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ECONOMIC COMMISSION FOR EUROPE

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World Forum for Harmonization of Vehicle Regulations (WP.29)
Executive Committee (AC.3) of the 1998 Global Agreement

PROPOSAL TO DEVELOP SPECIAL RESOLUTION No.1 CONCERNING THE COMMON
DEFINITIONS OF VEHICLE CATEGORIES, MASSES AND DIMENSIONS (S.R.1)

Technical Sponsor: Japan

Note: The text reproduced below was considered and adopted by the Executive Committee (AC.3) of the 1998 Global Agreement at its thirteenth session, in March 2005. It is based on document TRANS/WP.29/2003/17/Rev.2 that had been submitted by Japan, not amended (TRANS/WP.29/1039, para. 95).

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

Objective of the proposal

At the one-hundred-and-twentieth session of WP.29, the Japanese Government proposed in document TRANS/WP.29/2000/33 to solve common problems of definitions of the category, mass and dimensions of vehicles. In order to decide which types of requirements and which levels of stringency are appropriate for adoption in global technical regulations, it is necessary to have a common understanding of which vehicles will be covered. Japan proposed to create that common understanding by establishing agreed upon definitions. Japan's proposal was based on the experience that had been gained after Japan signed the 1958 Agreement in November 1998, started adopting UNECE Regulations and had difficulties in solving several similar problems. Those challenges urged Japan to propose identifying the predictable problems and finding solutions for the Contracting Parties to the 1998 Agreement. The proposal is aimed at harmonizing the commonly given definitions of the category, mass and dimensions of vehicles in all gtrs to help the Contracting Parties in establishing and adopting gtrs.

This S.R.1 applies to all wheeled vehicles, equipment and parts falling within the scope of the Agreement concerning the establishing of global technical regulations for wheeled vehicles, equipment and parts, which can be fitted and/or be used on wheeled vehicles.

The establishment of the definitions of the category, mass and dimensions of vehicles will help us establish gtrs that internationally improve the safety and environmental protection features of automobiles, and that will reduce development and manufacturing costs as well as costs to consumers.

Description of the proposed S.R.1

In identifying the problems common to gtrs, the following points should be taken into consideration:

1. "Common definitions" shall be developed as basic elements for the gtrs.
 - Common definitions of category, mass and dimensions or any other subject in common to several gtrs shall be developed on the assumption that they will be used primarily for gtrs subject to the 1998 Agreement.
 - This document is not a gtr in the sense that it does not contain performance requirements as listed under Article 4. Therefore, this document does not trigger obligations of Article 7 requiring Contracting Parties to initiate procedures for adopting gtrs.
 - When drafting or amending the provisions of any gtr, Contracting Parties to the 1998 Agreement shall draft that gtr or any amendments in accordance with the provisions of this resolution.
2. "Common definitions" shall be developed from the technical point of view, and shall not necessarily be linked to any social systems such as taxation, driving licence, etc.
 - Common definitions of category, mass and dimensions or any other subject in common to several gtrs shall be developed primarily for the purpose of governing the technical requirements and test procedures.

- Even after these definitions for the 1998 Agreement are adopted in the document, Contracting Parties to the Agreement do not need to change their social systems currently in effect, such as taxation, insurance rates, toll fares, drivers' licenses, etc. in accordance with the new definitions.
3. Only "common definitions" for basic terms necessary to define the vehicle categories and characteristics of obvious use in the formulation of safety regulations shall be developed based on present-day definitions of Contracting Parties and relevant international standards.
 4. Procedures for developing "common definitions"
 - Where, in drafting new or amended gtrs, the need becomes apparent to create new definitions that are likely to be used in more than one gtr, consideration shall be given to placing them in S.R.1.
 - Amending S.R.1 should be pursuant to the procedure prescribed in Paragraph 6.4, Article 6 of the 1998 Agreement.
 - The Contracting Party, which proposes the amendments of S.R.1, should also submit the amendment proposals relating to the definitions of all gtrs currently in force.

The draft proposal of S.R.1, sponsored by Japan, is based on the work of the Common Tasks Group, which was formed under the Working Party on General Safety Provisions (GRSG) and met from October 2000 to October 2002, and took the above points into account.

Existing Regulations and Directives

The following statutes and regulations were taken into account during development of the proposed S.R.1 regarding common definitions and procedures for use in Global Technical Regulations.

- Europe: ECE Consolidated Resolution on the Construction of Vehicles (R.E.3)
EU Directive 70/156/EEC Type Approval
- USA: National Traffic and Motor Vehicle Safety Act and 49 CFR 571.3
Motor Vehicle Information and Cost Savings Act
Clean Air Act and 40 CFR 86
- Japan: Road Vehicles Act

International voluntary standards

- ISO 612 Road vehicles - Dimensions of motor vehicles and towed vehicles- Terms and definitions
- ISO 1176 Road vehicles - Masses- vocabulary and codes
