

**Scope and stringency of global technical regulations (GTRs)
under the 1998 Global Agreement**

Prepared by GRE Chairman

1. Background

- 1.1 GRE recognizes the fact that the format of GTRs and the GTR development procedure are still being considered by WP.29. They are paramount for the further work of the Working Parties (GRs) in the area of the Global Agreement. Nevertheless, GRE believes that an early clarification of the scope of the technical provisions of GTRs would help all Working Parties (GRs) to develop meaningful and timely global regulations.
- 1.2 Several GRs have already started to work on GTRs pertaining to their area of responsibilities. GRE - the Working Party on lighting and light signalling devices - is in the process of developing of its first GTR on the installation of lighting and light-signalling devices on road vehicles. This regulation was chosen because the installation of lighting devices was identified by GRE as a principal element of all vehicle lighting regulations. As the procedure for preparing this GTR will influence the future work of GRE, great attention should be paid to the implementation of the Global Agreement's requirements.
- 1.3 During the discussions, it became clear that a common understanding of the 1998 Global Agreement was a prerequisite for reaching a consensus on the technical content of the GTR. Consequently, the GRE Chairman decided to adopt the following approach towards the technical content of GTRs.

2. Developing the initial GTR

- 2.1. At the present time, we are faced with very diverse vehicle industry. Political and social climates, local economies, laws, ethnicity and geographic locations largely influence the pace and direction of industry development. Perceived sovereignty issues, which are so close to the heart of some nations, have also to be considered.
- 2.2. It appears that this diversity was taken into account during the establishment of the 1998 Agreement. The process set out in the Agreement requires a GTR to meet the highest levels of safety or environmental protection. In practice this means that the GTR must be at least as stringent as the most stringent of the existing requirements. However, the Agreement then allows Contracting Parties to accept vehicles which meet lower levels of stringency if this is appropriate for their national situation. As GRE understands it, this will minimize the adverse economic effect of a GTR on these countries.
- 2.4. In the areas of the GTR where stringency levels are not measurable, a GTR should contain requirements which are derived from the current requirements of individual Contracting Parties; in principle, the most demanding. Different stringency levels may also be created in the GTR to reflect present or intended national requirements, provided that the GTR specifies the most severe as its requirement.
- 2.5. As GRE envisages it; the different stringency levels described in 2.4 would be contained in an annex to the GTR (annex of options). A process would have to be established to identify which option is applied by each of the Contracting Parties, for example in a "status document" similar to 1958 Agreement's document TRANS/WP.29/343/rev.x, or even in the annex of options itself..
- 2.6. Contracting Parties wishing to introduce different levels of stringency would then inform the Secretary General of their intentions. An amendment to the main provisions of the GTR would be considered in the usual way through AC3, WP29 and its GRs.

2.8. Once the initial GTR and its annex of options had been established, each Contracting Party would be able to accept a vehicle or vehicle component built in conformance with full GTR requirements, since the GTR's requirements would be better or equivalent to this Country's own regulatory provisions. Also, a vehicle manufacturer would have the choice in any particular national market of complying with the options adopted by the Contracting Party or with the requirements of a higher stringency level expressed in the GTR. These alternative levels of stringency would also provide Contracting Parties who wish to increase the stringency of their national Regulations with an alternative to moving towards the full GTR stringency level. In this way these Contracting Parties would be able to adopt requirements for the time being in order to keep the existing consumer choice, product affordability, and also to minimize financial burden on its motor vehicle industry.

3. The full GTR

- 3.1. The ultimate goal of the Working Party should be the creation of a technical document containing performance requirements that would result in the highest practicable level of safety, would reflect the best achievable engineering practices for the design of vehicles, and would employ the best practicable methods of testing to verify conformity to those requirements.
- 3.2. A vehicle conforming to the prescriptions of the full GTR would have the advantage that it would be "tested once and accepted everywhere". This would allow vehicle and vehicle component manufacturers access to all markets of the Contracting Parties to the 1998 Agreement. Furthermore, this would reduce the vehicle and vehicle component makers' design and testing effort and their manufacturing cost as the vehicle and the vehicle component performance would have to conform to one set of provisions instead of myriad of regional requirements that are stipulated by current national and sub-national Regulations.