

**ASEAN – U.S.
ENHANCED PARTNERSHIP
Bangkok, Thailand – October 25, 2007**

**CAN
INTERNATIONAL VEHICLE
REGULATIONS ADVANCE
ENVIRONMENTAL AND SAFETY
OBJECTIVES ?**

OR

Stated Another Way,

**CAN
THE RELATIONSHIP OF
GLOBAL TRADE
WITH
SAFETY & ENVIRONMENT
BE
HARMONIOUS ?**

ROLE OF GOVERNMENTS

- **RESPONSIBLE FOR ENVIRONMENTAL PROTECTION AND PUBLIC SAFETY;**
- **RESPOND TO PUBLIC DEMAND FOR SAFE & ENVIRONMENTALLY FRIENDLY VEHICLES**
- **ENSURE ENVIRONMENTAL & SAFE PERFORMANCE THROUGH REGULATION**
- **ASSURE NATIONAL UNIFORMITY OF TREATMENT**

CONSEQUENCES OF REGULATIONS

- **IMPACT PRODUCT DESIGN**
- **IMPACT PRODUCT VIABILITY**
- **IMPACT PRODUCT COSTS**
- **IMPACT GLOBAL COMPETITION**

GLOBALLY HARMONIZED STANDARDS & REGULATIONS

- **PROVIDE LEVEL PLAYING FIELD**
- **REDUCE REGIONAL DESIGN COSTS**
- **EXPANDS MARKET OPPORTUNITIES: TEST ONCE - SELL ANYWHERE**
- **EXPANDS CONSUMER PRODUCT SELECTIONS**
- **MAY RESULT IN LOWER PRODUCT COST THROUGH BROADER MARKET COMPETITION**

GLOBAL FORA FOR HARMONIZATION


- VOLUNTARY STANDARDS ORGANIZATIONS (ISO, IEA, SAE, ANSI, ASTM, ETC.)
- TRADE ASSOCIATIONS (EMA, OICA, CLEPA, IMMA, JAMMA, JASIC, ETC.)
- GOVERNMENTAL ORGANIZATIONS (UNECE, ICAO, IMO, WTO)

UNITED NATIONS

**World Forum For Harmonization of
Vehicle Regulations**

(WP.29)

**UNITED NATIONS
ECONOMIC COMMISSION FOR EUROPE
(ECE)**



**INLAND TRANSPORT COMMITTEE
(ITC)**



**WORLD FORUM
FOR HARMONIZATION OF VEHICLE REGULATIONS
(WP.29)**

HISTORICAL FACTS

- WP.29 established June, 1952, within framework of UN/Economic Commission for Europe
- Mission: implement provisions of 1949 European Convention on Road Traffic
- Provisions identified diverse vehicle characteristics as major cause of road traffic crashes, deaths and injuries

FUNCTION OF WP.29

- **1953 - Developed a program of work for accident prevention**
- **1956 - Administered Rome Agreement to develop uniform and harmonized European requirements for headlamps**
- **1958 – Administered Geneva Agreement to facilitate the adoption of uniform conditions of approval and reciprocal recognition of approval for motor vehicle parts and equipment**

FUNCTION OF WP.29

- **1995 - Administer expanded 1958 Agreement to include environment, energy and anti theft prescriptions**
- **1997 - Administer Vienna Agreement concerning Periodical Technical Inspections of Vehicles**
- **1998 - Administer Global Agreement that established process to permit all regions of the world to jointly develop global technical regulations without mutual recognition of approvals or designated compliance and enforcement**

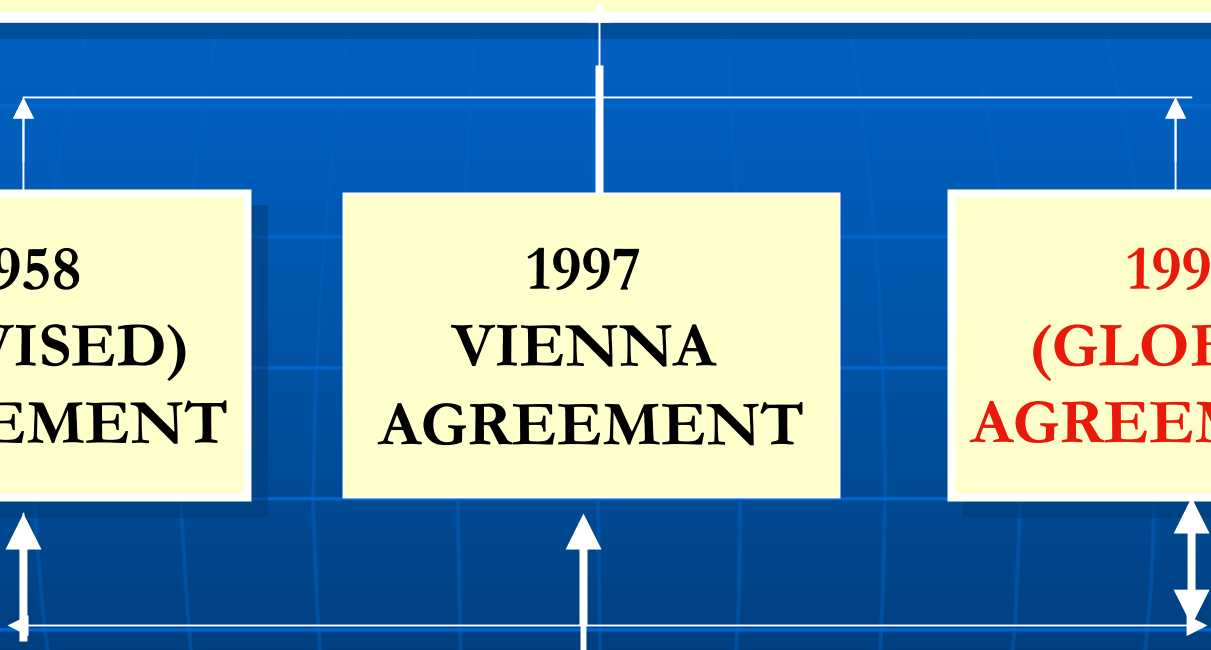
**UNITED NATIONS
ECONOMIC COMMISSION FOR EUROPE
(ECE)**

**1958
(REVISED)
AGREEMENT**

**1997
VIENNA
AGREEMENT**

**1998
(GLOBAL)
AGREEMENT**

**WORLD FORUM
FOR HARMONIZATION OF VEHICLE REGULATIONS
(WP.29)**

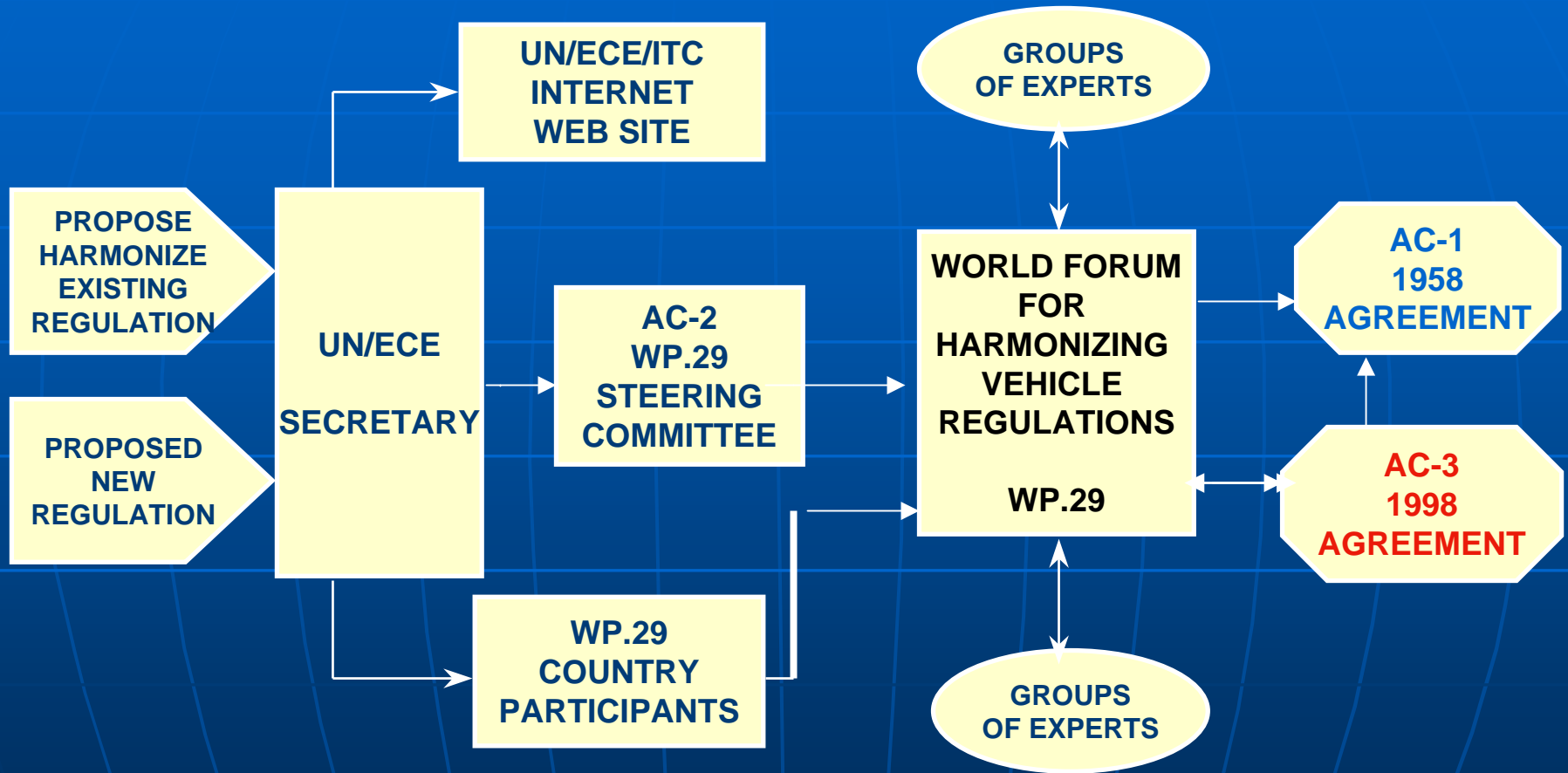


GLOBAL TECHNICAL REGULATIONS (GTR)

The 1998 Agreement provides two different paths to the establishment of global technical regulations:

- first is the harmonization of existing national regulations and/or standards;
- second is the establishment of a new global technical regulation where there are no existing regulations or standards.

FUNCTIONAL DIAGRAM OF WP-29



Groups of Experts

(Groupes des Rapporteurs)

- Vehicle Pollution and Energy (GRPE)
- General Safety Provisions (GRSG)
- Vehicle Brakes / Running Gear (GRRF)
- Vehicle Lighting / Light-Signaling (GRE)
- Vehicle Noise (GRB)
- Passive Safety (GRSP)
- Informal Subgroups / Special Technical Issues

NEW GLOBAL TECHNICAL REGULATIONS

The development of a new Global Technical Regulation (GTR) *requires*:

- Assessment of **best available technology and economic feasibility**;
- Comparative evaluation of **potential benefits and cost effectiveness** of alternative regulatory requirements;
- Development of **test method(s) by which compliance is to be demonstrated**.

HARMONIZING EXISTING REGULATIONS

- **Any Contracting Party** may propose any existing regulation within its jurisdiction as a candidate for global harmonization.
- The regulation is listed in the *Compendium of Candidate Global Regulations* if supported by one-third of Contracting Parties present and voting, including the vote of either Japan, the European Community or the United States of America.
- The Compendium will expand and contract in direct proportion to the existence of candidate regulations awaiting global harmonization.

OBLIGATIONS TO ADOPT GTR

- The establishment of a global technical regulation does not obligate any Contracting Party to adopt that global technical regulation into its own laws and regulations.

BUT

- A Contracting Party that voted to establish the global technical regulation, is obligated to initiate procedures used by that Party to adopt such a technical regulation into national law.

SO

CAN

**INTERNATIONAL VEHICLE
REGULATIONS ADVANCE
ENVIRONMENTAL AND
SAFETY OBJECTIVES ?**

YES

But !

- only if all parties are prepared to deal in an open and constructive manner,
- engineers set aside their “not invented here” bias,
- governments agree to work toward establishing “level trading fields.”

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WP.29 web site:

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