

Report of GRE on its informal meeting, held at Geneva from 8 to 10 January 2002

Transmitted by the Chairman of GRE

1. The third informal meeting of GRE on the development of draft global technical regulation (gtr) concerning vehicles with regard to the installation of lighting and light signalling devices was held in Geneva from 8 (morning) to 10 (afternoon) January 2002, under the chairmanship of Mr. Meekel (Netherlands). The vice-chairman, Mr. Gorzkowski (Canada), was acting as secretary. Experts from the following countries and organisations participated in the work: Canada, France, Germany; Italy; Japan; Netherlands; Norway; Poland; Spain; Sweden; European Community (EC); International Organisation for Standardisation (ISO); International Organisation of Motor Vehicle Manufacturers (OICA); European Association of Automotive Suppliers (CLEPA) and Working Party "Brussels 1952" (GTB).
 2. At the beginning of the session there was discussion on the extent of a gtr. The informal meeting participants agreed that the gtr under discussion should reflect the highest practicable level of safety. This gtr should include the highest achievable safety requirements and the most adequate test procedures currently expressed in, or intended for the future, national and sub-national Regulations of the Contracting Parties.
 3. Inevitably, at the initial stage of implementation of 1998 Agreement, in certain areas where common, agreeable safety requirement, test procedure or treatment of a safety concern could not be established, the regulatory divers status quo would have to remain. A gtr should, therefore, include an "annex of options" containing options or alternative stringency levels, test procedures or provisions allowing Contracting Parties to preserve specific national requirements.
 4. The process would have to be established to identify which Contracting Party applies which option. Therefore, it was considered useful to create a document similar to the 1958 Agreement's TRANS/WP.29/343 but now relevant to the 1998 Agreement. This document would describe the situation concerning the application of the gtrs and the options or levels of stringency applied by each Contracting Party adopting those gtrs.
 5. After the initial discussion GRE considered the entire draft gtr. At the end there were still several paragraphs left for further discussion by GRE.
 6. In certain areas of gtr under consideration it was agreed that specific prescription regarding the performance or operation of a device would be left to the discretion of each Contracting Party to the 1998 Agreement adopting this gtr and in whose jurisdiction the vehicle would be registered. The Expert from OICA questioned this approach. According to him, leaving such decisions to the discretion of Contracting Parties would contradict the basic idea of a Global Regulation. He was reassured that with the development of future gtrs describing individual lighting and light signalling devices such individual discretionary provisions would cease to exist.
 7. GRE agreed that the secretary of the informal GRE session would distribute a short report and the text of the draft gtr to all participants for their comments. All comments should be received no later than 22 February 2002. After including all comments into the document the secretary will prepare a document, which would be distributed electronically to all GRE members prior to the forty-eight session of GRE.
 8. GRE also took gratefully note of the offer made by the representative of Canada to draft a proposal to develop a gtr concerning vehicles with regard to the installation of light and light signalling devices to be submitted to WP29 for consideration by AC3.
(NOTE: This proposal was put on hold pending discussions regarding gtr development priorities, development process and gtr format at one-hundred-and-twenty-sixth session of WP.29 and fifth session of AC.3.)
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