporate Tax Base (CCCTB)

IMCO/7/05679

* 2011/0058(CNS) COM(2011)0121 – C7-0092/2011

Rapporteur Olle Schmidt (ALDE)

PA – PE475.872v01-00

for the
opinion:

Responsible: ECON – Marianne Thyssen (PPE)

PR – PE475.870v01-00

Opinions: IMCO –

- Consideration of draft opinion
- Deadline for tabling amendments: **8 December 2011, 12.00**

* * *

11. Any other business

12. Next meeting(s)

- 20 December 2011 (Brussels)

* * *

**Economic and Social Council**Distr.: General
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Economic Commission for Europe**Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on Passive Safety****Fiftieth session**

Geneva, 6–9 December 2011

Item 1 of the provisional agenda

Adoption of the agenda**Annotated provisional agenda for the fiftieth session^{1,2}**

to be held at the Palais des Nations, Geneva, starting at 2.30 p.m. on Tuesday, 6 December 2011 and concluding at 12.30 p.m. on Friday, 9 December 2011

¹ For reasons of economy, delegates are requested to bring copies of all relevant documents to the session. There will be no documentation available in the conference room. Before the session, documents may be downloaded from the UNECE Transport Division's website (www.unece.org/trans/main/wp29/wp29wgs/wp29grsp/grspage.html). On an exceptional basis, documents may also be obtained by email (grsp@unece.org) or by fax (41 22 91 70 039). During the session, official documents may be obtained from the UNOG Documents Distribution Section (Room C.337, third floor, Palais des Nations). For the translation of the afore-mentioned official documents, delegates can now access the new public Official Document System (ODS) on the following website: <http://documents.un.org/>.

² Delegates are requested to complete the registration form available for download on the UNECE Transport Division's website (www.unece.org/trans/registfr.html). It should be transmitted to the UNECE secretariat no later than one week prior to the session by e-mail (nelly.enonler@unece.org) or by fax (41 22 91 70 039). Upon arrival at the Palais des Nations, delegates should obtain an identification badge at the UNOG Security and Safety Section, located at the Pregny Gate (14, Avenue de la Paix). In case of difficulty, please contact the secretariat by telephone (ext. 71112 or 73570). For a map of the Palais des Nations and other useful information, please go to: www.unece.org/meetings/practical.htm.

I. Provisional agenda*

1. Adoption of the agenda.
2. Global Technical Regulation No. 1 (Door locks and door retention components).
3. Global Technical Regulation No. 7 (Head restraints).
4. Global Technical Regulation No. 9 (Pedestrian safety):
 - (a) Phase 2 of the global technical regulation;
 - (b) Proposal for Amendment 2.
5. Side impact:
 - (a) Draft global technical regulation on Pole Side Impact;
 - (b) Harmonization of side impact dummies.
6. Crash compatibility.
7. Hydrogen and fuel cell vehicles.
8. Regulation No. 11 (Door latches and hinges).
9. Regulation No. 14 (Safety-belt anchorages).
10. Regulation No. 16 (Safety-belts).
11. Regulation No. 17 (Strength of seats).
12. Regulation No. 22 (Protective helmets).
13. Regulation No. 44 (Child restraints systems).
14. Regulation No. 94 (Frontal collision).
15. Regulation No. 100 (Battery electric vehicle safety).
16. Buses and coaches.
17. Draft Regulation on pedestrian safety:
 - (a) Proposal for Supplement 1 to the draft Regulation;
 - (b) Proposal for the 01 series of amendments to the draft Regulation.
18. Draft new Regulation on child restraint systems.
19. Other business:
 - (a) Exchange of information on national and international requirements on passive safety;
 - (b) 1997 Agreement (Inspections)--Development of draft Rule No. 2;
 - (c) Intelligent Transport Systems (ITS).

* Documents in brackets will not be considered at the session. They are on the agenda for reference purpose only.

II. Annotations

1. Adoption of the agenda

In accordance with Chapter III, Rule 7 of the Rules of Procedure (TRANS/WP.29/690 and Amend.1) of the World Forum for Harmonization of Vehicle Regulations (WP.29), the first item on the provisional agenda is the adoption of the agenda.

Documentation

ECE/TRANS/WP.29/GRSP/2011/16

2. Global Technical Regulation No. 1 (Door locks and door retention components)

The Working Party on Passive Safety (GRSP) might wish to resume consideration of this subject on the basis of a consolidated proposal of amendments tabled by the expert from the United States of America.

Documentation

ECE/TRANS/WP.29/GRSP/49, para. 4
ECE/TRANS/WP.29/GRSP/2011/3, ECE/TRANS/WP.29/GRSP/2011/4
(ECE/TRANS/WP.29/AC.3/18)

3. Global Technical Regulation No. 7 (Head restraints)

GRSP will resume consideration on the work progress of the informal group on global technical regulation (gtr) No. 7 Phase 2 and on its gtr proposal, if available.

Documentation

ECE/TRANS/WP.29/GRSP/49, paras. 5 and 6
(ECE/TRANS/WP.29/2011/86) (ECE/TRANS/WP.29/AC.3/25/Rev.1)

4. Global Technical Regulation No. 9 (Pedestrian safety)

(a) Phase 2 of the global technical regulation

GRSP agreed to continue consideration of a revised proposal incorporating the flexible pedestrian legform impactor (Flex-PLI) provisions into Phase 2 of the gtr. Moreover, GRSP will resume consideration on the proposed of terms of references for the informal group and on its work progress.

Documentation:

ECE/TRANS/WP.29/GRSP/49, paras. 7 and 8
ECE/TRANS/WP.29/GRSP/2011/13
(ECE/TRANS/WP.29/AC.3/24) (GRSP-49-15)

(b) Proposal for Amendment 2

GRSP will consider a consolidated proposal of amendments tabled by the expert from the Netherlands, aimed at clarifying test conditions and introducing correction to the text of the gtr, subject to endorsement by WP.29 and the Executive Committee of the 1998 Agreement (AC.3) at their November 2011 sessions.

Documentation

ECE/TRANS/WP.29/GRSP/49, para. 10
ECE/TRANS/WP.29/2011/148
(ECE/TRANS/WP.29/2011/12) (GRSP-49-09, GRSP-49-17 and GRSP-49-18)

5. Side impact

(a) Draft global technical regulation on Pole Side Impact

GRSP will be informed about the work progress to develop a gtr on this subject and on proposed terms of references for the informal group, tabled by the expert from Australia.

Documentation

ECE/TRANS/WP.29/GRSP/49, para. 11
ECE/TRANS/WP.29/2011/87
(ECE/TRANS/WP.29/AC.3/28)

(b) Harmonization of side impact dummies

GRSP might wish to be informed about the ongoing activities of the informal group, mandated by AC.3 to develop this matter under the Chairmanship of the United States of America.

Documentation

ECE/TRANS/WP.29/GRSP/49, para. 12
(ECE/TRANS/WP.29/AC.3/28)

6. Crash compatibility

GRSP may wish to receive further information on this subject, if available.

7. Hydrogen and fuel cell vehicles

GRSP will consider a gtr proposal on hydrogen and fuel cell vehicles prepared by the subgroup on safety (SGS).

Documentation

ECE/TRANS/WP.29/GRSP/49, para. 14
ECE/TRANS/WP.29/GRSP/2011/33
(ECE/TRANS/WP.29/AC.3/17)

8. Regulation No. 11 (Door latches and hinges)

GRSP agreed to resume discussing a proposal tabled by the expert from the International Organization of Motor Vehicle Manufacturers (OICA). GRSP also may wish to discuss a new proposal for aligning the Regulation with the draft amendment to gtr No. 1, prepared by the expert from the European Commission (EC), if available.

Documentation

ECE/TRANS/WP.29/GRSP/49, paras. 15 and 16
ECE/TRANS/WP.29/GRSP/2011/17
(ECE/TRANS/WP.29/GRSP/2010/17) (GRSP-49-10)

9. Regulation No. 14 (Safety-belt anchorages)

GRSP agreed to resume considering a revised proposal of amendments submitted by the informal group on child restraint systems (CRS) to match the provisions of the draft Regulation on CRS.

Documentation

ECE/TRANS/WP.29/GRSP/49, para. 19
ECE/TRANS/WP.29/GRSP/2011/22
(GRSP-49-06)

10. Regulation No. 16 (Safety-belts)

GRSP will resume considering this agenda item on the basis of a revised proposal of amendments submitted by the informal group on CRS to match the provisions of the draft Regulation on CRS.

Documentation

ECE/TRANS/WP.29/GRSP/49, para. 21
ECE/TRANS/WP.29/GRSP/2011/23
(GRSP-49-07)

11. Regulation No. 17 (Strength of seats)

GRSP agreed to resume consideration on this agenda item on the basis of a revised proposal tabled by the expert from Germany concerning provisions of folding seats, if available. GRSP may also wish to resume consideration of the proposals of amendments to the Regulation, pending the outcome of the informal group on gtr No. 7 Phase 2.

Documentation

ECE/TRANS/WP.29/GRSP/49, paras. 24 and 25
ECE/TRANS/WP.29/GRSP/2009/15, ECE/TRANS/WP.29/GRSP/2009/23
(ECE/TRANS/WP.29/GRSP/2011/10)

12. Regulation No. 22 (Protective helmets)

GRSP agreed to resume discussion of this agenda item on the basis of a concrete proposal concerning basic requirements for light-weight protective helmets to be prepared by the expert from the Foundation for the Automobile and Society (FIA Foundation), if available.

Documentation

ECE/TRANS/WP.29/GRSP/49, para. 26

13. Regulation No. 44 (Child restraints systems)

GRSP might wish to resume considering this agenda item about the use of false type approval labels on illegal child restraint systems parts on the basis of new information, if available. GRSP will also consider eight amendment proposals updating the Regulation prepared by the expert from the European Association of Automotive Suppliers (CLEPA).

Documentation

ECE/TRANS/WP.29/GRSP/49, para. 28
ECE/TRANS/WP.29/GRSP/2011/25, ECE/TRANS/WP.29/GRSP/2011/26,
ECE/TRANS/WP.29/GRSP/2011/27, ECE/TRANS/WP.29/GRSP/2011/28,
ECE/TRANS/WP.29/GRSP/2011/29, ECE/TRANS/WP.29/GRSP/2011/30,
ECE/TRANS/WP.29/GRSP/2011/31, ECE/TRANS/WP.29/GRSP/2011/32

14. Regulation No. 94 (Frontal collision)

GRSP agreed to resume consideration on proposals of possible scenarios to amend the Regulation. GRSP will also consider proposed terms of reference for the informal group on frontal collision prepared by its Chair.

Documentation

ECE/TRANS/WP.29/GRSP/49, para. 30
ECE/TRANS/WP.29/GRSP/2011/24
(GRSP-49-36)

15. Regulation No. 100 (Battery electric vehicle safety)

GRSP may wish to consider amendments proposed submitted by the group of interested experts to establish requirements for the Rechargeable Energy Storage System (RESS), if available. Moreover, GRSP may wish to be informed about the work progress of the informal group on Electric Safety (ELSA) on completing post-crash provisions applicable to the draft gr on Hydrogen and Fuel Cells Vehicles.

Documentation

ECE/TRANS/WP.29/GRSP/49, paras. 31–33

16. Buses and coaches

GRSP might wish to continue discussing the restraining of children in buses and coaches on the basis of new information on different initiatives at the national level, if available.

Documentation

ECE/TRANS/WP.29/GRSP/49, para. 36

17. Draft Regulation on pedestrian safety

(a) Proposal for Supplement 1 to the draft Regulation

GRSP will resume consideration on the proposed amendments to the draft Regulation. Moreover, GRSP will resume consideration on the proposed terms of references of the informal group and on its work progress.

Documentation:

ECE/TRANS/WP.29/GRSP/49, paras. 37 and 38
ECE/TRANS/WP.29/GRSP/2011/18, ECE/TRANS/WP.29/GRSP/2011/19,
ECE/TRANS/WP.29/2010/127

(b) Proposal for the 01 series of amendments to the draft Regulation

GRSP agreed to continue consideration of: (i) a basis proposal tabled by the expert from Japan, concerning the incorporation of the flexible pedestrian legform impactor (Flex-PLI) provisions in the draft Regulation, (ii) a proposal introducing technical amendments tabled by the expert from Japan and (iii) a new revised proposal submitted by the informal group, if available.

Documentation

ECE/TRANS/WP.29/GRSP/49, paras. 37 and 38
ECE/TRANS/WP.29/GRSP/2011/14, ECE/TRANS/WP.29/GRSP/2011/20

18. Draft new Regulation on child restraint systems

GRSP will resume discussing a proposed draft Regulation submitted by the informal group on CRS.

Documentation

ECE/TRANS/WP.29/GRSP/49, paras. 39 – 42
ECE/TRANS/WP.29/GRSP/2011/21

19. Other business

(a) Exchange of information on national and international requirements on passive safety

GRSP may wish to exchange information about the ongoing national legislative developments on this subject.

(b) 1997 Agreement (inspections)–Development of draft Rule No. 2

Following the adoption of Rule No. 2 by the Executive Committee of the 1997 Agreement (AC.4) at its June 2011 session, GRSP may resume discussion on this agenda item.

Documentation

ECE/TRANS/WP.29/1091, paras. 117 and 118,
(ECE/TRANS/WP.29/2009/135)

(c) Intelligent Transport Systems (ITS)

Following the decision of WP.29 at its June 2011 session, GRSP may resume discussion on this agenda item.

Documentation

ECE/TRANS/WP.29/2011/1091, paras. 18-20



Brussels, 13 December 2011
D5/MT, PB D(2011)

From: Michael Tsao, Peter Broertjes

To: JEAN Philippe (ENTR), BONVISSUTO Barbara (ENTR), SA CARVALHO
Alexandra (ENTR), ET AL.

Topic: Cooperation between EU TAA and Taiwan on type-approval experience
exchange

Location: RDW, Zoetermeer, The Netherlands

Date: 30 November 2011

Participants: Mr Peter Striekwold (RDW), Mr Peter Lubbers (RDW),
Mr Chin-wei (Michael) Tsao (EC-NEPT), Mr Peter Broertjes (EC).

Summary:

The aim of this mission was for Michael Tsao, National Expert in Professional Training from Taiwan in Unit D/5, to have discussions with members of EU type-approval authorities on the exchange of information concerning topics related to type-approval activities. The choice was made to hold these discussions with RDW, which is also an accredited technical service by Taiwan's authorities.

After short introduction of the EC representatives, the RDW started the introduction. The RDW is an executive agency and under the control of Ministry of Infrastructure and Environment of Netherlands. RDW is responsible for the vehicle type-approval in the Netherlands, and the registration of the vehicles and issuing the driving licenses as well. Since RDW was existed from 1949, it has become one of the most famous type-approval authority and technical service in the world, and provide various kinds of technical supports to the Governments, the manufacturers and the private sectors.

The EC representatives and the RDW experts exchanged their points of view for following items:

1. The possibility and the willingness of Taiwan-EU type-approval expert exchange program:

The aim of the program above, which was raised by the Ministry of Transportation and Communication of Taiwan on the Taiwan-EU automotive working group meeting in 2010, is that for EU approval authorities may accept the experts send by Taiwan to learn the type approval affairs, and Taiwan's approval authority would like to invite EU experts to Taiwan for giving speech of type approval system running experience or relevant safety regulations/issues.

Mr Peter Striekwold, the manager of type approval department of RDW, on behalf of RDW noticed the willingness to assist and help Taiwan experts to learn more about the type-approval affairs, especially in the certification department for the beginning if the Commission has approved the program. RDW suggested Taiwan authorities can provide more detail information and contact person for discussion in advance.

2. Detailed process and time schedule for individual subject certification and Whole Vehicle Type Approval (WVTA) of RDW running experience.

Mr Peter Striekwold and his RDW experts mentioned that most type approval application can be done within two months in RDW. That included the time of required tests done in Lelystad and acquired the WVTA certificate from RDW. In addition, if the applicant has provided all the test reports, RDW can issue the WVTA certificated in one week. RDW also provide the service for emergency cases that can issue WVTA certificate in one day.

3. Detailed special safety type approval regulations/requirements for open top double-decker bus, articulated bus and amphibious vehicles of RDW experience.

The RDW experts mentioned the buses shall comply with the requirement listed in the Directive 2007/46/EC. For the amphibious vehicles, which shall comply with the safety requirements of vehicles and boats, they could apply the individual approval and has some exceptions and alternatives in the Netherlands. Since the amphibious vehicles are more and more popular and widely used in Singapore, USA, Taiwan and Europe, this running experience is valuable and is able to share with Taiwan and other countries in the future.

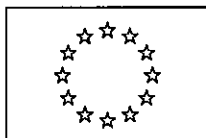
4. The running experience of the alcohol-lock in the Netherlands

The RDW experts introduced the alcohol-lock management experience in Netherlands. Drinking drivers caught by the police either shall be not to drive for one year, or they can choose the decrease program, which they have to equip the alcohol-lock with their cars and drive with that car only. The alcohol-lock system is believed useful to help reduce the number of accidents caused by drink-driving offences in both commercial vehicles and passenger cars. Since the alcohol-lock system already has the ISO standards and is produced by many Europe companies, the RDW is responsible for the type approval process, including the market surveillances, CoP and CoC, and will check the alcohol-lock is installed correctly. Both the Netherlands and Taiwan are facing serious traffic accidents and injuries and death caused by drinking driving, the information is much valuable to the EC Taiwanese NEPT.

Conclusions:

During this mission, the EC Taiwanese NEPT and the RDW experts have had a chance to widely exchange the running experiences of several technical issues on both sides. Therefore, it can be concluded that the mission met its goals.

Michael Tsao, Peter Broertjes



EUROPEAN COMMISSION
ENTERPRISE AND INDUSTRY DIRECTORATE-GENERAL
Industrial Innovation and Mobility Industries
Automotive industry

Brussels, 13 December 2011
D5/PB D(2011)

From: Peter Broertjes

To: JEAN Philippe (ENTR), BONVISSUTO Barbara (ENTR), GIELEN Guido (ENTR), SPOORMANS Thomas (ENTR), DELNEUFCOURT Jean-Paul (ENTR), MARTINEZ Bernardo (ENTR), HERLITZ Florent (ENTR), SA CARVALHO Alexandra (ENTR), TSAO Chin-wei (ENTR), ET AL.

Topic: 50th session GRSP – Working Party on Passive Safety

Location: Palais des Nations, Geneva, Switzerland

Date: 6 – 9 December 2011

Agenda: Document ECE/TRANS/WP.29/GRSP/2011/16 on UNECE website

Participants: OICA, CLEPA, FIA, Consumers International, JAMA, delegates of the Contracting Parties to the 1958 and 1998 Agreements, Mrs Mary Versailles (chairperson), Mr Eduardo Gianotti (secretariat), Mr Chin-wei (Michael) Tsao (EC-NEPT) and the undersigned. (Complete list available through the UN secretariat).

Summary:

Before the adoption of the agenda and meeting minutes, the secretariat provided highlights of recent sessions. WP.29 has agreed to a 6 month extension for the frontal impact group. The mandate for the ELSA group on electric safety is extended to December 2012. An informal working group on phase 2 of the pedestrian protection GTR under the 1998 Agreement has been set up by co-sponsor DE with an OICA secretary. A proposal has been made that the Special Resolution RE3 could be used for dummy design drawing repository, however, USA had indicated that a GTR is deemed necessary for their regulatory purposes. The undersigned would like to mention that the USA is rethinking this position and seems open to this proposal after all. The GTR on electric vehicles has been proposed by USA, Japan and EU, consisting of a safety and environmental group.

The chief of the secretariat Mr Juan Ramos Garcia made a few comments. GRRF and GRE have a temporary secretary, as Mr Antony Lagrange has taken up his new position at EC. The vacancy announcement was in the process of being made available. Mrs Nelly Enloner will retire by the end of January 2012. Mr Frank van West from FIA is also retiring. The secretariat highlighted the issue concerning translation of documents. In addition, the official legal affairs department now demands considerably more time than the previously normal 6 months. This in turn affects the possibility of type-approval of vehicles. A proposal to accept only the English language was not accepted by all CP and the addition of UN staff is not deemed feasible due to budget cuts. The dire situation

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remains for the moment. The legal office has also commented negatively on corrigenda which actually are supposed to be amendments. The chief of the secretariat requested that all CP reflect on the issues highlighted and that they cooperate to achieve a solution in order not to undermine the important work of WP.29.

Mrs Mary Versailles from the USA was unanimously elected as chair of GRSP until December 2012.

It was noted that certain NGOs had received badges identifying them as official delegates. The issue had also been brought to the attention of GRSP during the 48th session by the UK and EC. The chair requested all participants to check that the correct credentials are applied.

All informal working groups were requested to provide comprehensive lists with acronyms which are used by them for the next GRSP session. USA was requested to compile a list of acronyms used with respect to GTR No. 1. EC was requested to compile a list of 1958 Agreement acronyms used and to provide it directly to the chair of GSR before the next session.

Item 18 Draft new Regulation on child restraint systems

The chairman of the informal working group discussed working document ECE/TRANS/WP.29/GRSP/2011/21 rev.1 which was worked on by the informal working group during the previous day and the morning of the start of the GRSP session. The chairman commented that the changes concern only corrections on typographical style errors.

UK commented that despite the enormous effort of the group, CP would need more time to review the changes in the document, despite the urge to push forward. In addition, UK commented that the specifications for the Q-dummies need to be open to the public. The language which was included in the draft regulation suggested that it could be provided to a requestor through the UNECE secretariat, upon explicit request. UK wondered if this would be an acceptable way to proceed, as there is another way being explored in other dummy groups (RE3 repository). The secretariat explained that Humanetics is the exclusive owner of the drawings and the copyrights, until the final decision has been taken by WP.29 to adopt the regulation. UK concluded that the current footnote does not match the explanation provided, but could agree with the explanation given by the secretariat. It was therefore agreed that the brackets would be placed back to the footnote for further deliberation for WP.29. NL commented that it should be checked that the information to be provided by Humanetics is in fact complete. A group of dummy experts should be formed for this purpose. FR agreed with this procedure and commented that a small taskforce could inform WP.29 on the findings and agreements. UK commented that any decision of any taskforce would still have to go through GRSP, and this should be done in May 2012. UK recommended not setting up a taskforce group. NL warned that in such a case GRSP delegates could further delay the process if they claim that they need to review the data provided at GRSP in May 2012, which would block a WP.29 June 2012 vote. USA commented that they are currently developing a CRS regulation and that it is completely different from the current requirements as proposed by this group. DE commented that they did not want to delay the adoption of the document pending these issues. The chairman of the working group stressed that also both working documents

ECE/TRANS/WP.29/GRSP/2011/22 and ECE/TRANS/WP.29/GRSP/2011/23 should be considered along with the draft CRS regulation as a complete package. Informal document GRSP-50-22 contained the latest status of the draft regulation with the revisions as agreed by GRSP.

OICA indicated that there still was an issue with the inclusion of lateral facing CRS, as this creates uncertainty. NL also agreed that it should be removed from the text. It was agreed that the lateral facing CRS would for the time being no longer be included in the relevant tables.

After lengthy discussions and many revisions made over the course of the entire GRSP meeting, the document was finally adopted by GRPS at the end of the 50th meeting.

CI issued a statement concerning the importance of the new draft regulation and extended gratitude to CLEPA, OICA and the chairman of the informal group.

The secretariat indicated that there is a possibility that the UN will provide a leaflet with regard to the new CRS regulation and the success of GRSP due to the combined efforts.

The next meeting of the informal working group is planned for 1 and 2 February 2012 at the European Commission. The first day will be dedicated to checking the design drawings of the Q dummies in great detail.

Item 13 Regulation No. 44 (CRS)

Working document ECE/TRANS/WP.29/GRSP/2011/25 from ES adds a pictogram for rearward facing ISOFIX with top tether. It was accepted and will be transmitted to WP.29 for its June 2012 session.

Document ECE/TRANS/WP.29/GRSP/2011/29 from ES has been withdrawn.

Working document ECE/TRANS/WP.29/GRSP/2011/26 from ES aims to allow universal CRS approval for rearward ISOFIX systems with a top tether. NL could not accept the proposal as it undermines the new draft regulation for universal rearward facing ISOFIX with the new side impact protection requirements. OICA agreed with NL, mainly because the size envelope is not addressed on the vehicle level. FR agreed with the points raised as the solution is already integrated in the new regulation. GRSP rejected the proposal along with connected informal document GRSP-50-15.

Working document ECE/TRANS/WP.29/GRSP/2011/27 from ES aims to ensure that manufacturers have to provide proof rather than only a declaration concerning the flammability and toxicity in the form of a test report. NL supported the proposal, but asked if this should be an accredited test laboratory. DE indicated that there is no specific accreditation for the relevant standards, but that it should not be a general unspecified accreditation. UK expressed concern on the deletion of a date in relation to the relevant EN standard and CLEPA agreed with this point. The chair of GRSP suggested holding the document for further reflection.

Working document ECE/TRANS/WP.29/GRSP/2011/28 from ES introduces specific new requirements for inflatable CRS. CZ could not accept this due to unclear specifications. The undersigned would like to note that CZ has approved an inflatable

CRS. EC highlighted the fact that the current regulation is ambiguous in relation to any influence of pressure requirements and could therefore not accept a proposal which would effectively ban already approved inflatable CRS without any transitional provisions. ES and UK agreed that there is a need to refine the criteria to avoid design restrictions, but focusing on performance criteria, irrespective of the design. Finally, the document was accepted with removal of paragraph 6.2.14, concerning inflatable elements and it will be transmitted to WP.29 for its June 2012 session.

CLEPA introduced informal document GRSP-50-08 with the inflatable CRS produced in and approved by CZ. Britax Römer claimed that in this case the abdomen is loaded during testing according to R44. CZ issued document GRSP-50-21 and stated that the product which it has approved has been tested by an accredited test laboratory and found to be in compliance with R44. CLEPA further introduced informal document GRSP-50-09 showing a test of a adult safety belt guide which has been approved as a Group I/II/III universal CRS under R44 by HU. It was made clear that such devices will lead to submarining and severe abdominal internal injuries (rupture of spleen and liver) of the child in case of an accident. EC commented that the belt guide device in informal document GRSP-50-09 clearly does not comply, however, the inflatable system in informal document GRSP-50-08 seems to be compliant based on test reports provided by both accredited technical services TÜV Süd Czech as well as Dekra. EC called for a clear explanation provided by all parties involved in this issue.

TÜV Rheinland Germany (also one of the DE representatives) explained that the belt guide was approved through TÜV Rheinland Hungary, which is not endorsed by the mother organisation based in Germany. UTAC stated that both products have been presented for testing and that neither would be able to fulfil R44 in their opinion. He commented that it is clear that HU made a mistake and that this has to be resolved. The DE representative also commented that the inflatable restraint system should not have been approved based on a lack of structural integrity. EC commented that this again is a matter of interpretation and this should be carefully assessed. FR issued a verbal warning that all participants of the GRSP meeting and its chair person could all be prosecuted based on the documented discussions in the group, in case of a related death of a child; if such dangerous approvals are not withdrawn immediately. CI commented that these types of products are dangerous and that they mislead citizens in the EU in general. EC requested information on the RAPEX notification status on the adult belt guide, as this has been requested during a former meeting. The representative from TÜV indicated that he would try to find out the status on the RAPEX notification. SE called for suitable actions on the dangerous products.

USA commented that NHTSA will investigate on the claims that the inflatable device meets the FMVSS213 CRS standards, as tested by independent laboratory MGA in the USA.

NL commented on the fact that R44 needs to be clarified. The requirement that there shall be positive guidance for the lap portion of the adult belt has to be reworded. This is also the case for what is meant with inflatable elements

Chair stated that the correct procedure would be that CP prohibit the approved device and that the issuing country will be asked to withdraw the approval. Any relative statement of non-conformity issued by GRSP will just be documented in the minutes. She also

commented on the conflicting information which is provided by several test reports with regard to the inflatable CRS. The secretariat stated that article 4 of the agreement could be applicable as it concerns approved vehicles and components which do not conform with the approved type. EC wondered if this would in fact be applicable, as the products on the market actually conform to the approved type, but at least one approval was issued on the wrong grounds. OICA commented that the EC's point of view was correct and that instead document ECE/TRANS/WP.29/1059 – Resolving interpretation issues and requirements for the Technical Services in the framework of the 1958 – has been issued to address such matters, with full details on the procedures to be applied. Chair commented that according to this agreement, the issuing CP should have been consulted in a first step. In a later stage, if the differences could not be reconciled, arbitration could be requested. At a final stage, the matter could be brought to the attention of GRSP who can at that time consider an amendment of the regulation to address the issue. It was therefore concluded that GRSP should not have been requested to intervene at this stage. Indeed, after getting the details from the national type-approval authority, HU confirmed that it tried to withdraw the approval, but the applicant challenged this as the correct procedure had not been followed. A withdrawal was never formally requested by another CP. As a consequence, the withdrawal has not taken place. DE commented that they will start this procedure GRSP-50-09 (belt guide device) and formally request the withdrawal of the approval. DE indicated that it also planned to amend R44 to ensure that it is no longer possible to approve systems which are inflatable. FR indicated also launching the procedure to request the withdrawal of the approval in relation to GRSP-50-09. UK noted that it needs more detailed information with regard to any condemnation of a specific product. EC intervened again that an adaptation of R44, to effectively ban the use of inflatable CRS, must have transitional provisions as the requirements for already approved components are changing considerably.

Chair concluded that the topic will be further discussed during the next session and a status update should be provided.

Working document ECE/TRANS/WP.29/GRSP/2011/30 as clarified by informal document GRSP-50-16 from ES aims to introduce requirements to ensure that children in CRS cannot release the ISOFIX locking mechanism easily themselves. JPN questioned how the force measuring for compliance should be carried out and FR commented agreeing with the principle, but needing more time to study the refined proposal. It was agreed that the documents would be resubmitted to GRSP for the May 2012 session in consolidated form with the comment from JPN taken on board.

Working document ECE/TRANS/WP.29/GRSP/2011/31 from ES introduces clarifications on conformity of production assessments. The document was accepted and will be transmitted to WP.29 for its June 2012 session.

Working document ECE/TRANS/WP.29/GRSP/2011/32, with a small linguistic correction, from ES introduces clarifications with respect to active frontal airbags, rather than the simple term airbag. The text is in line with that of the draft new regulation. The document was accepted and will be transmitted to WP.29 for its June 2012 session.

CLEPA introduced informal document GRSP-50-14 with the revised airbag warning label without text which needs to be translated. It was suggested that no transitional provisions are necessary. Chair suggested that it may be taken on board as a working

document immediately, as the label is well known in GRSP. NL and UK indicate that it would be favourable to combine all the proposals in one single document. The secretariat explained that the combination of proposals would be Amendment 5 to the 04 series of amendments. After some reflection, it was agreed that GRSP will issue the package of proposals to the June 2012 session of WP.29.

NL introduced informal document GRSP-50-33 which aims to introduce a clearer specification to prevent submarining in paragraph 6.2.2. of R44. UK commented about the objectiveness of the criteria and the chair requested to cooperate with NL and to discuss the proposal as a working document during the May 2012 session of GRSP.

FR and DE jointly introduced informal document GRSP-50-34 in which they identify the way forward with regard to the request to withdraw the approval which was issued by HU for the belt guide as a category I/II/III universal CRS. A category I CRS always has to have an integral belt system for the baby, alternatively, an impact shield may be present. The approved product does not have either and can therefore never be approved as a category I type CRS. DE requested that discussion about and agreement with the document would be mentioned in the meeting minutes. UK noted that it agreed in principle with the technical content of the informal document, but also that it would like to request clear guidance how to deal with clearly expressed criticism and requests of withdrawal of approvals in relation to type-approved products by specific CP.

Item 3 Global technical regulation No. 7 (Head restraints)

The chairman of the informal working group provided an overview of the achievements made. The aim is still to provide a working document for the December 2012 session of GRSP and there will be two streams of work, namely, one based on the assumption that BioRID will indeed be used for the regulatory process and the drafting of the GTR. In parallel, the continued investigations and research on the BioRID should address the observed and outstanding issues in relation to repeatability and reproducibility of tests with BioRID as well as the establishment of appropriate injury criteria. The chairman also noted on the work done by the task group, lead by NL, with regard to the measuring procedure of the effective height of head restraints and that the proposal will be integrated. The chairman indicated that the height of the head restraint should not be discussed in the informal working group, but only at the level of GRSP. The issue with a depository for dummy design drawings was briefly discussed and the chair of GRSP concluded that the issue should be taken on board not only by this informal working group, but also that of the CRS group and others which work on the development of dummies.

UK presented informal documents GRSP-50-26 and GRSP-50-27 with proposals for a protocol to manage drawings, calibration and maintenance procedures associated with test tools (i.e. concerning the dummy repository system) as has been discussed extensively, also on the level of WP.29. The system aims to control the build level specifications, as there are many varying 'identical' dummies found in the field. In addition, it addresses the issue with the monopoly of the only remaining dummy manufacturer Humanetics. The proposal includes a two level approach, the first which links the design version of a certain dummy to a certain regulation, which would be the first fallback document for end users, and which is incorporated in special resolution RE3. The second level would comprise of all the detailed drawings, user manuals, etc. in an

addendum. The UK proposes that this addendum, which will comprise of at least 300 pages, should not have to be translated and suggested to seek the opinion of WP.29 on this proposal. The document should be tabled in a first round during the WP.29 March 2012 session. The assumed merits of the system were discussed at length and the UK will seek full approval of WP.29 at the June 2012 session. DE noted that it is unsure about the status and perhaps concept of the document. Comments were requested to be submitted before February 2012. The EC discussed the matter with USA in the margin of the meeting and they now clearly seem willing to accept this proposal, contrary to their earlier position.

JPN provided document ECE/TRANS/WP.29/2011/86 with a status update for WP.29 which is still in draft status at the moment, but intended to be sent to WP.29 after final revisions foreseen in the coming weeks.

Item 15 Regulation No. 100 (Battery electric vehicle safety)

The chairman of the REESS group (with the revised name) provided a status update of the work carried out so far. He explained that there have been extensive discussions on the need for an entirely new regulation or integration into another existing regulation, mainly due to the accession issues of the EU. The new rules for REESS may be extended to the L-category, but this is not yet the case. The chairman asked USA for more information on the recent issues seen with the Chevrolet Volt and the batteries which are catching fire. JPN is interested if the somewhat limited scope of certain batteries can be broadened to include current battery technology used in JPN. The chairman did not foresee any issues related to this request and indicated this would be considered. FR asked if the scope of vehicle categories could be extended to the N-category as well.

The USA provided a detailed explanation on the ongoing investigation concerning the fires which have been observed post-crash with the Chevrolet Volt. The fires are likely to be caused by coolant liquid of the battery which is leaking into the battery's electronic management system's circuitry some days (or even weeks) after a severe crash. More information will be provided when it becomes available, but the issue is being addressed by the manufacturer of the vehicle.

NL presented document GRSP-50-07 with the proposal to include L-category vehicles into R100, in line with the new L-category EU proposal. EC supported this proposal in principle, as it seems to be almost fully based on RVFSR, but that a further study of the proposal was requested. The undersigned would like to mention that only systems with 60 Volt or over are addressed, whereas the majority of L-cats are below this value (also to be taken into consideration for the RVFSR). DE supported the document as it would provide handholds for national approval. JPN could also support the proposal. FR also supported the proposal, but stated that it should be integrated in the work of the relevant working groups. USA commented that it would be interested in a dialogue on specific requirements that might not be entirely appropriate for testing purposes. Chair requested all parties to cooperate on a working document for the next session, given the broad overall support of the NL proposal.

USA presented the agreement between EU, JPN and USA on electrical safety and its specifics. Interested parties are requested to approach USA to indicate interest in participation, but alternatively, the first announcement can simply be sent to the whole

group. It was agreed that interested parties will contact the USA. OICA stated being willing to volunteer a person for the tasks of secretariat. EC voiced the appreciation of OICA's offer, as this would provide a good balance in the group with appropriate levels of experience and relevant knowledge.

The collective amendments to several regulations with regard to electrical safety GRSP-50-12 and GRSP-50-13 were not discussed due to a lack of time, but it was agreed that these documents will be put on the agenda of the next session of GRSP as working documents.

Item 7 Hydrogen and fuel cell vehicles

The secretary of the working group presented the draft GTR on hydrogen safety working document ECE/TRANS/WP.29/GRSP/2011/33 with the changes as indicated in informal document GRSP-50-19. OICA requested a small refinement in the weight limitation in the scope of the GTR. The term of blended hydrogen, introduced upon the request of EC, was discussed, but it was not entirely clear if a definition should be provided or not. CAN requested that tanks made from glass fibre only would be addressed, either with more stringent requirements or removal of the scope. DE and EC could accept a request from CAN to exclude glass fibre from the scope, rather than a statement that CP could increase the requirements for the burst pressure ratio. NL and UK stated that they would favour a harmonised approach. The topic of an automatic tank shut-off valve was discussed and it was observed by UK that there appropriate validation specifications were not included in the GTR. There was general agreement on this point and EC indicated that with regard to the electrical shut-off, which is also incorporated in the GTR, EC had proposed a deceleration value of 20g and that therefore this issue should be further explored. An issue was raised by CAN in connection to additional pressure relief devices (B.5.2.1.3.1.(c)) and the specific requirements. It was questioned if such additional pressure relief devices should be permitted at all. As there was no consensus on such prohibition, it was agreed to put the relevant section between brackets to discuss it on a working group level. Given the number of topics which should be further reviewed prior to the next GRSP session, it was agreed that the HFCV-SGS would organise another meeting to discuss the input provided by GRSP. Chair concluded that the document would be further discussed during the next session of GRSP. Chair requested delegates to provide any comments before the deadline also as formal documents. Secretariat suggested that the current status will be published as an informal document to fully replace the original working document. Chair noted that WP.29 will be requested to further extend the mandate for the working group during its March 2012 session.

Item 4 Global technical regulation No. 9 (Pedestrian safety)

The chairman of the informal group of GTR9 phase 2 (DE delegate) presented document GRSP-50-30 with a status update. The informal working group has been set up in order to address the reservations expressed by several CPs in relation to the introduction of the FlexPLI as proposed by JPN at the time. It was requested that the working group will address the reservations which have been expressed in the last several meetings of GRSP. The group has already drafted the ToR and it was decided that DE would chair this group. Co-sponsor is JPN and the secretary is provided by OICA. There is also a technical task force group for the finalisation of the certification corridors and JPN is chairing that group. The main objective of the group is to amend GTR9 to introduce the flexible

legform impactor (FlexPLI) in the GTR, but the group will also focus on amending the draft UNECE pedestrian protection regulation and on addressing issues related to the legform test in general (including the EC request to stop the circumvention of legform testing by vehicle manufacturers who add special design features below the bumper which lead to an inappropriate narrowing of the testing area). GRSP delegates were requested to provide accident analysis with regard to pedestrian accidents and lower leg injuries.

A number of meetings have been planned at this stage. The second meeting of the working group will be held on 28 and 29 March 2012 in Japan (Tokyo or Osaka), 29 and 30 May 2012 in Paris, one further meeting in the USA, it is planned to submit a formal proposal for the May 2013 session of GRSP for deliberation of WP.29 at the November session of that year.

NL presented documents ECE/TRANS/WP.29/2011/148 and GRSP-50-32 which are consolidated versions of a number of pedestrian protection GTR9 related proposals (mostly from OICA) which contain far reaching amendments and which are not all justified. The vehicle manufacturers seem to be stuck with the idea how testing has been done in the past, based on numerous ACEA interpretations on selection of testing points, whereas many of the issues are not fully in line with the regulatory text. Rather than to blindly morph the existing GTR into a collection of rules as envisioned by ACEA/OICA, EC requested to state in the meeting minutes of this session that it could, at this time, not agree with the justifications as provided in points 5, 6 and 7. The EC agreed with the justification as provided in point 8 and indicated needing more time to review the justifications and aim in relation to points 10 and 12. In the margin of the meeting, delegates from the UK, KOR and USA expressed their agreement on the position of the EC. It was agreed between EC, OICA, NL and other stakeholders that a special workshop will be organised in January 2011 at TÜV Rheinland to discuss and demonstrate the practical issues, in order to provide for a sound justification for any changes if appropriate, and to avoid the need for any interpretations.

Item 17 Draft Regulation on Pedestrian Safety

This item was not discussed due to the outcome of item 4.

Item 2 Global technical regulation No. 1 (Door locks and door retention components)

The USA has tabled some proposals for the update of GTR1 a long time ago. In the mean time some other proposals were made which lead to a new proposal ECE/TRANS/WP.29/GRSP/2011/3. USA had at one point requested the EC to at the same time align R11 with the proposals as incorporated in GTR1, which has not yet been done. OICA suggested that the GTR1 work should be finalised independently from the EC work so that once it is adopted, the GTR1 can be transposed into R11, rather than waiting for the combination of measures. Chair suggested that ECE/TRANS/WP.29/GRSP/2011/3 could be adopted, as it has been discussed at length. EC, NL and FR agreed with this approach. The document is adopted by GRSP along with the progress report ECE/TRANS/WP.29/GRSP/2011/4 and will be transmitted to WP.29 for its June 2012 session.

Item 8 Regulation No. 11 (Door latches and hinges)

OICA presented reworked working document ECE/TRANS/WP.29/GRSP/2011/17 which was fully supported as a supplement 3 to the 03 series of R11 and will be transmitted to WP.29 for its June 2012 session.

Item 5 Side impact

AUS presented informal document GRSP-50-20 with the second progress report of the working group on pole side impact (PSI). The next meeting is scheduled for 22 and 23 March 2012 hosted by the UK in London. AUS will supplement cost/benefit data with relevant information from EEVC and NHTSA. It was requested that GRSP accepts revised ToR which would now foresee a two step approach so that the different WorldSID 5F and 50M dummies could be introduced in phases, as the 5F dummy is not yet ready. The report was accepted without any further discussion.

The chair of the WorldSID working group (also chair of GRSP) provided a status report on the work done and the open items. EU horizontal environmental regulations required some changes of materials used in the construction of the dummy without changing the testing and assessment properties and this issue has been addressed. Further evaluation work of the 50M is well on its way, but the work on the 5F has been falling behind. To solve this problem, a technical subgroup has been set up under the informal working group which will meet more frequently. The UK inquired if the observed unintentional load path through the dummy's shoulder had been resolved, but it was confirmed that this issue is still under investigation. The next working group meeting is scheduled on 21 March 2012 to be held in London in conjunction with the GTR7 and PSI meetings.

A related informal document GRSP-50-04-Rev.1 from NL was discussed under item 14 below.

Item 6 Crash compatibility

This item was not discussed.

Item 11 Regulation No. 17 (Strength of seats)

Working documents ECE/TRANS/WP.29/GRSP/2009/15 and ECE/TRANS/WP.29/GRSP/2009/24 are being held to wait for the outcome of GTR7. Working document ECE/TRANS/WP.29/GRSP/2011/10 submitted by DE would be re-discussed at this session, but DE asked to again defer it to the next meeting. JPN informal document GRSP-50-11 addresses this document and was therefore also not discussed.

Item 10 Regulation No. 16 (Safety-belts)

Working document ECE/TRANS/WP.29/GRSP/2011/23 for i-Size was adopted along with the new draft CRS regulation. It will be submitted to WP.29 for consideration as a package during the June 2012 session.

Informal document GRSP-50-02 was presented by NL and aims to solve interpretation issues with regard to the sliding forward of front seats in order to accommodate a large CRS in the rear. The definitions have been aligned with those in Annex II of Regulation (EU) 678/2011 amending Framework Directive 2007/46/EC. If the passenger front seat needs to be slid forward more than when occupied by a 5th percentile adult female, that

position shall be declared as not being suitable to be occupied at all. OICA commented that testing with a 5th percentile dummy, perhaps virtually, should be better defined. It was agreed that OICA would cooperate with NL to prepare the document as a working document for the next session.

Item 9 Regulation No. 14 (Safety-belt anchorages)

Working document ECE/TRANS/WP.29/GRSP/2011/22 for i-Size was adopted along with the new draft CRS regulation. It will be submitted to WP.29 for consideration as a package during the June 2012 session.

Informal document GRSP-50-05 was introduced by DE as a being a small corrigendum to R14, correcting the use of the term H-point into R-point. It was noted by a number of stakeholders that more than one H-point could be involved on adjustable seats, versus one single R-point. NL volunteered to provide some relevant background information. It was agreed that this issue should be further investigated and can be discussed during the next session.

Item 14 Regulation No. 94 (Frontal collision)

The chairman of the working group provided a status update of the achievement by the informal working group by means of informal document GRSP-50-01. This informal document will be forwarded to WP.29 annexed to report ECE/TRANS/WP.29/GRSP/2011/24, containing the request to WP.29 to adapt the terms of reference, for its March 2012 session.

NL presented informal document GRSP-50-03 (as well as GRSP-50-04-Rev.1 for side impact) which introduces specific requirements for vehicles equipped with automatic door locks, as this is currently not covered, but found on many vehicles on the EU market. EC commented to support the document in principle, as this would harmonise the approach for TS, but also indicated that transitional provisions might be appropriate as vehicles with systems which will be affected are currently on the market. OICA raised a few minor concerns in order to avoid possible interpretation issues. UK agreed with EC comment that transitional provisions might have to be explored. Chair concluded that NL will work together with OICA, UK and EC to finalise the working document for the next session of GRSP.

Item 12 Regulation No. 22 (Protective helmets)

No document had been submitted in relation to this item, aimed at setting up rules for low cost helmets meant for developing countries, and FIA will further reflect on the issue. FR suggested that older versions of the regulation could perhaps be used to certify products for local markets. Under the revision of the 1958 Agreement, emerging economies would be offered the option to adopt older versions of the regulation, to allow more affordable products. EC commented on helmets with large venting holes for countries with hot climates, which were under discussion at some point. The EC is still interested in this matter. UK clarified that the USA voluntary Snell Foundation Standards do not allow for open external venting holes, as complete skull protection is prescribed, but that this is not necessarily the case with ECE type-approved products. The chair requested FIA to take the comments on board and provide for the appropriate responses during the next meeting.

Item 16 Buses and coaches

DE presented informal document GRSP-50-23 which shows systems which have been found on the market and which facilitate wearing of seatbelts by both adults and children. In several systems, the upper anchorage point can be slid downwards by means of a sliding guide integrated in the belt. DE comments that the configuration does not meet certain specifications, as the effective upper anchorage point lower than permitted, it does not automatically adjust to the wearer's size and can assume a dangerous configuration, and that it can therefore not be approved according to R14 and R16 and that non-compliant systems should be removed from the market. However, DE agreed that the concept of the system would be useful, provided that all issues apart from the low effective upper anchorage point height, are addressed and that the lap belt section is configured in such a way that no internal injuries in the abdomen area of children can occur. Such systems could then be permitted in specific vehicle categories.

ES introduced its document GRSP-50-17 which identifies that there is a problem to offer suitable restraint systems in busses. It proposed a possible design which allows the upper effective anchorage point to be below 450 mm to facilitate children, while also addressing the remaining issue of protection of the abdomen is still open. The document aims to set up initial points for discussion in order to define which criteria should be fulfilled in order not to compromise the occupant safety. ES, NL, DE and UK will prepare a revised or new document for the next session concerning this issue.

Item 19 Other business

FIA presented informal document GRSP-50-28 with a presentation of the efforts of Latin NCAP and in particular the second phase. Latin NCAP only tests the model which offers the least safety equipment offered in Latin America and Latin NCAP uses a different star rating procedure than in Europe. Child occupant protection had a very interesting conclusion, namely, old type cars with poor frontal crash performance, performed markedly better than modern cars with better frontal crash protection. It appears modern cars are indeed much stiffer than old-fashioned cars. Different structural behaviours have been observed between 'identical' cars available in the EU and those available (and mostly produced) in Latin America. It was observed that in some cases there is a difference between materials used and structural reinforcements in the construction, although the cars externally appear to be identical.

The secretariat provided an update on the efforts in relation to ITS and the website with the relevant information provided by the UN.

Next steps:

The 51th GRSP session is planned from Monday 21 May 2012 (starting at 14.30) through Friday 25 May 2012 (ending time 12.30). The deadline for submitting working documents is 24 February 2012. The 52nd GRSP session is currently planned from Tuesday 11 December 2012 (starting at 14.30) though Friday 14 December 2012 (ending time 12.30).

Peter Broertjes