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Road Map for accession to and implementation of the United Nations 1998 Agreement*

Note by the secretariat

The text reproduced below was prepared by secretariat on the basis of WP.29-176-08. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) for consideration at its March 2019 session.

* In accordance with the programme of work of the Inland Transport Committee for 2018–2019 (ECE/TRANS/274, para. 123 and ECE/TRANS/2018/21/Add.1, Cluster 3.11), the World Forum will develop, harmonize and update UN regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

Road Map for accession to and implementation of the United Nations 1998 Agreement

I. Purpose, scope and objectives of the Road Map

1. The document below is submitted by the ECE Secretariat for consideration by the World Forum for the Harmonization of Vehicle Regulations (WP.29). It contains a Road Map for the accession to and implementation of the UN 1998 Agreement. The Road Map could help countries worldwide who are not yet contracting parties to this Agreement consider their accession to them and their implementation.

2. Road traffic crashes are a leading cause of death and injury around the world, killing more than 1.3 million people and injuring as many as 50 million people a year. 90 per cent of those casualties result from traffic crashes in developing countries. Every country and world region is implementing measures to address this problem. It is worth mentioning the UN Global Plan for the Decade of Action for Road Safety 2011-2020 is based in five pillars, of which Pillar three is dedicated to safer vehicles and to UN Member States to apply the vehicle regulations developed by the World Forum WP.29.

3. The implementation of Vehicle Regulations related activities demonstrated that, through accession to and implementation of the 1998 Agreement, vehicles safety will be increased considerably. However, the main issue for many countries remains how to prepare for accession and implementation of this Agreement so that they can benefit from its provisions, ensuring that safer and less polluting vehicles are used in their countries.

4. The present document, prepared by ECE secretariat, presents the main steps and several sub-steps that countries worldwide wishing to accede to and fully implement the 1998 Agreement, are advised to follow (the Road Map).

5. The first two steps deal with the preparatory work for accession, including coordination and responsibilities and highlight the strategic issues that need to be considered before accession. Step three exclusively deals with accession to the agreement, eligibility and related procedures. Step four lays out the process for the development and establishment of UN Global Technical Regulations (GTRs).

6. All related legislative and explanatory documents are annexed. However, due to their volume, most of them are made available in electronic form only.

Part I: The 1998 Agreement on UN Global Technical Regulations

II. Construction of Safer and more Environmentally Friendly Vehicles

7. Road transport plays an essential role in the economy and, jointly with the automotive industry, contributes considerably to the gross domestic product. On the other hand, road traffic has two main negative aspects: road accidents as well as noise and pollutant emissions

8. The World Forum for the Harmonization of Vehicle Regulations, also known as WP.29, was established by the ECE Inland Transport Committee (ITC) in 1952 to resolve these two negative aspects and to facilitate international trade by eliminating technical barriers to trade of vehicles. Since the end of the past century it opened its geographical

coverage to include any country or region of the UN system that wants cooperate in increasing vehicles' safety and environmental performance.

9. The World Forum services three UN Agreements, the 1958 Agreement on the approval/certification of Vehicles, the 1997 Agreement on Periodic Technical Inspections (PTI) and the 1998 Agreement on Global Technical Regulations, and their annexed UN Regulations, UN Rules and UN GTRs.

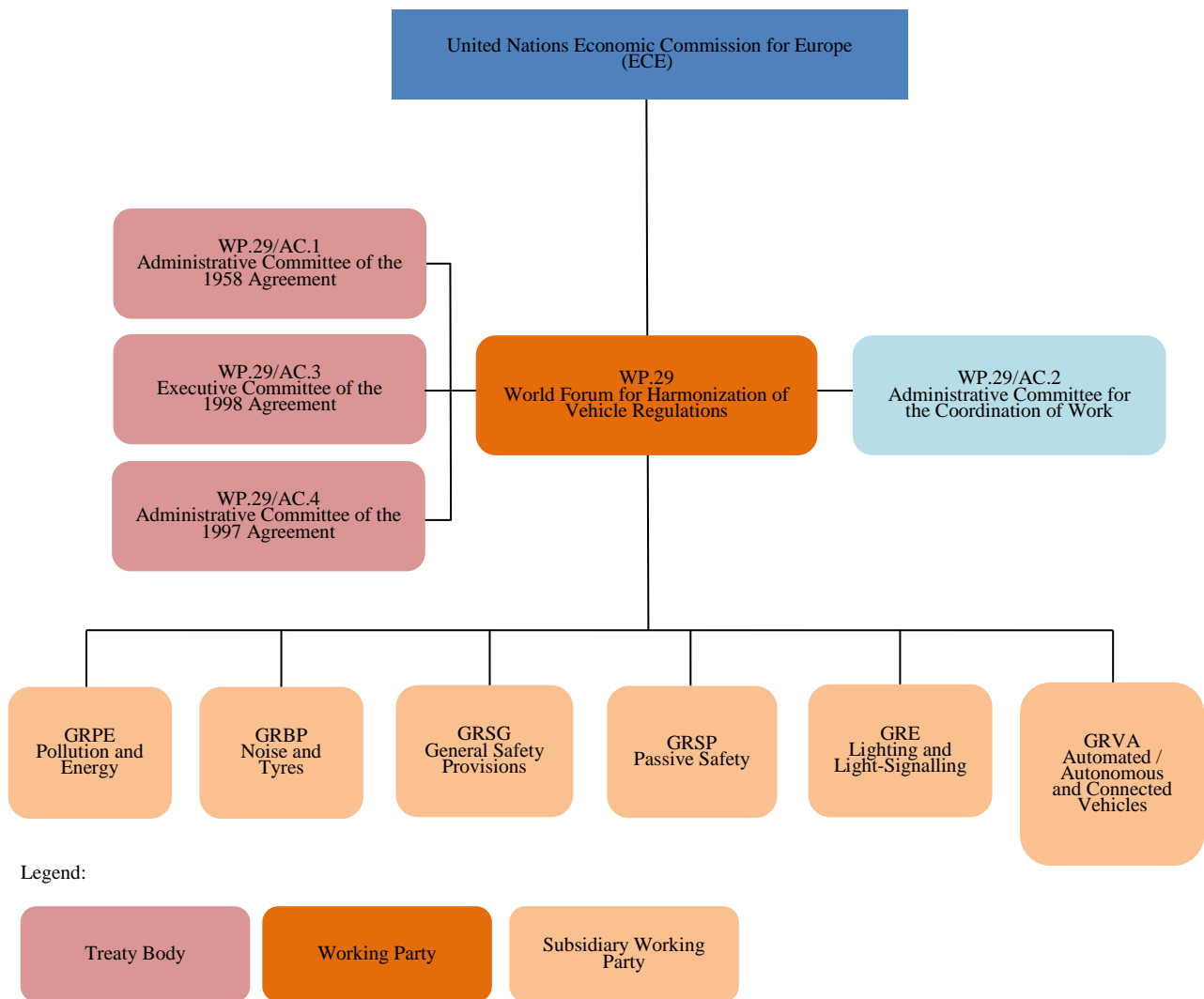
10. In addition to the Governments of the contracting parties (CPs) to the three agreements, Governmental Organizations (GOs) and Non-Governmental Organizations (NGOs) can participate in the work of the World Forum, but in a consultative capacity.

11. The World Forum's work is transparent: agendas, working documents, reports, informal documents as well as the agreements and their UN Regulations, UN Global Technical Regulations and UN Rules as well as all the documents of their Informal Working Groups are freely accessible on the WP.29 website: <http://www.unece.org/trans/main/welcwp29.html>.

12. The day-to-day management of the activities of WP.29 is carried out by the ECE Secretariat, which is based in the Sustainable Transport Division.

13. Sessions of WP.29 are held three times a year. Those of the subsidiary Working Parties of Experts (GRs) are held twice a year. Sessions of WP.29's Administrative Committee for the Coordination of Work (AC.2) are held prior to each WP.29 session.

14. The structure of the World Forum WP.29 is reproduced in the following chart:



15. The World Forum WP.29 administers the following three UN Agreements:
- The agreement concerning the Adoption of Harmonized Technical United Nations Regulations 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 United Nations Regulations (Revision 3). (The UN 1958 Agreement),
 - The agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections, of 1997. (The UN 1997 Agreement),
 - 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, of 1998 (The UN 1998 Agreement).
16. WP.29 ensures consistency between the UN Regulations, UN Rules and UN GTRs developed in the legal framework of these three UN Agreements.

III. The 1998 Agreement

17. The official name of the 1998 Agreement is 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** – also informally known as the Global Agreement of 1998.

18. The 1998 Agreement was negotiated and concluded under the auspices of ECE and opened for signature on 25 June 1998. The United States of America became the first signatory. The Agreement entered into force on 25 August 2000 for eight Contracting Parties. In 2018 the Agreement had 38 Contracting Parties. To date, 20 UN GTRs have been established under this Agreement.

19. The goal of the 1998 Agreement is to continuously improve global safety, decrease environmental pollution and consumption of energy and improve anti-theft performance of vehicles and related components and equipment through globally uniform technical regulations. This is achieved in a predictable regulatory framework for the global automotive industry, the consumers and their associations. Unlike the 1958 Agreement, the 1998 Agreement does not provide for mutual recognition of approvals, thus, allowing countries which are not ready or are unable to assume the obligations of reciprocal recognition to effectively engage in developing UN GTRs, regardless of these countries type of compliance or enforcement procedures.

20. The 1998 Agreement establishes a process by which countries from all regions of the world can develop UN GTRs jointly on safety, environmental protection systems, energy sources and theft prevention of wheeled vehicles, equipment and parts and to implement these regulations in line with the uniform provisions of UN Regulations. The equipment and parts cover, but are not limited to, vehicle construction, exhaust systems, tyres, engines, acoustic shields, anti-theft alarms, warning devices and child restraint systems.

21. The 1998 Agreement takes into consideration those nations that are employing a "self-certification system," in which manufacturers guarantee the conformity of their vehicles to relevant safety standards and the governments confirm the conformity of vehicles after they are placed on the market. UN GTRs under the 1998 Agreement and UN Regulations under the 1958 Agreement are expected to incorporate newly-established provisions of each other into its own provisions. This makes it possible to harmonize regulations with countries employing the self-certification system. However, the type-approval system prescribed in the UN Regulations, is not included in UN GTRs

22. For the preparation of new UN GTRs, the agreement provides for two different approaches. The first consists in harmonising existing regulations or standards applied by contracting parties, while the second involves drawing up new global technical regulations where there have not previously been any.

23. The agreement provides for existing regulations of the contracting parties that could be harmonised to be listed in a Compendium of Candidate Global Technical Regulations in order to make it easier to transform them into global regulations. A regulation is added to the compendium if it is supported by at least one third of the votes cast by the contracting parties present, including a vote of the European Union, Japan and the United States.

IV. Main provisions of the 1998 Agreement

24. Members of ECE, of the United Nations and REIOs formed by countries which participate in ECE activities are eligible to become Contracting Parties to the 1998 Agreement. Specialized agencies and organizations that have been granted consultative status

in accordance with the provisions of the Agreement may participate in that capacity in the deliberations of particular concern to that agency or organization. (Article 2)

25. The Executive Committee of the 1998 Agreement (AC.3) is composed of all the Contracting Parties to the Agreement. AC.3 oversees the process of recommending, developing and amending UN GTRs and adopts the new UN GTRs or new amendments once developed.

26. The Agreement explicitly recognizes the importance of continuously improving and seeking high levels of safety and environmental protection, and the right of national and subnational authorities to adopt and maintain technical regulations that are more stringently protective of health and the environment than those established at the global level. (Preamble)

27. The Agreement explicitly states that one of its purposes is to ensure that actions under the Agreement do not lead to, or result in, a lowering of safety and environmental protection within the jurisdiction of the Contracting Parties, or in the subnational level. (Article 1)

28. To achieve high levels of environmental protection and vehicle safety, the Agreement seeks to promote the global harmonization of wheeled vehicle and engine regulations. (Preamble)

29. The Agreement emphasizes that the development of global technical regulations will be transparent. (Article 1)

30. Annex A of the Agreement states that the term 'transparent procedures' includes the opportunity to have views and arguments represented at:

- Meetings of WP.29 and Working Parties through organizations granted consultative status; and
- Meetings of WP.29 Working Parties and of AC.3 through pre-meeting consultation with representatives of Contracting Parties.

31. The 1998 Agreement includes six unique and significant provisions for the development and establishment of UN GTRs.

- a) It provides for the consideration of regulatory development proposals from Contracting Parties to the Agreement. (Article 3)
- b) It requires the establishment of a Compendium of Candidate Global Technical Regulations. The Compendium consists of existing national or regional regulations that are selected as candidates for global harmonization. (Article 5)
- c) It specifies the criteria required for the harmonization of regulations from the Compendium and existing UN Regulations, the development of new UN GTRs and the amendment of existing ones. (Article 4)
- d) It requires the establishment of a Registry of UN GTRs; (Article 6)
- e) It specifies the process for the amendment of established UN GTRs. (Article 6)

32. It requires the consensus of all Contracting Parties for the establishment or amendment of a UN GTR. (Article 6, para. 6.3.)

33. The Agreement does not oblige Contracting Parties to any specific conformity assessment regime (i.e. type approval, self-certification, etc.), nor to commit to reciprocal recognition of UN GTR compliant vehicles, equipment or parts adopted by other Contracting Parties nor does it impose an enforcement regime. The Agreement does preserve the sovereign rights of each Contracting Party to implement and enforce the UN GTR in

accordance with their own national or regional regulatory process and/or laws. Annex III provides more details.

34. The fact that a UN GTR has been established does not oblige the contracting parties to give it legal force in their domestic legislation. On the other hand, the contracting parties must notify the ECE secretariat their decision on whether to implement/transpose a global technical regulation and the effective date from which it will apply. Furthermore, every contracting party that votes in favour of establishing a UN GTR is required to submit the regulation to the process it uses to give such regulations legal force and report on an annual basis on the state of the art of the above-mentioned transposition of the UN GTR into national legislation.

V. Format and contents of UN GTRs annexed to the Agreement

35. The UN GTRs govern all categories of road vehicles, non-road mobile machinery as well as their parts and equipment. Documents TRANS/WP.29/883 and TRANS/WP.29/883/Add.1 – “Format of Global Technical Regulations” provides guidelines to the Working Parties of experts on the formats that shall be used in drafting of GTRs. Two different formats are described and exemplified.

36. The general format for UN GTRs shall include:

- (a) Statement of Technical Rationale and Justification – A summary of the report that the working group is required to prepare when it recommends the global technical regulations UN GTR), including a synopsis of the UN GTR's:
 - 1. Technical and economic feasibility;
 - 2. Anticipated benefits; and
 - 3. Potential cost effectiveness.
- (b) Text of Regulation
 - 1. Purpose – A simple statement that appears at the beginning of the UN GTR that describes the particular aspect of safety or environmental performance addressed by the UN GTR.
 - 2. Application / Scope – A clear description of the types of wheeled vehicles, and/or wheeled vehicle equipment and/or parts that are subject to the UN GTR.
- (c) Definitions - Explanation of some technical terms that are used in the body of the regulation.;
- (d) General Requirements (if applicable) – This section should be short and apply to all vehicles and/or equipment covered by the regulation (e.g., all vehicles must have type 2 seat belts or meet specified emission standards). This section could include labelling requirements;
- (e) Performance Requirements – This section should be drafted in performance-oriented terms so as to permit design flexibility, e.g., permitting the use of not only of current designs and technologies but also possible future designs. It should also be drafted in quantified, objective terms so that compliance can be determined on the basis of scientific measurements. Depending on the regulations, labels could also be addressed in this section;
- (f) Test Conditions – Test conditions (e.g., ambient temperature, road test surface, seat and dummy positioning, etc.) may be same for all test procedures or may be

specific to each test procedure. If possible, the numbering of the paragraphs of the test conditions should track the numbering of the paragraphs of the test procedures and performance requirements;

(g) Test Procedures – Test procedures relate to specific performance requirements (e.g., impact vehicle into a fixed barrier at any speed, including and up to x, emission sampling done at a specified humidity range). If possible, the numbering of the paragraphs of the test procedures should track the numbering of the paragraphs of the performance requirements;

(h) Annex (Applicable to Contracting Parties of 1958 Agreement) - Conditions for granting type approval and their reciprocal recognition including any approval markings and conditions for ensuring conformity of production.

37. The alternative format for UN GTRs with many different requirements and test procedures may differ from the general format in the following point (i.e. all other points as described in para 34 above remaining the same, subpoints (e), (f) and (g) are grouped into one):

Performance Requirements and Associated Test Conditions and Procedures: For regulations with multiple performance requirements, test procedures, and test conditions for each vehicle type, performance requirements could be organized by vehicle type or engine family and grouped together with the appropriate test conditions and procedures.

38. Further guidance and examples are available in document TRANS/WP.29/883.

VI. Benefits of acceding to the 1998 Agreement

39. The advantage of international harmonization of regulations is that design specifications of vehicles do not have to be changed to meet country-specific regulations. Common specifications of vehicle parts will reduce the cost of development and production and the retail price of vehicles. It will also make homologation of certification procedures easier, make the market larger, and give the consumers a wider range of choices.

40. Enhances vehicle's safety and environmental performance: UN GTRs are developed with the most stringent provisions for safety and environmental performance of vehicles. Acceding to the agreements and mandatory application of the UN GTRs for the registration of vehicles will result in safer and more environmentally friendly vehicles.

41. Contributes to the application of the recommendations of the UN Plan of Action for the Decade Road Safety: The UN Global Plan of Action for the Decade is based on five pillars. The third pillar is dedicated to safer vehicles and recommends the application of UN GTRs, Regulations and Rules developed by the World Forum WP.29.

42. Facilitation in the elaboration of national vehicle regulations: The elaboration of new vehicle regulation is a complex, time consuming and very expensive process. By the application of UN GTRs, which have demonstrated their efficiency, countries have prompt and free access to a set of technical performance requirements for vehicles.

43. Technological development of national manufactures: By the application of UN GTRs, national industry can upgrade its technological knowhow to adapt the manufacturing process of vehicles, equipment and parts to the most developed technologies in practice. The adaptation of national regulations in parallel with the UN GTRs can facilitate the smooth integration of technological innovations.

44. Participation on the decision-making process for the elaboration of UN GTRs: The participation in the elaboration of UN GTRs is open to all the member states of the United Nations. Nevertheless, only the contracting parties to the agreement can vote when establishing a new UN GTR, or when amending a UN GTR.

45. Countries, being CPs to the agreement and mandatory applying a UN GTRs, can reject the registration in their own territory, of sub-standard vehicles.

46. For many countries the 1998 Agreement is the most inclusive approach to work collectively to develop harmonized technical provisions. Especially, concerning new technologies, it is likely that new CP's and other stakeholder will engage in this effort to a greater extent than the past and should be given ample opportunity to make important contributions. As a matter of fact, it is easier to harmonize technologies where a standard is not yet designed to assess their liability rather than already existing standards (e.g. Frontal crashes). Since its entering into force, the Agreement has reduced regulatory divergences between countries applying self-certification vs. type approval regimes providing a level playing field for manufacturers, facilitating trade in vehicles throughout the global market.

47. Finally, the voting process provided by the Agreement allows any country to have the same weighing factor in the development and establishment of UN GTRs vis a vis Regional Economic Integration Organizations.

VII. Main web-links for information on the 1998 Agreement and its UN GTRs

48. Text of the 1998 Agreement:

<http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29glob.html>

49. UN GTRs annexed to the 1998 Agreement:

http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29glob_registry.html

50. Notifications on UN GTRs

<https://wiki.unece.org/display/TRAN>

51. Status of the 1998 Agreement

http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29glob_stts.html

52. Authorisations to develop UN GTRs

http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29glob_proposal.html

53. Candidates of UN GTRs

http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29glob_candidate.html

54. Notifications on Listing in the Compendium of Candidates

<http://www.unece.org/trans/areas-of-work/vehicle-regulations/agreements-and-regulations/global-regulations-1998-agreement/notifications-on-listing.html>

55. United Nations Office of Legal Affairs (New York):

https://treaties.un.org/pages/Overview.aspx?path=overview/overview/page1_en.xml

56. World Forum for Harmonization of Vehicles Regulations (WP.29) -Homepage:

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

57. Terms of Reference (WP.29):

<http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29tor.html>

58. World Forum for Harmonization of Vehicles Regulations (WP.29) –How it works – How to join it (Third edition of 2012 and a fourth edition is under development):

<http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29pub.html>

VIII. The Road Map for accession to and implementation of the 1998 Agreement

59. The current Road Map aims to provide guidance to countries wishing to accede and implement the 1998 Agreement.

60. The Road Map proposes the implementation of main steps that, if pursued in a proper and timely manner, would result in the full application of the system in their territories.

STEP 1: Preparing for accession

1.1 Coordination and responsibilities at national level

61. The 1998 Agreement itself as well as the UN GTRs may, depending on the national governmental structure, be under the responsibility of different ministries or administrations. The ministries, administrations and bodies concerned need to be identified and their representatives should be invited to take an active role in the pre-accession process.

62. A non-exhaustive list of usual ministries, administrations and bodies include the areas of: transport, industry, environment, interior, trade and customs.

63. Representatives of the private sector should be involved, if possible, in the process as representatives of the final users of the UN GTRs: transport sector, vehicle manufacturers and their suppliers, competent laboratories, etc.

64. A formal coordination of interested participants should be organized in the process of preparation of the accession.

65. It should be noted that each country should assess and define an administrative structure according to their own needs, based on its culture, standard operating procedures, hierarchy schemes, staff and expertise availability. The sub-steps presented below are recommendations only and should not be regarded as obligatory.

1.2 Overall coordination and supervision

66. Although the UN GTRs annexed to the 1998 Agreement may involve different ministries and/or bodies, the main responsibility should be assigned to one ministry or government agency. Since the accession to the 1998 Agreement is more relevant to those countries that consider "Self certification" system as the most fitting one to their national situation, a declaration from manufacturers that a vehicle complying with UN GTRs provisions (self certification) shall be accepted by the Governmental Authority as sufficient to comply with minimum safety/environmental standards as an alternative to the type approval certificate of UN Regulations.

67. Thus its application could be effective only if a well-proved enforcement system could verify such declarations from manufacturers through an Agency (such as in the USA: NHTSA) performing: test inspections, recall campaign of non-complying models etc.

68. Regardless of which one of the two Agreements (1998 or 1958) is right for the country, the establishment of such an Agency or a public institution that would perform market surveillance and conformity of production is advisable.

STEP 2: Addressing strategic issues prior to accession

2.1 Studying the 1998 Agreement and related national legislation

69. A National Focal Point and a competent authority shall study the 1998 Agreement, the UN GTRs annexed to the agreement and the related national legislation. They are also

responsible for ensuring that the translation of the 1998 Agreement (as appropriate) is made available. Concerning the translation, it is convenient to note that the 1998 Agreement is made available by the ECE in its three official languages i.e. English, French and Russian. In addition, and due to the accession of the European Union to the 1998 Agreement, the European Commission provides a translation of the agreement in all the official languages of the European Union¹.

70. Following the study of the 1998 Agreement and the analysis of the UN GTRs annexed to it, the competent authority responsible for road transport vehicles shall be informed about the advantages of the accession to the 1998 Agreement. Departments that have technical competencies on the matter should be involved. Other Departments that have administrative and legal competencies to sign an international Agreement (i.e. Foreign Affairs, Environment, Industry ...) should be consulted.

71. After completion of the above, the national/regional Authority of the country should take the political decision, if necessary, to initiate the national/regional (internal) procedure for the accession to the 1998 Agreement.

STEP 3: Accession to the 1998 Agreement

72. Articles 2 and 9 of the 1998 Agreement stipulate the eligibility for accession to it. Currently, States members of ECE and States admitted to the Commission in a consultative capacity may become contracting parties to the agreement, as well as States which may participate in certain activities of the Economic Commission for Europe by acceding. In practice, this means that the 1998 Agreement is open to all countries of the world being members of the UN.

3.1. Accession documentation

73. Countries that wish to accede to the 1998 Agreement shall submit to the Secretary-General of the United Nations:

- (a) Signature without reservation as to ratification, acceptance or approval;
- (b) Signature subject to ratification, acceptance or approval, followed by ratification, acceptance or approval;
- (c) Acceptance; or
- (d) Accession;
- (e) The instrument of ratification, acceptance, approval or accession shall be deposited with the Secretary-General.

3.2. Actions upon becoming a Contracting Party

74. After the Agreement has entered into force, each country or regional integration organization shall give notification in accordance with Article 7 as to which, if any, UN GTR(s) established pursuant to Article 6 of the Agreement it will adopt, and as to any decision to accept products that comply with any of those UN GTRs, without adopting those GTRs into its own laws or regulations. If the established UN GTR contains more than one level of stringency or performance, the notification shall specify which of those levels of stringency or performance is adopted or accepted by the Contracting Party.

¹ As part of 2000/125/EC: Council Decision of 31 January 2000 concerning the conclusion 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 ('Parallel Agreement') - <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:32000D0125>.

75. Each regional economic integration organization shall declare in matters within its competence that its Member States have transferred powers in fields covered by the 1998 Agreement, including the power to make binding decisions on their Member States.

STEP 4: Regulatory process under the 1998 Agreement

76. The Agreement outlines two processes to establish UN GTRs. The first is the harmonization of existing regulations or standards. The second is the establishment of new UN GTRs if regulations or standards are non-existent. (Article 6, paras. 6.2 and 6.3) (see Chart 4)

77. The Agreement states that the existing regulations of Contracting Parties in need of harmonization be entered into the Compendium of Candidate Global Regulations to facilitate their transition to GTRs. The entry must be supported by a vote of one-third of the Contracting Parties present and voting at AC.3, including the vote of either Japan, the United States of America or the European Union. The Compendium expands or contracts in direct proportion to the regulations that need harmonizing. (Article 5)

78. The process for developing a harmonized UN GTR includes a technical review of the existing regulations of the Contracting Parties, of the UN Regulations and of relevant international standards (e.g. International Organization for Standardization). If available, comparative assessments of the effectiveness of these UN Regulations (also known as functional equivalence assessments) are also reviewed. (Article 1, para. 1.1.2 and Article 6, para. 6.2.)

79. The process for developing a new UN GTR includes an assessment of technical and economic feasibility and a comparative evaluation of the potential benefits and cost effectiveness of alternative regulatory requirements and the test method(s) by which compliance will be demonstrated. (Article 6, para. 6.3.)

80. The process for amending any UN GTR follows the same procedures specified in paragraph 6.3 of the 1998 Agreement for establishing the UN GTR. (Article 6, para. 6.4.)

81. A consensus vote at AC.3 is required to establish a new UN GTR. Thus, if any Contracting Party votes against a recommended UN GTR, it would not be established. (Annex B, Article 7, para. 7.2.). Contracting parties may abstain from voting.

82. Once harmonized or developed, UN GTRs are established in a Global Registry, which serves as a repository of UN GTRs that could be adopted by countries from around the world.

83. The establishment of a UN GTR does not oblige Contracting Parties to adopt that UN GTR into its laws and regulations. Contracting Parties retain the right to choose whether or not to adopt any technical regulation established as a UN GTR under the Agreement. (Preamble, Article 7)

84. Consistent with the recognition of that right, Contracting Parties have only a limited obligation when a UN GTR is established under the Agreement. If a Contracting Party voted to establish the GTR, that Contracting Party must initiate procedures used by the Party to adopt such a UN GTR as a domestic regulation. (Article 7). When this has not been done within a one-year period, the Contracting Party shall report on the status of the Regulation in its domestic process. Other obligations under the Agreement include notifying the ECE secretariat of the decision to adopt a UN GTR and the effective date of application of that regulation, the notification of the decision not to adopt the regulation, the decision to rescind or amend a UN GTR, etc.

85. The Agreement allows for UN GTRs to contain a 'global' level of stringency for most parties and 'alternative' levels of stringency for developing countries. In this way, all countries, including the least developed ones, can participate in the development,

establishment and adoption of UN GTRs. It is anticipated that a developing country may wish to begin by adopting one of the lower levels of stringency and later successively adopt higher levels of stringency. (Article 4)

86. It is advisable to organize expert workshops/seminars to strengthen the expert knowledge of the different stakeholders involved in the application and enforcement of the provisions of the 1998 Agreement and its annexed UN GTRs.

87. Such workshops/seminars should focus on administrative process set out by the 1998 Agreement and its UN GTRs.

IX. Summarized Road Map table of actions concerning the 1958 Agreement

<i>PREPARATION FOR ACCESSION</i>		<i>ACCESSION</i>	<i>IMPLEMENTATION</i>	
STEP 1	STEP2	STEP 3	STEP 4	
<i>NR.</i>	<i>STEPS</i>	<i>TIME OF COMPLETION</i>	<i>RESPONSIBLE</i>	<i>REMARKS</i>
STEP 1: Preparing for accession				
1.1	Coordination and responsibilities at national level	Planning period	Highest government level	
1.2	Overall coordination and supervision	Planning period	Highest government level	
STEP 2: Addressing strategic issues prior to accession				
2.1	Studying the 1998 Agreement and related national legislation	Planning period	Highest government level/ National Focal Point/ Competent Authority / National Experts	
STEP 3: Accession to the 1998 Agreement				
3.1	Accession documentation	After planning period	Highest government level	
3.2	Actions upon becoming a Contracting Party	After planning period	Highest government level / National Focal Point	
STEP4: Regulatory process under the 1998 Agreement and reporting				
4.1	Notify ECE of the decision to adopt (not to adopt, rescind, amend) a UN GTR and the effective date of application of that regulation	Upon decision	National Focal Point	
4.2	Status reports on the domestic implementation of UN GTRs	Annually	National Focal Point	

X. Annexes and background documents

88. All documents annexed to the present will be made available only in the electronic version of the Road Map. They can also be found in the ECE website.

(a) 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 (ECE/TRANS/132 and Corr.1).

<http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29glob.html>)

(b) UN Regulations annexed to the 1958 Agreement:
http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29glob_registry.html

(c) Status of the 1958 Agreement, and of the annexed UN Regulations and of the Type Approval Authorities and Technical Services
http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29glob_stts.html
