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World Forum for Harmonization of Vehicle Regulations (WP.29)
(One-hundred-and-thirtieth session,
24-27 June 2003, agenda items 5.2. and B.2.1.1.)

**PROPOSAL CONCERNING THE CONSIDERATION OF THE COMMON DEFINITIONS
OF VEHICLE CATEGORIES, MASSES AND DIMENSIONS (COMMON TASKS)**

Transmitted by the representative of the United States of America

Note : The text reproduced below was prepared by the representative of United States of America, in order to assist WP.29 and the Executive Committee (AC.3) of the 1998 Global Agreement in the consideration of the proposal by Japan concerning the "Common Tasks" (TRANS/WP.29/2003/17). It is based on the text of a document distributed without symbol (informal document No. 7) during the one-hundred-and-twenty-ninth session of WP.29 (TRANS/WP.29/909, para. 140). The modified text is shown in **bold characters**, the deleted text is not shown.

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<http://www.unece.org/trans/main/welcwp29.htm>

A. PROPOSAL:

The proposal (document TRANS/WP.29/2003/17), should be amended as follows:

The title of the proposal, amend to read:

"PROPOSAL TO DEVELOP REFERENCE DOCUMENT CONCERNING UNIFORM PROVISIONS SETTING FORTH COMMON DEFINITIONS AND PROCEDURES TO BE USED IN GLOBAL TECHNICAL REGULATIONS"

The text concerning the "Objective of the proposal", amend to read:

"At the one-hundred-and-twentieth session of WP.29, the Japanese Government proposed in document TRANS/WP.29/2000/33 to solve common problems of definitions of the category, mass and dimensions of vehicles. **In order to decide which types of requirements and which levels of stringency are appropriate for adoption in global technical regulations, it is necessary to have a common understanding of which vehicles will be covered. Japan proposed to create that common understanding by establishing agreed upon definitions.** Japan's proposal was based on the experience that had been gained after Japan signed the 1958 Agreement in November 1998, started adopting ECE Regulations and had difficulties in solving several similar problems. Those challenges urged Japan to propose identifying the predictable problems and finding solutions for the Contracting Parties to the 1998 Agreement. The proposal is aimed at harmonizing the commonly given definitions of the category, dimensions and mass of vehicles in all gtrs to help the Contracting Parties in establishing and adopting gtrs.

This Global Technical Regulation (gtr) applies to all wheeled vehicles, equipment and parts falling within the scope of the Agreement concerning the establishing of global technical regulations for wheeled vehicles, equipment and parts, which can be fitted and/or be used on wheeled vehicles.

The establishment of the definitions of the category, mass and dimensions of vehicles will help us establish gtrs that internationally improve the safety and environmental protection features of automobiles, and that will reduce development and manufacturing costs as well as costs to consumers."

The text concerning the "Description of the proposal regulation", amend to read:

"In identifying the problems common to gtrs, the following points should be taken into consideration:

1. "Common definitions" shall be developed as basic elements for the gtrs.
 - Common definitions of category, mass and dimensions shall be developed on the assumption that they will be primarily used for gtrs subject to the 1998 Global Agreement.

- **This document is not a gtr in the sense that it does not contain performance requirements as listed under Article 4. Therefore, this document does not trigger obligations of article 7 requiring contracting parties to initiate procedures for adopting gtrs.**
2. "Common definitions" shall be developed from the technical point of view, and shall not necessarily be linked to any social systems such as taxation, driving license, etc.
 - Common definitions of category, mass and dimensions shall be developed primarily for the purpose of governing the technical requirements and test procedures.
 - Even after these definitions for the 1998 Global Agreement are adopted as [Global Technical Regulation Zero], 1/ Contracting Parties to the Agreement do not need to change their social systems currently in effect, such as taxation, insurance rates, toll fares, drivers' licenses, etc. in accordance with the new definitions.
 3. **Only "common definitions" for basic terms necessary to define the vehicle categories and characteristics of obvious use in the formulation of safety regulations shall be developed based on present-day definitions of contracting parties and relevant international standards.**
 4. Procedures for developing "common definitions"
 - When adopted or developed gtrs include common definitions of category, mass, and dimensions, WP.29 may request GRSG to examine them whether they should be added to [Global Technical Regulation Zero].

This proposal for a "Global Technical Regulation Zero" (attached sheets) 2/ **sponsored by Japan, is based on the work of** the GRSG informal group that **met** from October 2000 to October 2002, **and took** the above points into account.

The formal deliberation on the proposal for a "Global Technical Regulation Zero" is at GRSG for approval and is scheduled during the fifty-fourth GRSG session in May 2003.

1/ The above are based on the assumption that the common definitions are formulated as [Global Technical Regulation Zero]. The brackets are added since this depends on the resolution of WP.29 and the Executive Committee AC.3 of the 1998 Global Agreement

2/ Note by the secretariat: not furnished with document TRANS/WP.29/2003/17."

The text concerning the "Existing Regulations and Directives", amend to read:

"There are no regulations currently contained in the Compendium of Candidates. The following statutes and regulations were taken into account during development of the new global technical regulation regarding common definitions and procedures for use in Global Technical Regulations.

Europe: ECE Consolidated Resolution on the Construction of Vehicles (R.E.3)
EU Directive 70/156/EEC Type Approval

USA: National Traffic and Motor Vehicle Safety Act **and 49 CFR 571.3**
Motor Vehicle Information and Cost Savings Act
Clean Air Act and 40 CFR 86

Japan: Road Vehicles Act"

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B. JUSTIFICATION:

The United States of America believe that the proposal (TRANS/WP.29/2003/17) tabled by Japan is an important document and should be used as guidelines for all future gtrs. It provides a uniform category, mass and dimensions of vehicles and helps Contracting Parties avoid confusion during the establishing and adopting future gtrs.

However, in view of the United States of America the proposed global technical regulation (gtr) should be identified as a reference document due to the following reasons:

- The regulation has been developed to be used only in future gtrs and it does not meet all required criteria for a technical regulation listed under article 4 of the 1998 Agreement, specifically, the performance requirements.
- In addition, if this document were an official gtr, all Contracting Parties that voted in favour of establishing the gtr would be obligated to initiate procedures to adopt such a technical regulation into its own laws or regulations per Article 7 of the 1998 Agreement.
