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**CONSIDERATIONS CONCERNING PRIORITIES
FOR FUTURE CANDIDATE GLOBAL TECHNICAL REGULATIONS**

Transmitted by the secretariat

Note: The text reproduced below was compiled by the secretariat following the invitation by WP.29 at its one-hundred-and-twenty-second session (TRANS/WP.29/743, para. 35). It contains the following proposals tabled during the sessions of WP.29:

WP.29 Session	Transmitted by	Informal document No.	Ref: TRANS/WP.29/...
117	OICA	3	663, para. 29
118	CLEPA	2	680, para. 42
118	OICA	5	680, para. 42
120	IMMA	2	703, para. 39
120	OICA	5	703, para. 44
120	AIT/FIA	10	703, para. 43
121	Japan	1	735, para. 35
121	Russian Federation	3	735, para. 36
121	OICA	6	735, para. 37

The proposals are presented as received, in the chronological order, but the graphic presentation was unified. They should be considered in conjunction with documents TRANS/WP.29/2000/33 (Japan); TRANS/WP.29/2000/44 (secretariat); TRANS/WP.29/2000/66 (Consumers International) and with any informal documents referring to the same subject and tabled during the one-hundred-and-twenty-third session of WP.29. Besides, the oral suggestions by GTB to consider as candidates also ECE Regulations Nos. 37 and 99 should also be taken into account (TRANS/WP.29/689, para. 38; TRANS/WP.29/703, para. 38).

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<http://www.unece.org/trans/main/welcwp29.htm>

**GLOBAL HARMONIZATION
STATUS REPORT ON OICA ACTIVITIES**

Transmitted by the International Organization of Motor Vehicle Manufacturers (OICA)

I. INTRODUCTION

OICA, the International Organization of Motor Vehicle Manufacturers, confirms its strong support for and commitment to Global Harmonization, undertaken in the framework of WP.29, the Working Party on the Construction of Vehicles of the United Nations Economic Commission for Europe.

WP.29 is universally recognized as the World Forum for Global Harmonization, as demonstrated by the introduction, in June 98, of the Agreement on Global Technical Regulations, also called the 1998 Agreement. This 1998 Agreement sets up a mechanism for defining universally accepted motor vehicle construction requirements.

OICA is aware that many governments are currently engaged in internal processes to prepare for their respective signatures. To become effective, the 1998 Global Agreement needs, in addition to the US, the signatures of the EU, Japan and two additional countries, or alternatively eight further signatories. Recognising that the day the 1998 Agreement becomes effective will mark an important milestone in the development of global motor vehicle regulations, OICA urges all governments to sign the agreement at their earliest convenience.

To underline our commitment and to show our full support, we would like to inform you that motor vehicle manufacturers, working through OICA, are proactively engaged in drafting harmonised regulations for the global register. These initial drafts of global harmonised regulations are in various stages of progress within OICA.

II. SELECTION OF POSSIBLE CANDIDATES FOR GLOBAL HARMONIZATION

For organizational reasons, OICA decided to divide its work on the drafting of proposals for Global Regulations in a series of waves:

- a) 1st wave, selected on the basis of a first comparison of the various requirements existing worldwide:
- b)
 - windshield wiper/washer systems
 - windshield defrost/demist systems
 - safety belt anchorages
 - seat belts (work undertaken by CLEPA)

Proposals for this 1st wave are expected to be submitted to WP.29-118 of June 99, during which a review of the principles applied by OICA might be conducted and the programme of work of WP.29 and its Working Parties be adapted in order to allocate high priorities to conclude development of an initial set of global motor vehicle safety regulations.

b) 2nd wave:

- door latches and retention systems
- fuel system integrity
- anti-theft systems
- seat strength
- glazing materials

Proposals for this 2nd wave will be submitted following experience gained from the 1st wave. Other proposals will follow in due course.

c) 3rd wave: proposals will be submitted on issues affecting the basic architecture of vehicle platforms, such as (but not necessarily limited to):

- frontal impact
- side impact

In addition to the 3 waves described above, existing ECE Regulations, such as R13H and R48 (in its 02 series of amendments) can, according to OICA, already now be considered as suitable candidates for Global Regulations, appended to the 1998 Agreement. Other existing regulations will need consideration as well.

OICA is also actively involved in the harmonization activities relating to the heavy duty emission cycle, as described item IV below.

Furthermore, industry intends to develop a work-plan for harmonization of light duty vehicles emission requirements in the 2010 time frame.

The ultimate aim of OICA is that a maximum number of vehicle construction requirements become Global Regulations. OICA therefore undertakes to submit necessary proposals in due course.

III. CURRENT OICA EXPERIENCE

a) Certification procedures:

Currently, existing certification procedures can be divided into 2 categories, on which all other possibilities are based de facto:

- "Type Approval", necessitating government involvement prior to production/sale
- "Self Certification", not necessitating government involvement prior to sale, but allowing government involvement after production start

Industry is committed to offer its assistance in order to bridge the 2 concepts, thereby facilitating application of the "Tested once, accepted everywhere" principle.

In the meantime however, the "1st wave" proposals for Global Regulations will only consider the technical aspects (requirements and test procedures), leaving aside administrative certification aspects.

b) Vehicles categories:

Large differences exist worldwide between the different vehicle categories. As a consequence, this leads to large differences in the technical requirements

applicable to each vehicle category.

Industry is seeking globally applicable vehicle definitions and offers its assistance to this goal.

The "1st wave" proposals for Global Regulations however will only consider M1 vehicles, offering the best prospects for harmonization in the short term.

IV. OTHER OICA HARMONIZATION INVOLVEMENT

International Harmonized Research Activities:

Though not participating in the IHRA Steering Committee, OICA experts were granted participation in the various working groups.

Industry however is concerned that some national and/or regional regulatory activities may continue, in spite of the existence of corresponding IHRA activities.

Worldwide Heavy Duty Certification:

Carried out under the auspices of GRIPE, the work of WHDC was divided in 2 areas

- Fundamental Elements, for the development of a globally accepted heavy duty driving cycle
- ISO Activities, for the development of new measurement procedures

The EU truck manufacturers, represented in OICA, have taken charge of the "ISO Activities" part of the work, in parallel with JAMA/JARI. OICA expects to submit all test results before summer 1999.

V. CONCLUSION

It is evident that, for the global harmonization activities to be successful, both governments and industry need close cooperation, since the tasks facing all of us will be enormous. The motor vehicle industry, working through OICA, is ready to work with WIP.29 to streamline the process for development of global regulations in whatever manner may be appropriate.

Informal document No. ②
(118th WP.29, 25-28 June 1999
agenda item 3.3.)

**Establishing Global Technical Regulations
The view and the involvement of the suppliers' industry.**

Transmitted by the European Association of Automotive Suppliers (CLEPA)

CLEPA, the European Association of Automotive Suppliers, supported the drawing up of the Agreement concerning the establishing of global technical regulations (also called the 1998 Agreement) and welcomed its finalisation and opening to signature at the 115th WP.29 Session in June 1998. The suppliers industry hoped that it will soon enter into force and urged the governmental delegations which have not yet signed it to accelerate their internal procedures necessary for their country or regional economic integration organisation becoming a Contracting Party.

In the meantime, our industry, together with the car manufacturers -OICA - and with the active support of experts from the U.S. and Japanese components industries, is drafting proposals for global technical regulations according to a priority list on the following elements on which we think harmonisation can be achieved in a reasonable time frame:

- Safety Glazings
- Windshield wiper/washer systems
- Windshield defrost/demist systems
- Safety belts anchorages
- Safety belts

We also estimate that global technical regulations on braking and installation of lighting and light signalling devices can be quickly established using as a basis respectively Regulation No. 13-H and Regulation No. 48, 02 series of amendments.

We suggest WP.29 and its subsidiary bodies to first harmonise existing requirements from Contracting Parties, without adding anything and without enhancing existing ones. By this pragmatic approach, we hope that global technical regulations can be established relatively quickly, and WP.29 will then be perceived by everybody as the forum for worldwide harmonisation.

In drafting its proposal, our industry follows this approach, taking also into account the requirements of Article 1 of the 1998 Agreement. However, when the most severe requirement of the considered existing regulations appears to us design restrictive, or out of date, or not cost effective for its purpose, we will propose another one, with supporting justifications.

Finally, we suggest that the working procedures of WP.29 and its subsidiary bodies should be such that, at the end of the process of establishing a global technical regulations, the technical content of this global regulation and the content of the corresponding regulation (if it does exist) annexed to the Revised 1958 Agreement are strictly identical.

FUTURE GLOBAL TECHNICAL REGULATIONS

OICA CONTRIBUTION

Transmitted by the International Organization of Motor Vehicle Manufacturers (OICA)

1. INTRODUCTION

As already explained during the 117th WP.29 session of March 99 in informal document 3, OICA is actively preparing first proposals for draft Global Regulations, in the framework of the 1998 Agreement.

Proposals on windscreen defrost/demist systems and on safety belt anchorages are submitted to WP.29 as separate informal documents.

During the drafting of these proposals, several difficulties have however arisen. OICA would therefore appreciate consideration by WP.29 of the following issues.

2. GENERAL PHILOSOPHY OF GLOBAL REGULATIONS

OICA understands and supports the basic concept that Global Regulations should ensure a safety or environmental protection level at least equal that offered by the currently existing most stringent requirements in the world.

However, it is understood that such requirements would probably be too stringent for specific traffic environments, leading to unnecessary cost increases. On the other hand, these global requirements should ensure that the various individual national / regional requirements existing all over the world are deemed to be met by the conformity to the corresponding Global Regulations.

For these reasons, OICA, in its current preparatory work, has used the following philosophy for Global Regulations in the framework of the 1998 Agreement, and is seeking WP.29 guidelines:

- a) Global Regulations should in principle remain optional, as alternative to the existing national/regional requirements.
- b) Signatories to the 1998 Agreement undertake to accept vehicles meeting the Global Regulations as meeting their own requirements.

3. DIFFERENT LEVELS OF SEVERITY WITHIN GLOBAL REGULATIONS

Article 4 of the 1998 Agreement provides for alternative non-global levels of stringency or performance, where needed.

OICA fully supports this concept, which must also be seen in relation with the optionality concept described in item 2 above.

It may happen that individual countries wish to mandate, on their territory, certain

levels of stringency of Global Regulations.

OICA however would appreciate clarification on how this mechanism could operate.

4. RELATIONSHIP WITH NATIONAL LEGISLATION

OICA fully supports the basic pillars of the 1998 Agreement, i.e. the Compendium of candidate Global Regulations and the Registry of Global Regulations.

The 1998 Agreement should consequently ensure that national legislations are developed with due consideration being given to other existing requirements worldwide.

In its ongoing work on drafting proposals for Global Regulations, OICA has however restricted itself voluntarily to M1 passenger cars for the time being, considering that the gained experience could then usefully serve to other vehicle categories. However, this should not leave the impression that harmonization of requirements for trucks and buses is less important; also, it should not be considered as an incentive to individual governments towards new unilateral initiatives.

OICA therefore respectfully urges national governments to give due consideration to existing requirements whenever national legislation is being developed, regardless of the vehicle categories involved, even if the 1998 Agreement has unfortunately not yet entered into force. As an example, OICA is aware of discussions in the USA relating to installation of belts in buses and would appreciate NHTSA's consideration of Europe's experience in this matter.

IMMA proposals for future Global Technical Regulation projects

Transmitted by the International Motorcycle Manufacturers Association (IMMA)

1. Proposed projects

Following the discussion during the one-hundred-and-nineteenth session of WP.29 (TRANS/WP.29/689, paras. 36-38) the candidate global technical regulations proposed by IMMA are contained in Annex 1 to this paper.

The annex summarises the current situation and outlines a calendar. The calendar is based on IMMA's best estimate for when the necessary documents will be ready for discussion and the likely time needed for discussion in the appropriate "GR". Realising that the such projects can suffer from unforeseen delays, IMMA suggests that these dates should be treated as the earliest date by which each stage can be completed.

2. Allied issues.

2.1. The nature of harmonisation

From the discussions which have already taken place in different GRs it seems that there are divergent opinions concerning the objective of global harmonisation.

It has been clearly stated and is clearly understood that no contracting party can accept a harmonised regulation in which the performance required is lower than that which is already in force in its territory.

This is not the same as requiring a harmonised regulation to be more stringent than the highest performance required in an existing regulation. Harmonisation to the highest existing requirement already brings considerable benefits; some of these are listed in Annex 2.

IMMA recognises that there will be cases in which a general overhaul of the performance requirements in the regulations is appropriate. However, IMMA does not believe that global harmonisation should automatically require even the most severe of the current requirements to be upgraded. Such decisions should be made on the basis of technical assessments of the need for greater severity.

IMMA believes that the activity of harmonisation is itself sufficiently complex and demanding for it to be a legitimate focus for the work of WP.29 in removing technical barriers to trade.

IMMA therefore requests WP.29 to consider these points when setting the targets for each harmonisation exercise.

2.2. Certification procedures.

One of the advantages of a "self-certification" approach to vehicle certification is that it enables the regulator to consider procedures which have to be completed over a significant period of time, e.g. durability testing, brake burnishing and other preparatory procedures. Such procedures in the context of type-approval would become prohibitively expensive.

Similarly, the developing intricacy and volume of regulations, combined with the increasing speed at which new or updated products are required by the market, means that the amount of witnessed testing required for type-approval is increasing sharply.

Official documents generated within some self-certification regimes cannot, for the moment, be used in type-approval. Such a simplification would be helpful in the administration of the Global Agreement.

To help overcome some of the difficulties experienced in the above cases, IMMA would like to suggest that WP.29 consider the greater use of non-witnessed testing in the context of type-approval. This certification technique would provide greater flexibility for all parties and the integrity of the approvals would be guaranteed by the periodic inspections required for the conformity of production, during which the inspector can order further testing.

Dr NM Rogers
00/02/14

IMMA proposals for future Global Technical Regulation projects: Annex 1

Item	Subject	Regulations/standards concerned	Situation and Programme at 2000/01/01	Dates for:			
				First discussion in "GR"	Technical Submission to a "GR"	Technical Completion in "GR"	Text Agreed in "GR"
1	Lighting Installation:						
1a	Motorcycles	ECE R53, FMVSS108	Almost complete, discussions in GRE	Done	Done	Oct 2000	April 2001
1b	Mopeds	ECE R74, FMVSS108	Almost complete, discussions in GRE	Done	Done	Oct 2000	April 2001
2	Symmetrical beams	ECE 'MH', 56, 57, 72, 86, FMVSS 108	Technical basis in preparation	April 2000	Oct 2000	Oct 2001	April 2002
3	Braking	ECE R78, FMVSS 122, TRIAS-11-5-1996	GRRF to agree strategy, USA research in 2000 IMMA research in 2000	Done	Sept 2001	Sept 2002	Sept 2003
4	Emissions	ECE 40, USEPA-CFR 40-Part 86 401-78 TRIAS 23-6-1999	IMMA/VROM project started, road tests completed in (USA, J, ECE). Analysis/drafting in 2000, then verification	Jan 2000	June 2002	Jan 2003	June 2004
5	Net power measurement	ISO 4106, EU 95/1, TRIAS 3-6-1998	Revised standard ready for ballot	Jan 2002	Jan 2002	June 2002	Jan 2003
6	Noise measurement method	ECE R41, ISO 362, TRIAS 20-1996 USEPA-CFR 40-Part 205 151	Method under review, initial research completed	Sept 2002	Sept 2002	Feb 2004	Sept 2004
7	Controls and tell-tales		Technical basis in preparation	2003	2003	2004	2005
8	Mirrors		Technical basis in preparation	2003	2003	2004	2005
9	Audible warning devices		Technical basis in preparation	2003	2003	2004	2005

IMMA proposals for future Global Technical Regulation projects

Annex 2: Benefits of harmonisation

For the environment/safety:

1. Upgrading all requirements to the highest current level
2. More resources available for progressive research on new technologies
3. Increased productivity & technical development,

For the legislator:

1. No technical barriers to trade
2. A unified regulation which enables the legislator to concentrate on improvements in other areas

For the manufacturer:

1. Reduced R&D costs
2. More resources for developing new technologies
3. Less administration and certification
4. Less complexity in manufacturing, which leads to improved quality
5. Simplification of models and all the downstream expenses, e.g. parts inventories.

For the consumer:

1. Improved products
 2. Lower prices
 3. Improved quality from a simplified manufacturing process
 4. Simplified servicing due to common components from region-to-region
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CONCEPT FOR GLOBAL HARMONIZATION

Presented by the International Organization of Motor Vehicle Manufacturers (OICA)

OICA is pleased to submit the following document to the attention of WP.29.

This document was elaborated as a result of discussions within the worldwide vehicle industry in order to define a concept which should, OICA believes, be taken into account for a proper functioning of the 1998 Agreement and for the elaboration and application of Global Technical Regulations.

OICA believes that application of this concept will facilitate further harmonization work on a worldwide basis and respectfully asks WP.29 for a careful consideration. Indeed global harmonization can only succeed as a joint effort by governments and industry.

OICA CONCEPT FOR GLOBAL HARMONIZATION

1. Need for:
 - 1998 Agreement to be signed and in force as soon as possible
 - all countries to sign both the 1998 and 1958 Agreements
 - commitment by Contracting Parties to pursue the global regulatory process and to adopt the resulting Global Technical Regulations (GTR)
2. Adoption of a GTR to be understood initially as an acceptable alternative, at the choice of the manufacturer, to existing national/regional requirements, with the ultimate long term goal that GTR becomes the mandated sole regulation.

Products complying with a GTR should be universally accepted in all markets.

3. Initially, existing 1958 Regulations should remain in place and could, at the same time, be considered as suitable candidates for a GTR. New ECE 1958 Regulations should be at least technically compatible to the corresponding GTR, if any.
4. 1998 Agreement should provide a certification and reciprocal acceptance mechanism for GTR's.

As long as this is not the case, the 1958 Agreement and its Regulations can be used to provide a certification and acceptance mechanism for GTR's in those countries which accept this mechanism.

5. GTR's should represent "best regulatory practice", which is the best reasonable, practicable and cost effective regulatory response capable of solving environmental and safety problems.

Best regulatory practice is not necessarily the summation of all existing requirements.

6. In principle, GTR's have only one level of stringency and the test procedures, test devices and instrumentation should, to the extent possible, be identical. However considering the special needs or conditions of individual markets, it can contain different levels on an exception basis.
7. GTR's should lead to the elimination of unnecessary or redundant national/regional requirements.
8. Any new regulatory requirements should be based on all available scientific worldwide coordinated research or expertise resulting from IHRA, ISO, ...
9. Designation of GTR's should be clearly identified separately from ECE 1958 Regulations.
10. The original 10 principles of the Trans-Atlantic Business Dialogue remain valid (attached as annex 2).

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Annex 1

EXPLANATORY NOTES TO THE OICA CONCEPT FOR GLOBAL HARMONIZATION

Ad 1: Entry into force of the 1998 Agreement, in parallel to the 1958 Agreement and commitment towards global harmonization

The worldwide vehicle industry herewith fully confirms its commitment towards global harmonization of safety and environmental regulations.

Differences in vehicle technical regulations lead to unnecessary duplication of design development, testing and manufacture, thereby increasing costs to consumers, and restricting their choice of available models for no known safety or environmental benefit.

OICA is therefore strongly committed to regulatory harmonization on a worldwide basis.

Harmonization at ECE level can be considered as well advanced thanks to the 1958 Agreement and its effects even outside the European region. This is demonstrated by the fact that Japan already acceded to this 1958 Agreement in 1998, while several other non-European countries have clearly stated their intention to do so in the near future.

A new impetus for worldwide regulatory harmonization is now provided by the 1998 Agreement which is expected to enter into force very soon. This 1998 Agreement provides a mechanism to allow the elaboration of vehicle regulations on a worldwide basis with the consequent potential to eliminate many unnecessary technical barriers to trade.

In order to ensure the proper functioning of the 1998 Agreement, OICA urges all governments to accede to it as soon as possible. Only if a sufficient number of countries sign the 1998 Agreement, can it enter into force and thus enable global harmonization activities to be started with a firm legal basis.

The current 1958 Agreement provides a good basis for harmonization and in addition contains a mechanism of reciprocal recognition of approvals. OICA also urges those governments which have not yet done so to sign it in parallel with the 1998 Agreement. Such joint adhesion

will allow the combination of technical regulatory harmonization with a substantial decrease in administrative workload, without any adverse safety or environmental consequences.

Finally, OICA urges all governments to pursue the global regulatory process and to adopt the Global Technical Regulations (GTR's) resulting from the 1998 Agreement.

Ad 2: Acceptance of Global Technical Regulations

OICA understands that the 1998 Agreement provides flexibility for individual governments on the adoption of GTR's in their national legislation.

OICA's interpretation is that adoption of a GTR should not systematically nor automatically result in that GTR being mandated.

While OICA agrees that the long-term goal is that GTR's should become the sole vehicle requirements all over the world, OICA is of the opinion that such philosophy would not be feasible in the short to medium term. As has been the case for most EU Directives for more than 20 years, OICA believes that, in a first phase, GTR's should remain an optional alternative, at the choice of the vehicle manufacturer, to the existing national or regional corresponding requirements.

Such an optional system would ensure that sufficient experience is gathered with the functioning of GTR's before their full implementation as mandatory requirements, while guaranteeing that no degradation of environmental or safety performance occurs.

At the same time, OICA urges all governments that are signatories to the 1998 Agreement to commit themselves to at least accept vehicles meeting the requirements of the GTR's, without mandating only their own national or regional requirements. Indeed, since Global Technical Regulations will be established by consensus, it would seem entirely reasonable that governments having approved such GTR's at least accept them as an optional alternative to their own legal requirements.

Ad 3: ECE 1958 Regulations

The system of ECE Regulations under the 1958 Agreement is well established and works well, with 110 Regulations already in place, covering areas such as safety (both active and passive), security, environmental protection, etc. A large number of countries, even outside the ECE region recognize ECE Regulations in their own markets.

OICA therefore is convinced that the current ECE 1958 Regulations offer an adequate basis for the elaboration of GTR's. At the same time however, those ECE Regulations where a corresponding Global Technical Regulation exists should remain in place, at least during the transitional period of co-existence of GTR's and national/regional regulations, as described in item 2. Cancelling those ECE Regulations where a corresponding GTR exists would, in OICA's view, have negative consequences: the experience gained with the use of the current ECE system should be matched with the future experience of elaborating and using Global Technical Regulations before any decision is taken on this subject.

Ad 4: Certification and Reciprocal Recognition

OICA hopes that a suitable certification mechanism will be inserted in the 1998 Agreement in the near future, allowing vehicles certified to a GTR to be accepted on a global basis, without any further technical or administrative impediment.

For the time being, the current ECE 1958 Agreement, which includes a well functioning mechanism of certification and mutual recognition, can provide a suitable system in the sense that verification of the performance to a GTR might be carried out and certified under the 1958 Agreement. As an example, one might imagine that ECE 1958 Regulations could incorporate the technical requirements of the corresponding GTR, as an alternative (see item 3), thereby allowing usage of the ECE type approval and mutual recognition system to certify conformity with the GTR, at least in countries or regions accepting such system.

Ad 5: Best regulatory practice

The worldwide vehicle industry fully understands and supports the necessity to safeguard, under the global harmonization process, the current levels of safety and environmental performance, or to further improve these levels.

OICA consequently fully supports the understanding that GTR's should represent "best regulatory practice", as the best, reasonable, practicable and cost effective regulatory response to any demonstrated environmental and/or safety problem in a global approach.

Best regulatory practice would not necessarily consist in the summation of the existing requirements all over the world on a given subject. A more pragmatic approach will be necessary in the future by clearly identifying the problem to be solved, by identifying all possible solutions, not systematically limited to vehicle design solutions, by applying a cost/effectiveness analysis and finally by selecting the most appropriate global solutions, taking all partners into account.

In this sense, OICA advocates cost effective solutions, which ensure solution of the problems at a cost acceptable to the society as a whole.

Ad 6: Different levels of stringency

The clear intention of a GTR is to be used, in the long term, as the single vehicle regulatory requirement on a worldwide level.

However, it is clear that, on a case-by-case basis, the severe technical requirements of a GTR, necessary to accommodate best regulatory practice (see item 5), might be unsuitable for individual markets, taking into account their specific traffic, economical, geographic and climatic situation.

The 1998 Agreement recognizes the necessity to take specific conditions into account, and this is fully supported by OICA.

However, it should be ensured that all different levels of severity are based, to the extent possible, on identical test conditions and procedures, including test devices and instrumentation. Having differences of test conditions would indeed lead to a multiplication of tests under different conditions, leading to unnecessary costs to society. A single test procedure should be defined, with, where absolutely needed, different levels of requirements clearly identified in the respective GTR, to ensure that global harmonization is carried out to the greatest extent possible and needed.

Ad 7: Elimination of unnecessary national/regional requirements

OICA believes that whenever a GTR on a particular subject is established, the corresponding national/regional requirements should at least be deemed to be met when the requirement of the GTR are fulfilled, as explained in item 2.

In addition, OICA is convinced that any remaining national/regional requirements not directly covered by a GTR should be critically analysed in order to examine whether their existence is still warranted.

Such process would also strongly reduce any remaining barriers to trade; only absolutely necessary national/regional requirements should remain in place.

Ad 8: Scientific basis on a worldwide level

OICA strongly believes that, in addition to the idea of "best regulatory practice" spelled out in item 5, any regulatory requirements should be based on all available scientific research, coordinated on a worldwide basis in the framework of IHRA, ISO and similar activities. These bodies have been set up to gather the expertise on a worldwide level and should consequently be used whenever a new regulatory need is perceived.

In this respect, OICA urges all governments to avoid any unilateral actions without taking into account the knowledge and expertise which may be available elsewhere.

Ad 9: Identification of Global Technical Regulations

For purely pragmatic reasons and in order to avoid any confusion, OICA believes that future GTR's should be clearly identified, separately from any existing ECE 1958 or other requirements. OICA has no proposal to make at this time, but believes a separate denomination of future GTR's will be necessary.

Ad 10: Trans-Atlantic Business Dialogue

In addition to the above nine points, OICA wishes to reconfirm its support for the original Ten First Principles for EU/US Contribution to Global Harmonization, established in the framework of the Trans-Atlantic Business Dialogue. For ease of reference, these 10 principles are attached as annex 2.

* * *

Annex 2

**TEN FIRST PRINCIPLES FOR EU/US CONTRIBUTION
TO GLOBAL HARMONIZATION**

- Commit to global regulatory harmonization by becoming Contracting Parties to the 1958 Agreement 1/ and participating in the development of new UN-ECE Regulations with the intent of adopting and implementing them to the maximum extent feasible 2/.
- Work through and strengthen Working Party 29 to expand it into a broadly recognized body for the development of global vehicle 3/ regulatory requirements.
- Establish a work program to contribute to the global harmonization of regulatory differences, to the maximum feasible extent.
- Continue the process of global harmonization of vehicle regulatory requirements and expand these discussions to all countries.
- Establish mutually recognized certification processes.
- In the process of global harmonization: establish means to incorporate functional equivalence of alternative vehicle regulatory requirements in the regulatory process, and establish means to achieve mutual recognition of corresponding regulatory requirements.
- Coordinate pre-regulatory research on need for and development of new regulatory requirements, thereby minimizing the likelihood of future divergence.
- Avoid developing unique new national or regional technical requirements without adequate justification. 4/
- Improve processes for informing the public about the development of harmonized regulatory requirements.
- Encourage a policy of accepting vehicles fully meeting ECE or US or EU requirements as equivalent. (EU, Australia, Canada, Japan and South Africa have already accepted UN-ECE Regulations). The adoption of hybrid requirements for vehicles (selectively combining elements of different jurisdictions) should be avoided.

1/ United Nations Economic Commission for Europe 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 (as amended).

2/ The US government is ready to commit to global harmonization but considers that the 1958 Agreement should be amended. Discussions are ongoing.

3/ Vehicle defined as including equipment and parts.

4/ As defined in WTO, Articles 2.1-2.5.

Statement on the

World Forum for Harmonisation of Vehicle Regulations

**By David Ward, Director General
European Bureau of the Alliance Internationale de Tourisme (AIT) and
the Fédération Internationale de l'Automobile (FIA)**

The AIT and the FIA, together representing some one hundred million motorists worldwide, strongly welcome the 1998 Global Agreement on technical regulations and the establishment of the World Forum for Harmonisation of Vehicle Regulations. The AIT and the FIA support wider harmonisation of worldwide automotive construction standards. We support this because international harmonisation should encourage the adoption of high safety and environmental standards and because the economies of scale that could be gained by global standards should lower costs and increase choice for the consumer.

For these reasons the AIT and the FIA have long argued that decisions on international standards harmonisation should be made according to the following principles:

- an agreed objective of high standards of safety and environmental protection;
- transparency in decision making.

The AIT and the FIA recommended these principles in a statement to WP.29 in June 1996. We also recommended that the name of WP.29 be changed to something more understandable to the world at large, in a spirit of transparency.

With its emphasis on high levels of safety, energy efficiency and environment protection, the 1998 Global Agreement has the potential to achieve these goals. Increased transparency in the way global regulations are nominated and approved, and the adoption of a name that spells out exactly what the Committee is for, should help to engage wider awareness and support for the important work that is carried out in Geneva.

The AIT and the FIA believe that early momentum will be important for proving that the new Global Agreement can make a difference to the lives of ordinary people across the world. The motoring federations therefore support the attached proposed candidate regulations, agreement of which could concretely demonstrate the potential of the World Forum for Harmonisation of Vehicle Regulations.

These proposed candidate regulations would harmonise the following areas: seat belt standards, seat belt anchorages, passenger car tyres, replacement parts such as exhaust systems and brake linings and safety glazing. The AIT & FIA recommend their adoption.

Proposed Candidate Regulations

Safety belts (FMVSS 209, ECE Reg.16, EC/77/541)

The FMVSS and the ECE/EU regulatory requirements for safety belts result in similar or identical vehicles being fitted with different safety belts.

Exchanging US approved belts for EC or ECE approved belts would be very difficult because most safety belts are tailor made for specific vehicles.

Defining the safety benefit, if any, resulting from performance differences of belts approved under different regulatory regimes, and then either harmonising regulations or providing mutual recognition would reduce costs for manufacturers.

Safety belt anchorages (FMVSS 210; ECE Reg.14: EC/76/115)

Safety belt anchorages are the attachment points of seat belt configurations to structural parts of the vehicle. The regulatory requirements in the United States and Europe include requirements for number and location of the anchorages in a vehicle as well as their minimum strength and durability. However, there are differences between US and European regulations, and harmonising these regulations will reduce costs for both manufacturers and consumers.

Tyres for Passenger Cars (FMVSS 109 & 110; ECE Regulations 30 & 64; EC/92/23)

FMVSS 109 contains requirements for new pneumatic tyres and FMVSS 110 prescribes tyre selection and rims. The ECE regulations 30 and 64 cover respectively physical dimensions and laboratory test requirements, load ratings and labelling requirements for new tyres for passenger cars and trucks as well as their installation.

The AIT and the FIA support the ETRTO proposal for a draft global regulation on tyres.

Replacement parts (exhaust systems, brake linings and catalysers)
ECE Reg. 59 and EC/70/157: ECE Reg. 90; Reg. 92: Reg.103

The above mentioned regulations cover replacement components related to safety and environment. Non OE replacement parts should have similar performance and durability as the OE parts they replace. The AIT and the FIA would welcome clear harmonised certification systems for those parts.

Safety Glazing (FMVSS 205; ECE Reg. 43: EC/92/22: Japanese safety reg.29 for motor vehicles)

Glazing materials in cars should be such that in case of shattering the danger of injuries is reduced as much as possible and the visibility of the road is sufficient for the driver to brake and stop the vehicle safely. Glazing materials should, in addition, be sufficiently resistant to incidents that may occur in normal traffic and to atmospheric and temperature conditions, chemical action, combustion and abrasion. They should be sufficiently transparent and should not cause any optical distortion or give rise to any confusion between the colours used in road traffic signs and signals.

The AIT and FIA would welcome global harmonisation on safety glazing.

**Proposal for the priority of candidate
Global Technical Regulations(GTR)**

Transmitted by Japan

INTRODUCTION

This document was compiled as a supplementary explanation of the document
TRANS/WP.29/2000/33 pertaining to GTR candidacy.

The Japanese government, by clarifying the points to be considered prior to the discussion on the priority of candidates for GTR, intends to facilitate discussions on the GTR candidacy list including priorities and to contribute to early formulation of GTR in cooperation with other participants and the ECE secretariat.

1. CANDIDATES FOR GTR TO BE CONSIDERED

The following four categories can be considered as candidates for GTR.

- a) **GTR proposals currently being discussed under GRs**
(Items listed in the secretariat proposal (TRANS/WP.29/2000/44))
Since 2000/44 is compiled based on agenda document 2000/1 of March, some GTR proposals which were submitted to GRs after the last WP.29 should be added if WP.29's mandate has been obtained.
- b) **ECE regulations**
- c) **Safety Regulations in Japan, FMVSS and other regulations in each country**
- d) **Future regulations discussed and to be proposed at IHRA**

Japan proposes that not only a)"GTR proposals currently being discussed under GRs" but some regulations among b)"ECE regulations", shown in TRANS/WP.29/2000/33, should also be considered as the candidates for GTR, because:

from the point of view that we are examining the priority sequence in an intermediate or long-term stance of about five years henceforth, there are some b)"ECE regulations" such as R13-H for which considerable progress has been made in harmonization among Japan, the United States and Europe, and others which are expected to be harmonized in the near future, such as ECE regulations already adopted or scheduled to be adopted by Japan.

On the other hand, Japan proposes that c)"Safety Regulations in Japan, FMVSS and other regulations in each country" and d)"Future regulations discussed and to be proposed at IHRA" should be exempted from the targets of deliberation at this stage, because:

with respect to c) "Safety regulations in Japan, FMVSS and other standards in each country", there are no detailed proposals at present;

and as for d) "Future regulations discussed and to be proposed at IHRA", it is considered appropriate to discuss GTR candidacy at WP.29 after the results of discussions at IHRA have been obtained.

2. EXAMINATION OF PRIORITY

In deliberations on the priority of each GTR proposal, examinations should be made from the following standpoints.

- i) **Feasibility in regulation harmonization**
(Largely dependent on the extent of differences in existing regulations mainly in the United States, Japan and Europe)
- ii) **Economic benefits of regulation harmonization**
- iii) **Urgency in formulation of new regulations**
(Whether or not there is a need to formulate measures urgently in order to counter such things as frequently occurring accidents),
In consideration of the fact that the 1998 Global Agreement will soon enter into force, and the necessity to formulate GTR as soon as possible, **the Japanese Government maintains that it is realistic to start deliberation of GTR on a priority basis beginning with items of highest priority in terms of i), followed by items of highest priority in terms of ii) and iii).**

3. PRIORITY PROPOSAL

In the light of aforesaid standpoints, the Japanese Government maintains that consideration should be carried out at each GR and WP.29 with a priority granted on the following:

- **Regulations such as ECE R13-H, which have considerable progress in harmonization among Japan, the United States and Europe;**
- **ECE regulations already adopted by Japan or scheduled to be adopted;**
- **GTR proposals over which deliberations at each GR have progressed to some extent.**

Since deliberations on the items to be earmarked for GTR candidacy in the latest secretariat proposal have not been conducted completely, it is believed that at the next WP.29, more comprehensive proposals should be deliberated for making prioritization.

Informal document No. ③
(121st WP.29, 4-7 July 2000,
agenda item 3.2.)

Original: RUSSIAN

PROPOSAL FOR DEVELOPEMENT OF GLOBAL TECHNICAL REGULATIONS

Transmitted by the Expert from the Russian Federation

The Russian Federation, being a Contracting Party of the Geneva 1958 Agreement, has been taking an essential part at the activity of the World Forum for Harmonization of Motor Vehicles Regulations (WP.29) and its subsidiary bodies and in the development of the Global Agreement, which is opened to sign from 25 June 1998. Recently, after coordination with all Federal Authorities concerned and according to the national procedure, the package of documents concerning joining the Global Agreement is submitted to the Government of the Russian Federation. In the near future the Russian Federation shall become a Contracting Party to the Global Agreement.

Taking into account the experience obtained through the activity in the framework of the Geneva 1958 Agreement and the experience of the National vehicle certification system, based on the application of 56 UN ECE Regulations, the Russian Party has been developing proposals for forming the Global Registry.

In the opinion of the Russian Party the activity concerning the Global Technical Regulations shall be conducted on the basis of the following provisions.

The Global Technical Regulations included in the Global Registry shall meet the following criteria:

- Contain clear definition of vehicles, components and parts that are subject to the Regulations.
- Contain requirements that provide high level of passive, active and environmental safety.
- Contain description and objective and easy to repeat methods of conduction of the necessary types of tests.
- Contain the procedure of reciprocal recognition of results of official type approval and manufacturer self-certification.
- Contain, if necessary, recommendations on transitional provisions, from the official date of entry into force of the Global Technical Regulations provisions, every Contracting Party shall issue official type approval based only on those Regulations.
- Contain, if necessary, alternative levels of provisions and test methods.

The UN ECE Regulations and, in our opinion, some national standards, including Russian standards, fully meet mentioned requirements. In the first place, the Russian Federation proposes to develop the Global Technical Regulations on the basis of the following UN ECE Regulations:

- No. 12: Uniform provisions concerning the approval of vehicles with regard to the protection of the driver against the steering mechanism in the event of impact.
- No. 13: Uniform provisions concerning the approval of vehicles of categories M, N and O with regard to braking.
- No. 13-H: Uniform provisions concerning the approval of passenger cars with regard to braking.
- No. 14: Uniform provisions concerning the approval of vehicles with regard to safety-belt anchorages.
- No. 24: Uniform provisions concerning:
I. The approval of compression ignition (C.I.) engines with regard to the emission of the visible pollutants.
II. The approval of motor vehicles with regard to the installation of C.I. engines of an approved type.
III. The approval of motor vehicles equipped with C.I. engines with regard to the emission of the visible pollutants by the engine.
IV. The measurement of power of C.I. engine.
- No. 36: Uniform provisions concerning the approval of large passenger vehicles with regard to their general construction.
- No. 46: Uniform provisions concerning the approval of rear-view mirrors, and of motor vehicles with regard to the installation of rear-view mirrors.
- No. 48: Uniform provisions concerning the approval of vehicles with regard to the installation of lighting and light-signalling devices.
- No. 49: Uniform provisions concerning the approval of compression ignition (C.I.) and natural gas (NG) engines as well as positive-ignition (P.I.) engines fuelled with liquefied petroleum gas (LPG) and vehicles equipped with C.I. and NG engines and P.I. engines fuelled with LPG, with regard to the emissions of pollutants by the engine.
- No. 51: Uniform provisions concerning the approval of motor vehicles having at least four wheels with regard to their noise emission.
- No. 73: Uniform provisions concerning the approval of goods vehicles, trailers and semi-trailers with regard to their lateral protection.
- No. 83: Uniform provisions concerning the approval of vehicles with regard to the emissions of pollutants according to engine fuel requirements.
- No. 93: Uniform provisions concerning the approval of:
I. Front underrun protective devices (FUPDs).
II. Vehicles with regard to the installation of an FUPD of an approved type.
III. Vehicles with regard to their front underrun protection (FUP).

No. 94: Uniform provisions concerning the approval of vehicles with regard to the protection of the occupants in the event of a frontal collision.

No. 95: Uniform provisions concerning the approval of vehicles with regard to the protection of the occupants in the event of a lateral collision.

The development of the Regulations with regard to the vehicle visibility, harmonized in technical requirements for M1 category vehicles and test methods with the EC Directives 77/649 and 78/318 is also considered to be topical. We propose to adopt the relevant Russian standard as a basis for the development of the mentioned Regulations:

GOST R 51266: Motor vehicles. Driver seat visibility. Technical requirements and test methods.

Informal document No. ⑥
(121st WP.29, 4-7 July 2000,
agenda item 3.2.)

**WP.29 WORK PROGRAMME ON GLOBAL HARMONIZATION
THE MOTOR VEHICLE INDUSTRY POINT OF VIEW**

Submitted by the International Organization of Motor Vehicle Manufacturers (OICA)

OICA understands that WP.29 wishes to develop its work programme relating to Global Technical Regulations under the 1998 Agreement.

OICA wishes to recall previous documents submitted:

- informal document 3 to WP.29-117
- informal document 5 to WP.29-118
- informal document 5 to WP.29-120

These previous documents gave some information on the work being carried out by OICA on Global Harmonization and highlighted several points, as part of a whole concept, which OICA believes to be crucial issues to guarantee the success of the Global Harmonization activities under the 1998 Agreement.

OICA has further reviewed its activities and is pleased to inform WP.29 of OICA's suggested priorities for the development of Global Technical Regulations. These priorities are currently focussed on passenger cars; however, inclusion of heavy vehicles in the work programme will be envisaged on a case-by-case basis.

The information below should be considered as a dynamic process since OICA is continuously reviewing its priorities and strategies; OICA will duly inform WP.29 of any further evolution.

Clearly, other subjects, such as a harmonized certification procedure constitute for OICA a top priority. However, OICA fully understands that, for pragmatic reasons, the WP.29 work programme needs to remain streamlined.

OICA CURRENT PRIORITY LIST OF GLOBAL HARMONIZATION ACTIVITIES

Subject	Status	Prospects
Windshield defrost/demist systems	Discussions in GRSG, based on OICA proposal (TRANS/WP.29/GRSG/1999/28)	Submission as proposed GTR to WP.29 in 2001
Windshield wiper/washer systems	Drafting of proposal by OICA	Submission of OICA proposal in 2001 for discussion in GRSG
Glazing materials	Discussions in GRSG, based on CLEPA proposal (TRANS/WP.29/GRSG/1999/29)	Submission as proposed GTR to WP.29 in 2001
Controls, tell-tales and indicators	Discussions in GRSG (TRANS/WP.29/GRSG/2000/8)	Submission as proposed GTR to WP.29 in 2001
Vehicle classification / masses / dimensions	Work starting in GRSG	Globally harmonized vehicle classification in 2003
Door locks, latches, hinges	Drafting of proposal by OICA	Submission of OICA proposal for discussion in GRSP, possibly in December 2000
Safety belt anchorages	Discussions in GRSP, based on OICA proposal	Submission as proposed GTR to WP.29 in 2001
Side impact	WorldSID dummy under development	Pre-production type in 2001 ; WorldSID to become universally used side impact dummy
Frontal impact	Study to start	Harmonized test procedure
Pedestrian protection	Discussions at EU and IHRA	Coordination at global level
Heavy duty diesel emissions test procedure	WHDC group of GRPE	Globally harmonized test procedure by 2005
Noise test procedure	Discussions in GRB, ISO, to revise current method (ISO 362)	Worldwide acceptance of revised ISO 362 harmonized test procedure by 2005
Installation of lights	Discussions in GRE	Submission as proposed GTR to WP.29 in 2001

