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The Permanent Mission of India to the United Nations and other International Organizations in Geneva presents its compliments to the United Nations Economic Commission for Europe (UNECE) and has the honour to transmit the latest status reports with respect to the adoption of the United Nations Global Technical Regulations (GTR) 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18 and 19 in accordance with Article 7 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, done at Geneva on 25 June 1998.

Further, the status of adoption of various UN GTR and their amendments in India would be reviewed periodically and communicated to the UNECE, as appropriate.

The Permanent Mission of India to the United Nations and other International Organizations in Geneva avails itself of this opportunity to renew to the United Nations Economic Commission for Europe the assurances of its highest consideration.



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## Status Report on transposition of UN Global Technical Regulations (UN GTR) into national regulations in India

Sr. No.	GTRs / Amendment to GTRs	India's Status
1.	GTR No. 1 (Door locks and door retention components)	<ul style="list-style-type: none"> <li>• The requirement of UN GTR No.1 has been transposed in the Indian Standard IS 14225: 2017 by revising it suitably. The revised standard has been published.</li> <li>• The standard will be taken up for notification appropriately.</li> <li>• India will be reviewing the status periodically and would communicate to the Secretary General at appropriate time regarding the adoption of this GTR No. 1.</li> </ul>
2.	GTR No. 2 and Amendment 1 & 2 to GTR No. 2 (Motorcycle Emissions)	<ul style="list-style-type: none"> <li>• India has adopted UN GTR No. 2 and amendment 1 and 2 to UN GTR No. 2 as an alternate test procedure and norms to Bharat Stage III emission norms for two wheeled vehicles with effect from 29<sup>th</sup> June, 2012 vide Govt. of India Notification G.S.R. 515 (E) dated 29th June, 2012.</li> <li>• India has notified mass emission standards (Bharat Stage IV) for two wheelers, with engine capacity exceeding 50 cc and maximum design speed exceeding 50 kmph with effect from 1st April, 2016 for new types of vehicle models and from 1st April, 2017 for existing types of vehicles models based on World-wide Harmonized Motorcycle Test Cycle (WMTC) vide Govt. of India Notification G.S.R. 431(E) dated 4th July, 2014.</li> </ul>
3.	Amendment 3 to GTR No. 2	<ul style="list-style-type: none"> <li>• India is reviewing amendment 3 to UN GTR No. 2 for adoption in the national standard.</li> <li>• India would communicate to the Secretary General at appropriate time regarding the status of implementation of this amendment 3 to UN GTR No. 2.</li> </ul>
4.	GTR No. 3 & Amendment 1 to GTR 3 (Motorcycle Brake Systems)	<ul style="list-style-type: none"> <li>• India has already taken the following steps towards adoption of UN GTR No. 3:                             <ol style="list-style-type: none"> <li>1. Indian national standard IS: 14664-2010 on motorcycle braking has been revised with respect to the GTR requirements, for technical equivalence. This also takes into consideration amendment 1 to UN GTR No. 3.</li> <li>2. IS: 14664-2010 is in process of notification as a national law.</li> </ol> </li> <li>• India will be reviewing the above plan periodically and would communicate to the Secretary General at appropriate time regarding the adoption of this UN GTR No. 3 on Motorcycle Brake Systems, as a regulation in India.</li> </ul>
5.	Amendment 2 to GTR 3	<ul style="list-style-type: none"> <li>• The amendment 2 to UN GTR 3 is being taken up for deliberation in the respective national technical committee.</li> </ul>

6.	GTR No. 4 Worldwide Heavy-Duty Certification procedure (WHDC)	<ul style="list-style-type: none"> <li>India has reviewed status of adoption of UN GTR No. 4 on Test procedure for Compression Ignition (C.I) Engines and Positive-Ignition (P.I.) Engines fuelled with Natural Gas (NG) or Liquefied Petroleum Gas (LPG) with regard to the Emission of Pollutants. India is in the process of finalizing the procedure for Bharat Stage VI (BS-VI), which is in harmonization with UN Regulation 49 Rev. 6 - Amendment 3 and mostly based on GTR No. 4.</li> </ul>
7.	Amendment 1 to GTR No. 4	<ul style="list-style-type: none"> <li>Planning for necessary test facilities and infrastructure needed is in progress.</li> </ul>
8.	Amendment 2 to GTR No. 4	<ul style="list-style-type: none"> <li>India will be reviewing the above plan periodically and would communicate to the Secretary General at appropriate time regarding the status of implementation of this UN GTR and its amendments.</li> </ul>
9.	Amendment 3 to GTR No. 4	
10.	GTR No. 5 On-Board Diagnostic systems (OBD) for road vehicles	<ul style="list-style-type: none"> <li>India has reviewed status of adoption of this UN GTR No. 5 on Technical requirements for On-Board Diagnostic Systems (OBD) for Road Vehicles. India is in the process of finalizing the procedure for Bharat Stage VI (BS-VI), which is in harmonization with UN Regulation 49 Rev. 6 - Amendment 3 and mostly based on GTR No. 5 for OBD considering regional requirements.</li> </ul>
11.	Amendment 1 to GTR No. 5	<ul style="list-style-type: none"> <li>Planning for required infrastructure needed for type approval of engines for compliance to this UN GTR is in progress.</li> <li>India will be reviewing the above process periodically and would communicate to the Secretary General at appropriate time regarding the status of implementation of this UN GTR.</li> </ul>
12.	GTR No. 6 Safety Glazing	<ul style="list-style-type: none"> <li>For adoption of UN GTR No. 6 in national regulation, Indian national standard on safety glazing is in process of revision. Our national standard under revision has considered the amendment 1. While adopting UN GTR 6, our national standard has additionally covered agricultural tractors, construction equipment vehicles wherever cabin are provided in both cases, combine harvesters and three wheeled vehicles and also requirements for plastic glazing.</li> </ul>
13.	Amendment 1 to GTR No. 6	<ul style="list-style-type: none"> <li>India will be reviewing the above plan periodically and would communicate to the Secretary-General at appropriate time regarding adoption of this UN GTR No. 6.</li> </ul>
14.	GTR No. 7 Head restraints	<ul style="list-style-type: none"> <li>India has completed its national study on Anthropometric Measurements on Indian Driving Population and has concluded that no change is required in minimum height of head restraint currently defined in IS: 15546.</li> <li>Further, India is waiting for GTR 7 Phase-II to conclude its recommendations. After this, India will take up the up-gradation of IS 15546 (Automotive Vehicles - Seats, their Anchorages and Head Restraints for Category M1 – Specification), appropriately.</li> </ul>

15.	GTR No. 8 & Corrigendum 1 to GTR No. 8 Electronic stability Control (ESC) systems	<ul style="list-style-type: none"> <li>• A new national standard on ESC (AIS 133) is formulated by the technical working group in India. This standard is technically aligned with UN GTR 8 including Corrigendum 1 to UN GTR.</li> <li>• AIS 133 is in process of notification as a national law. AIS 133 is applicable to all vehicles of Category M1 and N1, which are fitted with ESC system.</li> </ul>
16.	GTR No. 9 Pedestrian safety	<ul style="list-style-type: none"> <li>• India has notified its Automotive Industry Standard AIS-100, on Pedestrian Safety for implementation for the new models from 1<sup>st</sup> October, 2018 and for all models from 1<sup>st</sup> October, 2020 vide Govt. of India notification no. S.O. 1139 (E) dated 28<sup>th</sup> April, 2015 and S.O. 2412 (E) dated 3<sup>rd</sup> September, 2015.</li> <li>• The requisite test facilities have been built in India.</li> <li>• The current AIS-100 restricts the scope to vehicle categories 1-1 with gross vehicle mass greater than 500 kg and less than or equal to 2500 kg in line with UN Regulation 127. The other technical requirements are aligned with UN GTR 1.</li> </ul>
17.	GTR No. 10 Off-cycle emissions	<ul style="list-style-type: none"> <li>• Presently India does not have any experience of off-cycle emission measurement. In view of the same, India may conduct some studies as per UN GTR No. 10 to understand its implications and will also look forward for the experience gained by the other Contracting Parties (CP's) in this area.</li> <li>• India is in the process of finalizing the procedure for Bharat Stage VI (BS-VI), which is in harmonization with UN Regulation 49 Rev. 6 - Amendment 3 and the off-cycle emission will be mostly based on GTR No. 10 considering regional requirements.</li> <li>• Any progress regarding UN GTR No. 10 activities in India will be communicated to the Secretary General time to time.</li> </ul>
18.	GTR No. 11 Engine emissions from Agricultural and Forestry Tractors and from Non-Road Mobile Machinery	<ul style="list-style-type: none"> <li>• At present this GTR is only a test procedure and it does not specify limits. Once the entire regulation is firmed up, India will consider adoption of this GTR.</li> </ul>
19.	GTR No. 12 Motorcycle Tell-tales	<ul style="list-style-type: none"> <li>• For adoption of UN GTR No. 12 in national regulation, national standard Automotive Industry Standard AIS-126 on Two Wheeled Vehicles - Location, Identification and Operation of Controls, Tell-tales and Indicators, has been formulated and implemented in the national law. Scope of the revised standard additionally covers 3-1 category vehicles (L1 as defined in AIS-053).</li> </ul>
20.	Amendment 1 to GTR No. 12 Motorcycle Tell-tales	<ul style="list-style-type: none"> <li>• The Government of India would like to notify to the Secretary-General of United Nations that it began applying the UN GTR No. 12 and Amendment 1 to UN GTR 12 on 1<sup>st</sup> October 2017 for all models.</li> </ul>

21.	GTR No. 14 Pole side impact	<ul style="list-style-type: none"> <li>• Currently in India, we do not have equivalent standard for GRT No. 14. The existing Indian Standard IS 12009:1995 – Automotive Vehicles - Safety requirements for Side Door of Passenger Cars – Recommendations, address the static strength requirements of side doors for passenger cars. The technical requirements of the IS standard are based on SAE J 367.</li> <li>• India has already notified Automotive Industry Standard AIS-099 - Approval of Vehicles with regards to the Protection of the Occupants in the event of a Lateral Collision and made applicable for new models from 1<sup>st</sup> October, 2017 and for all models from 1<sup>st</sup> October, 2019 vide Govt. of India notification no. S.O. 1139 (E) dated 28<sup>th</sup> April, 2015 and S.O. 2412 (E) dated 3<sup>rd</sup> September, 2015 respectively.</li> <li>• India has taken up the study project on road accident data collection and its analysis. Based on the outcome of the study project India will decide further course of action.</li> <li>• India will be reviewing the status periodically and would communicate to the Secretary General at appropriate time regarding the adoption of this GTR No. 14.</li> </ul>
22.	GTR No. 15 and Amendment 1 & 2 to GTR No. 15 Worldwide harmonized Light vehicles Test Procedure (WLTP)	<ul style="list-style-type: none"> <li>• India has reviewed status of adoption of UN GTR No. 15 on the worldwide harmonized light vehicles Test procedure. At present UN GTR No. 15 is only a test procedure. It does not specify limits.</li> <li>• India look forward for the experience gained by the other Contracting Parties (CP's) in this area and will plan the necessary test facilities and infrastructure needed before considering the adoption of this UN GTR.</li> <li>• Any progress regarding UN GTR No. 15 activities in India will be communicated to the Secretary General time to time.</li> </ul>
23.	GTR No. 16 & Amendment 1 to GTR No. 16 Global Technical Regulation on Tyres	<ul style="list-style-type: none"> <li>• The Government of India will be adopting the following steps towards adoption of this GTR in a phased manner. <ol style="list-style-type: none"> <li>1. The UN GTR 16 being taken up for deliberation in the respective national technical committee for transposition into national standard.</li> <li>2. A technical committee is working on a national standard in line with UN R 117. Transposition of UN GTR and UN R 117 into national law will be considered for adoption subsequently.</li> </ol> </li> <li>• India would be reviewing the status periodically and would be conveying to the Secretary General at appropriate time regarding the adoption of this GTR No. 16 on Tyres.</li> </ul>

24.	GTR No. 17 Crankcase and evaporative emissions of L-category vehicles.	<ul style="list-style-type: none"> <li>India has reviewed status of adoption of UN GTR No. 17 on the Measurement procedure for two- or three-wheeled motor vehicles equipped with a combustion engine with regard to the crankcase and evaporative emissions.</li> <li>India look forward for the experience gained by the other Contracting Parties (CP's) in this area and will plan the necessary test facilities and infrastructure needed before considering the adoption of this UN GTR.</li> <li>Any progress regarding UN GTR No. 17 activities in India will be communicated to the Secretary General time to time.</li> </ul>
25.	GTR No. 18 On-Board Diagnostic (OBD) systems for L-category vehicles	<ul style="list-style-type: none"> <li>India has reviewed status of adoption of UN GTR No. 18 on the Measurement procedure for two- or three-wheeled motor vehicles with regard to on-board diagnostics.</li> <li>India look forward for the experience gained by the other Contracting Parties (CP's) in this area and will plan the necessary test facilities and infrastructure needed before considering the adoption of this UN GTR.</li> <li>Any progress regarding UN GTR No. 18 activities in India will be communicated to the Secretary General time to time.</li> </ul>
26.	GTR No. 19 Evaporative emission test procedure for the Worldwide harmonized Light vehicle Test Procedure (WLTP EVAP)	<ul style="list-style-type: none"> <li>India has reviewed status of adoption of UN GTR No. 19 on the Evaporative emission test procedure for the Worldwide harmonized Light vehicle Test Procedure.</li> <li>India look forward for the experience gained by the other Contracting Parties (CP's) in this area and will plan the necessary test facilities and infrastructure needed before considering the adoption of this UN GTR.</li> <li>Any progress regarding UN GTR No. 19 activities in India will be communicated to the Secretary General time to time.</li> </ul>

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