

Proposal to amend Special Resolution 2 (document ECE/TRANS/WP.29/1124)

I. Proposal

Chapter II, section D, paragraph 2, item (h), amend to read:

"(h) Seek to minimize the use of options and/or modules in UN GTRs, with the aim of including the fewest possible compliance options, while recognizing the need for them in very limited cases, including accommodating differences in test equipment or facility availability. The term "Option" generally refers to ~~alternative different limits and/or~~ testing procedures for the same regulatory requirement, **at the choice of the Contracting Party. If an option in a GTR is totally unavoidable for its adoption, then a new phase of work should be undertaken asap in order to solve the issue in a 2nd step.** "Modules" generally refers to additional regulatory requirements, beyond an agreed core group that may be adopted by CPs.

["Alternative" means a part of a UN GTR where the manufacturer of the product has the choice between 2 or more alternatives regarding a single regulated item included in the UN GTR, each of these alternatives having specific limits and/or test procedures. Alternatives are expected to be considered as fully equivalent and acceptable for the purpose of the UN GTR.]

Should other interpretations or situations related to the use of options or modules arise, they will be addressed in the same spirit as set forth in this paragraph or through additional harmonization development.

II. Justification

Following discussions at the AC.3 session of March 2016, AC.3 in June 2016 adopted Special Resolution 2 (see document ECE/TRANS/WP.29/1124). AC.3 in March 2016 also agreed that the document should be considered as a living document that may need to be completed/adapted at a later stage, taking into account that some of the raised comments might warrant further discussions, in particular the notion of options and modules (see ECE/TRANS/WP.29/1120, Paragraph 102).

OICA, representing the global auto industry, herewith re-confirms its strong support for Special Resolution 2, since it represents an important step towards an improved functioning of the 1998 Agreement.

Taking into account the comments made at the March 2016 AC.3 session, OICA however believes that a further step is warranted in order to clarify the concepts of options. OICA is convinced that such clarification will constitute a further improvement and that it will help in the development of new or amended Global Technical Regulations. OICA has taken into account the concerns raised at the various AC.3 sessions to its previous proposal (see informal document WP.29-171-15); the above new proposal clarifies that the use of options should be avoided whenever possible.

Finally, OICA also proposes (with square brackets) clarifying the concept of alternatives (at the choice of the manufacturer): this concept is well established, does not reduce the severity of the requirements, and has been used without any problem already in several

GTRs, but OICA believes it would be useful to define it clearly in order to avoid potential confusion in the future.
