

Revised comments from the United States of America to document ECE/TRANS/WP.29/2011/52

Introduction

The following document introduces some revised edits to the WP.29 publication, "The Blue Book". The present document is based on document ECE/TRANS/WP.29/2011/52 submitted by the Chair of the World Forum WP.29 during its March 2011 session. The suggested changes are marked with track changes.

Add a new Chapter 1 to read:

"Chapter 1

Foreword and Executive Summary

This is the third edition of the publication, currently referred to as the Blue Book, which gives precise information on WP.29, the World Forum for Harmonization of Vehicle Regulations: its background, its administrative and legal framework with a user's guide, and the three international United Nations (UN) Agreements which are administered by the World Forum WP.29.

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The World Forum is a permanent Working Party within the institutional framework of the United Nations, which has specific terms of reference and rules of procedure. The most important part of the terms of reference is to administer three international UN Agreements on motor vehicles: the 1958 and 1998 Agreements on the construction and performance requirements of vehicles, and the 1997 Agreement on periodical technical inspection. WP.29 ensures consistency between the three types of UN regulations and rules developed in the legal framework of these Agreements.

Participation to WP.29 is open to any country member of the United Nations and any Regional Economic Integration Organization (REIO) set up by these countries, which may become Contracting Parties to the Agreements. Governmental organizations (GOs) and non-governmental organizations (NGOs) may also participate in a consultative capacity.

The work of the World Forum WP.29 is transparent: all agendas, working documents and reports are freely accessible to everybody on the Internet website of WP.29.

The main features of the Agreements administered by WP.29 are as follows:

The 1958 Agreement provides the legal and administrative framework for establishing international UN Regulations (which are annexed to the Agreement and have its full legal value), for granting type approvals according to the specifications of each UN Regulation, and for the mutual recognition of the type approvals granted by each Contracting Party. Contracting parties are not obliged to apply all the UN Regulations annexed to the Agreement: they may choose those, if any, they decide to apply when accede to the Agreement. This Agreement has currently 49 Contracting Parties and 127 UN Regulations annexed to it. The UN Regulations are updated, whenever appropriate, to take into account technical and political guidance from the Contracting Parties, the evolution of scientific knowledge and technological progress.

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The 1998 Agreement provides that Contracting Parties will establish, by consensus vote, United Nations Global Technical Regulations (GTRs) in a UN registry. The provisions of the GTRs contain harmonized performance requirements and test procedures. In addition, each GTR contains extensive discussion on how each provision in the UN Regulation was developed. The discussion includes a record of the technical rationale, the research sources used, cost and benefits consideration, and crash/injury/emissions data consulted. The Contracting Parties use their nationally established rulemaking processes when transposing UN GTRs into their national administrative

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system. This Agreement currently ~~has~~ 31 Contracting Parties and 11 UN GTRs have been ~~developed and added to the UN~~ global registry.

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The 1997 Agreement provides that Contracting Parties will establish rules on periodical inspections of vehicles and shall reciprocally recognize the international inspection certificates granted according to the Rules annexed to the Agreement.

For each Agreement, the final decisions on new UN regulations and rules and amendments to existing ones are taken, according to the internal provisions of the corresponding Agreement, by the Administrative or the Executive Committees, which are exclusively composed of the Contracting Parties to the Agreements represented by their Governments. Before the decision, all the preparatory work is done openly and transparently in WP.29 with the participation of all representatives of countries, being Contracting Parties or not, and experts from GOs and NGOs.

Thanks to its long experience, its expertise and the involvement of all interested stakeholders, WP.29 has shown its ability to produce high quality UN Regulations ~~and UN GTRs~~ in a timely manner. Contracting Parties, as the European Union, have decided to organize their internal legislation by a direct reference to UN Regulations annexed to the 1958 Agreement. Furthermore, some of these UN Regulations have been recognized, on a voluntary basis, by countries which are beyond the existing Contracting Parties." ~~More recently, UN GTRs, which are developed by the Contracting Parties to the 1998 Agreement have emerged as regulations that are used by Contracting Parties that are exclusively members of the 1998 Agreement, such as the People's Republic of China, India and the United States and also by some Contracting Parties to the 1958 Agreement.~~

Chapter 2 remains unchanged

Chapter 3, first paragraph, page 10, amend to read:

"WP.29 is a Working Party under the United Nations Economic Commission for Europe's Inland Transport Committee. As stated previously, it has now become the World Forum for the Harmonization of Vehicle Regulations (WP.29) - see organizational chart below. Its role and that of its subsidiary Working Parties is to develop new UN Regulations, ~~new UN GTRs~~, harmonize existing UN Regulations, and amend and update current UNECE UN Regulations ~~and UN GTRs~~ that address the areas of concern covered by the Agreements administered by WP.29."

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Chapter 3, second paragraph, page 11, add new subparagraph to read:

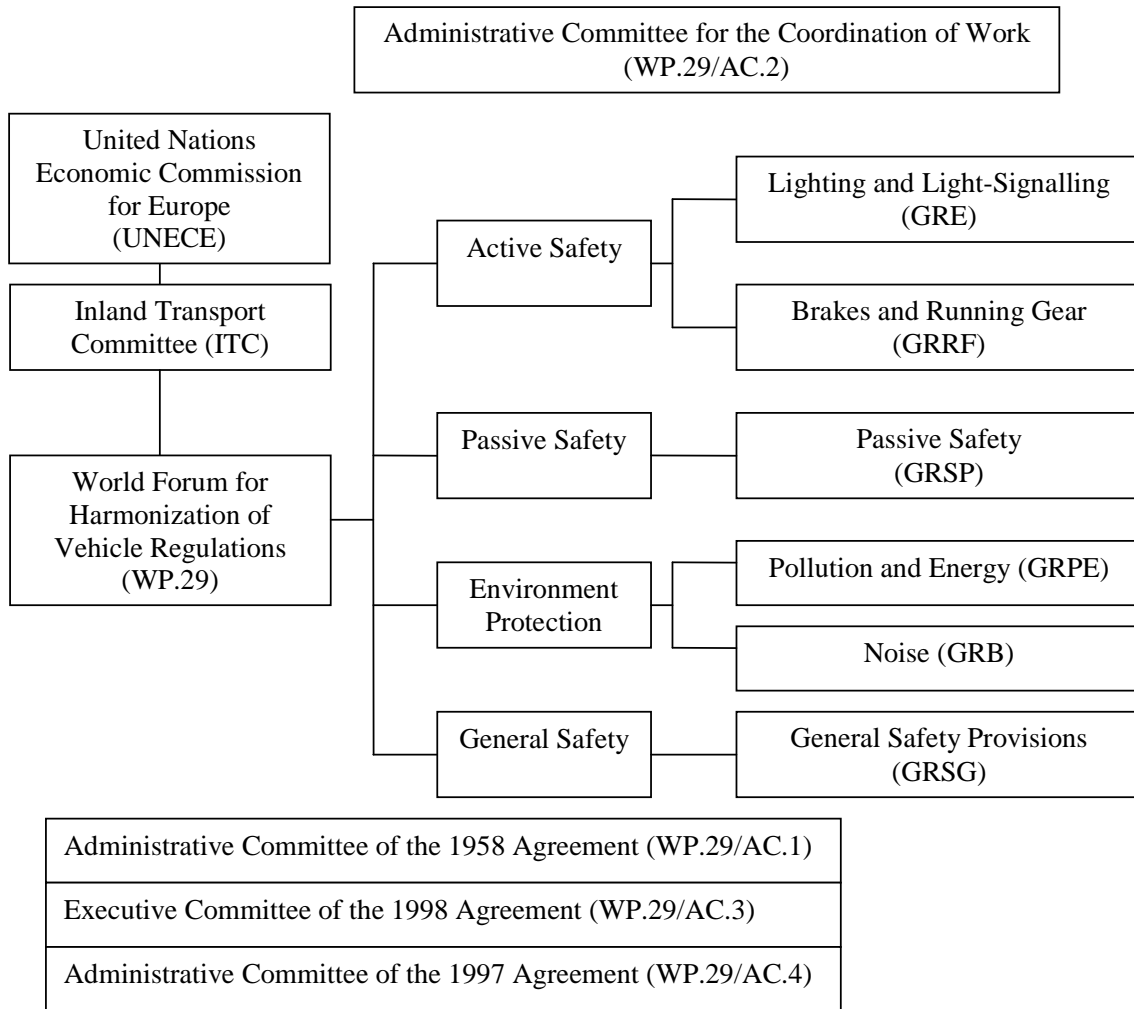
"Individual UN Regulations have been established to address the specific safety requirements for LPG (liquefied petroleum gas), CNG (natural compressed gas) and electric vehicles. Existing UN Regulations have been adopted, and will be whenever appropriate, to take into account new technologies such as plug in hybrid vehicles. A task force has been established ~~under the 1998 Agreement~~ on the project "hydrogen and fuel cell vehicles", to prepare ~~UN GTRs~~ covering both safety and environmental issues for those vehicles ~~and more recently an informal group has been established to address heavy-duty hybrids emissions measurement and certification.~~"

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"Chart 1

Organization of WP.29



Chapter 4, first paragraph, page 13, amend to read:

"The 1958 Agreement

The 1958 Agreement was done on 20 March 1958, entered into force on 20 June 1959, amended on 10 November 1967, and again revised on 16 October 1995 ~~under the auspices of the UNECE WP.29~~. The purpose of the Agreement is to provide procedures for establishing uniform prescriptions regarding new motor vehicles and motor vehicle equipment and for reciprocal acceptance of approvals issued under UN Regulations annexed to this Agreement. ~~At the moment, reciprocal recognition under the Agreement is only for vehicle systems, parts and equipment, not for the entire vehicle.~~ UN Regulations adopted by Contracting Parties [to the 1958 Agreement](#) pursuant to the Agreement govern the approval of motor vehicles and motor vehicle equipment for sale in those countries. The Agreement ~~was originally intended to~~ **addresses only** safety requirements, ~~but has since been amended to encompass~~ environmental (air and noise pollution emission), energy and anti-theft prescriptions."

Chapter 4, page 13, insert a new paragraph to read:

"Currently, reciprocal recognition under the Agreement applies to vehicle systems, parts and equipment, not for the entire vehicle. In March 2010, the World Forum WP.29 decided to launch the International Whole Vehicle Type Approval (IWVTA) project, and established an informal group with terms of reference covering the period 2010–2016. In addition to the work linked to the IWVTA concept, the informal group shall also make the inventory of the items of the 1958 Agreement which need to be revised or complemented."

Chapter 4, page 13, second paragraph, amend to read:

"The 1958 Agreement currently has ~~38~~ **49** Contracting Parties, of which ~~33~~ **41** are European UNECE member countries. Other Contracting Parties include the European Union (Regional Economic Integration Organization), Japan, Australia, South Africa, and New Zealand, **Republic of Korea, Malaysia, Thailand and Tunisia**. Chart 2 lists the Contracting Parties to the Agreement and the date of application of the Agreement by those Parties. ~~Ireland is a European Community Member State, which by virtue of the European Community accession to the Agreement applies the UNECE Regulations that the Community applies.~~"

Chapter 4, page 13, third paragraph, amend to read:

"The Agreement has ~~114~~ **127** ~~UNECE~~ UN Regulations annexed to it. These UN Regulations govern **all categories of road vehicles and non-road mobile machinery** ~~passenger cars, light trucks, heavy trucks, trailers, mopeds and motorcycles, public service vehicles, and other vehicle types~~ and their equipment and parts, and have been adopted to varying degrees by the Contracting Parties. The reciprocal recognition of type approvals among Contracting Parties applying the UN Regulations has facilitated trade in motor vehicles and equipment throughout

Europe. In recent years, the WP.29 has been used as forum for harmonizing UNECE Regulations and EC Directives.

More specifically, in recent years, the European Union has decided to replace as many EU directives as possible by the 1958 Agreement regulations, and to make direct reference to these UN Regulations in the EU administrative body. For the complete text of the 1958 Agreement, please refer to Annex II."

Chapter 4, page 14, delete second bullet point

Chapter 4, page 14, sixth bullet point, amend to read:

"A Contracting Party that has adopted ~~an UNECE~~ a UN Regulation annexed to the Agreement is allowed to grant type approvals for motor vehicle equipment and parts covered by that UN Regulation and is required to accept the type approval of any other Contracting Party that has adopted the same UN Regulation."

Chapter 4, Chart 2, amend to read:

[NOTE: For the discussion on the 1998 Agreement, Chapter IV starting on page 16 \(English version of blue book\), please replace all references to "global technical regulations" to read: "UN Global Technical Regulations".](#)