



GNSS Market Access

Jason Y. Kim
U.S. Department of Commerce

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U.S. National Space Policy



The United States shall engage with foreign GNSS providers to:

- Encourage compatibility and interoperability
- Promote transparency in civil service provision
- **Enable market access for industry**





Bilateral Efforts on Market Access



- U.S.-Japan cooperation under 1998 Joint Statement
 - Identify potential barriers to the growth of commercial applications and appropriate preventative measures
 - Encourage trade and investment in equipment and services
- U.S.-EU Agreement on GPS-Galileo Cooperation
 - Parties agree to consult before establishing GNSS standards, certification requirements, regulations, mandates
 - Parties affirm non-discriminatory approach with respect to GNSS trade
 - Working group established to consider non-discrimination and other trade related issues
 - Recognizes commitments under World Trade Organization (WTO)



WTO Commitments to Market Access



- General Agreement on Tariffs and Trade (GATT)
 - Most Favored Nation (MFN) status for goods
 - National treatment for goods
- General Agreement on Trade in Services (GATS)
 - MFN for all services
 - National treatment for scheduled services
- Agreement on Technical Barriers to Trade (TBT)
 - No goods discrimination based on non-tariff measures (regulations, standards, testing, certification)
- Agreement on Government Procurement (GPA)
 - Open, fair, and transparent conditions of competition in government procurement, as scheduled



U.S. Concern: Equipage Mandates



- To promote adoption of their systems, GNSS providers are considering/implementing equipage mandates for various applications
 - Aviation
 - Motor carrier and HAZMAT vehicle tracking
 - Car accident reporting (eCall/ERA-GLONASS)
 - Emergency phone calls (E112)
- U.S. recommends technology-neutral, performance-based standards
 - E.g.: E911 rules specify required accuracy and allow carriers to choose best technical solutions



Impact of GNSS Equipage Mandates on Market Access



- Requiring specific systems arbitrarily prevents or penalizes imports of goods having perfectly functional GNSS capability
 - High-value products (airplanes, cars) and mass-market devices (mobile phones)
- WTO members must comply with TBT obligations in setting technical regulations
 - GPA scheduled commitments also apply to 15 signatories



Problems with Equipage Mandate Compliance



- Manufacturers & users seeking to comply with announced equipage mandates are confused
 - What qualifies as equipage -- carried onboard, installed, fully integrated, etc.? What minimum applications/ capabilities must be supported?
 - Who is responsible for identifying any required minimum capabilities? How to inspect, maintain, and recertify equipment to ensure it is working properly?
 - When will ICDs and performance commitments be available for new GNSS signals? When will new GNSS deployments reach a stable end-state signal configuration?
 - Do State mandates apply to foreign operators of vehicles transiting the State or only to domestically registered vehicles?
- Clearer guidance needed to understand whether announced mandates comply with WTO rules



Recommendation



U.S. requests that the ICG Providers' Forum:

- Add GNSS market access to its future agenda for discussion
- Consider developing a new principle on market access for future adoption