

11–14 World Forum for Harmonization of Vehicle Regulations (WP.29) (131st session) and AC.1 (25th session) and AC.3 (ninth session).

December

8–12 Working Party on Passive Safety (GRSP) (34th session).

III. Program of Work of the 1998 Global Agreement

In March 2001, NHTSA submitted to WP.29 and the Executive Committee of the 1998 Global Agreement its final recommendations for the first motor

vehicle safety technical regulations to be considered for establishment under that Agreement. The Administrative Committee for the Coordination of Work of WP.29 (AC.2) reviewed the recommendations made by various contracting parties, including the United States, Canada, the European Union, Japan, and Russia, as well as those made by other interested parties and reached agreement on a Program of Work, taking into account the workload of the working parties of experts under WP.29. AC.2 then submitted the Program of Work to the Executive

Committee of the 1998 Global Agreement (AC.3). The AC.3 approved the Program of Work and requested that contracting parties volunteer to sponsor each listed regulation by submitting a formal proposal as required by Article 6 of the 1998 Global Agreement. WP.29 formally adopted the Program of Work at its session in March 2002. During the June and November 2002 sessions of WP.29, several contracting parties stepped forward as sponsors for the individual work items. The following table lists the subjects and the sponsoring contracting party.

PROGRAM OF WORK OF THE 1998 GLOBAL AGREEMENT

Working party of experts	Subject	Sponsoring contracting party
GRE	Installation of Lighting and Light-Signalling Devices	Canada.
GRRF	Motorcycle Brakes	Canada.
	Passenger Vehicle Brakes	To be determined.
GRSG	Safety Glazing	Germany.
	Controls and Displays	Canada.
	Vehicle Classification, Masses and Dimensions	Japan.
GRSP	Pedestrian Safety	European Community.
	Lower Anchorages and Tethers for Child Safety Seats	TBD.
	Door Locks and Door Retention Components	U.S.A.
	Head Restraints	TBD.
GRPE	Worldwide Heavy-Duty Certification Procedure	European Community.
	Worldwide Motorcycle Emission Test Cycle	TBD.
	Heavy-Duty On-Board Diagnostics	U.S.A.
	Off-Cycle Emissions	U.S.A.
	Non-Road Mobile Machinery	European Community.

In addition, the contracting parties will begin exchanges of information in the following areas: tires, under the GRRF; field of vision (GRSG); side-impact dummy and compatibility (GRSP); fuel cells and worldwide light-duty vehicle test procedures (GRPE); and intelligent vehicle systems (WP.29).

IV. Formal Proposals for the Development of Global Technical Regulations Submitted by Contracting Parties

As of December 2002, pursuant to Article 6 of the 1998 Global Agreement, which sets forth the process and conditions under which a contracting party may make proposals for the establishment of global technical regulations, there had been two formal proposals for global technical regulations. One proposal addresses controls and displays, and the other one addresses on-board diagnostics for heavy-duty vehicles and machinery. A copy of the former, which was proposed by Canada, is available in the docket for this notice. Both proposals can be found on the UN/ECE Web site <http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/gen2002.html> as UNECE documents Trans/WP.29/2002/

29 and Trans/WP.29/2002/26, respectively.

V. Request for Comments on U.S. Draft Proposal for a GTR

During the upcoming meeting of WP.29 and the Executive Committee of the 1998 Global Agreement in March 2003, NHTSA will formalize its sponsorship of the regulation on Door Locks and Door Retention Components, as identified in the Program of Work of the 1998 Global Agreement. The draft proposal describes the objective of the global technical regulation and identifies in general terms issues to be considered during the development of the regulation. Please provide public comments on the draft proposal set forth in the appendix to this notice. NHTSA will take all public comments into account before submitting the proposal to WP.29 during its March 2003 session.

Appendix—U.S. Proposal for the Development of a Global Technical Regulation on Door Locks and Door Retention Components, To be Submitted to the Executive Committee of the 1998 Global Agreement (AC.3), March 2003

A. Objective of the Proposal

In the U.S., between 1994 and 1999, complete and partial ejections resulted in approximately 9,864 fatalities and 9,767 serious injuries per year. Door ejections accounted for 1,668 of those fatalities (19%) and 1,976 of the serious injuries (22%). Hinged side door openings accounted for approximately 90% of all door ejection fatalities and 93% of all door ejection serious injuries. This situation is likely to be a problem elsewhere.

The objective of this proposal is to develop a global technical regulation regarding door locks and door retention components intended to reduce door latch system failures. In view of the 1998 Global Agreement, we now have an opportunity to develop an improved and harmonized door locks and door retention components regulation. Moreover, the work on the global regulation will provide an opportunity