

Proposed Approach Regarding Breakpoints In Category 2

Discussion have been made by the members of Small Working Group but it seems difficult for the members to reach an agreement on setting certain break points in Category 2.

Therefore, following approach should be considered concerning break points in Category 2 since utmost importance should be put on early establishment of GTRs.

Proposed Approach:

When a breakpoint is (breakpoints are) needed in a certain GTR, a suitable breakpoint (suitable breakpoints) should be prescribed in the said GTR.

A. Suggestion

Insert new paragraph 1.3.1., to read:

" 1.3.1 Should it be necessary to have Category 2 divided up in an individual GTR, a break point (break points) shall be prescribed in the said GTR. [If agreement cannot be reached on provision of a single or multiple breakpoints in the said GTR, every break points that contracting parties wish to have shall be prescribed in the said GTR, and each contracting party shall be entrusted to decide which of the aforementioned break points she will adopt, and the breakpoints adopted by each contracting party shall then be set forth in the said GTR as an annex.] "

B. Justification

In the past discussion on this issue, Canada commented that Categories should be decided on the basis of respective technical regulaitons. On the other hand, the OICA proposed that Categories should be divided up and clarified so that approval-related issues arising from differences in each nation's interpretation, due to differences in Categories in the past, can be resolved. In past discussions, Categories 1, 1-1, 1-2 and 2, which are midway between above two positions, have been determined. Regarding Category 2, Europe and Japan proposed 3.5t, the breakpoint in the 1958 Agreement, for categorizing relatively small and large vehicles, but the USA and Canada proposed 8500lb (3.859t) and 1000lb (4.54t), which are used in their domestic regulations on emissions and safety.

Adjustments have been made in both comments, but it was concluded that agreement on a specific breakpoint cannot be reached because 1) there is the problem that adoption within each nation could lead to relaxation, and 2) decisions should not be reached by majority because consensus must be made for

GTRs on a global perspective that includes the USA and Canada, Europe and Japan.

Consequently, two approaches were identified: either adopt all breakpoints or do not establish any breakpoints.

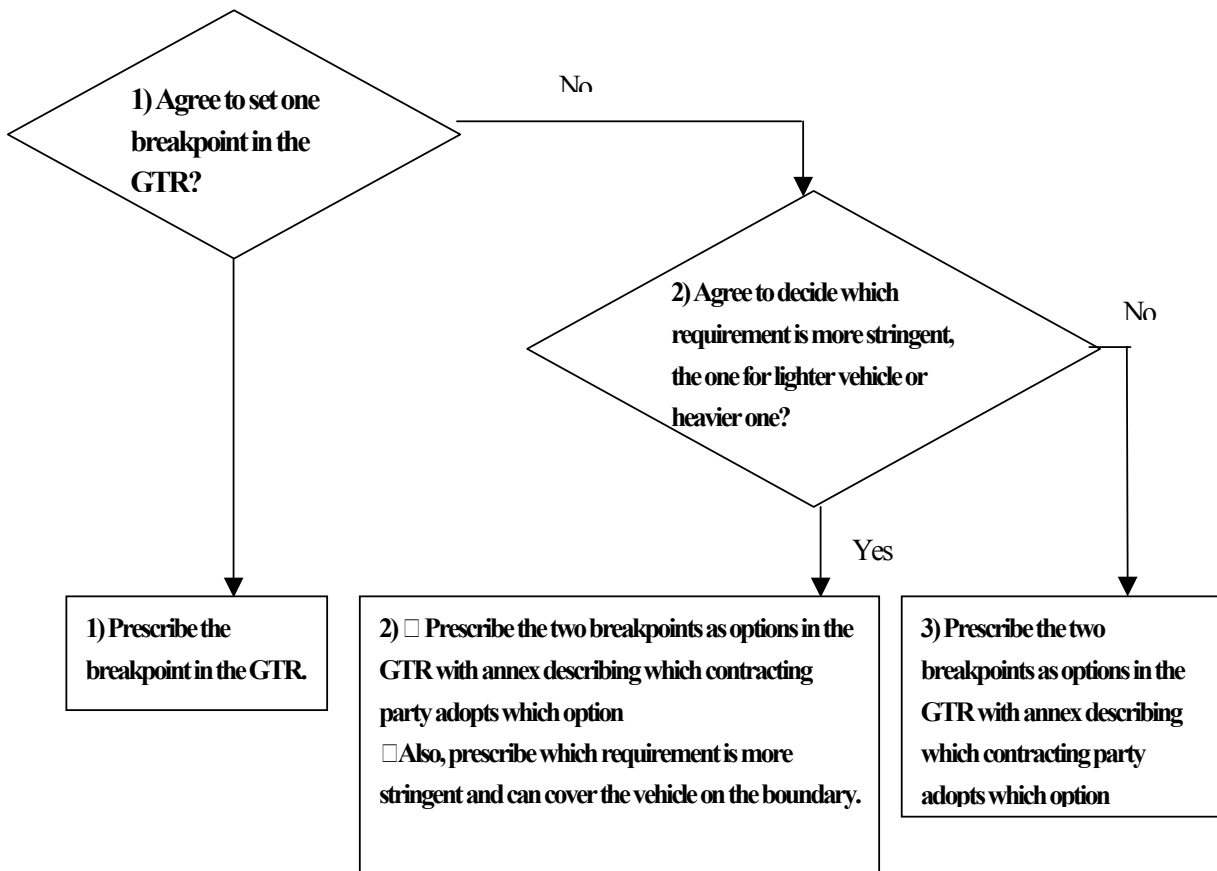
It is feared, however, that if all breakpoints are stipulated, there will be too many breakpoints and complications will arise. Hence the proposal that the further division in category 2 be established based on the technical rational if necessary in each GTR, instead of setting a breakpoint (breakpoints) in the Reg.0. should be considered.

Moreover, it is expected that, in establishing a breakpoint (breakpoints) in each GTR, consideration should be given to the breakpoints most widely in use at present.

<Actual Operation>

- 1) In each GTR, it is preferable that the breakpoint is agreed by good technical rational.
- 2) However, if agreement is not reached, international declaration should be made by having the application in each country (region) prescribed in the annex of the relevant GTR; the way in which applications are handled at the boundary of breakpoints should also be requirement is clarified. In other words, when a specific requirement is applied at the boundary, if stricter is satisfied, should it be regarded as a worldwide application. The breakpoint being applied in each country should also be clarified.
- 3) If the stringency cannot be judged technically on vehicles that belong to the boundary, multiple numbers of breakpoints and difference in application in each country (region) are unavoidable. However, even in that case she or they should clarify which breakpoint should be applied at least.

Case Example: When draft GTR xxx is considered, A group insists the breakpoint at 3.5t while B group prefers to 4.5t



In the case 2), all contracting parties will accept vehicle with mass of 3.5t-4.5t if it comply with the requirements which are agreed to be more stringent.