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Reference: C.N.437.2000.TREATIES-3 (Depositary Notification)

AGREEMENT CONCERNING THE ADOPTION OF UNIFORM TECHNICAL
PRESCRIPTIONS FOR WHEELED VEHICLES, EQUIPMENT AND PARTS
WHICH CAN BE FITTED AND/OR BE USED ON WHEELED VEHICLES AND
THE CONDITIONS FOR RECIPROCAL RECOGNITION OF APPROVALS
GRANTED ON THE BASIS OF THESE PRESCRIPTIONS. GENEVA, 20 MARCH
1958

REGULATION NO. 36. UNIFORM PROVISIONS CONCERNING THE
APPROVAL OF LARGE PASSENGER VEHICLES WITH REGARD TO THEIR
GENERAL CONSTRUCTION

PROPOSAL OF AMENDMENTS TO REGULATION

On 23 June 2000, the Secretary-General received from the Administrative Committee of the above Agreement, pursuant to article 12 (1) of the Agreement, amendments proposed to the above Regulation.

..... A copy, in the English and French languages, of the document containing the text of the proposed amendments is transmitted herewith (doc. TRANS/WP.29/718).

The Secretary-General wishes to draw attention to article 12 (2) and (3) of the Agreement which read as follows:

"2. An amendment to a Regulation will be considered to be adopted unless, within a period of six months from its notification by the Secretary-General, more than one-third of the Contracting Parties applying the Regulation at the time of notification have informed the Secretary-General of their disagreement with the amendment. If, after this period, the Secretary-General has not received declarations of disagreement of more than one-third of the Contracting Parties applying the Regulation, the Secretary-General shall as soon as possible declare the amendment as adopted and binding upon those Contracting Parties applying the Regulation who did not declare themselves opposed to it. When a Regulation is amended and at least one-fifth of the Contracting Parties applying the unamended Regulation subsequently declare that they wish to continue to apply the unamended Regulation, the unamended Regulation will be regarded as an alternative to the amended Regulation and will be incorporated formally as such into the Regulation with effect from the date of adoption of the amendment or its entry into force. In this case the obligations of the Contracting Parties applying the Regulation shall be the same as set out in paragraph 1.

3. Should a new Contracting Party accede to this Agreement between the time of the

Attention: Treaty Services of Ministries of Foreign Affairs and of international organizations concerned.

notification of the amendment to a Regulation by the Secretary-General and its entry into force, the Regulation in question shall not enter into force for that Contracting Party until two months after it has formally accepted the amendment or two months after the lapse of a period of six months since the communication to that Party by the Secretary-General of the proposed amendment."

28 June 2000

A handwritten signature in black ink, consisting of a stylized, cursive script that is difficult to decipher but appears to be a personal name or initials.



**Economic and Social
Council**

Distr.

GENERAL

TRANS/WP.29/718
13 April 2000

ENGLISH

Original: ENGLISH and
FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

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

DRAFT SUPPLEMENT 4 TO THE 03 SERIES OF AMENDMENTS
TO REGULATION No. 36

(Public service vehicles)

Note: The text reproduced below was adopted by the Administrative Committee (AC.1) of the amended 1958 Agreement at its fourteenth session, following the recommendation by WP.29 at its one-hundred-and-twentieth session. It is based on document TRANS/WP.29/2000/19, as amended (TRANS/WP.29/703, para. 163).

Insert a new paragraph 1.1., to read:

"1.1. Technical provisions for the carriage of passengers with reduced mobility are outside of the scope of this Regulation. Until harmonized provisions for accessibility are finalized and included in an annex to this Regulation, Contracting Parties may apply additional requirements to ensure access to vehicles and the safety of such passengers."

Insert a new paragraph 2.19.1., to read:

"2.19.1. "Passenger with reduced mobility" means all passengers who have a special difficulty when using public transport, especially elderly and disabled people. Reduced mobility does not necessarily imply any form of medical impairment."

Paragraph 5.7.5.2.1., amend to read:

"5.7.5.2.1. a transverse vertical plane situated 1.5 m forward of the centre line of the rear axle (foremost rear axle in the case of vehicles with more than one rear axle);"

Paragraph 5.7.5.4.1., amend to read:

"5.7.5.4.1. a transverse vertical plane situated 1.5 m forward of the centre line of the rear axle (foremost rear axle in the case of vehicles with more than one rear axle)."
