

From **Ascabús** according to the [Agreement on the European Economic Area](#) (OJ L1 of 3.1.1994)

And whereas the objective of creating a dynamic and homogeneous European Economic Area, based on common rules and equal conditions of competition and providing for adequate means of enforcement, including at the judicial level, and achieved on a basis of equality and reciprocity and an overall balance of benefits, rights and obligations for the Contracting Parties, where the objective of the Contracting Parties, in full respect of the independence of the courts, is to achieve and maintain a uniform interpretation and application of the Agreement on the European Economic Area and of the provisions of Community law substantially reproduced in the Agreement.

The purpose of the European Economic Area Association Agreement is to promote a continuous and balanced strengthening of trade and economic relations between the Contracting Parties, on equal conditions of competition and in compliance with common rules, with a view to creating a homogeneous European Economic Area.

In order to achieve the objectives set out in "Part 1, paragraph 1" of the Agreement on the European Economic Area, the association shall involve:

- The free movement of goods.
- The free movement of persons.
- The free movement of services.
- The free movement of capital.
- The establishment of a system guaranteeing that competition will not be distorted and that its rules will be equally respected; as well as
- Closer cooperation in other fields, such as research and development, environment, education and social policy.

We understand that the proposal made by Norway for "Regulations concerning the universal design of motor vehicles used for authorized transport", in its Article 4, Requirements applicable to Buses, and the paragraph stating that:

Class I, II and III buses shall comply from 1 January 2023 with the frontal protection requirements set out in Article 5 of UNECE Regulation No. 29 when the crash test has been carried out in accordance with Test A of Annex 3, where the impact value of the impactor shall be in accordance with Article 5.5.2.

For all the above reasons, **Ascabús** (National Association of Bus and Coach Bodywork Manufacturers of Spain) considers that the proposal made by Norway for a "**Regulation on the universal design of motor vehicles used for authorized transport**" **distorts competition between the signatory countries of the European Economic Area Agreement and its rules are not respected equally, creating an obstacle to free trade between the signatory countries of the EEA Agreement.**