



Vehicles in TTIP

Creating a transatlantic market for cars and trucks

In this chapter we want to:

- identify current EU and US standards which are equivalent
- harmonise certain regulations
- develop global regulations
- work together in planning new regulations.

Reasons for negotiating vehicles

The US accounts for 18 % of all EU vehicle exports. And more than 1 in 8 cars imported to the EU comes from the US.

Sophisticated regulations in the EU and the US generally achieve similar levels of safety. So a vehicle proved safe in the EU should be considered safe in the US, just as a US vehicle should be in the EU.

But our regulations developed in parallel, creating differences that make it costly to comply with both sets of rules.

Overcoming trade barriers could see a rise in this trade of anything from 70% to 350% between 2017 and 2027.

Consumers and manufacturers alike would benefit from regulators agreeing cases in which our rules provide the same protection.

EU goals

We have four goals for this chapter:

- Agree where EU and US technical **standards match**

This is the most economically important. EU and US regulators are trying to develop a method for deciding when standards match.

The EU wants both sides to recognise as many as possible of their respective requirements as equivalent to each other.

- Develop **global regulations** under the UN and encourage other countries to adopt them

This is an option for cases where:

- we can't agree that EU and US standards are equivalent to each other or
- where doing so might not help trade.

We want to expand the list of technical standards for vehicles which the United Nations Economic Commission for Europe (UNECE) agreed in 1998.

- Agree to **harmonise** certain EU and US regulations, especially for new technologies

Where there are not yet any regulations but there is a clear need for them, harmonised EU-US standards could be the first step for global rules under UNECE. One example is electric vehicles.

- **Co-ordinate plans** for new regulations and for research into new technologies.

Sensitive or controversial issues

We're not currently aware of any issues which are especially sensitive or where people have raised specific concerns.