

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/WP29/2000/33 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.

I.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/WP29/2000/44))

Since 2000/44 is compiled based on agenda document 2000/1 of March, some GTR proposals which were submitted to GRs after the last WP29 should be added if WP29'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 MRA**

Japan proposes that not only a)“GTR proposals currently being discussed under GRs” but some regulations among b)“ECE regulations“, shown in TRANS/WP29/2000/33, 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 WP29 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 WP29 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 WP29, more comprehensive proposals should be deliberated for making prioritization.