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## ECONOMIC COMMISSION FOR EUROPE

## INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)  
(One-hundred-and-twenty-fourth session,  
26-29 June 2001, agenda item 5.2.)

**CONSIDERATIONS CONCERNING PRIORITIES  
FOR FUTURE CANDIDATE GLOBAL TECHNICAL REGULATIONS**

Addendum 1Transmitted by the secretariat

Note: The text reproduced below was compiled by the secretariat in the follow-up of the one-hundred-and-twenty-third session of WP.29 (TRANS/WP.29/776, para.82). It contains the following proposals tabled during the session:

WP.29 Session	Transmitted by	Informal document No.	Ref: TRANS/WP.29/...
122	CLEPA	2	776, paras. 82 and 127 to 131
	Canada	4	
	United States of	5	
	America		

The proposals are presented as received, but the graphic presentation was unified. They should be considered in conjunction with documents TRANS/WP.29/2000/33 (Japan); TRANS/WP.29/2000/44 (secretariat); TRANS/WP.29/2000/66 (Consumers International); TRANS/WP.29/2001/21, and with any informal documents referring to the same subject and tabled during the one-hundred-and-twenty-fourth session of WP.29. Besides, the oral suggestions by GTB to consider as candidates also ECE Regulations Nos. 37 and 99 should also be taken into account (TRANS/WP.29/689, para. 38; TRANS/WP.29/703, para. 38).

This document is a working document circulated for discussion and comments. The use of this document for other purposes is the entire responsibility of the user. Document are also available via the INTERNET: <http://www.unece.org/trans/main/welcwp29.htm>

### **CLEPA'S PRIORITIES FOR GLOBAL TECHNICAL REGULATIONS**

Transmitted by the European Association of Automotive Suppliers (CLEPA)

CLEPA welcomed the entry into force of the 1998 Agreement. For our Association, the priority is global harmonization of requirements for components and systems for four-wheeled motor vehicles and their trailers. We acknowledge that everything cannot be done at once, and in our opinion WP.29 should produce within 2-3 years some global technical regulations to demonstrate to all stakeholders and countries intending to join that the 1998 Global Agreement is a reality. Such a short-term objective will also be the opportunity of early clearing any administrative obstacle in the 1998 Agreement management, which is new for everybody.

Since 1998, when the text of the Agreement was finalized by WP.29, CLEPA together with the car manufacturers - OICA - and with the support of experts from US and Japanese industries, is drafting proposals for global technical regulations on which we think harmonization can be achieved in a reasonable time frame on subjects of importance to safety and environment.

Therefore, CLEPA would suggest following first priorities relating to areas for which a draft document already exists or will be ready shortly:

- Safety glazings
- Safety belts
- Safety belts anchorages
- Windscreen defrost/demist systems
- Windscreen wiper/washer systems
- Installation of lighting and light-signalling devices
- Headlamps/passing beam
- Braking
- Controls/tell-tales and indicators
- Heavy-duty diesel emissions test procedure (WHDC)

CLEPA also recommends to include in the first priorities the harmonisation of vehicles categories, focusing first on passenger cars.

As next priorities (3-6 years term), CLEPA would suggest:

- Lighting and light-signalling devices
  - Alarm Systems /Immobilizers
  - Seats and their anchorages
  - Child restraint systems
  - Rear-view mirrors
  - Intelligent transport systems/safety aspects
  - Frontal and side impact protection
  - Emission of pollutants
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Informal document No. ④  
(123rd WP.29, 6-9 March 2001  
agenda item 5.2.)

**CANADIAN PRIORITIES FOR GLOBAL TECHNICAL REGULATIONS  
FOR MOTOR VEHICLE SAFETY UNDER THE GLOBAL AGREEMENT**

Transmitted by the representative of Canada

The world regulatory bodies have recently agreed to work to develop global regulations. An agreement, referred to as the Global Agreement, has been completed under the auspices of the United Nations Economic Commission for Europe (ECE). Canada was the second country to sign the Agreement and the first to ratify it. The regulations developed under this Agreement will be referred to as GTRs. Transport Canada fully embraces this new means of international cooperation to develop regulations and has been instrumental in proposing the first GTR on lighting, (Reg. 48H).

Transport Canada will endorse any efforts to globalize vehicle construction standards, provided that safety is improved or at least maintained. The following table outlines the Department's proposals.

Transport Canada also endorses the work of the International Harmonized Research Activities (IHRA) groups, under the auspices of the Enhanced Safety of Vehicles, and would like to see a strong link developed between the IHRA research work and the WP 29 regulatory development work. By supporting this linkage, Transport Canada believes that it will be possible to develop global crashworthiness regulations, which provide current or improved levels of occupant protection, while allowing for vehicle structures to be globally produced.

<b>Global Technical Regulation (GTR)</b>  <b>Description</b>	<b>ECE Expert Group</b>	<b>ECE Regulation</b>	<b>Canadian Regulation CMVSS</b>
<b>1) Harmonization of the global definitions and classifications of vehicles.</b> A WP 29 task force has been struck charged with the development of clear definitions for vehicular dimensions and classifications. The outcome of this work is paramount for further development of GTRs. It will ensure common technical language for determining applicability of future GTRs. Identification of certain characteristics of a vehicle and the use of a globally accepted VIN, may help in international trade. Transport Canada fully supports this significant and important initiative.			
<b>Definitions - classifications of vehicles [and potentially a global VIN system]</b>	GRSG	R.E.3	MVSR 2 [115]
<b>2) Canadian initiated new GTRs.</b> The Department is committed to developing global regulations and believes that it is important to show Canada's dedication to global harmonization and the work of the ECE Expert Groups. As part of this work, Transport Canada would encourage the WP 29 to develop a plan of action for either subdividing FMVSS/CMVSS 108 requirements, or on the contrary, grouping some of the ECE regulation requirements to allow for alignment of European and North American lighting requirements. Transport Canada has taken the initiative of assisting in the development of the following two GTRs.			

<b>Controls, tell-tales and indicators</b>	GRSG	NEW	101
<b>Installation of lighting and light-signaling devices (Working title Reg. No. 48-H)</b>	GRE	48	Part of 108
<p><b>3) Other regulations currently under development or review by Transport Canada.</b> At the current time, Transport Canada has many regulations under development or review. Transport Canada will support all efforts to harmonize regulatory requirements provided that safety is improved or at least maintained. The Department wants to be active in developing new regulations as it provides a unique opportunity to address Canadian safety concerns. The following are regulations, which the Department would like to be considered for GTR development in the near future.</p>			
<b>Motorcycle Brakes</b>	GRRF	78	122
<b>Windshield Wipers and Washers</b>	GRSG		103/104
<b>Safety glazing</b>	GRSG	43	205
<b>Head restraints</b>	GRSP	17 & 25	202

<b>Global Technical Regulation (GTR) Description</b>	<b>ECE Expert Group</b>	<b>ECE Regulation</b>	<b>Canadian Regulation CMVSS</b>
<p><b>4) ECE Regulations which are currently under development.</b> While the Department is not a party to the 1958 UN/ECE Agreement, it would like to be involved in the following noted regulatory development activities under this Agreement. These Regulations are now being discussed by UN/ECE Expert Groups, and all are viewed to be very important to Canada. Transport Canada will support all efforts to harmonize regulatory requirements provided that safety is not compromised. The Department plans to contribute to the development of these ECE regulations as it is expected that they may become candidate GTRs. The Department is also interested in developing additional GTRs and will support the ECE Working party and Expert Groups to the extent of available resources.</p>			
<b>Tyres</b>	GRRF	30,54 & [75]	109,119
<b>Universal lower anchorage for child restraint</b>	GRSP	*	210.2
<b>Protection of vehicles against unauthorized use</b>	GRSG	NEW [18 & 97]	Partially [114]

\* ISO/TC 22/SC 12/WG1 N539 ISO document No.: ISO/CD 13216-2

Informal document No. ⑤  
(123rd WP.29, 6-9 March 2001  
agenda item 5.2.)

**RECOMMENDATIONS FOR ESTABLISHING GLOBAL TECHNICAL REGULATIONS UNDER THE UNITED  
NATIONS/ECONOMIC COMMISSION FOR EUROPE  
1998 GLOBAL AGREEMENT**

Transmitted by the Representative of the United States

The United States (NHTSA) is pleased to submit the attached document to the Executive Committee of the 1998 Global Agreement. The document is a Federal Register Notice announcing NHTSA's formal recommendations for the first motor vehicle safety technical regulations to be considered for establishment under the 1998 Global Agreement. The specific regulations are listed for each of the working party of experts under section II. B. of the notice.

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**Notices**

**DEPARTMENT OF TRANSPORTATION (DOT)  
National Highway Traffic Safety Administration (NHTSA)**

**[Docket No. NHTSA -00-7638; Notice 2]**

Recommendations for Establishing Global Technical Regulations Under the United Nations/Economic Commission for Europe 1998 Global Agreement; Motor Vehicle Safety 66 FR 4893

**DATE:** Thursday, January 18, 2001

**ACTION:** NHTSA's recommendations to WP.29 for regulations to be considered under the 1998 Global Agreement.

**SUMMARY:** In July 2000, NHTSA published a notice seeking comments on its preliminary recommendations for the first motor vehicle safety technical regulations to be considered for establishment under the United Nations Economic Commission for Europe 1998 Global Agreement. NHTSA has reviewed and considered all public comments submitted in response to the notice and has prepared final recommendations to present to the World Forum for the Harmonization of Vehicle Regulations (WP.29) at the March 2001 meeting in Geneva. NHTSA will use the recommendations in deliberating with other Contracting Parties concerning the adoption of a program of work under the 1998 Global Agreement.

**FOR FURTHER INFORMATION CONTACT:** For technical and policy issues: Ms. Julie Abraham, Director, Office of International Policy and Harmonization, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590. Telephone: (202) 366-2114. Fax: (202) 366-2559.

For legal issues: Nancy Bell, Attorney Advisor, Office of the Chief Counsel, NCC-20, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590. Telephone: (202) 366-2992. Fax: (202) 366-3820.

**SUPPLEMENTARY INFORMATION:** You may read the materials placed in Docket No. NHTSA -00-7638 (e.g., the comments submitted in response to the request for comments by other interested persons) by visiting the address: Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC, 20590. The hours of the Docket Management System (DMS) are indicated above in the same location. Alternatively, you may read the materials electronically on the Internet. To do so, take the following steps:

- (1) Go to the Web page of the Department of Transportation DMS (<http://dms.dot.gov/>).
- (2) On that page, click on "search" near the top of the page or scroll down to the words "Search the DMS Web" and click on them.
- (3) On the next page (<http://dms.dot.gov/search/>), scroll down to "Docket Number" and type in the four-digit docket number (7638) shown in the title at the beginning of this notice. After typing the docket number, click on "search."
- (4) On the next page ("Docket Summary Information"), which contains docket summary information for the materials in the docket you selected, scroll down to "search results" and click on the desired materials. You may download the materials.

## **Table of Contents**

### **I. Background**

### **II. NHTSA's Final Recommendations to WP.29**

- A. Consideration of Comments
- B. Recommended Priorities

### **III. Future Actions**

### **I. Background**

The U.S. became a signatory to the United Nations/Economic Commission for Europe (UN/ECE) Agreement Concerning the Establishment of Global and Technical Regulations for Wheeled Vehicles, Equipment and Parts Which Can Be Fitted And/or Be Used On Wheeled Vehicles (the "1998 Global Agreement") in June 1998. The 1998 Global Agreement, which entered into force on August 25, 2000, provides for the establishment of global technical regulations regarding the safety, emissions, energy conservation and theft prevention of wheeled vehicles, equipment and parts<sup>1</sup>. The Agreement contains procedures for establishing global technical regulations by either harmonizing existing regulations or developing a new regulation.

On July 18, 2000, in anticipation of the entry into force of the 1998 Global Agreement, NHTSA published a notice to obtain public comments on a list of preliminary recommendations of standards or aspects of standards for consideration by Contracting Parties in prioritizing the development and establishment of global technical regulations under the 1998 Global Agreement. (65 Fed. Reg. 44565). In that notice, NHTSA placed its recommendations into two categories based on available information and analysis concerning the relative level of stringency and benefits of U.S. and foreign standards. The first category, the "Priority Recommendations," included some foreign standards or aspects of those standards that may represent best safety

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<sup>1</sup> The covered equipment and parts include, but are not limited to, exhaust systems, tires, engines, acoustic shields, anti-theft alarms, warning devices and child restraint systems.

practices among existing national and regional regulations and that may lead to the improvement of vehicle safety in the U.S. NHTSA stated that, in allocating agency resources among the priority recommendation, it will give priority to the recommendations in this category. The second category, the "Other Recommendations," included U.S. standards or aspects of standards that may represent best current safety practices and that may lead to improvement of vehicle safety worldwide. NHTSA believes that the standards in this category should obtain international review and feedback and be considered in the establishment of global technical regulations under the 1998 Global Agreement.

In addition to the above mentioned categories, the notice also noted the suggestions that had been received by the United Nations' Economic Commission for Europe World Forum for Development of Global Technical Regulations (WP.29) from the governments of Japan and the Russian Federation and various industry and consumer groups. These suggestions are posted in the NHTSA docket (NHTSA -00-7638).

In response to NHTSA's request for suggestions for changes to its preliminary recommendations, the agency received comments from Advocates for Highway and Auto Safety, the Alliance of Automobile Manufacturers, Flat Glass Manufacturers Association of Japan, Honda, the International Organization of Motor Vehicle Manufacturers (OICA), the Rubber Manufacturers Association, and Toyota.

## **II. NHTSA's Final Recommendations to WP.29**

### **A. Consideration of Comments**

NHTSA has reviewed the comments submitted in response to the July 2000 notice. In addition, NHTSA has reviewed the suggestions that had been submitted by the governments of Japan and the Russian Federation and various industry and consumer groups to WP.29. These suggestions have been placed in the docket for the request for comments (NHTSA-00-7638).

The majority of those who commented on NHTSA's approach to priority setting indicated that they support NHTSA's approach in principle, but believe that modifications are needed. The reasons for these modifications included: (1) The need to continue work on standards for which resources already have been expended and considerable progress has been made; (2) the need to select regulations that are easier to harmonize from both the technical and the political points of view; (3) the need to include regulations that have been harmonized between Europe and Japan (under the 1958 Agreement); (4) cost-savings to industry and consumers; (5) the list of specific standards under each category is not comprehensive or includes subjects that ought to be removed because of the lack of a clear association with the category; and (6) harmonizing specific aspects of standards is not sufficient.

In response to the comments, NHTSA wishes to clarify its approach to priority setting. NHTSA's statutory mission, and thus the focus of its rulemaking activities, is improving vehicle safety. Accordingly, NHTSA must continue to focus its resources on those standards that improve motor vehicle safety in the U.S.

However, the agency also devotes considerable effort to refining and updating its standards to permit technological innovation, avoid imposing unnecessary regulatory burdens, and improve regulatory effectiveness. Accordingly, NHTSA recognizes the merit in including other standards in the work of WP.29. NHTSA agrees that consideration should be given to including some standards based on the fact that harmonization work is already underway and progress has been made on them. NHTSA itself has already spent considerable resources on some

of these standards. With the expenditure of limited additional resources, NHTSA can work with other contracting parties toward their establishment as global technical regulations. NHTSA will also continue to collaborate with other contracting parties to the 1998 Global Agreement on standards of importance to those contracting parties. In addition, NHTSA agrees with including some standards on the basis that it may be easy to harmonize them. NHTSA believes that working on those standards will help the U.S. and other contracting parties gain experience with the process of the 1998 Global Agreement.

#### B. Recommended Priorities

NHTSA's recommended priorities are largely unchanged. However, NHTSA has decided to reorganize its recommendations according to the subject matter responsibilities of the WP.29 Working Parties of Experts to examine their potential impact on the workload for each of the Working Parties. Upon reviewing its preliminary recommendations and the specific standards that were recommended by other contracting parties, interest groups or commenters for each of the Working Parties of Experts, NHTSA found that the majority of the standards would be assigned to the Working Party on Passive Safety (GRSP). Therefore, in the interest of promoting a manageable workload, the agency has decided to defer some of its recommendations. In addition, based on the considerations discussed above, NHTSA added Motorcycle Brakes to its list of recommendations for the Working Party on Brakes and Running Gear (GRRF).

NHTSA's final recommendations to WP.29 are categorized below according to the Working Parties of Experts. These recommendations focus on standards that NHTSA believes could be productively worked on in the immediate future. NHTSA will continue to work on several long-term projects that are currently underway in NHTSA and are also being coordinated in the International Harmonized Research Activities (IHRA). NHTSA will also reevaluate the list set out below on a regular basis to assess whether a revision is merited.

In announcing its final recommendations, NHTSA wants to reaffirm its commitment to achieving the goals of the National Traffic and Motor Vehicle Safety Act. Further, the agency cautions that its recommendations to WP.29 under the 1998 Global Agreement should not be confused with its more inclusive list of rulemaking activities under the Vehicle Safety Act.

NHTSA's final recommendations to be submitted to WP.29 at the March 2001 meeting.

1. Working Party on Passive Safety
  - Head restraints
  - Lower anchorages and tethers for child safety seats
  - Door retention components
  - Dummies (10 year old frontal dummy and 50th percentile side impact dummy)
  - Frontal impact (full/offset) protection
2. Working Party on Brakes and Running Gears
  - Tires
  - Motorcycle brakes
3. Working Party on Lighting and Light-Signaling
  - Signal lamp visibility
4. Working Party on General Safety
  - Windshield wipers and washers
  - Controls and displays
  - Vehicle classification

### **III. Future Actions**

At the March 2001 meeting in Geneva, NHTSA will use its final recommendations in deliberating with the other Contracting Parties to the 1998 Global Agreement about a program of work for the Working Parties of Experts. NHTSA will report to the public on the final outcome of the deliberations after that meeting.

Issued on January 12, 2001.

Rosalyn G. Millman,  
Deputy Administrator.

[FR Doc. 01-1527 Filed 1-17-01; 8:45 am]

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