

Transmitted by the expert from Sweden

## **Possible development of a gtr on protection of the occupants of the cab of commercial vehicles**

At the May 2006 GRSP session the expert from Sweden suggested investigating of the possibility for development of a new gtr on protection of occupants of the cab of commercial vehicles under the 1998 Agreement. The expert from Sweden announced his intention to take the lead on this subject and announced to inform WP.29 at its November 2006 session.

Reasons behind the idea for develop a new gtr for cabs of commercial vehicles are the problems global manufacturers, are faced with,

- different provisions and standards in place in all three regions, North America, Europe and Asia (Japan),
- different design of cabs necessary to cover the global market,
- different series of tests leads to waste of resources and time.

During the time period between May 2006 GRSP session and the November 2006 WP.29 session Sweden has investigated the possible to develop a gtr for cabs on commercial vehicles.

Some of the problem who came up are

- seems difficult to arrive an unanimous support for a gtr,
- seems difficult to perform a cost/benefit analysis, based on the accident statistics data from research in Europe, US and Japan what are available,
- contacts with European Union Member States did not lead to any open support to develop a gtr on protection of occupants of the cab of commercial vehicles.

At its November 2006 session, AC.3 decided to remove the item, "Possible development of a gtr on protection of the occupants of the cab of commercial vehicles" from the agenda for the near future (ECE/TRANS/WP.29/1056, para 122).

It appears appropriate, and possibly the fastest solution to achieve at least partial harmonisation, to continue the work to develop Regulation 29.

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