



Republic of the Philippines
DEPARTMENT OF TRANSPORTATION AND COMMUNICATIONS

3rd Quarter CHVSR MEETING
07 September 2011
1:30 pm, 16/F, DOTC Multi-Purpose Hall,
The Columbia Tower, Ortigas Avenue,
Mandaluyong City

Minutes of the Meeting

1. The meeting was called to order at 2:00 pm, chaired by Assistant Secretary George D. Esguerra.
2. Assistant Secretary Esguerra informed the body that the meeting will serve as the 3rd Quarter Regular Meeting of the CHVSR. He mentioned that the main agenda item for the meeting is the Presentation of the Draft Inception Report for the Project for Developing Motor Vehicle Regulations and Certification in the Philippines.
3. Ms. Sachie Terasaki of JICA stated that the purpose of the project is to make the framework of the vehicle regulation and certification system based on the WP 29 1958 Agreement and to make a roadmap for accession to the said Agreement. She then requested for comments from the participants on the above mentioned draft.
4. Mr. Hiroshi Morita, Director of Technical Section, Japan Automobile Standards Internationalization Center (JASIC) presented the Summary of the Draft Inception Report, the scope of work and schedule of activities of the JICA Study Team.
5. Asec. Esguerra asked the members if they were able to receive the Inception Report which was sent through email by the CHVSR Secretariat. Ms. Jean Rosete of DENR confirmed that they were able to receive both the hard and the soft copy of the said report. She further commented that their comment was already considered and incorporated on the revised Inception Report.
6. Asec. Esguerra mentioned that in the kick-off meeting held on 01 Sept. 2011, the study team together with DOTC, DENR-EMB and DOE discussed and agreed that a larger committee should be convened for the project. The members agreed that the first task at hand would be to look through the Inception Report as the study team would have to comply with internal timelines of JICA Tokyo. Asec. Esguerra asked the members to provide/submit their comments until Friday, 09 September 2011, in order for the study team to be able to consider and incorporate in the inception report prior to the submission of the final version on 14 September 2011. Ms. Terasaki expressed her disappointment and called the attention of the study team on why the name of JICA was neglected and omitted on the cover page of the Inception Report considering that JICA is the donor agency of the project.
7. Asec. Esguerra also mentioned that in the kick off meeting, there were queries regarding the differences of the two agreements. Mr. Morita said that the 1958 agreement is on harmonization of technical regulations and mutual recognition mechanism approval, whereas, the 1998 Agreement is harmonization only and does not include Mutual Recognition Approval (MRA). Asec Esguerra further clarified that the 1998 Agreement is basically a concession to the United States for them to sign the Agreement in view of the

fact that they do not have a process by themselves but only allows self certification by manufacturers. They cannot sign 1958 because it allows for the mutual recognition mechanism and in their case, there is no formal approval process. Hence, to bring in the US into the global agreement, there was an amendment for another agreement to be signed which was the 1998 agreement. Mr. Nonaka added that the self certification system links to a recall system, wherein the government can check defective products in the market and can order the recall of defective products. Asec. Esguerra further pointed out that the Philippines should look closely at the 1958 agreement rather than the 1998 agreement.

8. Asec. Esguerra cited that like Thailand, the Philippines have also been an observer to WP 29. The aim is to move forward to acceding to its agreements. The study will serve as a means to fully understand the implications of officially joining the global agreement. Further, the findings and recommendations of the JICA study will also help the Philippines to decide on being a member to WP 29 1958 Agreement.
9. Asec. Esguerra clarified that the project which was originally entitled, "The Project for Developing Motor Vehicle Standards and Conformance in the Republic of the Philippines" is now officially called The Project for Developing Motor Vehicle Regulations and Certification in the Philippines.
10. A special CHVSR meeting towards the end of October 2011 will be held to discuss and consider the road map and the concept relating to the regulation and certification aspect. The last quarter CHVSR meeting will be to deliberate and finalize the concept of the road map.
11. On administrative matters relating to the conduct of the project, Asec. Torres was asked to act as Co - Chairman in the Steering Committee that will be formed. Likewise, they were also requested to provide an office space for the study team.
12. Asec Esguerra requested the study team to extend assistance to the Philippine Delegation to WP 29 in Geneva, if ever there is a decision to send a delegation. Asec Torres was also asked to join the said delegation.
13. JICA and JASIC were requested to increase the number of training slots for the Philippines under the regular JICA training program.
14. Comments on the draft Inception Report were requested to be sent through morita@jasic.org copy furnished DOTC through evangelina_nova@yahoo.com.

Other Matters

- The following JASIC Meetings were mentioned in support to ASEAN Meetings:
 1. Industry Meeting – Jakarta, Indonesia, November 23 – 25, 2011
 2. Experts Meeting – July 2011, LTO Philippines
 3. Experts Meeting – October 2011, Malaysia
 4. Experts Meeting – Jan – Feb.2012, Jakarta
 5. Indonesia – Japan EPA Project to study and prepare

JASIC Website (www.jasic.org) provides the schedule of meeting for government industry or experts meeting.

- The Study Team will provide assistance to include standards for electric vehicles.
- DOST-PCIERD will provide update on the study on CLRV on the October 2011 meeting.
- DENR requested the study team to provide the regular updates on ECE regulations.

Prepared by:

CHVSR Secretariat

Noted by:



GEORGE D. ESGUERRA

Assistant Secretary for Planning for MIS

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Minutes of the 4th Quarter CHVSR Meeting on 27 Oct. 2011

VENUE: Unit 162 16th Floor, DOTC

ATTENDEES:

NAME	OFFICE/COMPANY
1. Dir. Florencia A. Creus	DOTC
2. PD Eleuterio C. Galvante, Jr.	DOTC
3. DC Arnel R. Manresa	DOTC
4. Ms. Menelia C. Mortel	LTO
5. Ms. Maria Corazon R. Japson	DOTC
6. Mr. Reynaldo T. Gatchalian	DOTC
7. Mr. Emilio G. Subido	DOTC-Road-TPD
8. Ms. Evangeline L. Nova	DOTC-PMO-RTPD
9. Ms. Lorabeth Tampus	DOTC-PMO
10. Mr. Ryan Rillo	DOTC-PMO
11. Engr. Teresita Peralta	DENR-EMB
12. Dir. Zenaida Monsada	DOE-OIMB
13. Mr. Alvin Lim	DOE
14. Mr. Gerardo Palabrica	DOE-AFETD
15. Mr. Loreto Moncada	DOE-AFETD
16. Mr. Apollo Victor O. Bawagan	DOST-ITDI
17. Engr. Florante Catalan	DOST-MIRDC
18. Engr. Albert G. Mariño	DOST-PCIERD
19. Mr. Elias V. Deveza, Jr.	DTI-BIS
20. Mr. Elvin Garcia	DTI-BIS
21. Mr. Amelito Umali	DTI-BOI
22. Ms. Ma. Teresita Del Rosario	DTI-BPS
23. OIC Carmencita Magno	DTI-BPS
24. Atty. Genaro Jacob	DTI-BPS
25. Ms. Emmaline C. Vitug	DTI-BPS
26. PC1 Julius Y. Bernados	PNP-HPG
27. Ms. Ester Marian T. Rosimo	LTFRB
28. Dr. Karl N. Vergel	UP-NCTS
29. Mr. David Arcenas	AAP
30. Ms. Cynthia Reyes	AAP
31. Mr. Johnny Angeles	AAP
32. Atty. Homer Maranan	CAMPI
33. Mr. Benjie Diomela	CAMPI/TMA
34. Mr. Gene Paralisan	MDPPA – Honda
35. Mr. Jomer Villa	PACCI
36. Mr. Frank Nacua	PAFI

37. Mr. Robert Carlos	TMA/ISUZU
38. Mr. Hiroshi Morita	JASIC
39. Mr. Ushio Ueno	JASIC
40. Mr. Osamu Yamana	JASIC
41. Mr. Hiroyuki Nonaka	JASIC
42. Mr. Takashi Shimada	JICA
43. Mr. Takaki Kasai	JICA/JASIC
44. Mr. Mark De Leon	JICA-JASIC
45. Ms. Grace P. Bulawan	JICA-JASIC/KEI Study Team
46. Mr. Katsukaya Ishikawa	KATAHIRA
47. Ms. Mia Malijan	KATAHIRA
48. Mr. Hiroshi Morimoto	MLITT

1. After determination of a quorum, the meeting was called to order at 2:20 pm by Director Florencia A. Creus of DOTC, in behalf of Asec George D. Esguerra, Assistant Secretary for Planning and MIS.
2. After the Invocation, Director Creus asked to introduce each members/participants. She requested the group to review the Minutes of the 3rd Quarter CHSVR Meeting last 07 September 2011. Upon correction on number 8 and number 11 (In no.8-*remove Thailand & from have also been* to has been; In no.11 – from *they were also* to she was also) the Minutes was finally approved and duly seconded by the body.
3. Ms. Teresita Del Rosario of DTI-BPS reported on the Accomplishments of the Sub-Com on Standards Development and gave updates on DAO 11-03 for the mandatory implementation of PNS UNECE 30,43 & 54 and PNS for electrically propelled vehicles while Dir. Zenaida Monsada of DOE-OIMB, reported on the 2011 Fuel Standard Work Program and Fuel Quality Implementation. She added that they will start to deliberate on generic B100 and they are also working on B5 and Jatropha.
4. Mr. Frank Nacua of PAFI, questioned on the status of E10 implementation. According to Dir. Monsada, implementation is effective on August 2011, Luzon and Metro Manila supposed to have the E10 already, but availability in some islands is not yet available due to logistics . In addition, expected full operation of E10 will be on February next year.
5. Engr. Teresita Peralta of DENR questioned how R49 and R83 were implemented in Japan. In addition, Mr. Nacua also asked how it was

implemented in other ASEAN countries like Thailand and Malaysia but according to Mr. Ushio Ueno of JASIC, it was not implemented in said countries.

6. Ms. Menelia Mortel of LTO questioned the timeline of formulation of the IRR for DAO 11-03 PNS. Ms. Carmencita Magno of DTI –BPS informed the body that they still have to present this to the stakeholders prior to formulating and eventual finalization of the IRR. She added that the DTI-BPS develops the PNS but implementation should be with other agencies. In this connection, Dir. Creus said that DOTC will wait for the IRR for the LTO-MVIS to implement.
7. The Sub-Com on Certification and Regulations has not yet convened, but will give report on the next meeting while the funds for the Codification of All Land Transport Laws and Regulations were reverted last December 2010. Dir. Creus instructed the Secretariat to write a letter to UP Law Center for possible funding of said study. She also informed the Sub-Com on Certification and Regulation to deliberate which agency will be authorized as a national registration authority to handle the codes on World Manufacturer Identifier (WMI) and World Parts Manufacturer Identifier (WPMI).
8. The Sub-Com on Participation to Regional and International Agreements (WP 29) informed the body that the DOTC commissioned the JICA and JASIC Study Team to undertake the Project for Developing Motor Vehicle Regulations and Certification in the Philippines.
9. According to the previous CHVSR (held in September seventh) meeting minute's item 10, JICA and JASIC Study Team proposed the following two drafts: 1) Draft Vehicle Type Approval and Certification System 2) Draft Road Map for Accession to 1958 Agreement. Prior to the proposal, Mr. Ushio Ueno, the project leader of the Study Team stated that in order to deepen understanding of the above two drafts, the team give presentations on VTA in Japan, IWVTA, as well as Difference between 1958 and 1998 Agreements.

The Study Team gave the following presentations:

- a. Mr. Hiroshi Morimoto – Vehicle Regulations and Certification System in Japan
- b. Mr. Takaki Kasai –International Whole Vehicle Approval (IWTA)
- c. Mr. Ushio Ueno – 1958 and 1998 WP29 Agreements
- d. Mr. Osamu Yamana – Accession to 1958 Agreement
- e. Mr. Hiroyuki Nonaka – Draft Proposal on Vehicle Type Approval System and Certification for Philippines

10. Dir. Monsada inquired what will be the advantage of the Philippines if it accede to the above Agreements since we are only assemblers and not manufacturers. Mr. Ueno enumerated all the benefits and advantages of applying regulations to the 1958 Agreement.
11. Mr. Arnel R. Manresa said that any comment on the presentations can be e-mailed to the Secretariat at
12. The Road Map matrix form should be checked by the different agencies concerned and filled up so that this can be finalized before the next meeting that will be scheduled on Dec. 8, 2011.
13. Dir. Creus instructed the Sub-Com on Participation to WP29 to review the Road Map on Accession to WP29 Agreements while the Subcom on Certification and Regulations should review the Draft Proposal Whole Vehicle Type Approval System in the Philippines.
14. Engr. Albert Mariño of DOST –PCIERD presented the Development of Customized Local Road Vehicle (CLRV) Standards. He mentioned that they will hire consultants for the Data Base Management. Dir. Creus instructed the body to e-mail Engr. Mariño for comments on his report.
15. Ms. Maria Corazon R. Japson reported on the 14th ASEAN APWG Meeting and 7th Task Force Meeting on MRA held in Brunei Darussalam last Oct 17-21, 2011.
16. Finally, after all the presentations were presented, and having no other matters to discuss, the meeting was adjourned at 6:00pm. The next meeting was scheduled on Dec. 8, 2011, at 9AM.

Minutes of the Special Meeting on CHVSR on 08 December 2011

VENUE: Unit 162 16th Floor, DOTC

ATTENDEES:

NAME	OFFICE/COMPANY
1. Dir. Florencia A. Creus	DOTC
2. PD Eleuterio C. Galvante, Jr.	DOTC
3. DC Arnel R. Manresa	DOTC
4. Ms. Menelia C. Mortel	LTO
5. Ms. Maria Corazon R. Japson	DOTC Road-TPD
6. Mr. Reynaldo T. Gatchalian	DOTC Road-TPD
7. Mr. Lemar L. Jimenez	DOTC-Road-TPD
8. Mr. Emilio G. Subido	DOTC-Road-TPD
9. Ms. Evangeline L. Nova	DOTC-PMO-RTPD
10. Ms. Ma. Julieta D. Silvano	DOTC-PMS
11. Ms. Jayne Ludovice	DOTC-PMO
12. Mr. Ryan Patrick Holgado	DOTC-PMO
13. Mr. Carlo Anthony Enriquez	DOTC-PMO
14. Ms. Lorabeth Tampus	DOTC-PMO
15. Engr. Teresita Peralta	DENR-EMB
16. Ms. Corazon Magpantay	DOST-ITDI
17. Mr. Elias De Veza	DTI-BIS
18. Ms. Elvira Garcia	DTI-BIS
19. Mr. June Poicarpio	DTI-BOI
20. Ms. Lolit Reyes	DTI-BOI
21. Mr. Virgilio Reambillo	DT-BOI
22. Atty. Genaro Jacob	DTI-BPS
23. PO1 Julius Bernardos	PNP-HPG
24. Ms. Ester Marian T. Rosimo	LTFRB
25. Ms. Teresita Ronquillo	UP-NCTS
26. Mr. Johnny Angeles	AAP
27. Ms. Cynthia Reyes	AAP
28. Mr. Homer Maranan	CAMPI
29. Mr. Benjie Diomela	CAMPI/TMPC
30. Ms. Elvie Lavado	MDPPA
31. Mr. Jomer Villa	PACCI
32. Mr. Frank Nacua	PAFI
33. Mr. Robert Carlos	TMA/ISUZU
34. Mr. Hiroshi Morita	JASIC
35. Mr. Ushio Ueno	JASIC
36. Mr. Osamu Yamana	JASIC

37. Mr. Hiroyuki Nonaka	JASIC
38. Mr. Naoki Kinoshita	JASIC
39. Ms. Sachie Terasaka	JICA
40. Mr. Takashi Shimada	JICA
41. Mr. Mark De Leon	JICA-JASI
42. Mr. Takayuki Nakamura	MLIT
43. Mr. Hiroshi Morimoto	MLIT
44. Ms. Mia Malijan	KATAHIRA

1. Upon declaration of a quorum, the meeting was called to order at 9:40 am by Assec. George D. Esguerra. He immediately notified the group that there is a slight change in the agenda with the inclusion of a presentation on the procedures for accession to international agreements by the Philippine government such as accession to WP 29 by Mrs. Marian Jocelyn Tirol-Ignacio, Executive Director, Office of the United Nations and other International Organizations (UNIO), Department of Foreign Affairs (DFA).
2. Dir. Ignacio presented that pursuant to EO 459 (Providing Guidelines in the Negotiation of International Agreements and its Ratification), prior to any international meeting or negotiation of a treaty or executive agreement, authorization must be secured by the lead agency from the President through the Secretary of Foreign Affairs. The following are the steps:
 - a) The DFA or the lead agency in the accession to the WP 29 Agreement, shall convene a meeting of the panel members for the purpose of establishing the readiness of the Philippines to accede;
In the case of the WP 29, the activities presently being pursued by the DOTC is acceptable.
 - b) All the members or participating agencies shall prepare the ratification papers which will be transmitted to the DFA. The transmittal shall include the highlights of the agreements and the benefits which will accrue to the Philippines arising from them;
 - c) The DFA, pursuant to the endorsement by the concerned agency, shall transmit the agreements to the President of the Philippines for his ratification;
 - d) The original signed instrument of ratification shall then be returned to DFA which shall determine whether it is a treaty or an executive agreement;
 - e) If it is a treaty agreement, the DFA shall submit it to the Senate of the Philippines for the concurrence of the ratification by the President.
 - f) Upon receipt of the concurrence by the Senate, the DFA shall comply with the provision of the treaties in effecting their entry into force. In this case, DFA shall represent the Philippines in the United Nations.
 - g) DFA shall notify the concerned agencies of the entry into force of the agreement.
3. Dir. Ignacio noted that there are documentary requirements for the steps mentioned in item no. 2. In the inter-agency meeting, decision to accede should

be reflected in the Certificate of Concurrence to be signed by all the participating agencies. A Fact Sheet should contain the following information: a) justification as to why we should accede or not (advantages and disadvantages); b) date of agreement; c) list of stake members; d) other Member States who agreed to be a member in the Asean Pacific Region; e) opinion on obligations after ratification (are there any funds needed to comply with the provisions of the agreement); and f) existing or proposed laws;

4. Mr. Frank Nacua of PAFI asked Dir. Ignacio if there is a need to pass a law by Congress or if an Executive Order is sufficient to justify the accession to the 1958 Agreement. Dir. Ignacio responded that the practice of other countries is to wait for all regulations to be emplaced and compliant to the provisions before being a Member of the 1958 Agreement.
Concerned agencies should decide on this matter.
5. Assec. George D. Esguerra stated that the CHVSR will follow the path as mentioned by Dir. Ignacio and shall be included in the Roadmap for Accession. He added that there is a need for legal, economic and technical evaluation before making a final decision.
6. Assec. Esguerra invited the JICA/JASIC Study Team for the presentation of the accomplishment report of the project.
7. Mr. Hiroshi Morimoto of MLIT presented the Japan's experience in the Accession to the 1958 Agreement and Application of UN Regulations. He cited the following benefits of the 1958 agreement: increase vehicle safety and environmental performance by adopting it in the national regulations which is based on established international UN Regulations; increase technical development of the vehicle manufacturing industry; facilitate marketing of new vehicles; enable to participate in the decision making procedure of WP 29 for issues affecting vehicle regulations such as propose new or amendment to UN Regulations and voting.
8. Another advantage of the agreement is flexibility of the contracting parties (free to apply all, selected or non-implementation of the UN Regulations). Mr. Morimoto said that there is no obligation from the accession to the 1958 agreement. However, if a contracting party applies UN Regulations in its national standard, it is mandatory to accept type approval certification/result by other Contracting Parties concerning UN Regulations applied. Japan acceded to the 1958 agreement in 1998.
9. Mr. Hiroyuki Nonaka of JASIC presented the Draft Proposal of the Whole Vehicle Type Approval System (WVTAS) for Philippines. Mr. Nonaka reported that the advantage of WVTAS is that type approval test of the same type of produced vehicles is not required upon certification of a representative/model vehicle as reflected in the certificate attesting to compliance with ECE standards. He noted that the Philippine current laws/acts related to road transport vehicle type approval inspection/test systems are not sufficient and not suitable for WVTAS requirement. He proposed that a new House Bill be drafted or a new Executive Order be submitted to the President on the establishment and implementation of WVTAS. DOTC subsequently should formulate a Department (DO) reflecting the implementing rules and regulations on the implementation of WVTAS. He also recommended a step-by-step adoption of the technical regulations for WVTAS,

as well as its contents and scope. The Study Team requested each CHVSR SubCom to review and study WVTAS requirements and that protocol, in accordance with the Roadmap.

10. Mr. Osamu Yamana of JASIC presented the 1958 Agreement (Character and Advantage). He said that the WP 29 1958 agreement refers to UNECE Regulations on uniform technical prescription for wheeled vehicles, equipment and parts and the MRA is the condition for reciprocal recognition of approvals/test certificates extended to a certain vehicle type and model on the basis of these prescriptions. The ECE technical requirements are meant to promote under the UNECE 1958 Agreement, road safety, protection of environment and energy saving, while the MRA means the mutual recognition of the type approval certificate issued by other contracting parties for motor vehicle parts, components and system marketed in the recipient country. Thus, WVTAS is being pursued under the UN-ECE, 1958 Agreement by Japan.
11. Mr. Yamana cited the difference between 1958 and 1998 agreements. The 1958 agreement has 127 UNECE Regulations while the 1998 agreement has only 12 Global Technical Regulations (GTRs). The 1998 agreement is more stringent directed towards advanced technology and has no type approval system nor MRA requirements/provisions. The 1958 agreement has both type approval and MRA.
He noted the ASEAN is currently harmonizing motor vehicle regulations and considering adoption of the 19 priority UNECE Regulations to be harmonized by 2015.
12. Mr. Takayuki Nakamura of MLIT presented a report of “Safety of Converted Electric Vehicle (EV)” Converted EV means vehicles retrofitted with electric motors, batteries and other equipment. He also cited the guidelines for Converted EVs, the concept of standards for protection against electric shock, high-voltage shut off system, installation of drive battery and other parts/devices.
13. Mr. Naoki Kinoshita of JASIC gave a presentation on the Technical Regulation for Electric Safety (ECE Regulation No. 100). He discussed the environment and energy issues of electrically propelled road vehicles, ECE Regulations for Electric Safety and ECE Regulation No. 100 – Safety Requirements for Normal Use. In summary, Mr. Kinoshita reported that EVs will be promoted primarily to address environmental issues.
14. Assec. Esguerra solicited comments from participants on the presentations of the JASIC/JICA Study Team. Engr. Tes Peralta of EMB-DENR noted that we are already aligned with R49 since 2010 thru DAO 2010-23 and DAO 2010-24. Assec. Esguerra requested Engr. Peralta to coordinate and provide copies of the DO with the Study Team.
15. Atty. Maranan of CAMPI requested the JICA Study Team to clarify its statement that “the Philippines should harmonize by 2015 with the 19 UN ECE Regulations under the ASEAN MRA”. The EU representative in the last JASIC G/I Meeting reported that a Member-State is not obligated or required to adopt into its

national regulations the UN ECE Regulations. He stated that if the same understanding is taken as the position of the APWG, to avoid any misunderstanding, he recommended that this matter should be highlighted in the JICA study.

Assec. Esguerra agreed to this recommendation and he asked the JICA Study Team to consider this flexibility in the adoption of UN ECE Regulations in its final report.

16. On the question of Assec. Esguerra as to who will act as referee if Member States who are party to the agreement be brought to court due to incidents of road accidents, the Study Team responded that the discussion has to be done by the Member States/Countries involved, and if a conclusion has not reached, the UN will act as referee.
17. The Study Team summarized the following items to be agreed by CHVSR: a) Roadmap in principle; b) start action in accordance with Roadmap; c) establish WVTAS before accession to 1958 Agreement by 2015, d) formulate the framework of WVTAS; and to introduce ECE Regulations into Philippine Regulation step by step.
18. The Study Team through Mr. Ueno announced the plan of the Philippine government to send Philippine delegates on 18-20 January 2012 to Geneva (Europe) to discuss the merits/demerits of 1958 agreements, be acquainted with its procedure and to join as observer in the UNECE rule making meeting. The Delegation Members will include Usec. Moncupa of DOTC, Assec. Torres of LTO, technical support member and JASIC staffs. DOTC will send invitation to DENR-EMB and DTI-BPS. However, the participation to the travel shall be at the expense of the said agencies.
19. Regarding the presentation of the Study Team on electric vehicle, Assec. Esguerra suggested to Ms. Minnie Mortel of LTO to use said presentation as guide in setting standards.
20. The BOI representative also acknowledged the above mentioned presentation for registration purposes. Ms. Mortel informed that LTO has already issued relative policy on this and has already registered E-Jeepneys and in the process of E-Trike-Registration. She further added that since brand new EV is expensive in the Philippines, the thrust should be conversion from gas to EV. However, she further said also that EV maybe insufficient and inconvenient since it can run only in limited areas/routes due to battery deficiency and low speed. Assec. Esguerra said that two developmental routes for E-buses or micro buses have already been approved.
21. On the query if ECE 100 includes motorcycles and mopeds, the answer was negative while on the issue of conversion to EV, Ms. Mortel said that we have no technical expertise on conversion. The Study Team said that MLIT is training technicians/inspectors on this matter.
22. During the Executive Meeting, the Minutes of the 4th Quarter Meeting on 27 October 2011 was approved subject to further comments from other agencies.
23. Ms. Mortel presented the Accomplishment Report of the SubCommittee on Certification and Regulations, The SubCom will prepare the proposed schedule of the priority ECE regulations once determined and introduced. They requested

JASIC for a refresher's seminar on VTA certification process. She reiterated the output during the workshop last 12-14 May 2010 on the establishment of an interim certification process thru the creation of the Motor Vehicle Certification Committee (NMVCC) patterned after the experience of Malaysia. The supporting documents required for the issuance of New Motor Vehicle Certificate (NMVC) were based on the certification procedure of Japan. Singapore process was similarly discussed for possible adoption.

24. Dir. Creus noted that she already presented those proposals after the workshop they conducted in May 2010 with the various concerned agencies. However, the draft MOU did not pushed through since according to DTI-BPS and DENR-EMB their procedures are already in placed. She explained that this was just an interim plan, similar to a one-stop-shop where representatives from concerned agencies like DOTC, LTO and DTI-BPS will meet and process the documents. Assec. Esguerra suggested that the MVTAS framework should be reviewed by a Working Committee led by LTO and DOTC to see if there is a need to create a Committee that will prepare the framework for motor vehicle type approval.
25. Engr. Peralta commented on the non inclusion of the DENR COC issuance function in the SubCom matrix. Dir. Creus mentioned that it was included and added that the Singaporean model can be adopted in the short term while the Japan model can be adopted in the long term. That was the previous recommendation.
26. Atty. Genaro Jacob reported that the SubCom on Standards Development has the same status as reported in the previous CHVSR meeting. He added that they will publish the mandatory compliance with standards of tires by Dec. 12. The 2+2 proposed implementation by the industry will be deliberated by TC 44 and after publishing the above standard, the corresponding IRR will be formulated.
27. Mr. Nacua asked for the status of the Mutual Recognition Agreement (MRA) in the ASEAN meeting and Ms. Japson and Atty. Jacob responded that no consensus has been reached yet on the objective of the MRA whether it would be applicable for ASEAN products only or it would be open for countries outside ASEAN. Thailand and Vietnam have strong opinion that the MRA should be applicable for products "marketed and manufactured in ASEAN" while Malaysia and Philippines suggested that the MRA should be open for imported products and should be applicable for products "manufactured or marketed in ASEAN". Regarding the query of Mr. Nacua on the implementation of the 19 UNECE Regulations to be adopted by all Member States, it was noted by AAF during the APWG meeting that it is not mandatory. Mr. Nacua also announced that the AIMEC meeting will be held in the Philippines early next year.
28. Dir. Flor A. Creus commented that if that is the case, that should be made clear in the MRA, that the adoption of the 19 UNECE Regulation is not mandatory otherwise that will be subject to various interpretation.
29. Assec. Esguerra approved in principle the Draft Proposal Road Map for Accession to the 1958 Agreement and Introduction of Type Approval Certification System subject to revisiting the dates, schedules and some provisions and also subject to further comments from the Philippine automotive industry. He noted that the Roadmap has two components as previously mentioned.

30. Assec. Esguerra stated that adopting the Roadmap does not mean that we are acceding in the WP 29 Agreement but only seriously considering the accession. Unless there are disbenefits such as the absence of vehicle manufacturing program in the country, we may remain as an observer status. He noted the interest of Japan is for us to become a member of the WP 29 agreement by 2015. He concluded that the CHVSR will take this as our direction but will not make a firm commitment unless we evaluate thoroughly the merits of adopting the UNECE Regulations and adopting the WVTAS. We have to examine first our locally assembled motor vehicles and assess its readiness to comply to the technical regulations and standards by 2015.
31. Ms. Cora Japson of DOTC reported on the Accomplishment Report of the SubCom on Participation to Regional and International Agreements. She said that the SubCom convened a meeting last November 4, 2011 mainly to discuss the draft Roadmap prepared by the JICA/JASIC Study Team. Then all the necessary corrections and amendments were discussed with the Study Team and were finally incorporated in the said Roadmap.
32. There was no representative from the Sub Committee on Legislative Agenda. It was suggested that they should be reminded to attend CHVSR meetings and that an Adhoc Legal should instead be created composed of CHVSR members basically to review the Motor Vehicle Act and harmonize their laws, rules and regulations.
33. Finally, the Travel Report prepared by the Philippine delegates to the 16th JASIC Asia Government/Industry Meeting in Jakarta, Indonesia was distributed to the group for information and reference.
34. Having no other matters to discuss, the meeting was adjourned at 2:00 pm.

1st Quarter CHVSR Minutes of Meeting on 15 February 2012

VENUE: Unit 162 16th Floor, DOTC

ATTENDEES:

NAME	OFFICE/COMPANY
1. Atty. Jaime Raphael Feliciano	DOTC
2. Dir. Florencia A. Creus	DOTC
3. PD Eleuterio C. Galvante, Jr.	DOTC
4. DC Arnel R. Manresa	DOTC
5. Engr. Roberto G. Delfin	DOTC Road-TPD
6. Ms. Maria Corazon R. Japson	DOTC Road-TPD
7. Mr. Lemar L. Jimenez	DOTC-Road-TPD
8. Mr. Emilio G. Subido	DOTC-Road-TPD
9. Dir. Gerard L. Chan	DOTC-Legal
10. Atty. Zenaida B. Biteng	DOTC-Legal
11. Ms. Evangeline L. Nova	DOTC-PMS
12. Ms. Ma. Julieta D. Silvano	DOTC-PMS
13. Engr. Jayne Ludovice	DOTC-PMO
14. Jorge Pascual	DOTC-PMO
15. Ms. Jean Rosete	DENR-EMB
16. Ms. Zenaida G. Lazaro	DOE
17. Mr. Simon Leonor	DOE
18. Mr. Loreto B. Moncada	DOE
19. Mr. Apollo Victor O. Bawagan	DOST-ITDI
20. Mr. June Poicarpio	BOI
21. Mr. Syuichi Tajima	BOI
22. Mr. V. Reambillo	BOI
23. Mr. Danilo Encela	LTO
24. Mr. Melecio Moreno	LTO-NMVIC
25. Ms. Nida Quibic	LTFRB
26. PO1 Julius Y. Bernados	PNP-HPG
27. Mr. Cezar Mendigo	CAMPI/TMA
28. Mr. Benjie Dionela	CAMPI/TMPC
29. Mr. Rolando F. Cruz	MDPPA
30. Ms. Espie Custodio	MDPPA
31. Mr. Chris Capistrano	MDPPA
32. Mr. Gene Paralisan	MDPPA
33. Mr. Arnel Recolizado	MDPPA
34. Mr. Frank Nacua	PAFI
35. Mr. Ushio Ueno	JASIC
36. Mr. Hiroshi Morita	JASIC

37. Mr. Osamu Yamana	JASIC
38. Mr. Hiroyuki Nonaka	JASIC
39. Mr. Kasai	JASIC
40. Mr. Ryosuke Itazake	JASIC
41. Mr. Kano	JASIC
42. Ms. Mia Malijan	JASIC
43. Ms. Sachie Terasaki	JICA
44. Mr. Takashi Shimada	JICA
45. Ms. Florie Adviento	JICA

1. Upon declaration of a quorum, the meeting was called to order at 10:15 am by Atty. Jaime Raphael C. Feliciano, OIC, Assistant Secretary for Planning. He inquired of the pleasures of the attendees as regard to the draft Agenda and there being none it was approved. The participants of the meeting were introduced then. Mr. Ushio Ueno, JASIC Study Team Leader was called to present the Draft Final Report entitled, "The Project for Developing Motor Vehicle Regulations and Certification in the Republic of the Philippines". After his presentation, Mr. Ueno requested for comments from all CHVSR members due by end of February which was agreed by the body.
2. Mr. Frank Nacua of PAFI requested that the Draft Final Report should contain relevant definitions of terms used for clarity purposes (i.e., MRA should be defined Mutual Recognition Arrangement or Approval based on 1958 Agreement) versus ASEAN MRA which is an "Agreement".
3. Mr. Hiroyuki Nonaka of JASIC presented the Draft Text of the Whole Vehicle Type Approval (WVTA) Regulation for the Philippines. He explained the process/procedure on how to proceed with the WVTA project and proposed the drafting of a new House Bill or Executive Order on the establishment and implementation of WVTA system.
4. On the query of Atty. Feliciano if the objective is to have one agency to implement all the necessary standards, he was answered in the affirmative and suggested that the DOTC assume as the lead agency. He was also informed that there is no obligation to adopt UN-ECE regulations even if we accede to WP29

Agreement. He suggested the further activities of the four Sub-Committees of CHVSR in relation to accession.

5. Mr. Nacua commented that contrary to the report, the MRA has not been adopted yet and this was seconded by Mr. Benjie Dionela of CAMPI as discussed in the last APWG meeting in Brunei. He further clarified that the proposed 19 UN ECE regulations have not yet been adopted by all Member States.
6. Dir. Flor Creus informed Mr. Nacua that WVTA covers only brand new vehicles and he suggested that this should be clearly defined. She clarified in Article 2 (Application and Scope) states that the Regulation does not apply to the type approval or individual approval of agricultural vehicles or forestry tractors/quadracycles. She added that off road vehicles are not included as per definition of vehicles.
7. Mr. Dionela was informed that the scope of the Regulation is for new vehicles and that the requirements are the same for both single WVTA and individual WVTA.
8. On the question of Ms. Sachie Terasaki, JICA Project Formulation Adviser, as to the legal framework of WVTA in the Philippines , Mr. Arnel Manresa responded that there are three options: 1) drafting of a new House Bill which includes portion on motor vehicle harmonization; 2) issuance of a new Executive Order on the establishment and implementation of the system; and 3) Joint Administrative Order between and among concerned agencies. Mr. Manresa added that the Assistant Secretary for Legal Affairs, Atty. Marlou B. Ubano was already consulted on this matter. Mr. Nacua suggested the last two options to fast track the implementation of the system.
9. Mr. Nonaka further presented Harmonization on Philippine Standards with UN Regulations. He reported on the standards for adoption. He finally recommended that the two CHVSR Sub-Committees – Sub-com on Standards Development and Sub-com on Certification and Regulations to continue to work for harmonization of motor vehicle regulations and standards.

10. Dir. Creus stated that the objective by 2015 is to have one harmonized standard for ASEAN, however, the JICA Study Team suggested three options. The team responded that their proposal needs further review and should be discussed further.
11. Mr. Nonaka finally presented Introduction of Standard Harmonization Case of Tire Standard PNS UNECE 30:2010). He noted that the Philippines has three additional requirements for tires, so these need to be harmonized. There is a need to adopt the PNS UNECE 30:2010 for adoption of WVTA system under the framework of 1958 Agreement.
12. Mr. Manresa presented the Roadmap for 1958 Agreement. He discussed the three main issues: 1) accession to the 1958 Agreement by introducing the 19 UNECE Regulations and the concept of Mutual Recognition Arrangement (MRA) as agreed upon during APWG meetings; 2) adoption of UNECE Regulations; and 3) creation/introduction of the WVTA. He reported that the RP delegation scheduled meeting with UN Secretariat did not push thru because of the busy schedules of the Philippine delegates. He presented the activities necessary for accession to the 1958 Agreement and the process as discussed previously by the DFA representative.
13. Mr. Manresa stated that the adoption of UNECE Regulations is voluntary and may be necessary to comply with the ASEAN agreement of having a single vehicle standard by 2015. It was noted that we can accede to the 1958 Agreement even without adopting a domestic law or there is no local legislation yet. He added that the DOTC, by law, shall be in charge of test facilities while the Certificate of Compliance (COC) functions of DENR shall remain. The International WVTA system is a single body, that will issue compliance certificate for incoming vehicles prior to being marketed in the Philippines or exported to other countries to mandatorily require the WVTA. He highlighted the need to enact a law.
14. Mr. Manresa said that the Roadmap has incorporated all the comments of concerned agencies and contains all activities and timelines for the Subcommittees to undertake the accession. He raised with the group the

suggestion to form a new or specific Working Group to work on the Roadmap, review and pursue the proposed activities.

15. The Committee noted that not all Sub-Committees were represented adequately. They further noted that this resulted from the reassignment and/or retirement of former members. It was agreed during the Executive Session to reconstitute and update the membership of the CHVSR Sub-Committees. The members recommended that the existing Sub-Committees will instead pursue the Road map activities rather than create additional task force or Sub-Committee.
16. Atty. Feliciano thanked the JICA/JASIC Study Team and proceeded with the Executive Meeting . The Minutes of the previous special meeting was adopted with some minor corrections and the Secretariat was tasked to email the corrected version.
17. There was no accomplishment report from the four (4) Sub-Committees since they did not convene due to organizational problem. It was agreed to request all agencies to resubmit their official representatives to the CHVSR to work on the proposed activities by the Project Team and give their report in the next CHVSR meeting scheduled in May. After the Secretariat (DOTC-RTPD) confirmed the official members of the CHVSR SubCommittees, they will be tasked to review the Roadmap.
18. Ms. Creus and Ms. Jean Rosete of DENR suggested that the Study Team justify the accession to the WP29 Agreement based on a cost-benefit analysis or quantitative assessment.
19. Having no other matters to discuss, the meeting was adjourned at 1:30 pm.

The 2nd /2011 4th Quarter CHVSR Meeting (Oct. 27, 2011)
Presentation materials
第2回/2011年第四四半期定期CHVSR（2011年10月27日開催）
プレゼンテーション資料

1. Vehicle Regulations and Certification System in Japan
2. International Whole Vehicle Type Approval (IWTA)
3. 1958 and 1998 WP29 Agreements
4. Accession to the 1958 Agreement
5. Draft Proposal on Vehicle Type Approval System and Certification for Philippines

Vehicle regulations and certification system in Japan

3rd Quarter CHVSR Meeting
27 October 2011

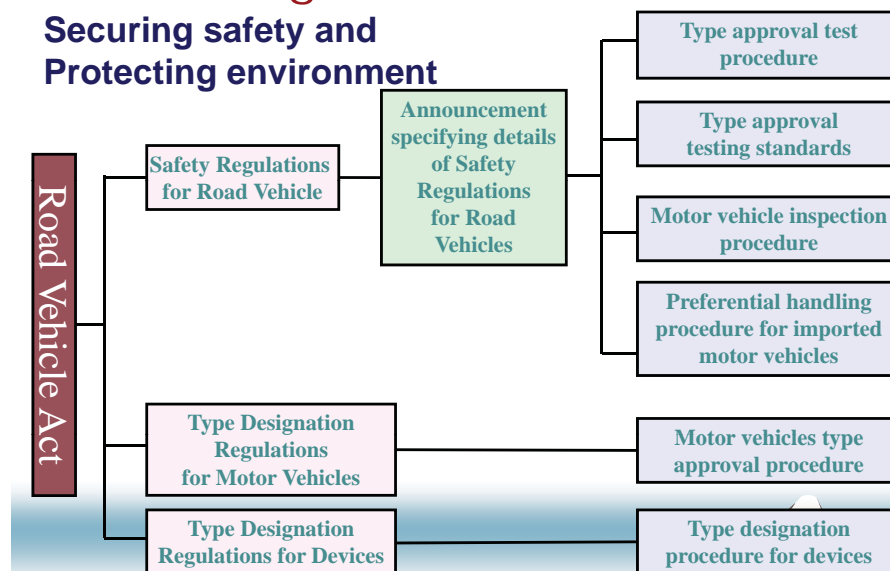
Hiroshi MORIMOTO
Road Transport Bureau
Ministry of Land, Infrastructure, Transport and Tourism
Japan

1. Vehicle regulations in Japan

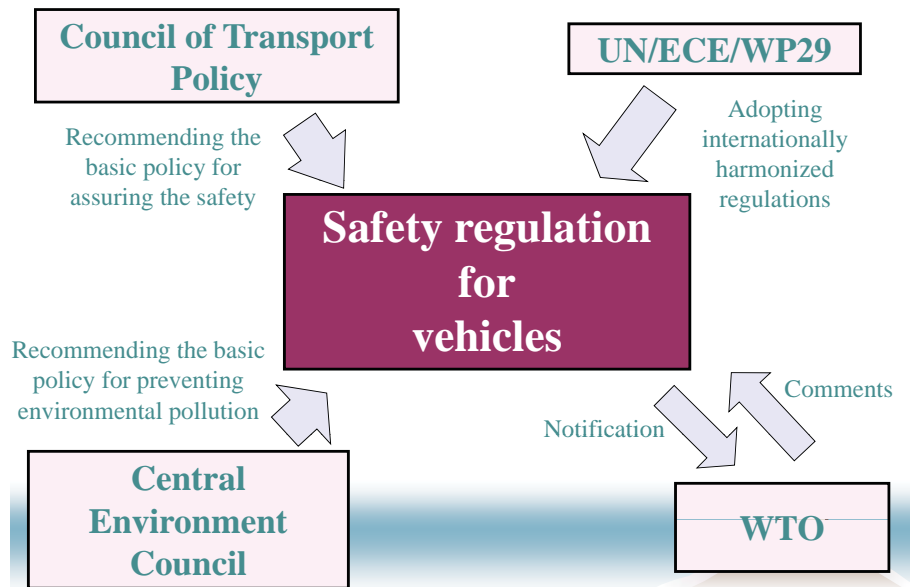


Vehicle regulation

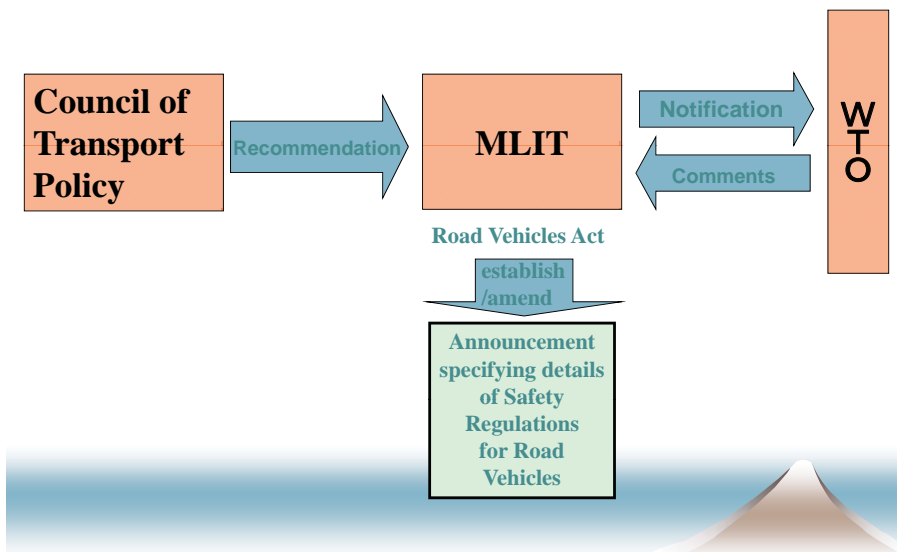
Securing safety and
Protecting environment



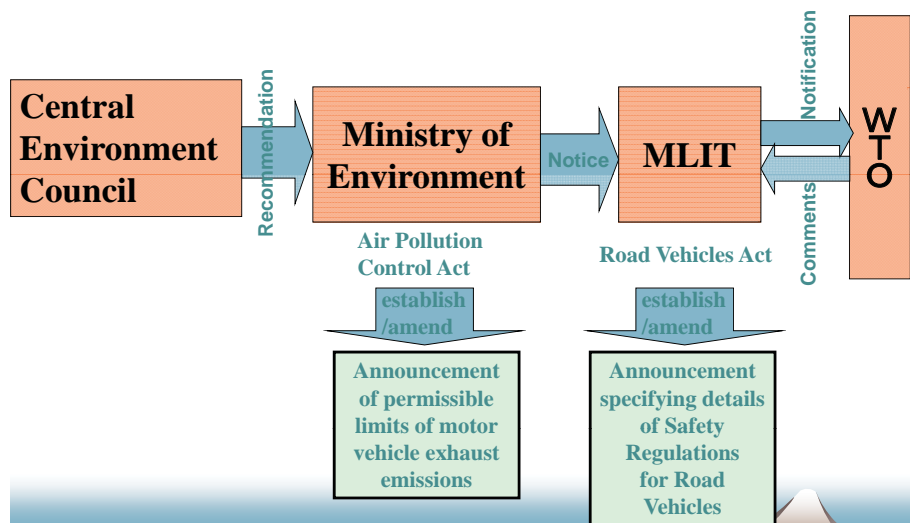
Regulatory process in JAPAN



Flow of establish/amend safety regulations



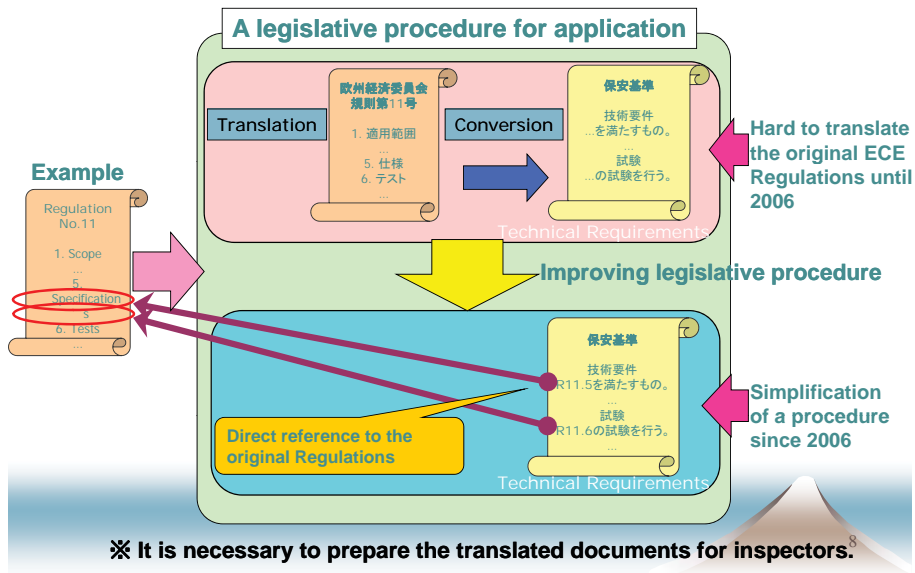
Flow of establish/ amend exhaust gas regulations



Advantages of applying regulations annexed to the 1958 agreement

- ◆ Increase vehicle safety and environmental performance by basing national requirements on well established international UN Regulations
- ◆ Flexibility: Contracting Parties are free to adopt all, some or no Regulations
- ◆ Thus, adopt Regulations after confirming that national safety and environmental protection are assured by the adoption etc.

Saving workloads when applying Regulations Annexed to the 1958 Agreement by improving legislative procedures.

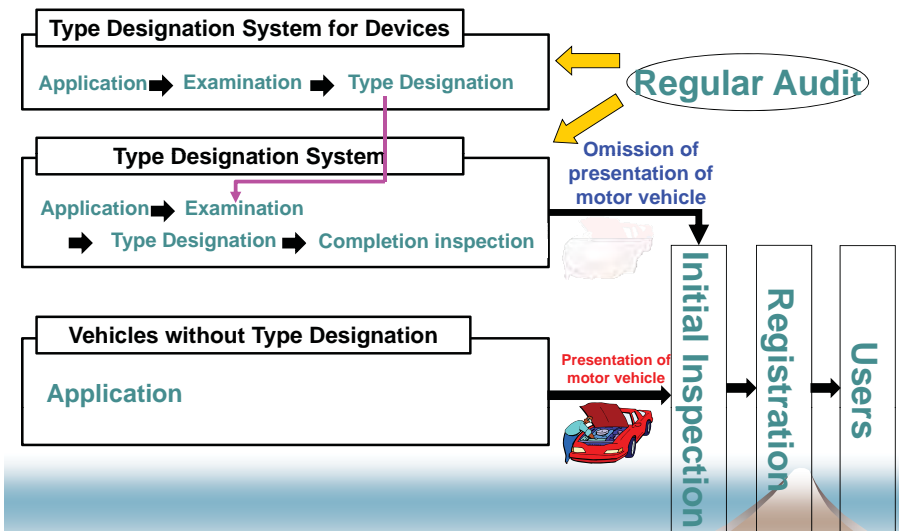


2. Certification System in Japan

Type Designation System

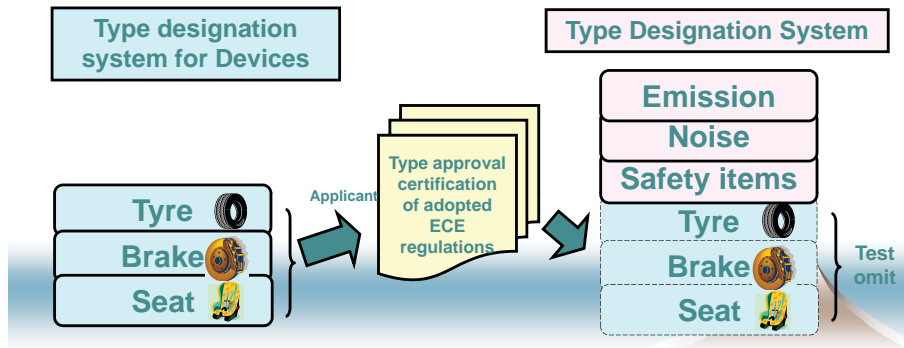
- ◆ For mass-production motor vehicles which have the identical construction, device and performance.
- ◆ The examinations are carried out for...
 - ◆ Actual motor vehicle : Conformity of safety and environmental regulations
 - ◆ Document : Quality control system and uniformity
- ◆ After the motor vehicle has been type-designed, it is permissible to omit the presentation of motor vehicle itself during the initial inspection at the Transport Branch Office, etc., with the completion inspection certificate issued by the motor vehicle manufacturer.

Proceeding flowchart

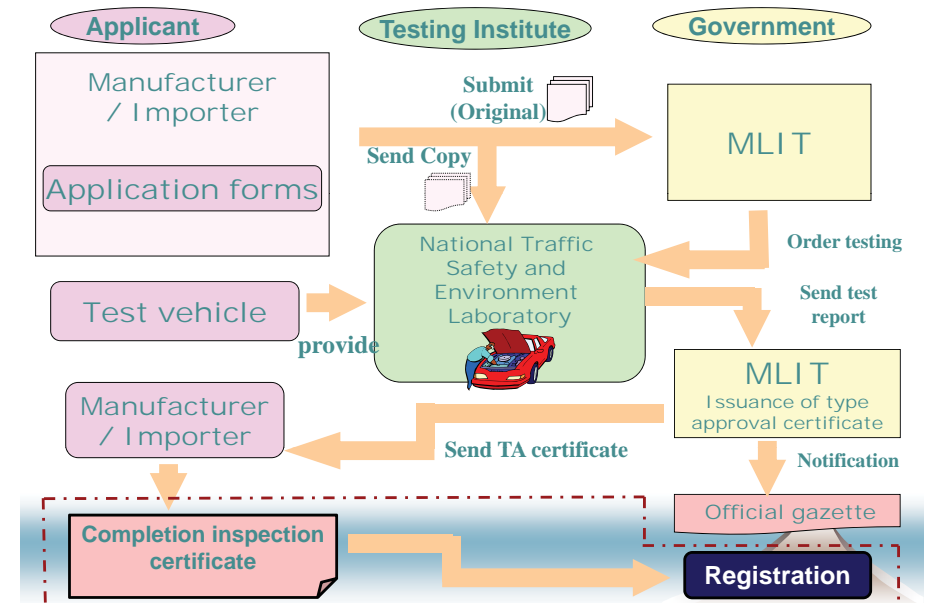


Omission of examination for motor vehicle type designation

As for the type designated devices, at the time of the examination of type designation for motor vehicles which have shared the devices concerned, it is permissible to omit the examination of the devices concerned as to conformity to the Safety Regulations for Road Vehicles. As a result, burden required for the procedure for type designation examination have been reduced.



Flow of Type Designation Systems



27th October, 2011

IWVTA (International Whole Vehicle Approval)

What is the IWVTA system?

Takaki KASAI
JICA/JASIC STUDY TEAM

1



Contents

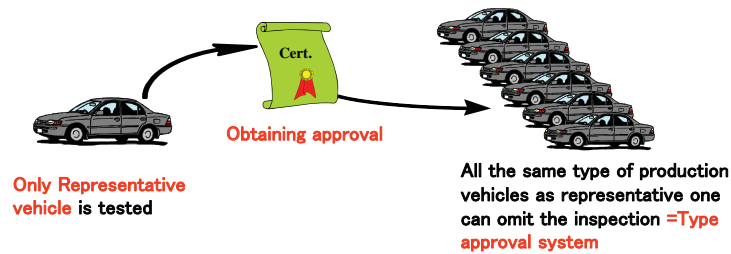
- I. Purpose of the type approval system
- II. What is Vehicle approval
- III. Current situation under 1958 Agreement
- IV. Our new Concept & Goal under 1958 Agreement
- V. Mutual Recognition of Approval Under the 1958 Agreement
- VI. System of Mutual Recognition of Vehicle Type Approval in Our Goal
- VII. Benefits of Mutual Recognition of IWVTA
- VIII. IWVTA Image
- IX. Planned Discussions
- X. Main Items under consideration

2

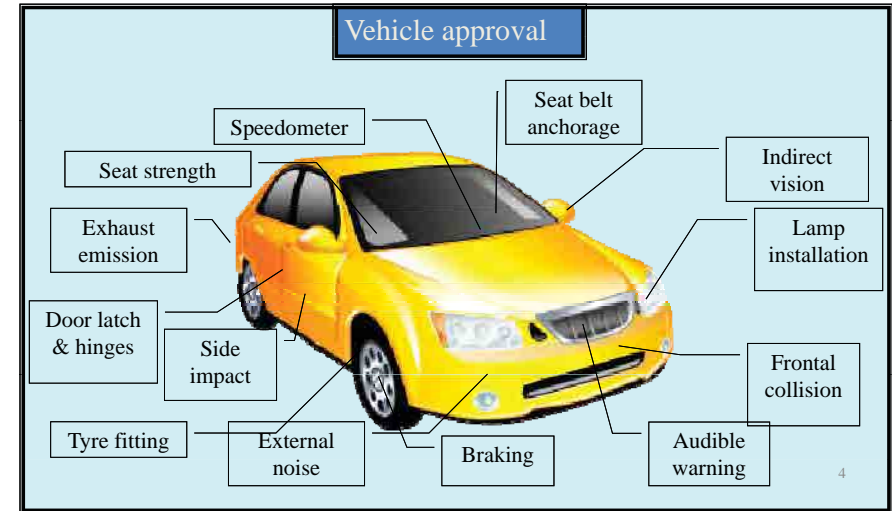
I. Purpose of the type approval system

Merit of type approval system

For mass production vehicles, if every newly produced vehicle has to be inspected, it is not efficient way and it bears the huge burden. Type approval system is to omit the technical test for all other vehicles once representative vehicle would be tested.



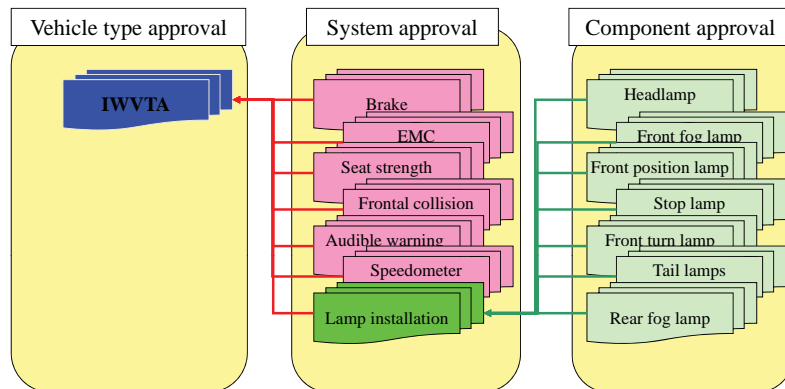
II. What is Vehicle approval



II. What is vehicle approval

II-1. What is IWVTA

- ◆ IWVTA is “International Whole Vehicle Type Approval”.
- ◆ IWVTA is a framework of the vehicle type approval system.

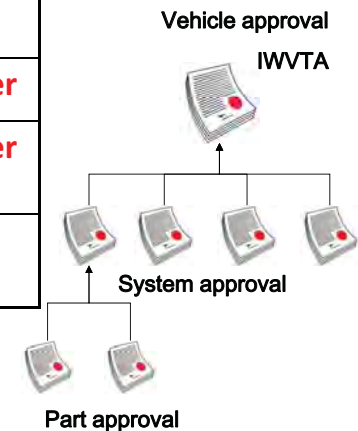


II. What is vehicle approval

II-2. Structure of the IWVTA

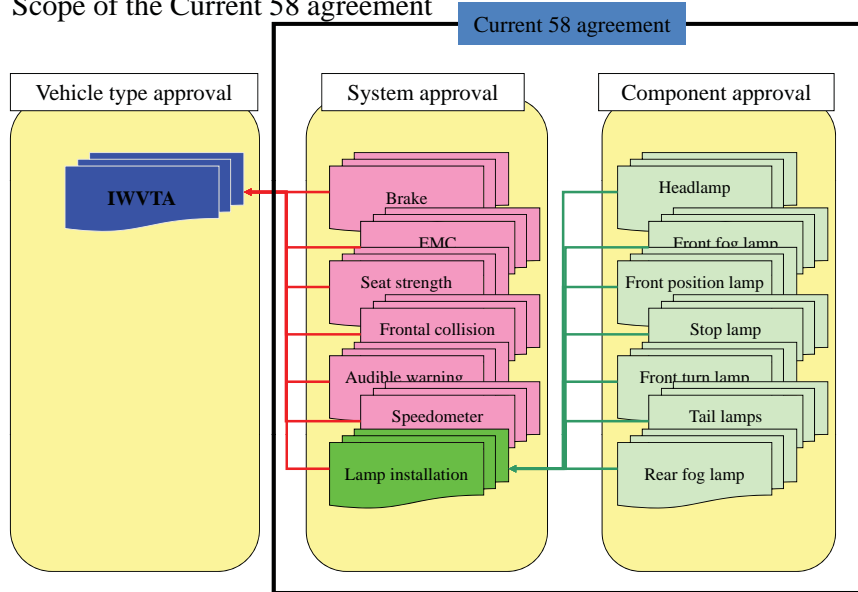
Certification step	Applicant
③ IWVTA	Car manufacturer
② System approval	Car manufacturer
① Part approval *	Supplier

Note: * The idea of the part approval is so that Part can be commonly used among models, makers.



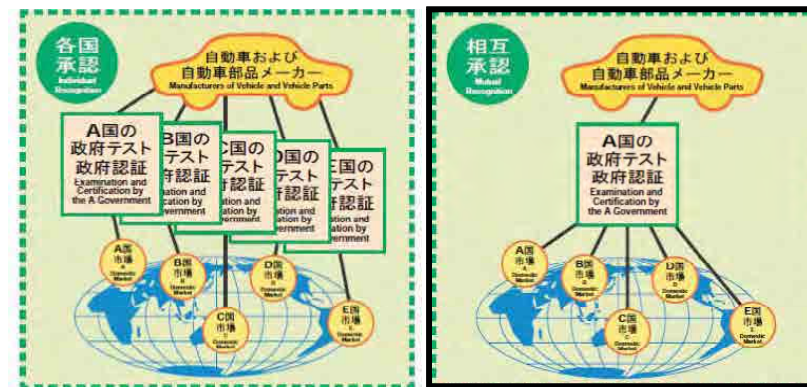
III. Current situation under 1958 Agreement

Scope of the Current 58 agreement



III. Current situation under 1958 Agreement

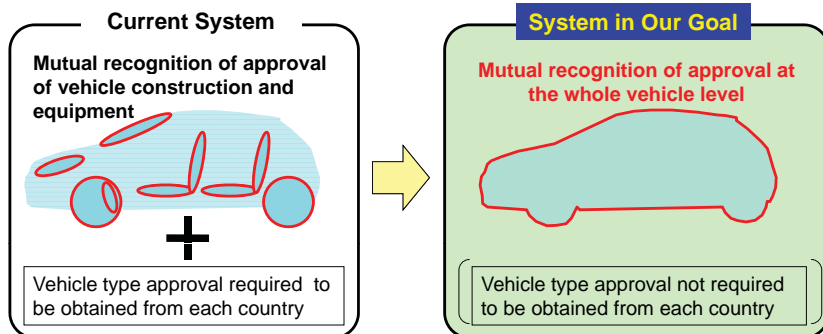
58 Agreement currently define the Mutual recognition of each system approval as well as component approval under ECExxx.



IV. Our new Concept & Goal under 1958 Agreement

Our Goal

- * At present, various vehicle certification systems exist for different countries in the world. We aim to establish an internationally uniform type approval system and realize mutual recognition of approval among different nations.
- * Specifically, we aim to upgrade the current approval system under the international agreement (1958 Agreement), which covers “mutual recognition of approval of vehicle construction and equipment”, to the “whole vehicle” level.



IV. Our new Concept & Goal under 1958 Agreement

IV-1. Why do we need to discuss establishment of the system of IWVTA and mutual recognition of approval now?

Economic and Social Issues

- * Serious safety and environmental problems related to automobiles due to the increasing motorization around the world especially emerging countries :
 - Environment (global warming, air pollution, etc.)
 - Traffic accidents
- * Globalization of economy requires a leaner and more efficient market access

Issues Directly Related to Regulations and Certification System

- * The UNECE Regulations* do not cover all regulatory items necessary for vehicle type approval.
- * For countries/regions planning to introduce a system of vehicle type approval and/or mutual recognition of such approval, no model system exists that can be used universally; they need to establish their own unique system.

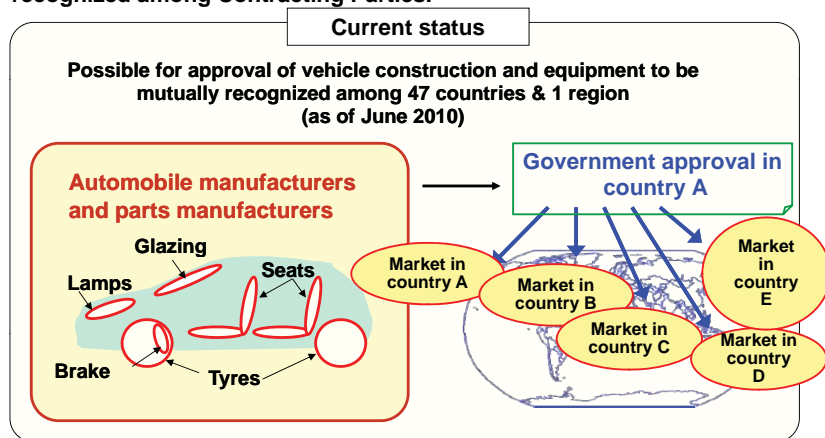
* UNECE Regulations: Uniform regulations under the 1958 Agreement (United Nations Economic Commission for Europe)

These issues must be addressed.

IWVTA to be established at UN WP 62

V. Mutual Recognition of Approval Under the 1958 Agreement

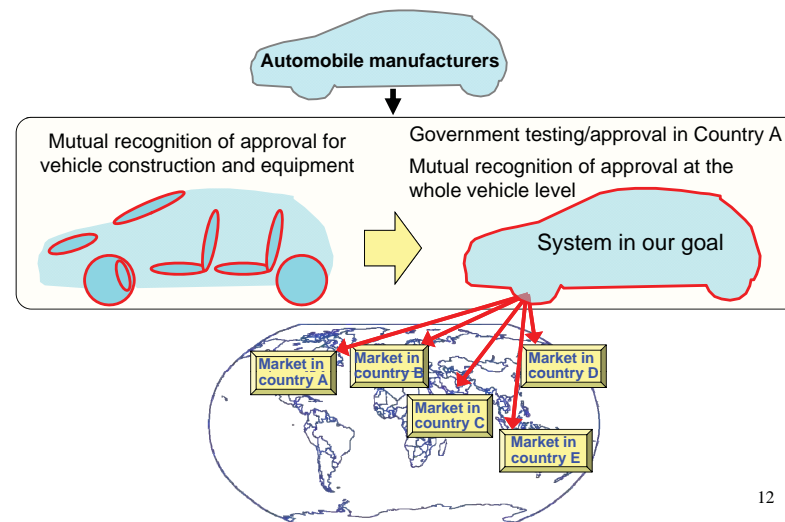
To date, 127 regulations have been established as the UNECE Regulations for vehicle construction and equipment. It is basically possible for approval granted under these regulations to be mutually recognized among Contracting Parties.



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VI. System of Mutual Recognition of Vehicle Type Approval in Our Goal

IWVTA (International Whole Vehicle Type Approval) is the system of mutual recognition of approval upgraded from the equipment level to the "whole vehicle" level.



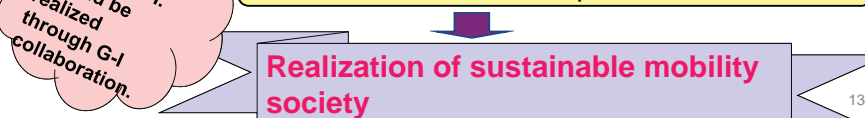
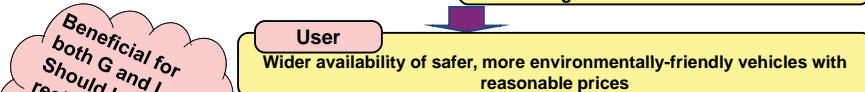
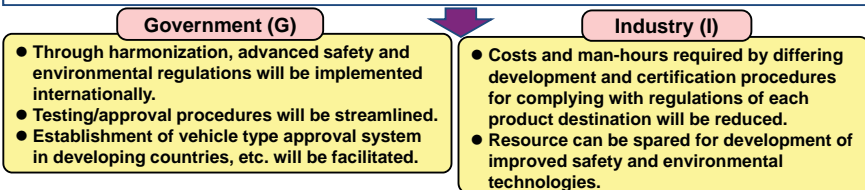
12

VII. Benefits of Mutual Recognition of IWVTA

If the system of mutual recognition of vehicle type approval (including all technical requirements for a whole vehicle) is established under the UN,

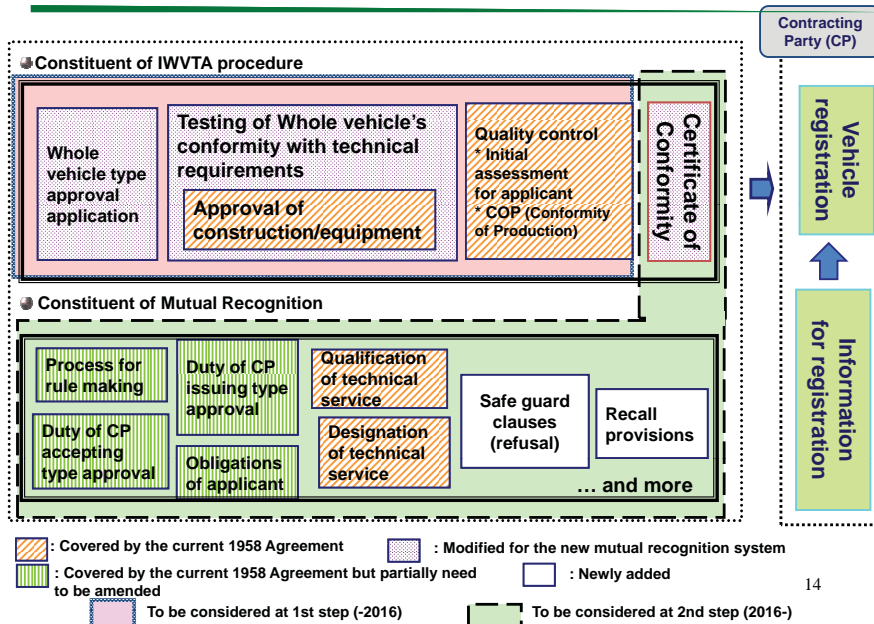
(1) Benefits from harmonizing regulations, while maintaining road safety and environmental protection, will increase, further promoting Contracting Parties' activities for harmonizing regulations related to vehicle construction and equipment, etc.

(2) It will serve as a model system that will help Contracting Parties establish the uniform vehicle type approval system and accelerate their activities for realization of mutual recognition system based on such approval.



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VIII. IWVTA Image



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IX. Planned Discussions

(1) Development of elements necessary for IWVTA (1st step): -2016

As the 1st step, those with high priority for consideration among elements for the IWVTA system will be developed as the common bases.

(1) Elements with high priority for consideration

- Requirements necessary for specifying vehicles (definitions of types, dimensions, masses, etc.)
- Issues identified regarding management of the mutual recognition of approval for vehicle construction and equipment under the 1958 Agreement, etc. (interpretation issue, etc.)
- Regulatory items that could facilitate the mutual recognition of approval for vehicle construction and equipment under the 1958 Agreement (technical requirements necessary for IWVTA, etc.)

(2) Reflection to the 1958 Agreement

If elements that are judged to be appropriate to be reflected to the existing 1958 Agreement through this consideration are identified, such elements will be reflected immediately.

(2) Consideration of the 2nd step: 2016-

If, based on the consideration at 1st step, it is judged that the activity should continue, as the 2nd step, to further consider elements necessary for mutual recognition among Contracting Parties such consideration will be carried out.

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X. Main Items under consideration

1. Revision of the 1958

Structure of the 1958 Agreement will be discussed and agreed.

- RE3, WP29/1059, W29/1044 insert into Annex of the 1958 agreement

Discussion on the inventory of issues eligible for amendments

- Voting procedure for Annex of the 1958 Agreement
- Prepare the definitions of "Alternative" and "Option"
- etc

Base document : IWVTA 02-08 Transmitted by EU
IWVTA 04-07 Transmitted by Technical secretary

at Next IG meeting(17 June, 2011)

consolidated table with comments to document IWVTA 02-08



Prepare and submit an inventory on issues eligible for amendments with some rough sketch for such amendments to WP29. → November, 2011

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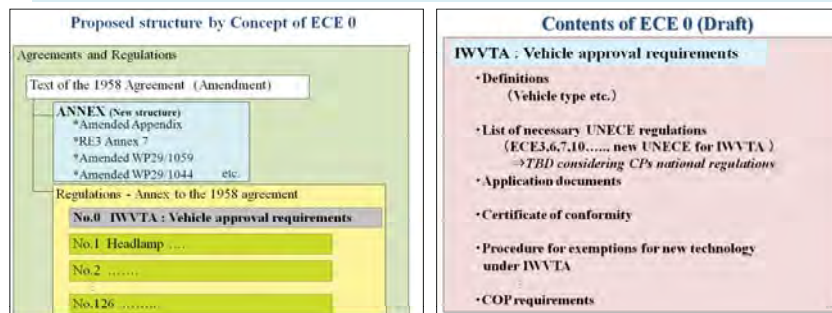
X. Main Items under consideration

2. Concept of IWVTA

Discuss and agree ECE0 concept : proposal from OICA

- Basic idea agree in this informal group

at Next IG meeting(17 June, 2011)



Making draft ECE0 → November, 2013
WP29 Will agree ECE0 → March, 2016

X. Main Items under consideration

3. Technical requirements necessary for IWVTA

Discuss on the candidates for items of IWVTA technical regulations.

- Listing of the existing technical requirements necessary for NTA by member countries.
- Sorting the technical requirements by

- those on which it is appropriate to specify only one requirement as the international regulations,
- those on which it is appropriate to specify several requirements as the international regulations considering the characteristics of different regions, or
- those on which it is difficult to formulate justifications that they are appropriate as the international regulations.



Agree on the candidates for items of IWVTA technical regulations.

→ November, 2011

WP29 is to discuss and agree on the addition and/or amend applicable IWVTA technical regulations and submit it to AC1 → March, 2016

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Thank you for your attention !

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1958 Agreement and 1998 Agreement

JICA / JASIC STUDY TEAM

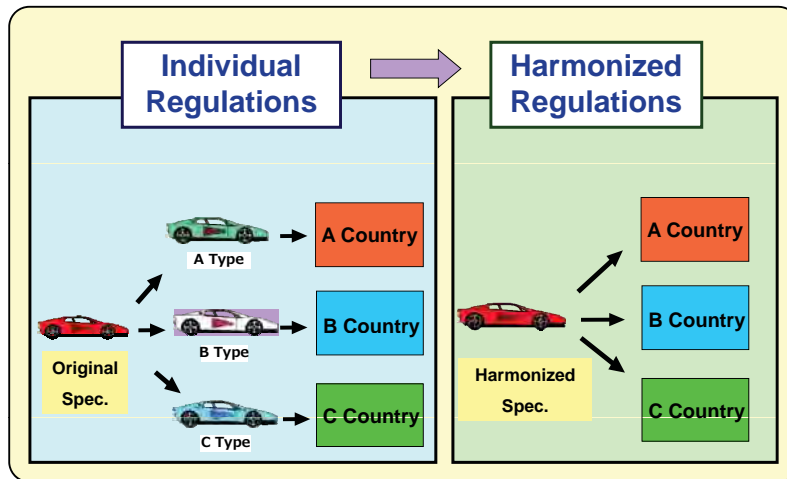
<Agenda>

- 1. 1958 Agreement & ECE**
- 2. Benefits of 1958 Agreement**
- 3. Comparison with 1998 agreement**
- 4. Key issue on ECE implementation**

Basic concept of ECE

- 1. ECE includes both **technical requirement** and **certification process**.**
- 2. ECE is effective in all contracting countries all over the world.**
- 3. By adopting the new ECE regulations, the national level of safety & environment will be enhanced gradually.**

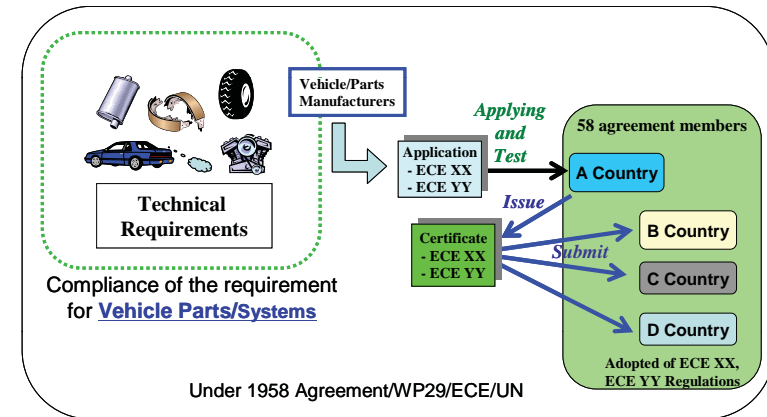
Advantages of Harmonization of Regulations



Possible to simplify specification of the Vehicle/ Parts among the contracting countries

MRA under 1958 Agreement

- MRA (Mutual Recognition of **Approval**) under 1958 Agreement /WP29/ECE/UN is **Governmental and Multilateral MRA**
- Using **Identical** Technical Regulations (by using UN-ECE Regulations)

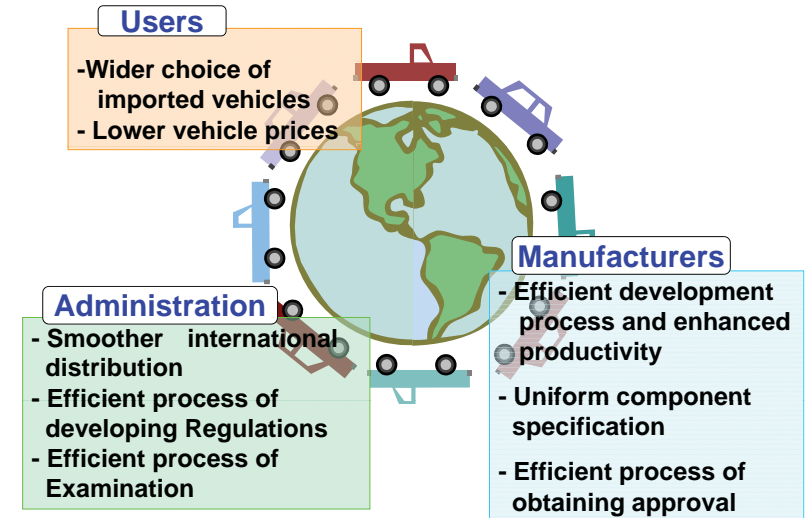


Possible to simplify certification procedure among the contracting countries

2. Benefits of 1958 Agreement

Merit of 1958 Agreement

Advantages of Harmonization of Regulations



Merits of Accession to the 1958 Agreement

- 1) **Growth of the Domestic Automotive Industry**
 - **As the design specifications of products are unified, the cost for the production will be decreased.**
 - **Requiring the ECE regulation to domestic products by “step by step” implementation, the level of domestic industries will be gradually improved and strengthen.**

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Merits of Accession to the 1958 Agreement

- 2) **Increasing Efficiency of the workload for the Domestic Certification**
 - **It is possible to simplify the certification procedure and to decrease the workload to issue approvals**
- 3) **It is easily possible to improve safety and environmental level by adopting UNECE regulations**

9

Merits of Accession to the 1958 Agreement

- 4) **By participating to the WP29, it is possible to understand the global situation.**

Such as,

- **what kind of regulations in global**
- **Items of UNECE regulations adopted in each countries**
- **what kind of regulatory problems in each countries and how to try to solve them**

⇒ **The information will help you in deciding the transportation policy in your country.**

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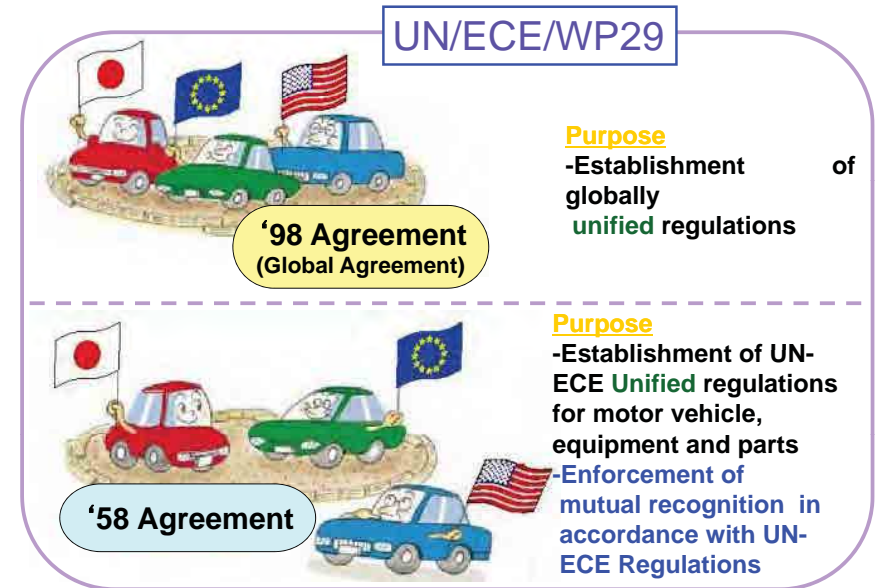
3. Comparison with 1998 agreement

1998 Agreement

Key provisions

- **No certification procedure**
- **No MRA (Mutual Recognition of Approval)**
- Adoption of GTRs by **Consensus Vote**
- Contracting Parties may adopt **amended GTR**

1958 Agreement VS 1998 Agreement



Three agreements under WP29

World Forum for Harmonization of Vehicle Regulations (UNECE/WP29)

	1958 Agreement	1998 Agreement	1997 Agreement
Administrative committee	WP29/AC1	WP29/AC3	WP29/AC4
Vote	Two-thirds majority	unanimous agreement	Two-thirds majority
Activity	Establish and develop of UNECE regulation	Establish and develop of gtr (global technical regulation)	Establish and develop of Inspection item
Contents	<ul style="list-style-type: none"> • Technical requirement • Certification process • COP 	<ul style="list-style-type: none"> • Technical requirement 	
OUTPUT	UNECE regulation	gtr	Rule

Key issues on ECE implementation

Contract Party are free to adopt all, some or no regulation. (no penalty)

✓ **Prioritizing ECE regulations**

- Since implementation of all at once is not practical and make **short/ mid/ long term plan** for implementation

✓ **Difference between national requirement & ECE**

- Consider if unique national requirement can be replaced with ECE.
- If any local requirement is really necessary, consider to revise ECE.
- **Harmonize definitions & categories** with ECE. (Different definition and/or categories may leads to unnecessary test/documentation/administrative work.)
- When replacing national regulations with ECE, **step-by-step approach** may be effective.

✓ **Issuance or acceptance of ECE approvals**

- **Step-by-step approach** is also practical to ECE approvals, either accept or grant the approvals with/without own technical service.¹⁵

Accession to 1958 Agreement

at CHVSR

October 27, 2011

JICA/ JASIC STUDY TEAM

1

<Agenda>

1. 1958 Agreement & ECE
2. Benefits of 1958 Agreement
3. Rights & Duties of 1958 Agreement
4. Key Issues on Implementation of ECE
5. Toward MRA of Vehicle/Parts Approval
Advantage of 1958 agreement and subjects
6. Proposal

2

1. 1958 Agreement & ECE

3

1958 Agreement

The purpose of the Agreement is to provide procedures for establishing uniform prescriptions regarding new motor vehicles and motor vehicle equipment and for reciprocal acceptance of approvals issued under Regulations annexed to this Agreement.

At the moment, reciprocal recognition under the Agreement is only for vehicle systems, parts and equipment, not for the entire vehicle.

The Agreement has more than 125 UN-ECE Regulations.

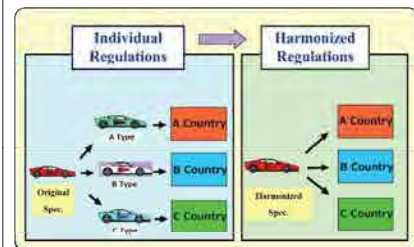


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Basic concept of ECE

1. ECE includes **technical requirement** & **certification process**.
2. ECE is effective in all **contracting countries** all over the world.
3. ECE approvals can satisfy needs and requirements of **whole vehicle**.
4. By adopting ECE, the national level of **safety & environment** will be enhanced gradually.

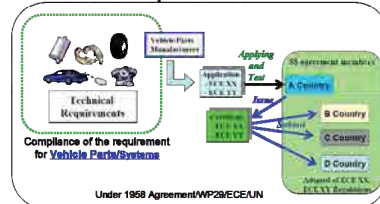
Advantages of Harmonization of Regulations



Possible to simplify specification of the Vehicle/ Parts among the contracting countries

MRA under 1958 Agreement

- MRA (Mutual Recognition of Approval) under 1958 Agreement /WP29/ECE/UN is Governmental and Multilateral MRA
- Using **Identical** Technical Regulations (by using UN-ECE Regulations)
- Differ from Electrical products of MRA



Possible to simplify certification procedure among the contracting countries

2. Benefits of 1958 Agreement

Benefits of 1958 agreement

Policy making for road transport vehicle

- It allows to utilize resources efficiently by focusing on one unified regulation (Knowledge, experts from all over the world)

Certification

- No duplicate certification testing & documentation

Vehicle development

- Secure vehicle safety and environment level.
- Uniform component regulation

Customer

- Lower vehicle price and wider vehicle choice

After approved

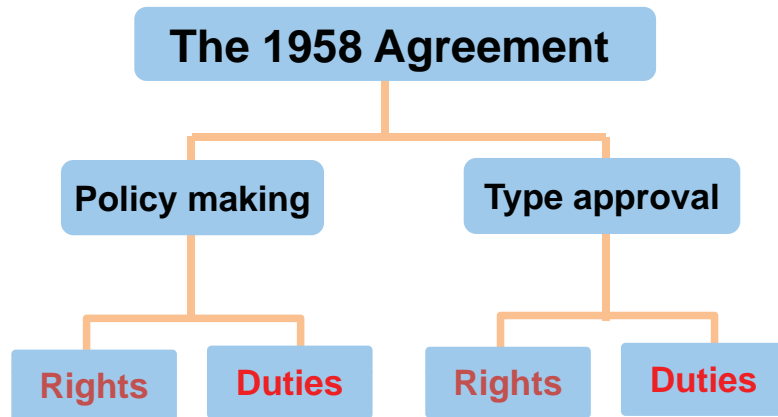
- Smooth international trade

7

3. Rights & Duties of 1958 Agreement

6

8



Policy making: **Rights**

- Making UN-ECE regulations
 - * Proposing new or amendment UN-ECE regulations
 - * Voting
- Choosing UN-ECE regulations to be applied
- Ceasing applying regulations

Rule making: **Duties**

- Declaration UN-ECE regulations to be applied
- Applying the adopted UN-ECE regulations at WP29 if not disagreed with

Type approval : **Rights**

- Grant type approvals and approval markings
- Advising the competent authorities of non-conformity to the approved types
- Prohibit the sale and use in case of nonconformity

Type approval : **Duties**

- Confirmation the COP in granting type approvals
- Accept the type approval issued by the other contracting party
- Taking measure about the non-conformity to the approved type in receiving information

4. Key Issues on Implementation of ECE

Key issues on ECE implementation

Contract Party are free to adopt all, some or no regulation. (no penalty)

✓ **Prioritizing ECE regulations**

- Since implementation of all at once is not practical and make **short/ mid/ long term plan** for implementation

✓ **Difference between national requirement & ECE**

- Consider if unique national requirement can be replaced with ECE.
- If any local requirement is really necessary, consider to revise ECE.
- **Harmonize definitions & categories** with ECE. (Different definition and/or categories may leads to unnecessary test/documentation/administrative work.)
- When replacing national regulations with ECE, **step-by-step approach** may be effective.

✓ **Issuance or acceptance of ECE approvals**

- **Step-by-step approach** is also practical to ECE approvals, either accept or grant the approvals with/without own technical service.¹³

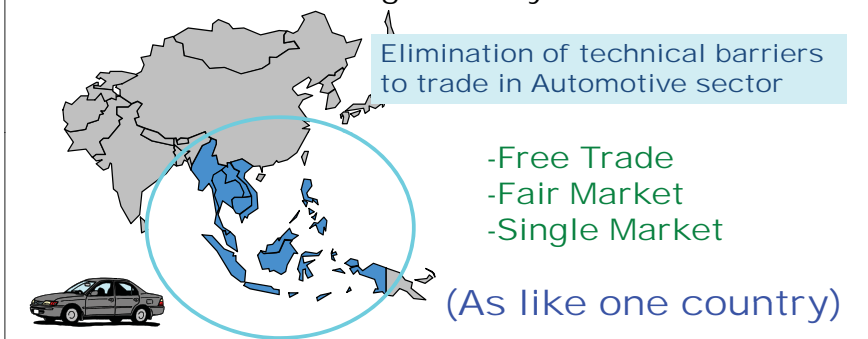
5. Toward MRA of Vehicle/Parts Approval

Advantage of 1958 agreement and subjects

14

Toward MRA of Vehicle Approval: Advantage of 1958 agreement and subjects -1

ASEAN Economic Integration by 2015



What should be done in Philippine
and as well as other ASEAN Countries?

15

Toward MRA of Vehicle Approval: Advantage of 1958 agreement and subjects -2

➤ Advantage of 1958 Agreement ⇒ Mutual Recognition Agreement



How to utilize this advantage for developing Auto industry among global and ASEAN market?

- ✓ **Implementing ECE** could lead the **improvement** of;
 - **Vehicle safety and environmental level** by the latest international technical requirements.
 - **Improved Auto Industry capability** by consistent ECE level.
- ✓ **MRA** could **enhance the industry position** by;
 - pursuing economic advantage derived by export based on identifying priority Parts/Components products through development plan.
 - To support this, **granting Philippine ECE approvals** ensures immediate acceptance of other countries, thus **promoting export**. Also it is vital to prioritize technical service and experts accordingly.
- ✓ **MRA** by '58 Agreement is one of the basis to access ASEAN integrated market.

✓ Secure the country's benefit

- As a UN member, it is vital to secure the sovereignty (right) of Philippines and to proceed the activities under the **international standard/framework** in international society.
- 1958 Agreement is the essential condition for the international automobile business for **any country who has VTA system**.
- By participating to UN/WP29, Philippine requirements can be reflected to the international standard.



⇒ Thus to accede 1958 Agreement is;
Indispensable condition of the domestic auto industry for promoting export by accessing to the world regulation and market. The growth of industry under vision/cooperation **with a national policy will create jobs, boost exports and technology transfer.**

17

✓ Subjects

Before acceding, domestic discussion among the involved agencies is required.



▪ Legal aspect

Implementing ECE together with creating WVTA system needs the **impact assessment** on the existing laws and regulations and **take necessary action/adaptation**.

▪ Functional and organizational aspect (Role of each authority)

To develop short/mid and long term plan for integration or synchronization of functions/organization of involved agencies by analyzing the requirement of the ECE as well as WVTA system.

▪ Test facilities and expert training course

Necessary to consider the national policy and future market.

▪ Funding source, budget reservation/allocation and capacity building

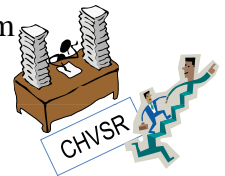
18

6. Proposal for the accession of 1958 agreement

19

Proposal for the accession of 1958 agreement

- **Acceding by 2015**
- **Proposed Roadmap** (details are shown in the **attached sheet**)
 1. **Prior arrangements**
Examine the procedure/step and ask the cooperation among the governmental agencies (DFA)
 2. **Pursue the advantage of acceding**
Need consistency/support of the other national policy
 3. **Determine which ECE and by when**
 4. **Complete the framework of WVTA system**
 5. **Congress discussions**
 6. **Acceding procedure**
- **Establish Philippine-JASIC**
 - For the steady activities of WP29 and implementing ECE, it is necessary for a centralized office like JASIC in Philippines.



20

GENERAL INFORMATION		TECHNICAL INFORMATION		ENVIRONMENTAL INFORMATION	
NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION
1	...	1	...	1	...
2	...	2	...	2	...
3	...	3	...	3	...
4	...	4	...	4	...
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50	...	50	...	50	...

See attached table

Thank you



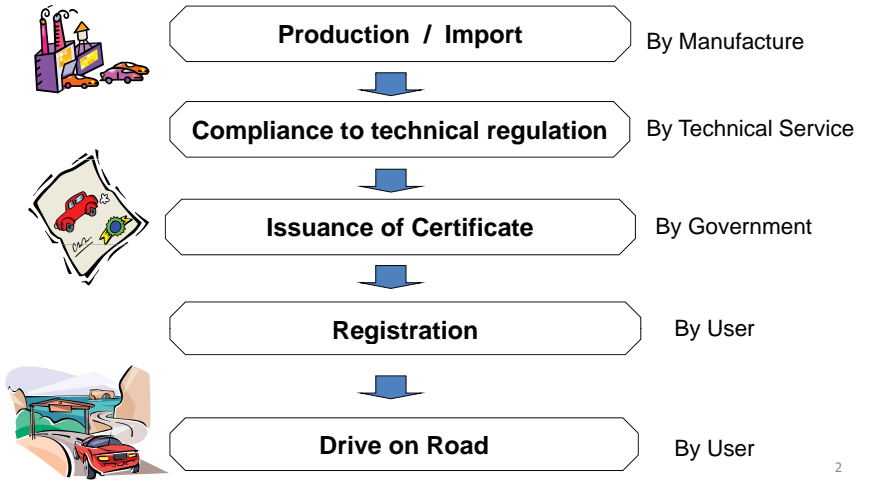
Draft Proposal
Whole Vehicle Type Approval System
for Philippines

CHVSR Meeting
October 27, 2011 at DOTC
JICA / JASIC STUDY TEAM

Flow of Vehicle Type Approval and Certification

Key point

To Secure Vehicle Safety and Environmentally Friendliness



Current Situation on Whole Vehicle Type Approval System

National Type Approval Scheme:

Japan, Australia, Taiwan, China, India, Malaysia, Vietnam, Russia,

Regional Type Approval Scheme:

- European Union: Directive 2007/46/EC (Effective in 27 EU member states in Europe)
- ASEAN Scheme to be implemented in 2015?

International Type Approval Scheme:

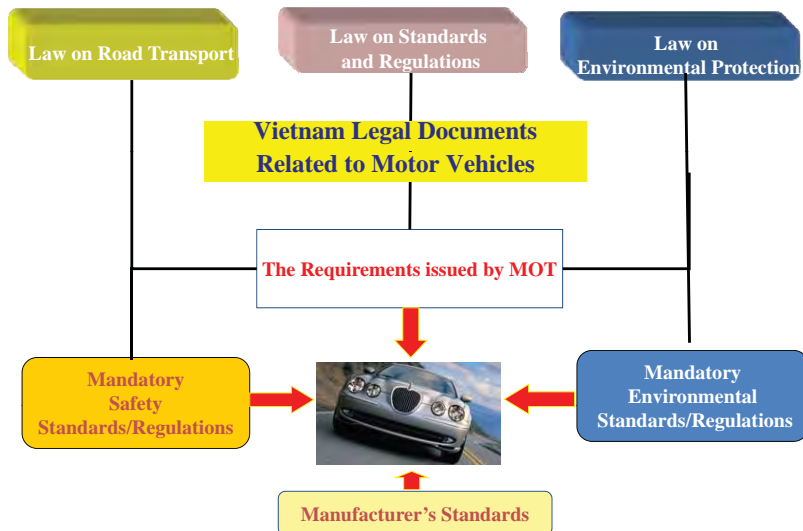
- IWVTA under study at UNECE WP29 under the frame of the 1958 Agreement

Examples:

- Japanese VTA System presented by MLIT
- Vietnam VTA System



Presentation from Ministry of Transport Vietnam register

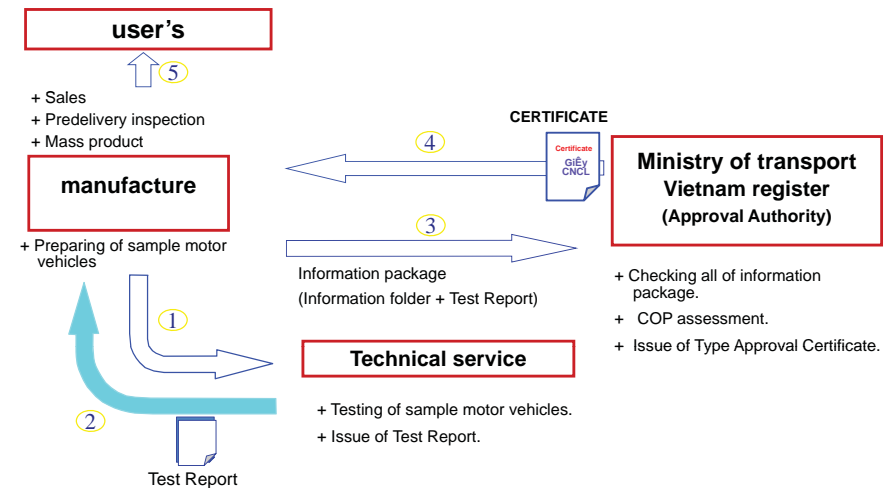


2



Presentation from Ministry of Transport Vietnam register

the outline of type approval system for motor vehicles in Vietnam

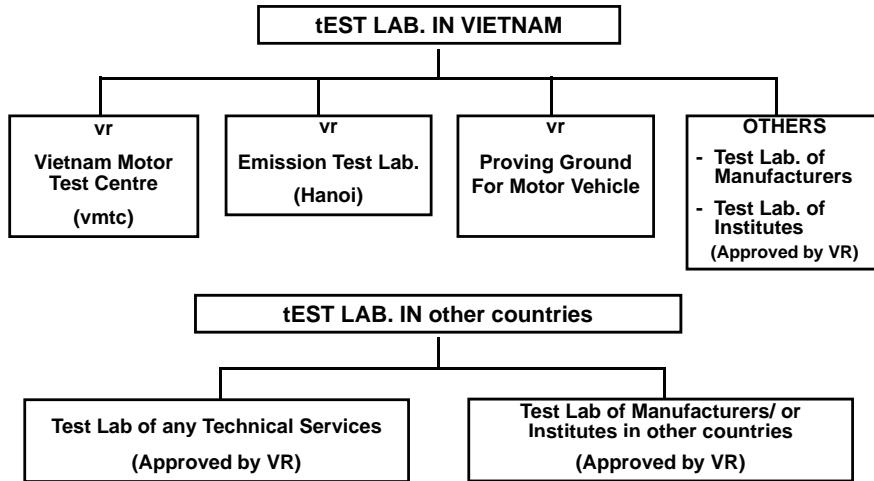


5



Presentation from Ministry of Transport
Vietnam register

the tEST LAB. SYSTEM FOR MOTOR VEHICLES



6

**BASIC STRUCTURE
Of Whole Vehicle Type Approval Regulation**

Administrative Prescriptions

- Scope
- Definition
- Type Approval Procedures
- Application
- Verification
- Certification of Conformity
- Validity of COP
- Extension of Certification
- Withdrawal of Certification
- Initial Assessment
- COP
- Penalty

- List of Annex
 - Technical requirements
 - Test procedures
 - Application format

Technical Standards

- General Requirements for vehicle
- Requirements for parts/components/system unit
- Test Procedures

**BASIC STRUCTURE
Of Whole Vehicle Type Approval Regulation**

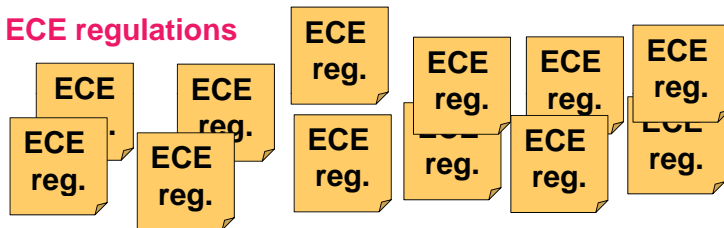
Technical requirements for Vehicles

Type, category, Manufacture name, General construction of vehicle , mass and dimension, power plant, transmission, Axles, suspension, steering, brakes, bodywork etc.....

plus

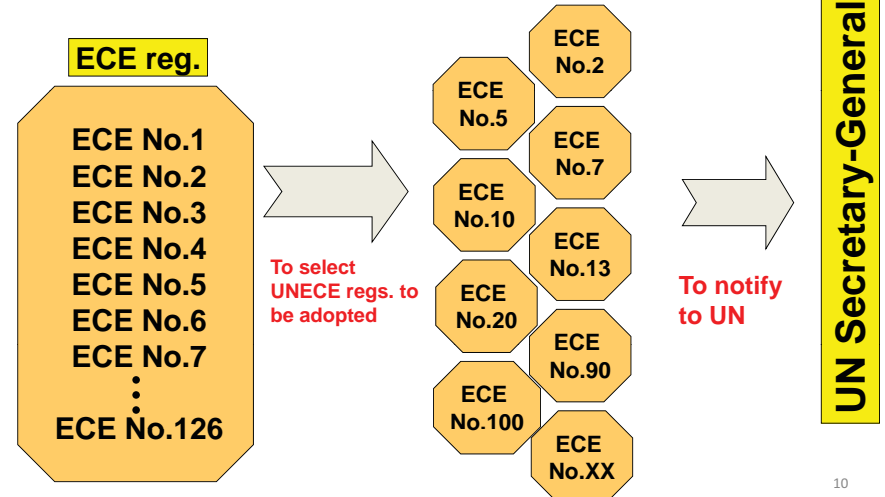
Technical requirements for Parts/Components/System Units

ECE regulations



**Technical requirements
for parts / components /system units**

(Notify to UN to adopt UNECE regulations)



Study result: Philippines Current Laws / Acts / Regulations Related to Vehicles and Parts/Components/Systems

RELATED LAND TRANSPORTATION LAWS AND ISSUANCES ON MOTOR VEHICLES STANDARDS AND REGULATIONS

Act/Law/D.A.O No.	Title	Technical Standards	COC & COP Procedures	Responsibility	
				Enforcement	Standard
R.A. 4136	Land Transport and Traffic Code	Minimum standard and specifications	Need review	LTO	DOTC
R.A. 8750	Seatbelt Law	Installation and Use of Seat Belt Devices and Belt Anchorage Section 4 (d)(1), RA4136	Need review	DOTC LTO	DTI-BPS
R.A.8749 DENR DAO No. 2000-81 DENR DAO No. 2010-23 DENR DAO No. 2010-24	Clean Air Act of 1999 IRR for R.A.8749	Emission limits Test procedures	Application of COC Validity of COC	Compliance with std for MV	DENR MV emission std
P.D. 1181	The prevention, Control and Abatement of Air Pollution			NPCC with LTO	DENR
DTI DAO's		PNS Standards related to Vehicles: PNS and PNS UNECE Stds	BPS Certification ICC	DTI	BPS

Study result: Philippines Current Laws / Acts / Regulations Related to Vehicles and Parts/Components/Systems

- R.A. No. 4136 Land Transport and Traffic Code:
 - Mother Act for WVTA scheme
 - Need to be reviewed and amended (Long term)
 - Issuance of core D.A.O. under the Act (Short term)
- R.A. No. 8750 Seat belt law:
 - To be included in to the core D.A.O.
- R.A. No. 8749 Clean Air Act of 1999, P.D. 1181 and related DENR D.A.O
 - To be referred to or included into the core D.A.O.
- Need Mother Act and D.A.O for vehicle noise emission

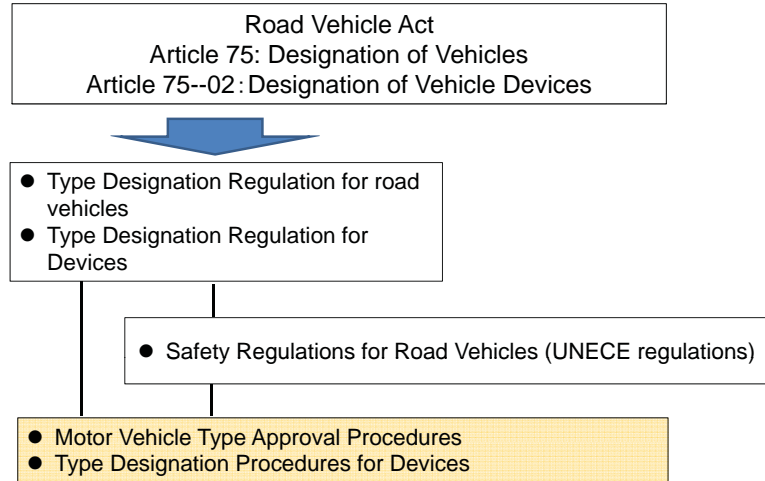
REGULATIONS TO BE ADOPTED (AGREED IN APWG)							2011/10/27 Ver 5
ECE No. to be adopted	Automotive Product	PNS (UNECE Standards)	PNS or other standard version	The Latest UNECE Version	Mandatory or Adopted	Status Harmonization with ECE	Responsibility
13	Braking System	PNS UNECE 13: 2005	09 Series Suppl.9	11 Series Suppl.9	Adopted	Partly	DTI BPS TC44
13H	Braking System Passenger car	PNS UNECE 13H: 2005	00 Series	00 Series Suppl.11	Adopted	Partly	DTI BPS TC44
14	Seat belt anchorage	PNS 1893: 2000	Based on ECE R14: 1993 ECE R16: 1996	07 Series Suppl.1	Mandatory R.A.No. 8750	Partly	DTI BPS TC44
16	Seat belt	PNS 1892: 2000	Based on ECE R14: 1993 ECE R16: 1996	06 Series Suppl.1	Mandatory R.A.No. 8750	Partly	DTI BPS TC44
17	Seats	NA	NA	08 Series	NA	Not yet	DTI BPS TC44
25	Head Restraints	PNS UNECE 25: 2005	04 Series	04 Series	Adopted	Fully	DTI BPS TC44
30	Pneumatic tires passenger car tire	PNS UNECE 30: 2010	02 Series Suppl.15	02 Series Suppl.16	Mandatory DAO 2011-03	Partly	DTI BPS TC16
39	Speedometer	PNS UNECE 39: 2006	00 Series Suppl.5	00 Series Suppl.5	Adopted	Fully	DTI BPS TC44
40	Exhaust Emission (L category)	PNS-UNECE-40-2009	D.A.O. No.2010-24	01 Series Suppl.1	Mandatory DAO 2010-24	Partly	DENR
41	Noise (L category)	PNS-UNECE-41-2005	NA	03 Series Suppl.1	NA	Not yet	DENR
43	Safety glass	PNS UNECE 43: 2009	00 Series Suppl.10	00 Series Suppl.13	Mandatory DAO 2011-03	Partly	DTI BPS TC28
46	Rear view mirror	PNS UNECE 46: 2005	01 Series Suppl.4	02 Series Suppl.6	Adopted	Partly	DTI BPS TC44
49	Diesel emission	NA	NA	05 Series Suppl.4	NA	Not yet	DENR
51	Noise emission	PNS-UNECE-51-2009	NA	02 Series Suppl.7	NA	Not yet	DENR
54	Pneumatic tires Commercial	PNS UNECE 54: 2010	00 Series Suppl.16	00 Series Suppl.17	Mandatory DAO 2011-03	Partly	DTI BPS TC16
60	Driver operated control	PNS UNECE 60: 2006	00 Series Suppl.2	00 Series Suppl.2	Adopted	Partly	DTI BPS TC44
75	Tire (L category)	PNS UNECE 75: 2006	00 Series Suppl.11	00 Series Suppl.13	Adopted	Partly	DTI BPS TC16
79	Steering equipment	PNS UNECE 79: 2005	01 Series Suppl.3	01 Series Suppl.3	Adopted	Fully	DTI BPS TC44
83	Exhaust Emission	NA	D.A.O. No.2010-23	06 Series Suppl.1	Mandatory DAO 2010-23	Partly	DENR

Current Status of Adoption/Harmonization with ECE Regulations in Philippines (19 UNECE Regulations identified by APWG)

- R17 Seats:
 - Not yet adopted into PNS or relevant standards
- R41 and R51 Noise emission:
 - Not yet adopted into relevant standards
- R49 Diesel Emission for Heavy motor vehicles:
 - Not yet discussed about the adoption/content

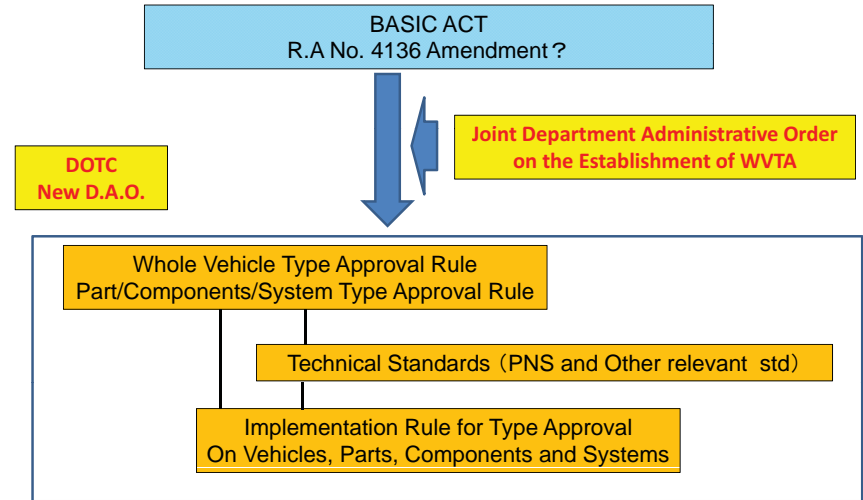
Study for Framework of Vehicle Type Approval System

Structure of Vehicle Type Approval Rules in Japan



Study for Framework of Vehicle Type Approval System

Proposed Structures of WVTA for Philippines



Road Map for the Establishment of Whole Vehicle Type Approval System

Phase	Item	Objectives	Timeline
Phase 1: Initial Study and Preparation	1.1	成立目的、目的、役割、責任の明確化、関係機関との連携体制の構築	2015年10月～2016年3月
	1.2	関係機関との連携体制の構築	2015年10月～2016年3月
	1.3	関係機関との連携体制の構築	2015年10月～2016年3月
Phase 2: Policy Development and Approval	2.1	関係機関との連携体制の構築	2016年4月～2016年9月
	2.2	関係機関との連携体制の構築	2016年4月～2016年9月
	2.3	関係機関との連携体制の構築	2016年4月～2016年9月
Phase 3: Implementation and Evaluation	3.1	関係機関との連携体制の構築	2016年10月～2017年3月
	3.2	関係機関との連携体制の構築	2016年10月～2017年3月
	3.3	関係機関との連携体制の構築	2016年10月～2017年3月

5.8 協定加盟及び型式認証制度導入の工程表(案)

活動	目的/Expected Results	課題	関係機関/責任者	日程 Schedule	
1	外務省との連携 Cooperation with DFA	協定加盟国との協力関係の構築	CHVSR議長、WG-3)協定の策定目的位置づけ、目的、必要性、社会的影響を説明 CHVSR Chairman/WG-3) Brief explanation on the positioning of accession purpose, necessity and social impact	JABC CHVSR	2015 Dec.
2	関係機関 Visit UN	7カ国(フィリピン、インドネシア、タイ、ベトナム、ラオス、カンボジア、ミャンマー)の官庁を訪問し、協定の趣旨や日本の自動車市場について説明を行う。	High-ranked Philippine officials visit the secretariat at UN (20 Jan 2012)	JABC DOTC MFA	2012 Feb.
3	【案】行政協議 Draft an official draft	2015年までに協定の合意形成に向けての協議	CHVSR設立委員の再確認 Confirm the purpose of founding CHVSR	DOTC議長) 5.8協定加盟の意向、DFAへの通知 DOTC Chairman) Declare accession to the 58 Agreement by 2015; Inform MFA	2015 Dec.
4	ロードマップの承認	承認の目的と継続性の確保	DOTC議長) 177 議定の承認 JABC) 177 議定の承認 DOTC) 177 議定の承認 DOTC) 177 議定の承認 DOTC) 177 議定の承認	JABC) 177 議定の承認 DOTC) 177 議定の承認 DOTC) 177 議定の承認 DOTC) 177 議定の承認 DOTC) 177 議定の承認	2015 Dec.
5	5.8協定の理解	5.8協定の理解	JABC) 5.8協定の理解 JABC) 5.8協定の理解 JABC) 5.8協定の理解	JABC) 5.8協定の理解 JABC) 5.8協定の理解 JABC) 5.8協定の理解	2012 Jan.
6	「義務」の国内法への反映	義務及び責任の国内法への反映	義務及び責任の国内法への反映	義務及び責任の国内法への反映	2016 Dec.

The 3rd/2011 Special Meeting of CHVSR(Dec. 8, 2011)
 Presentation Materials
 第3回/2011年臨時開催CHVSR(2011年12月8日開催)
 プレゼンテーション資料

1. Japan's Accession to the 1958 Agreement and Application of UN Regulations
2. 1958 Agreement Character and its Advantage
3. Draft proposal Whole Vehicle Type Approval System for Philippines
4. Technical Regulation for Electric Safety (ECE No.100)
5. For the safety of Converted Electric Vehicles ~ Details of Guidelines for Converted Electric Vehicles

Japan's Accession to the 1958 Agreement and Application of UN Regulations

8 December 2011

Hiroshi MORIMOTO
 International Affairs Office
 Engineering Policy Division
 Road Transport Bureau



Benefits of the 1958 Agreement



- Increase vehicle safety and environmental performance by basing national requirements on well established international UN Regulations
- Increase technical development of national industry
- Facilitate putting vehicle into other markets
 - Grant approvals and approval markings
 - Approvals granted are accepted by the other Contracting Parties applying the UN Regulations
- Enable to participate in the decision making procedure affecting vehicle regulations
 - Propose new or amendment to UN Regulations and voting
- Flexibility: Contracting Parties are free to apply all, some or no UN Regulations

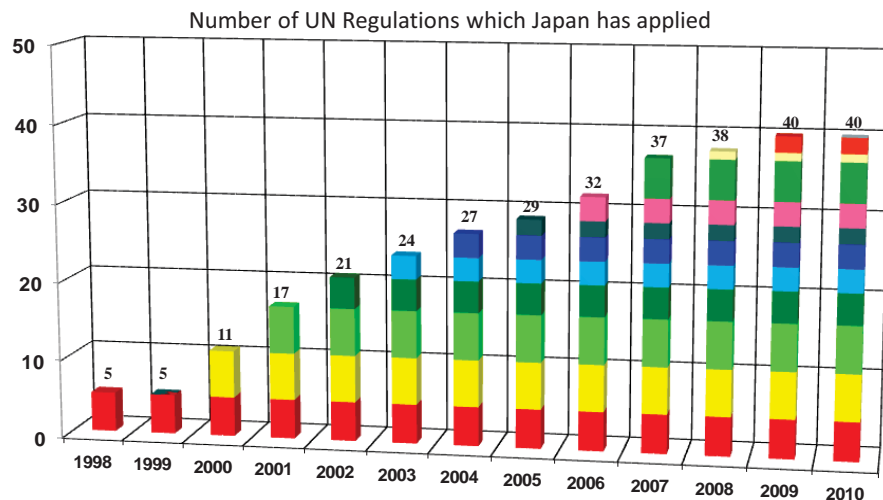
1958 Agreement are Beneficial for each Stakeholder



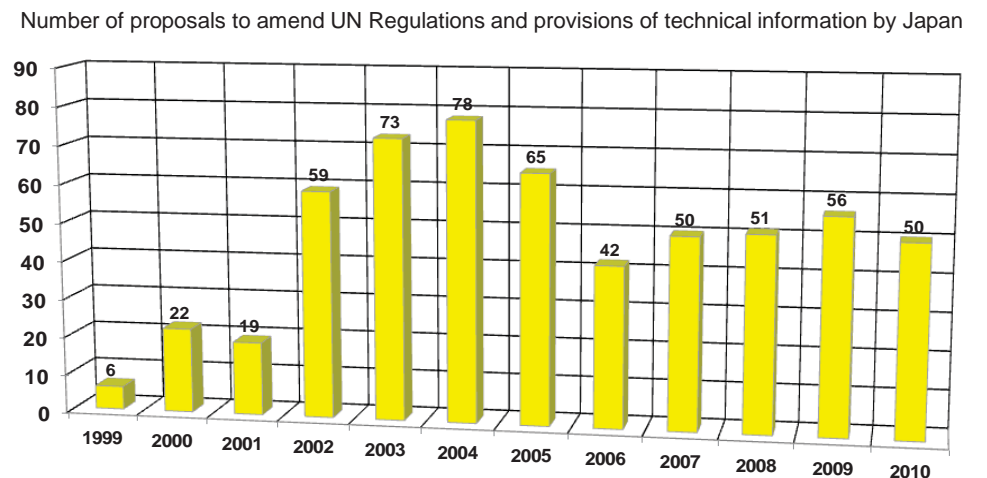
- **No obligation with the accession to the 1958 Agreement itself.**
- If a Contracting Party applies UN Regulations annexed to the Agreement, it is obliged to accept type approvals by other Contracting Parties concerning the UN Regulations applied.
- According to the MOFA (Ministry of Foreign Affairs), obligation by an international agreement is superior to that of national laws. Therefore, it is necessary to amend national laws in line with the obligation by the international agreement.
- Therefore, it is necessary to stipulate the provisions in national laws which regulate the handling procedures for type approvals.
- These matters should be specifically treated by the MOT (Ministry of Transport, the name of MLIT in those days) which is in charge of the type approval of motor vehicles and MOT decided to stipulate the provisions regarding the matters in the Road Vehicles Act.

- In 1995, Japan officially announced that Japan decided to accede to the UN 1958 Agreement at the WP29.
- MOT obtained the approval in the Diet to accede to the Agreement with the help from MOFA, which is in charge of international agreements.
 - It is important to give the justification to accede to the 1958 Agreement.
- Japan finally acceded to the 1958 Agreement in 1998.

Japan has been steadily increasing the number of UN Regulations applied since its accession to the 1958 Agreement.



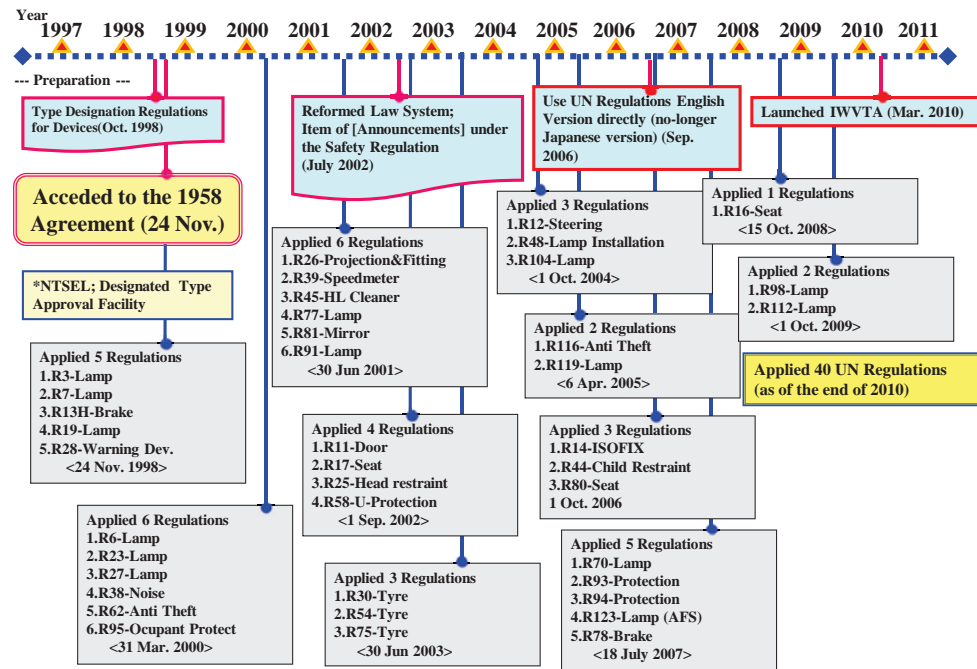
- Japan has been proposing necessary amendments to UN Regulations in order to maintain the traffic safety level in Japan when applying the UN Regulations.



Items to mutual recognition as a result of the application of UN Regulations in Japan

- | | |
|---|---|
| R 3 Reflex Reflectors | R 54 Pneumatic Tires (Commercial Vehicle) |
| R 6 Direction Indicators | R 58 Rear Under run Protection |
| R 7 Front and Rear Position (Side) Lamps, Stop Lamps and End-Outline Marker | R 62 Protection Against Unauthorized Use (Motor Cycle) |
| R 10 EMC | R 70 Rear Marking Plates for Heavy and Long Vehicles |
| R 11 Door Latches and Hinges | R 75 Pneumatic Tires (Moped, Motor Cycle) |
| R 12 Steering Mechanism | R 77 Parking Lamps |
| R 13-H Braking (13-H) | R 78 Braking(Category L) |
| R 14 Safety Belt Anchorages | R 80 Seat (Large Passenger Vehicle) |
| R 16 Safety Belt | R 81 Rear-view Mirrors (Motor Cycle) |
| R 17 Seats | R 91 Side-marker Lamps |
| R 19 Front Fog Lamps | R 93 Front Under run Protection |
| R 23 Reversing Lamps | R94 Protection of the Occupants in the event of a Frontal Collision |
| R 25 Head Restraints | R95 Protection of the Occupants in the event of a Lateral Collision |
| R 26 External Projections | R 98 Gas-Discharge Headlamps |
| R 27 Warning Triangles | R 100 Electric Power Train |
| R 28 Audible Warning Devices | R104 Retro-reflective Markings for Heavy and Long Vehicles |
| R 30 Pneumatic Tires (Passenger Vehicle) | R 112 Headlamps |
| R 38 Rear Fog Lamps | R 116 Protection Against Unauthorized Use |
| R 39 Speedometer | R 119 Cornering Lamps |
| R 44 Child Restraint Systems | R 123 Adaptive front-lighting systems(AFS) |
| R 45 Headlamp Cleaners | |
| R 48 Installation of Lights | |

Thank you for your attention!



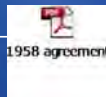
1958 Agreement

Character and its advantage

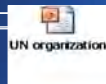
at CHVSR
December 8, 2011

JICA/ JASIC STUDY TEAM

Character



- ✓ 1958 agreement is;
 - [ECE]* : Uniform technical prescription for wheeled vehicles, equipment and parts and
 - [MRA]: The condition for reciprocal recognition of approvals granted on the basis of these prescriptions



- Agreed by UN/ECE/WP29
 - in 1958 original version and in 1995 as revision 2
 - in 2000, WP29 became "**World forum for Harmonization of vehicle regulations**"

*ECE ⇒ UN Regulation

Character

- ✓ ECE technical requirements are for,
 - on road **safety**
 - protection of **environment**
 - **energy saving**

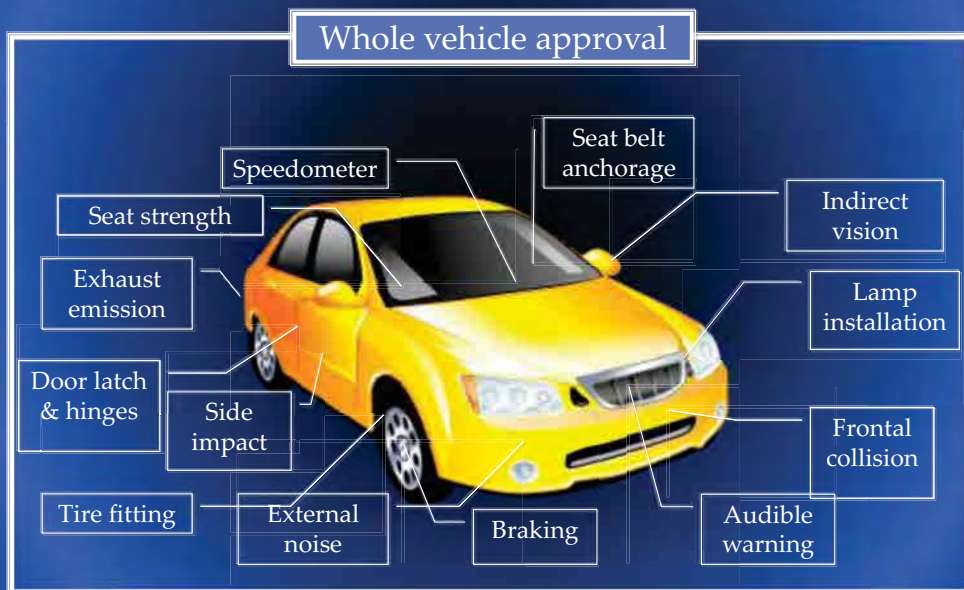
World-wide Harmonized regulations

- ✓ MRA is
 - to accept other country's **type approval documents** by your **certification process** for the **combination of both parts/components and vehicles**
 - to ask other country to accept your ECE approvals.

- Needs vehicle and parts/components type approved certification system. [WVTA]

What is vehicle approval

Combination of parts/components and vehicles



Accession, ECE and WVTA

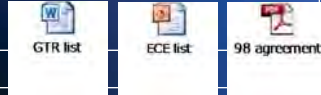
Image of Step (Road map)

		Timeline		
activities		2011	2015	
Accession		Roadmap	Legislation /ratification	★ Accession
WVTA	ECE introduction Parts/components	Prioritize ECE	ASEAN ⇒ 19 ECE complete	[Next ECE-s]
	Vehicle type approval system	Framework: ACT,EO and/or DAO General requirement	Details • Application • Verification • COC • COP •	ASEAN integrated market
	Requirement list Installation of parts/components	• Scope • Definition • Certification procedure • • MRA	• Approval • Penalty	

Differences of 1958 and 1998 agreement

2011/12/8
CHVSR

- ✓ Regulation Nr. : '58/ECE=127, '98/GTR=12 as of 2011 Nov.
⇒ '98/GTR **covers only little** of vehicle regulations necessary to ensure safety



- ✓ '98 agreement : GTR (global technical regulations)
 - Aiming rather advanced technology (more stringent)
 - Alternatives by area (performance, test method)
 - No type approval system nor MRA

- ✓ '58 agreement : ECE + MRA

ASEAN priority = **19 ECE by 2015**

- '58 is better fit than '98 for Philippine's as well as ASEAN's target on regulation and certification system.

6

Advantage of ECE introduction

1958 Agreement

2011/12/8
CHVSR

- ✓ For the social
 - on road safety: **safeguard** from vehicle accident
 - protection of the environment: for **human health**
 - energy saving: for **better efficiency**
- ☆ **Reduce social loss** (increasing vehicles in big city)

- ✓ For the Government
 - free to apply any ECE, no penalty
 - low cost, high efficiency for the certification
 - no application fee nor no participation fee
- ☆ **Free to apply**, just notify to UN

- Prioritize the introduction of ECE and its **timeline**.
⇒ Government decision with other national policy

7

Advantage of MRA

1958 Agreement

2011/12/8
CHVSR

- ✓ **Facilitate trade**
 - Promote exporting ECE-approved parts/component/CBU to the other '58 agreement country: No duplicated approval procedure.
If no MRA, manufacturer will apply it again. Double cost and time.
 - Base for the ASEAN Free trade
- ✓ **Certification**
 - No need your test facilities when accepting the other country's ECE approvals.
 - If found any non ECE compliance import products, refusal can be done.
- ✓ For ASEAN integrated market, MRA is necessary to arrange and 1958 agreement is already established as global base.



- To utilize the character of 1958 agreement is one of the key element for general welfare of the public related to vehicles as well as for promoting auto industry together with other national policy.

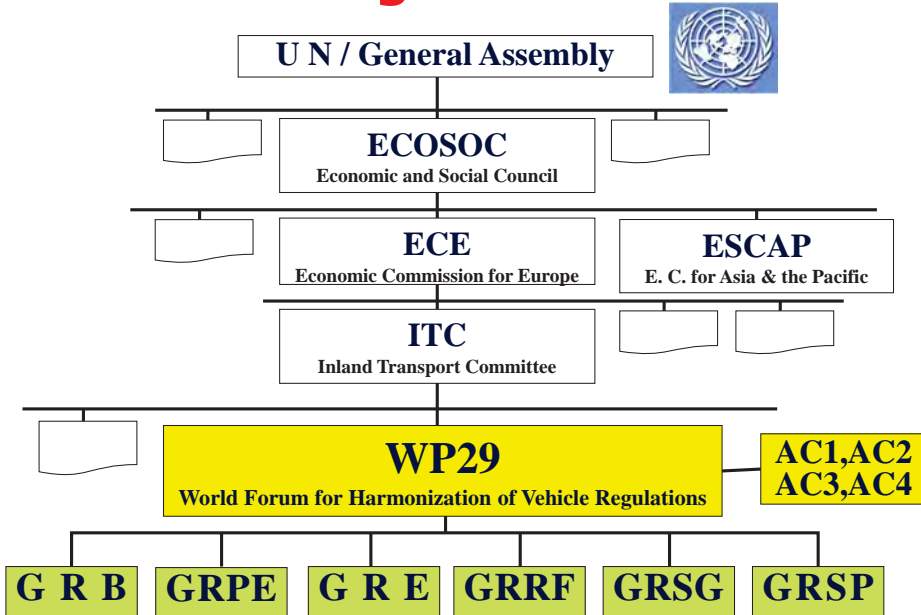
8

Thank you
for your attention

1958 Agreement

2011/12/8
CHVSR

UN Organization



List of GTR

as of 2011 Nov.

制定されたgtr The established gtr

(2010年2月現在) (As of February, 2010)

gtr 1	ドアラッチヒンジ	Doors locks and door retention Components
gtr 2	二輪自動車の排出ガス試験方法	Measurement procedure for two-wheeled motorcycles equipped with a positive or compression ignition engine with regard to the emission of gaseous pollutants, CO2 emissions and fuel consumption.
gtr 3	二輪車のブレーキ	Motorcycle brake systems
gtr 4	大型車の排出ガス方法	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
gtr 5	重量車車載診断システム	Technical requirements for on-board diagnostic systems (OBD) for road vehicles
gtr 6	自動車用ガラス	Technical regulation concerning safety glazing materials for motor vehicles
gtr 7	ヘッドレスト	Head restraints
gtr 8	横滑り防止装置	Electronic Stability Control
gtr 9	歩行者保護	Pedestrian safety
gtr 10	オフサイクルエミッション	Off-cycle emissions
gtr 11	ノンロード重エンジンの排出ガス試験方法	Non-Road Mobil Machinery
gtr 12		Control tell-tale (two wheeled motorcycle)

List of UNECE Regulations

- R 182 Headlamps
- R 3 Reflex Reflectors
- R 4 Rear Registration Plate Lamps
- R 5 Sealed Beam Headlamps
- R 6 Direction Indicators
- R 7 Front and Rear Position (Side) Lamps, Stop Lamps and End-Outline Marker
- R 8 Halogen Headlamps (H1, H2, H3, HB3, HB4, H7, H8 and/or H1R1)
- R 9 Noise (Three-Wheeled Vehicles)
- R 10 Radio Interference Suppression
- R 11 Door Latches and Hinges
- R 12 Steering Mechanism
- R 13 Braking
- R 13-H Braking (13-H)
- R 14 Safety Belt Anchorages
- R 15 Exhaust Emission
- R 16 Safety Belts
- R 17 Seats
- R 18 Protection Against Unauthorized Use
- R 19 Front Fog Lamps
- R 20 Halogen Headlamps (H4)
- R 21 Interior Fittings
- R 22 Motor Cycles Helmet
- R 23 Reversing Lamps
- R 24 Diesel Smoke
- R 25 Head Restraints
- R 26 External Projections
- R 27 Warning Triangles
- R 28 Audible Warning Devices
- R 29 Cab of a Commercial Vehicle
- R 30 Pneumatic Tyres (Passenger Vehicle)
- R 31 Halogen Sealed Beam Headlamps
- R 32 Rear-end Collision
- R 33 Head-on Collision
- R 34 Prevention of Fire Risks
- R 35 Arrangement of Foot Controls
- R 36 Construction of Public Service Vehicles
- R 37 Filament Lamps
- R 38 Rear Fog Lamps
- R 39 Speedometer
- R 40 Exhaust Emission (Motor Cycle)
- R 41 Noise (Motor Cycle)
- R 42 Front & Rear Protective Devices
- R 43 Uniform Provisions Concerning The Approval Of Safety Glazing Materials
- R 44 Child Restraint Systems
- R 45 Headlamp Cleaners
- R 46 Rear-view Mirrors
- R 47 Exhaust Emission (Moped)
- R 48 Installation of Lights
- R 49 Diesel Emission
- R 50 Lights (Moped, Motor Cycle)
- R 51 Noise
- R 52 Construction of Small Capacity Public Service Vehicles
- R 53 Installation of Lights (Motor Cycle)
- R 54 Pneumatic Tyres (Commercial Vehicle)
- R 55 Mechanical Coupling
- R 56 Headlamps (Moped)
- R 57 Headlamps (Motor Cycle)
- R 58 Rear Underrun Protection
- R 59 Replacement Silencing System
- R 60 Driver Operated Controls (Moped, Motor Cycle)
- R 61 External Projections (Commercial Vehicle)
- R 62 Protection Against Unauthorised Use (Motor Cycle)
- R 63 Noise (Moped)
- R 64 Temporary Spare Tyres
- R 65 Special Warning Lights
- R 66 Strength of Super Structure (Large Passenger Vehicle)
- R 67 Specific Equipment of Vehicles Using LPG
- R 68 Measurement of the Maximum Speed
- R 69 Rear Marking plates for slow-moving vehicles and their trailers
- R 70 Rear Marking Plates for Heavy and Long Vehicles
- R 71 Driver's field of vision (agricultural tractors)
- R 72 Halogen Headlamps (HS1 for Motor Cycle)
- R 73 Lateral Protection (Goods Vehicle)
- R 74 Installation of Lights (Moped)
- R 75 Pneumatic Tyres (Moped, Motor Cycle)
- R 76 Headlamps (Moped)
- R 77 Parking Lamps
- R 78 Braking (Category L)
- R 79 Steering Equipment
- R 80 Seat (Large Passenger Vehicle)
- R 81 Rear-view Mirrors (Motor Cycle)
- R 82 Halogen Headlamps (HS2 for Moped)
- R 83 Gaseous Pollutants
- R 84 Measurement of Fuel Consumption
- R 85 Measurement of Engine Power
- R 86 Installation of lighting and light-signalling devices (agricultural and forestry tractors)
- R 87 Daytime Running Lamps
- R 88 Retroreflective Tyres (Motor Cycle)
- R 89 Speed Limitation Devices
- R 90 Replacement Brake Lining Assemblies
- R 91 Side-marker Lamps
- R 92 Replacement Silencing System (Motor Cycle)
- R 93 Front Underrun Protection
- R 94 Protection of the Occupants in the event of a Frontal Collision
- R 95 Protection of the Occupants in the event of a Lateral Collision
- R 96 Emission of pollutants by the engine (agricultural and forestry tractors)
- R 97 Vehicle Alarm Systems
- R 98 Gas-Discharge Headlamps
- R 99 Gas-Discharge Light Sources
- R 100 Battery Electric Vehicles
- R 101 Emission of Carbon Dioxide and Fuel Consumption (Passenger Car)
- R 102 A Close-Coupling Device
- R 103 Replacement Catalytic Converters
- R 104 Retro-reflective Markings for Heavy and Long Vehicles
- R 105 The Carriage of Dangerous Goods with Regard to their Specific Constructional
- R 106 Pneumatic Tyres (Agricultural Vehicles)
- R 107 Double-Deck Large Passenger Vehicles with Regard to their General
- R 108 Retreaded Pneumatic Tyres (Motor Vehicle)
- R 109 Retreaded Pneumatic Tyres (Commercial Vehicle)
- R 110 Vehicles using CNG
- R 111 Rollover stability (Tank vehicles if categories N and O)
- R 112 Headlamps
- R 113 Headlamps
- R 114 Air bag
- R 115 LPG and CNG Retrofits Systems
- R 116 Protection Against Unauthorized Use
- R 117 Tyres with regard to rolling sound emissions
- R 118 Burning behaviour of materials used in the interior construction
- R 119 Cornering lamp
- R 120 Measurement of net power 'agricultural or forestry tractors'
- R 121 Hand controls, tell-tales and indications
- R 122 Heating system
- R 123 AFS
- R 124 Wheels for Passenger cars
- R 125 The forward field of vision
- R 126 Partitioning system

boi BOARD OF INVESTMENTS

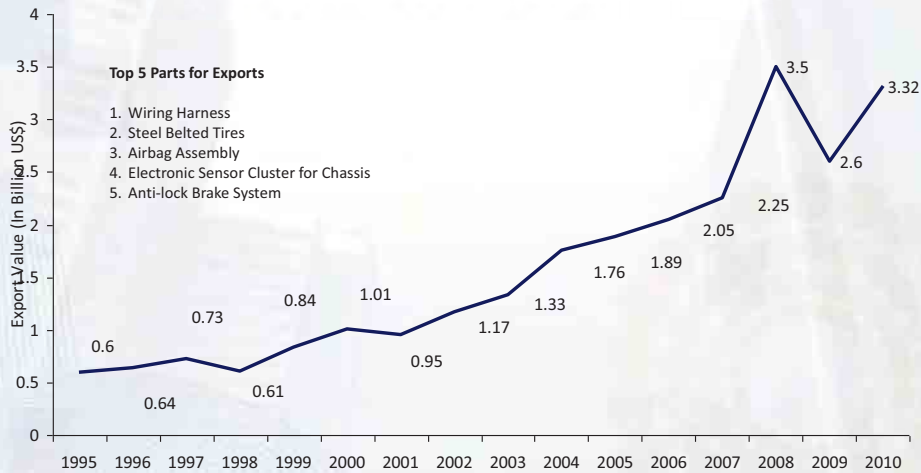
dti DEPARTMENT OF TRADE & INDUSTRY

MOTOR VEHICLE EXPORTS (1995-2010)



Source: Bureau of Export Trade Promotion

AUTO PARTS EXPORTS (1995-2010)



Source: Bureau of Export Trade Promotion

ASEAN regional GDP and trade

(Source: CHVSR strategic planning and action plan)

<GDP>

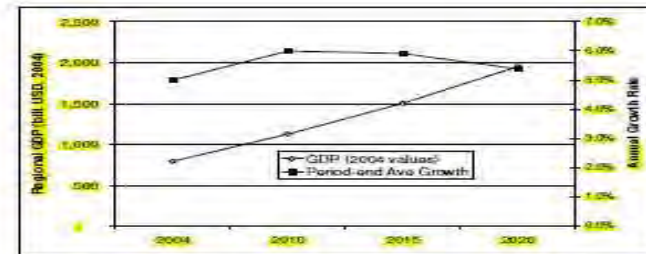


Figure 1. ASEAN Regional GDP (2004 values) and Annual Growth Rate (source: ASEAN Logistics Development Study)

<Trade>

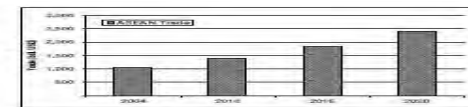


Figure 2. ASEAN Trade, 2004-2009 (source: ASEAN Logistics Development Study)

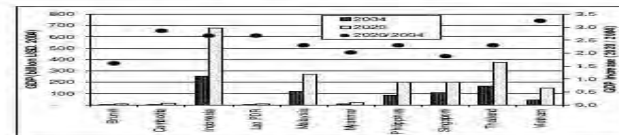


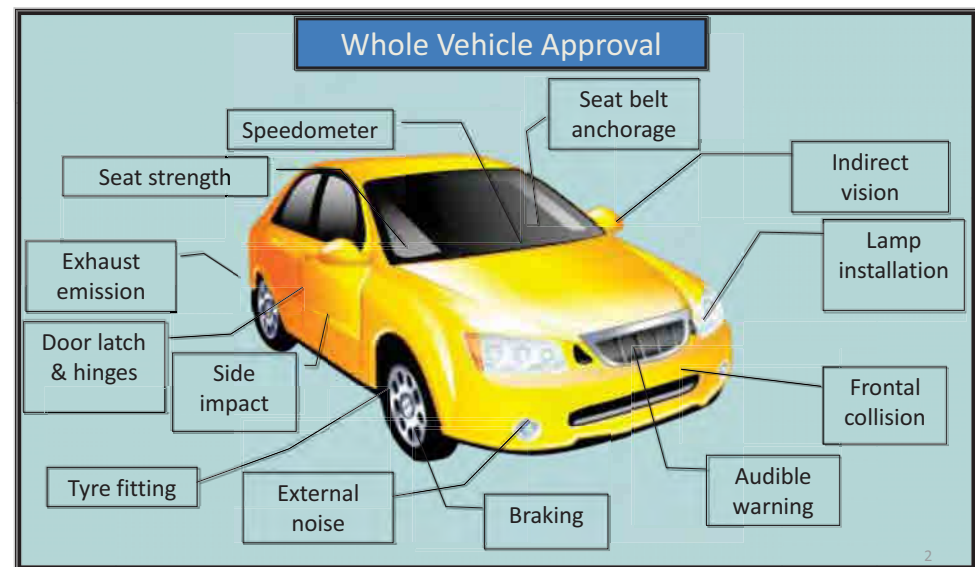
Figure 3. GDP of ASEAN Member Countries (2004 Values) in 2004 and 2020 and Ratio of 2020 to 2004 GDP (source: ASEAN Logistics Development Study)

Draft Proposal
Whole Vehicle Type Approval System for Philippines

CHVSR Meeting
 December 8, 2011 at DOTC
JICA / JASIC STUDY TEAM

Whole Vehicle Type Approval: Why is it necessary?

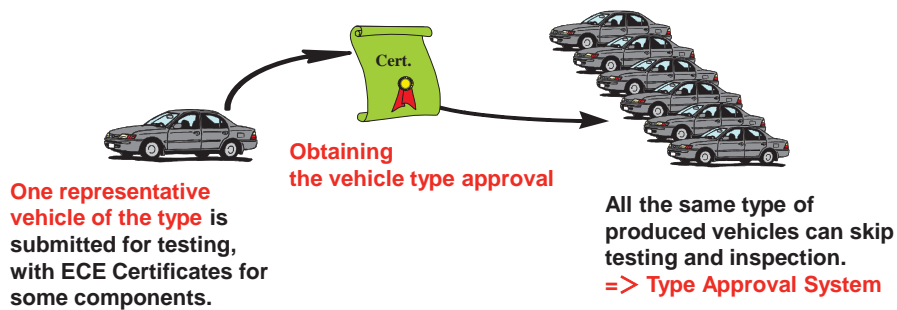
A vehicle totally secured on safety and environmentally friendliness.



Advantage of whole vehicle type approval system

For mass production vehicles, if every newly produced vehicle has to be inspected, it is not efficient way and it bears the huge burden.

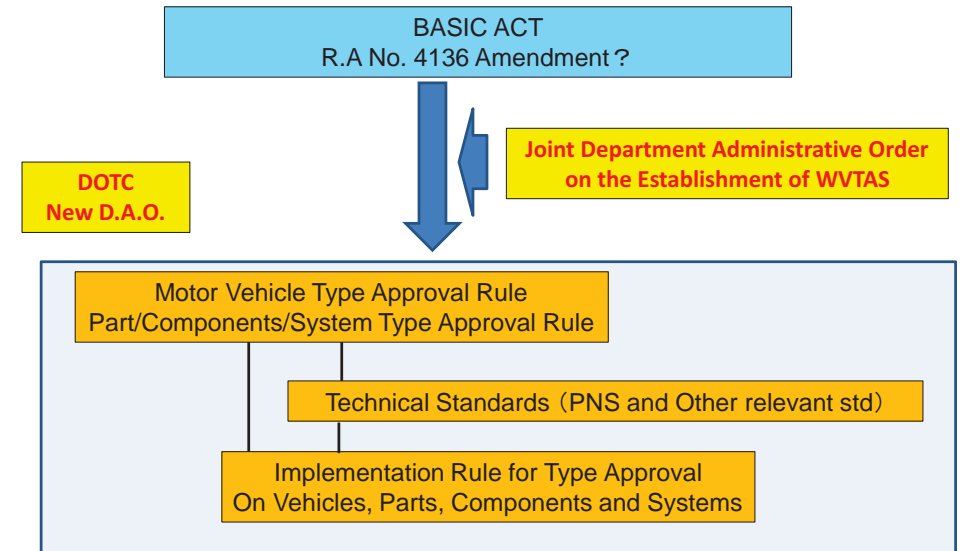
Type approval system is to skip the technical test for all other same type vehicles once a representative vehicle would be tested.



3

Framework of Whole Vehicle Type Approval System

Proposed Framework of WVTAS for Philippines (@ Oct 27)



4

After CHVSR Meeting on Oct. 27;

- Discussion with DOTC Legal Service Division
- Discussion with DOTC Road Transport Planning Division

➤ Current Laws/Acts below related to road based transported vehicle systems

- RA4136: Land Transportation and Traffic Code
- RA 8794: Motor Vehicle Users Charge
- RA 8749: Clean Air Act



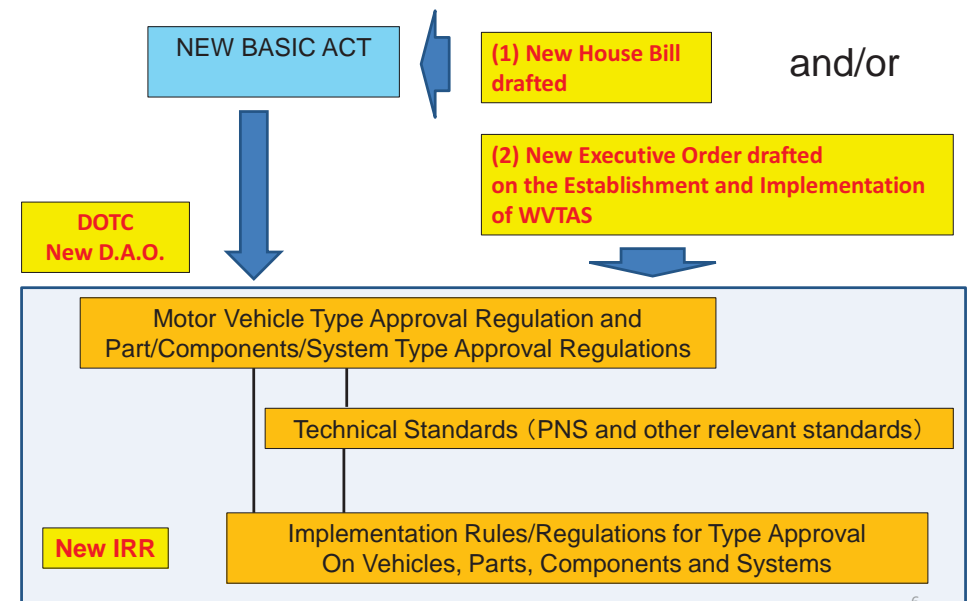
Not sufficient and not suitable for WVTAS

➤ Need Mother Law/Act for the establishment and implement of WVTAS in the Philippines.

- Need to craft draft House Bill, E.O and/or D.A.O
- Study and work by CHVSR S/C #4 "Legislative Agenda" chaired by DOTC Legal Division

5

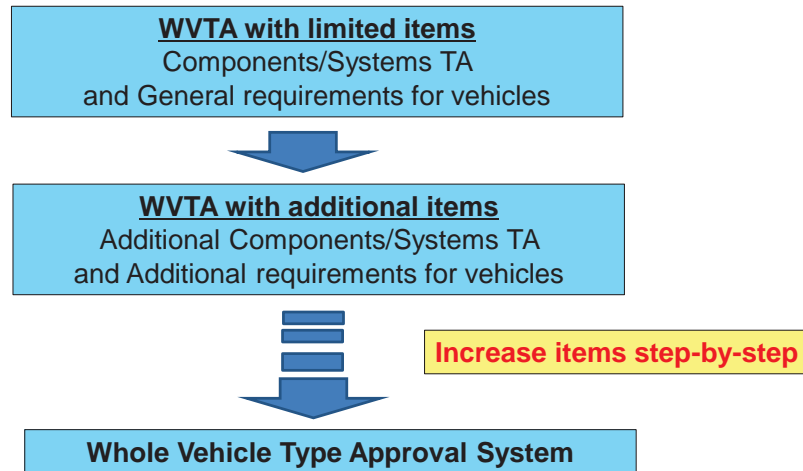
Proposed Framework of Whole Vehicle Type Approval System



6

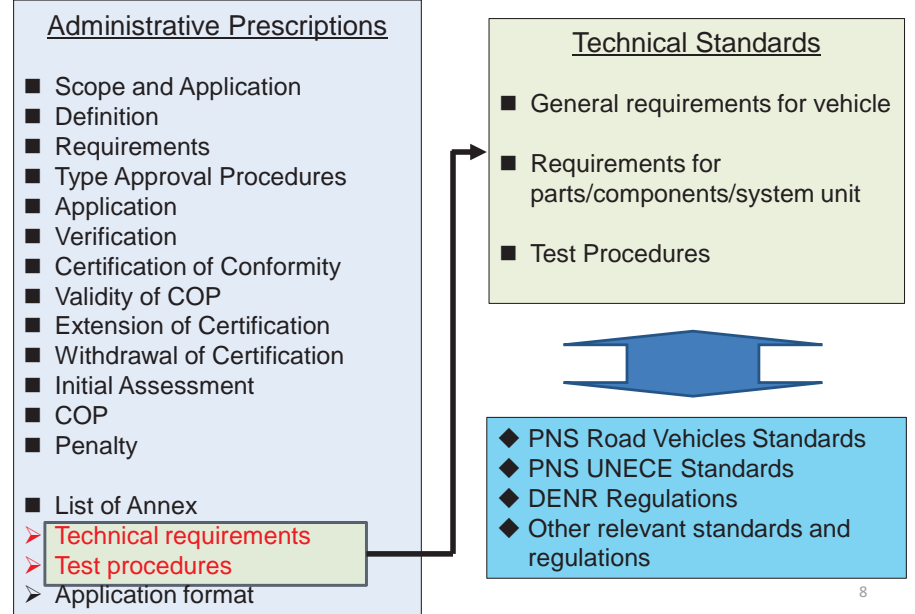
Proposed Approach to Whole Vehicle Type Approval System

Step-by-Step Adoption of technical regulations for WVTAS



7

Proposed WVTAS: Contents of Whole Vehicle Type Approval Regulations



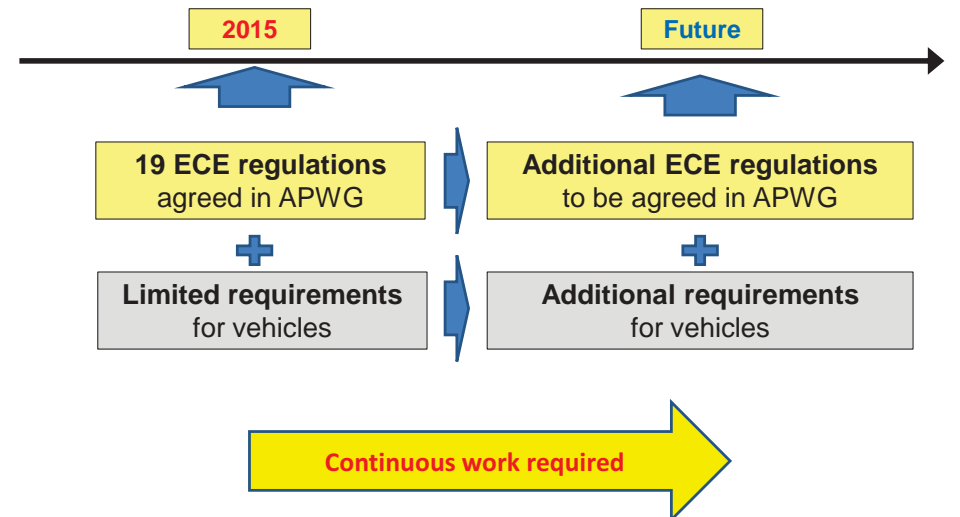
8

Proposed WVTAS: Scope

- The scope covers WVTAS for;
 - New Passenger Cars,
 - New Commercial Vehicles, and
 - New Motorcycles
 produced in the Philippines and imported from overseas countries.
- To establish WVTAS for Philippines;
Start to draft WVTAS for Passenger cars to make the frame.

9

Proposed WVTAS: Technical regulations to be adopted for WVTAS



10

Proposed WVTAS: Technical requirements

Technical requirements for Vehicles

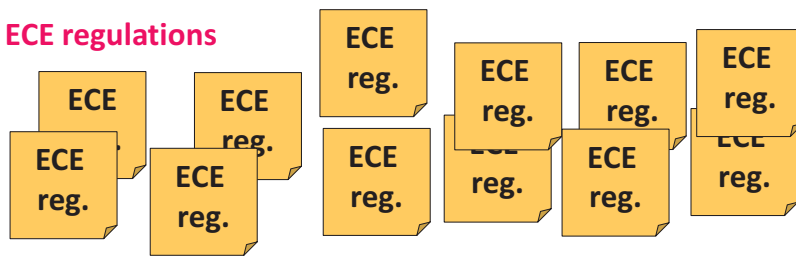
Type, category, Manufacture name, General construction of vehicle , mass and dimension, power plant, transmission, Axles, suspension, steering, brakes, bodywork etc.....



plus

Technical requirements for Parts/Components/System Units

ECE regulations



11

Adoption of ECE regulations for Technical requirements of WVTAS

Contracting Party are free to adopt all, some or no regulation. (no penalty)

■ Prioritizing ECE regulations for adoption

- Since implementation of all at once is not practical and make **short/ mid/ long term plan** for implementation.

■ Difference between national requirements & ECE regs.

- Review and study if unique national requirements can be replaced with ECE reg.
- If any local requirement is really necessary, consider to revise the ECE reg.
- **Harmonize definitions & categories** with ECE. (Different definitions and/or categories may leads to unnecessary test/documents/administrative work.)
- When replacing national regulations with ECE regs, **step-by-step approach** may be effective and practical.

■ Issuance or acceptance of ECE approvals

- **Step-by-step approach** is also practical to ECE approvals, either accept or grant the approvals with/without own technical services.

12

Study result on standards in Philippines

- 329 Standards for Road Vehicles in PNS.
- 45 UNECE regulations have been adopted as PNS UNECE.
- In ASEAN APWG, 19 ECE regulations are targeted to be harmonized by 2015, as initial items to be covered in the MRA on Automotive Products.
- Current situation on the 19 ECE regulations in Philippines;
 - ECE regulations adopted: 15 items
 - No adoption: 4 items
- PNS UNECE standards and relevant standards (DENR) mandated in Philippines: 7 items

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REGULATIONS TO BE ADOPTED (AGREED IN APWG)								2011/10/27
								Ver. 5
								ECE Status (as of Rev.19)
ECE No. to be adopted	Automotive Product	PNS UNECE Standards	PNS or other standard version	The Latest UNECE Version	Mandatory or Adopted	Status Harmonization with ECE	Responsibility	
13	Braking System	PNS UNECE 13: 2005	09 Series Suppl.9	11 Series Suppl.5	Adopted	Partly	DTI BPS TC44	
13H	Braking System Passenger car	PNS UNECE 13H: 2005	00 Series	00 Series Suppl.11	Adopted	Partly	DTI BPS TC44	
14	Seat belt anchorage	PNS 1893: 2000	Based on ECE R14: 1993 ECE R16: 1996	07 Series Suppl.1	Mandatory R.A.No. 8760	Partly	DTI BPS TC44	
16	Seat belt	PNS 1892: 2000	Based on ECE R14: 1993 ECE R16: 1996	06 Series Suppl.1	Mandatory R.A.No. 8760	Partly	DTI BPS TC44	
17	Seats	NA	NA	08 Series	NA	Not yet	DTI BPS TC44	
25	Head Restraints	PNS UNECE 25: 2005	04 Series	04 Series	Adopted	Fully	DTI BPS TC44	
30	Pneumatic tires passenger car tire	PNS UNECE 30: 2010	02 Series Suppl.15	02 Series Suppl.16	Mandatory DAO 2011-03	Partly	DTI BPS TC16	
39	Speedometer	PNS UNECE 39: 2006	00 Series Suppl.5	00 Series Suppl.5	Adopted	Fully	DTI BPS TC44	
40	Exhaust Emission (L category)	PNS-UNECE 40-2006	D.A.O. No.2010-24	01 Series Suppl.1	Mandatory DAO 2010-24	Partly	DENR	
41	Noise (L category)	PNS-UNECE 41-2006	NA	03 Series Suppl.1	NA	Not yet	DENR	
43	Safety glass	PNS UNECE 43: 2009	00 Series Suppl.10 01 Series Suppl.4	00 Series Suppl.13 02 Series Suppl.4	Mandatory DAO 2011-03	Partly	DTI BPS TC23 DTI BPS TC44	
46	Rear view mirror	PNS UNECE 46: 2005		Adopted	Adopted	Partly	DTI BPS TC44	
49	Diesel emission	NA	NA	05 Series Suppl.4	NA	Not yet	DENR	
51	Noise emission	PNS-UNECE 51-2006	NA	02 Series Suppl.7	NA	Not yet	DENR	
54	Pneumatic tires Commercial	PNS UNECE 54: 2010	00 Series Suppl.16	00 Series Suppl.17	Mandatory DAO 2011-03	Partly	DTI BPS TC16	
60	Driver operated control	PNS UNECE 60: 2006	00 Series Suppl.2	00 Series Suppl.3	Adopted	Partly	DTI BPS TC44	
75	Tire (L category)	PNS UNECE 75: 2006	00 Series Suppl.11	00 Series Suppl.13	Adopted	Partly	DTI BPS TC16	
79	Steering equipment	PNS UNECE 79: 2005	01 Series Suppl.3	01 Series Suppl.3	Adopted	Fully	DTI BPS TC44	
83	Exhaust Emission	NA	D.A.O. No.2010-23	06 Series Suppl.1	Mandatory DAO 2010-23	Partly	DENR	



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Current Status of Adoption/Harmonization of PNS
with ECE Regulations in Philippines
(19 UNECE Regulations specified by APWG)

- R17 Seats:
Not yet adopted into PNS or relevant standards
- R41 and R51 Noise emission:
Not yet adopted into relevant standards
- R49 Diesel Emission for Heavy motor vehicles:
Not yet discussed about the adoption/content



Harmonized Standards should be adopted.

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Actions to be taken:

- To craft draft House Bill/EO and/or DAO by DOTC Legal and/or RTPD
- To draft regulation for WVTAS
 - To review content of administrative prescriptions
 - To draft a list of general requirements for vehicles
 - To draft text of regulation for components
 - As an example, a tire regulation ECE R30 to be selected for study and discussion.
- To select technical standards for WVTAS requirements from PNS and relevant standards for Philippines
- To draft harmonized ECE regulations for none adopted 4 items

JICA/JASIC Study Team requests each CHVSR S/C to review and study WVTAS proposals in accordance with the Roadmap.

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Thank you
for your attention.

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**Technical Regulation for Electric Safety
(ECE No.100)**

Japan Automobile Standards Internationalization Center (JASIC)
8 December, 2011

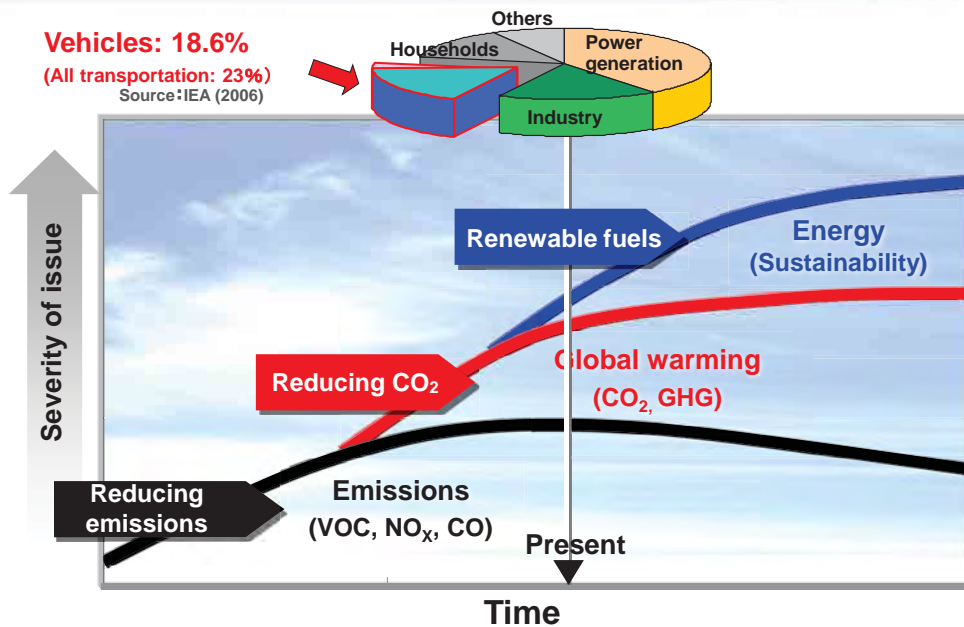
Naoki Kinoshita

1

1. Environment & Energy issues
2. Electrically Propelled Road Vehicles
3. ECE Regulations for Electric Safety
4. ECE No.100_Safety Requirements for Normal Use
5. Summary

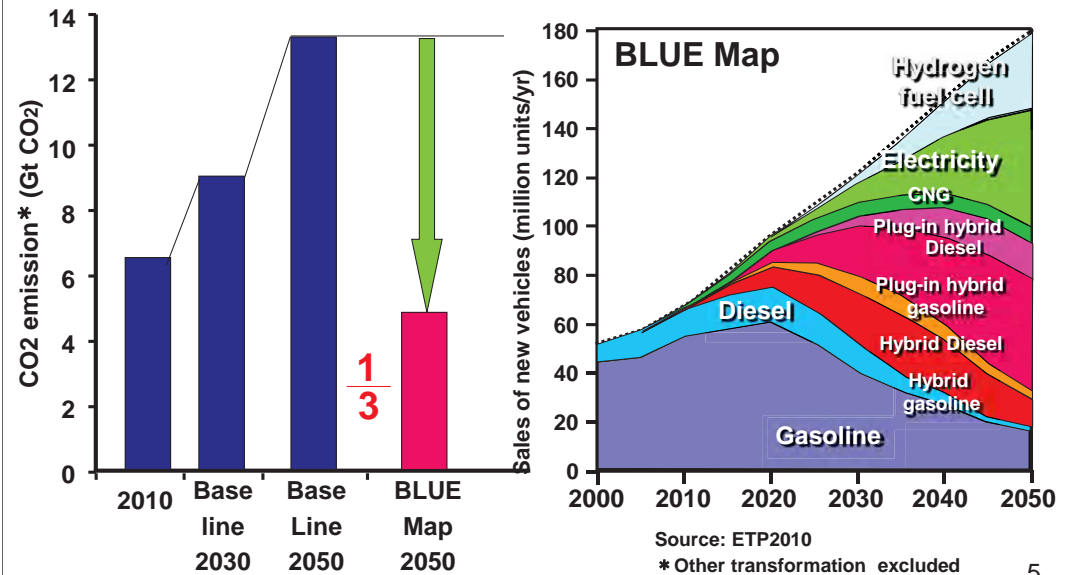
1. Environment & Energy issues
2. Electrically Propelled Road Vehicles
3. ECE Regulations for Electric Safety
4. ECE No.100_Safety Requirements for Normal Use
5. Summary

1. Environment & Energy issues



1. Environment & Energy issues

CO2 Reduction in Transport Sector

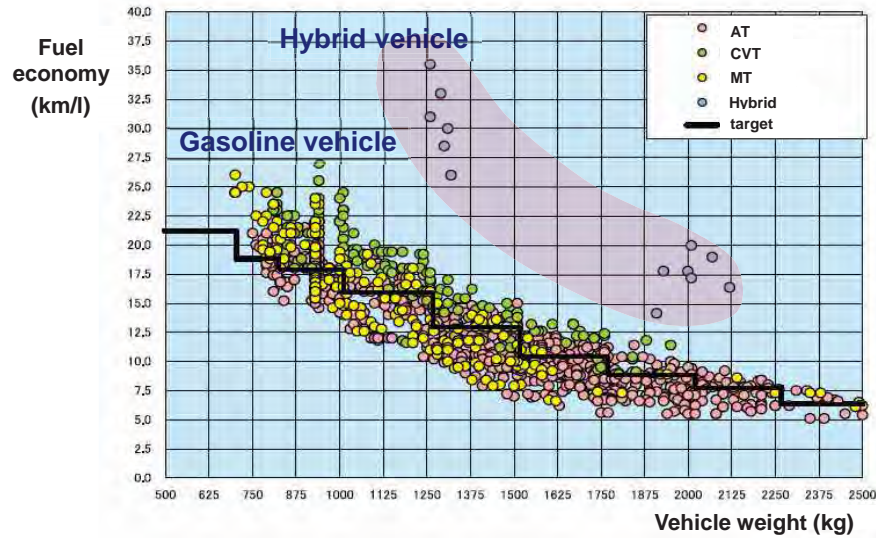


Source: ETP2010

* Other transformation excluded

1. Environment & Energy issues

Vehicle Wt. vs. fuel economy

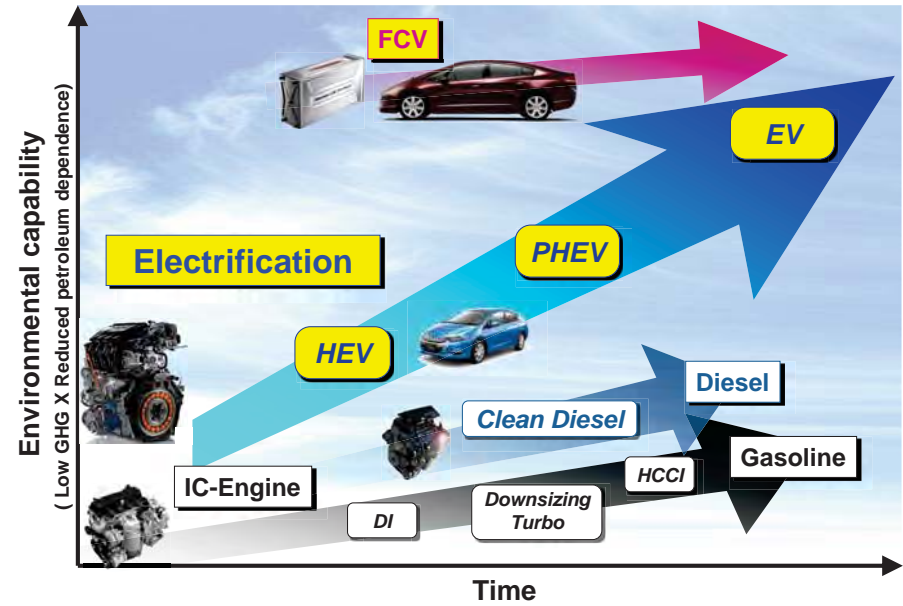


Source: MLIT, Vehicle fuel economy (2010 March)

Vehicle electrification is effective for the reduction of CO2 emission.

1. Environment & Energy issues

Direction of fuel economy Technologies



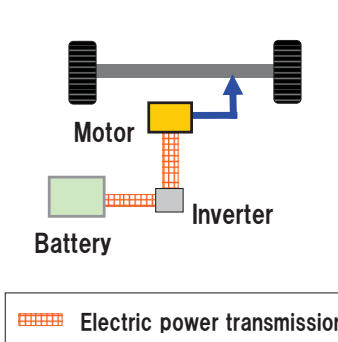
Contents

- 1. Environment & Energy issues
- 2. Electrically Propelled Road Vehicles
- 3. ECE Regulations for Electric Safety
- 4. ECE No.100_Safety Requirements for Normal Use
- 5. Summary

2. Electrically propelled road vehicles

Example 1

Electric Vehicle
Nissan LEAF



Battery
(Li-ion: 360V)

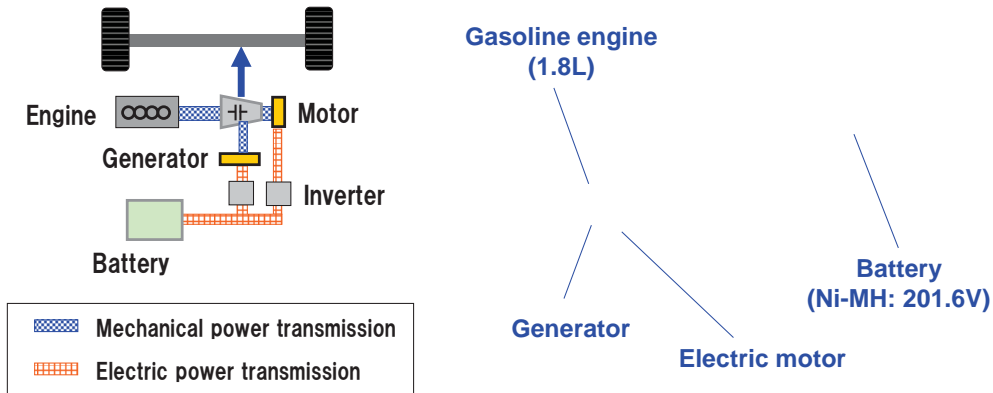
Electric motor

On Board Charger

2. Electrically propelled road vehicles

Example 2

Hybrid Electric Vehicle TOYOTA Prius

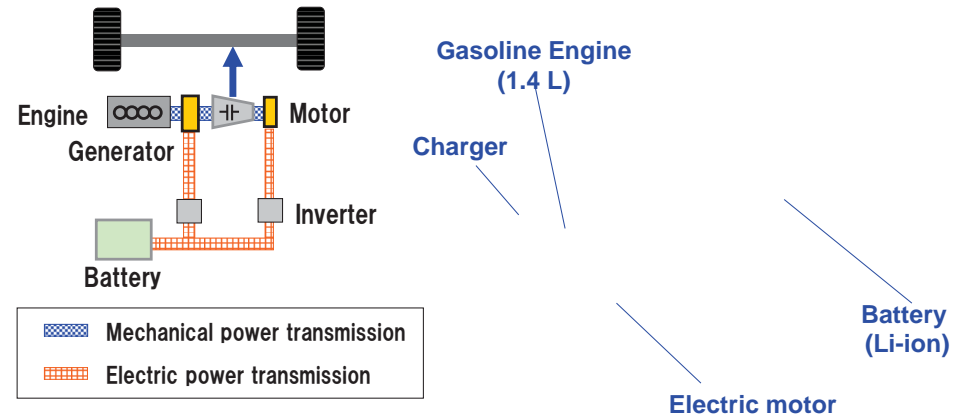


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2. Electrically propelled road vehicles

Example 3

Plug-in Hybrid Electric Vehicle GM Volt

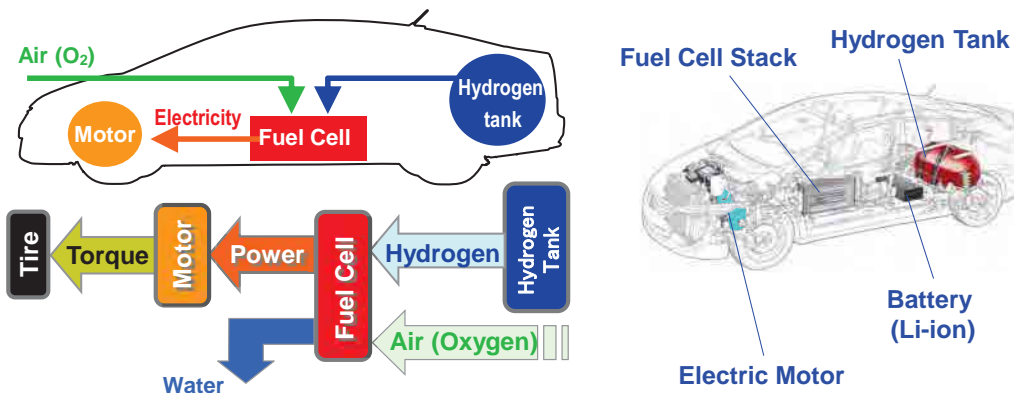


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2. Electrically propelled road vehicles

Example 4

Fuel Cell Electric Vehicle HONDA FCX Clarity



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Contents

1. Environment & Energy issues
2. Electrically Propelled Road Vehicles
3. ECE Regulations for Electric Safety
4. ECE No.100_Safety Requirements for Normal Use
5. Summary

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3. ECE Regulations for Electric Safety

Purpose of Regulations

Electrically propelled road vehicles have unique components and systems that may cause hazardous situations.



Safety specifications for persons inside and outside the vehicle is necessary.

Voltage Classifications

Protection against electric shock should be applied for high voltage.

Classification	Low Voltage (Voltage Class A)	High Voltage (Voltage Class B)
Voltage Range	DC ≤ 60V AC ≤ 30V	DC > 60V AC > 30V

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3. ECE Regulations for Electric Safety

Purpose	Item	Title
Electric safety in Normal Use	Regulation No.100	SPECIFIC REQUIREMENTS FOR THE ELECTRIC POWER TRAIN
Electric safety in Post-Crash	Regulation No.12	THE PROTECTION OF THE DRIVER AGAINST THE STEERING MECHANISM IN THE EVENT OF IMPACT
	Regulation No.94	PROTECTION OF THE OCCUPANTS IN THE EVENT OF A FRONTAL COLLISION
	Regulation No.95	PROTECTION OF THE OCCUPANTS IN THE EVENT OF A LATERAL COLLISION

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Contents

1. Environment issues
2. Electric propelled road vehicles
3. ECE Regulations for Electric Safety
- 4. ECE No.100_Safety requirements for Normal-Use**
5. ECE No.12/94/95_Safety requirements for Post Crash
6. Conclusion

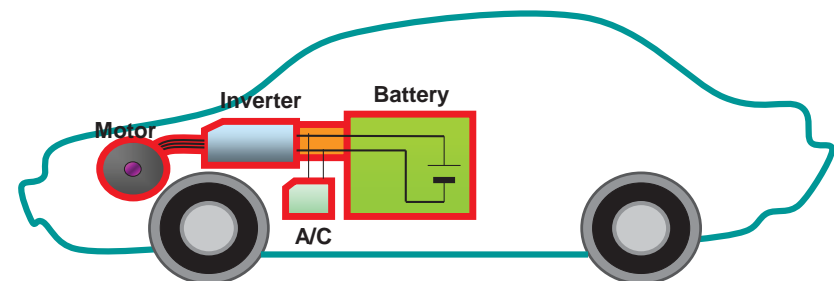
16

4. ECE No.100_Safety requirements for Normal-Use

ECE No. 100 SPECIFIC REQUIREMENTS FOR THE ELECTRIC POWER TRAIN

<Scope>

The following prescriptions apply to **safety** requirements with respect to the **electric power train of road vehicles** of categories M and N, with a maximum design speed exceeding 25 km/h, equipped with one or more traction motor(s) operated by electric power and not permanently connected to the grid, as well as their **high voltage components and systems** which are galvanically connected to the high voltage bus of the electric power train.



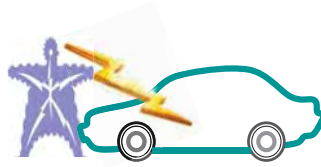
17

4. ECE No.100_Safety requirements for Normal Use

Specifications in ECE No.100

1. Protection against electrical shock

- Protection against direct contact
- Protection against indirect contact
- Isolation resistance



2. Rechargeable Energy Storage System (RESS)

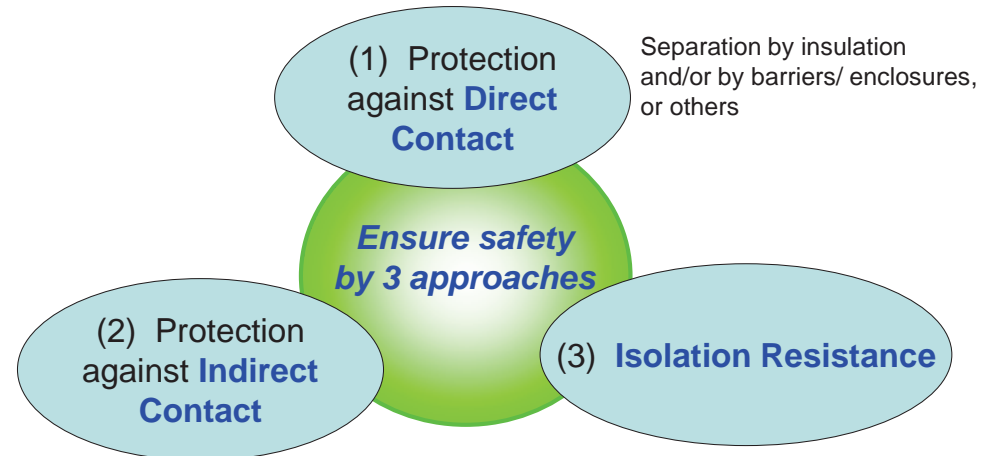
3. Functional Safety

4. Determination of Hydrogen Emissions

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4. ECE No.100_Safety requirements for Normal-Use

Protection against electric shock



Separation by insulation and/or by barriers/ enclosures, or others

Potential equalization resistance < 0.1 ohm

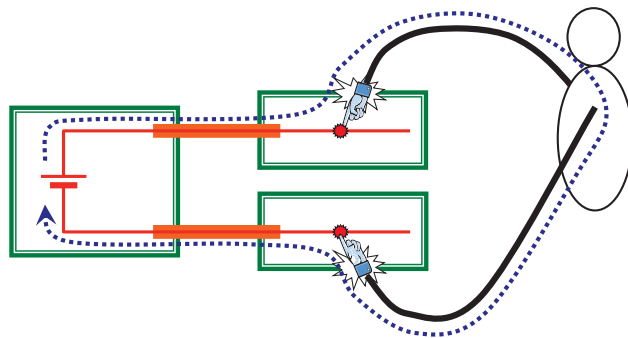
Isolation resistance > 100 ohms/V for DC or 500 ohms/V for AC.

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4. ECE No.100_Safety requirements for Normal-Use

Protection against electric shock _ Direct Contact Protection

Electric shock due to Direct Contact Protection failure



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4. ECE No.100_Safety requirements for Normal-Use

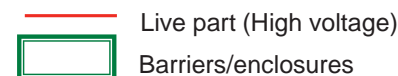
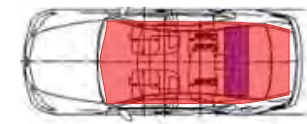
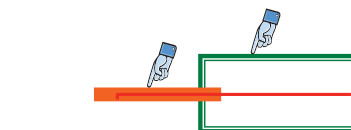
Protection against electric shock _ Direct Contact Protection

Requirements

Separation of high voltage with barriers/ enclosures or insulation

Barrier, enclosure shall not be able to be opened, disassembled or removed without the use of tools.

Places	Protection Degree
Inside the passenger compartment or luggage compartment	IPXXD
Other places	IPXXB



IPXXD

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4. ECE No.100_Safety requirements for Normal-Use

Protection against electric shock _ Direct Contact Protection

Tools for checking Protection Degree

First numeral	Addit. letter	Access probe (Dimensions in mm)	Test force
2	B	<p>Jointed test finger</p>	10 N ± 10 %
4, 5, 6	D	<p>Test wire 1.0 mm diameter, 100 mm long</p>	1 N ± 10 %



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4. ECE No.100_Safety requirements for Normal-Use

Protection against electric shock _ Direct Contact Protection

Identification of High Voltage

Items	Identification
Components	<p>The high voltage symbol</p> <ul style="list-style-type: none"> Near or on Rechargeable Energy Storage System On barriers/ enclosures that cover high voltage
Wiring	the orange colour outer covering



High voltage symbol

Orange colored wiring

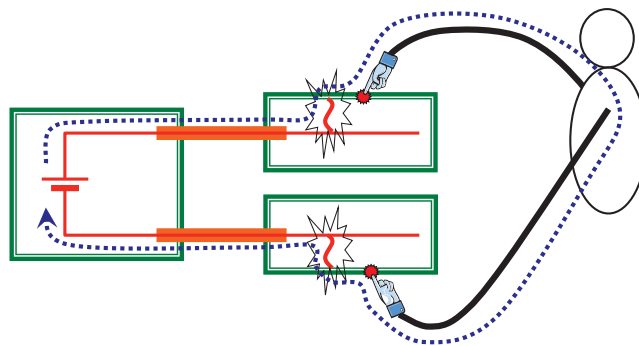


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4. ECE No.100_Safety requirements for Normal-Use

Protection against electric shock _ Indirect Contact Protection

Electric shock due to Indirect Contact Protection failure

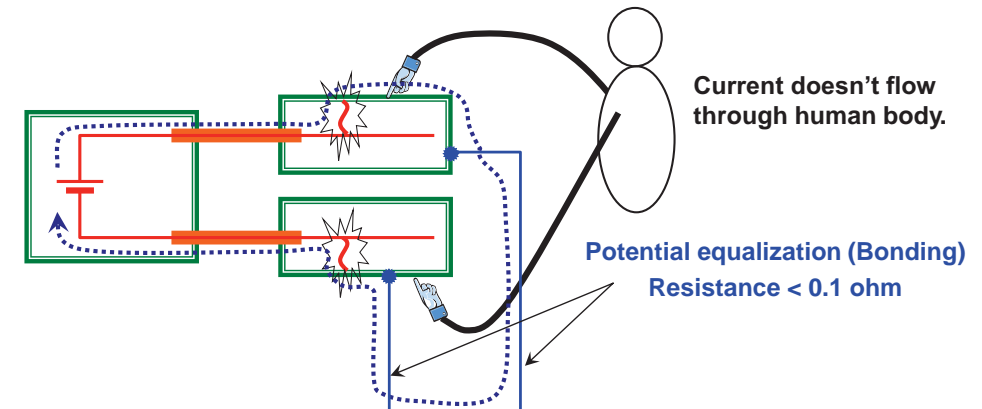


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4. ECE No.100_Safety requirements for Normal-Use

Protection against electric shock _ Indirect Contact Protection

Requirements



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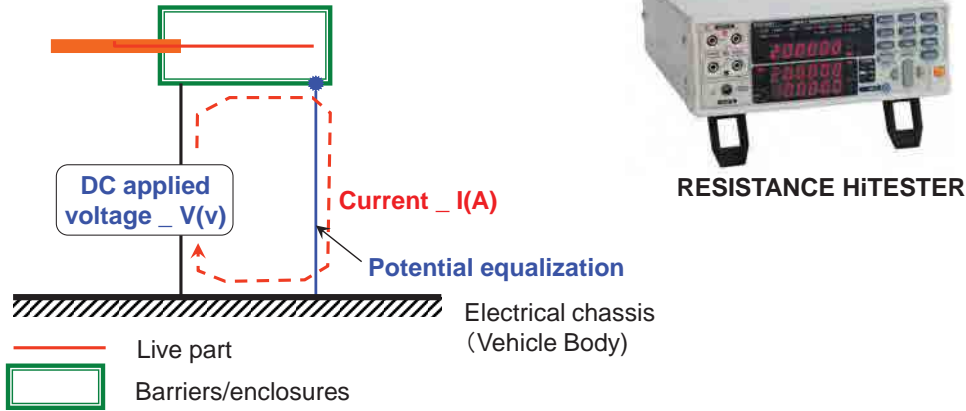
4. ECE No.100_Safety requirements for Normal-Use

Protection against electric shock _ Indirect Contact Protection

Measurement of potential equalization resistance

Resistance = V/I

(Measurement condition: I > 0.2A)

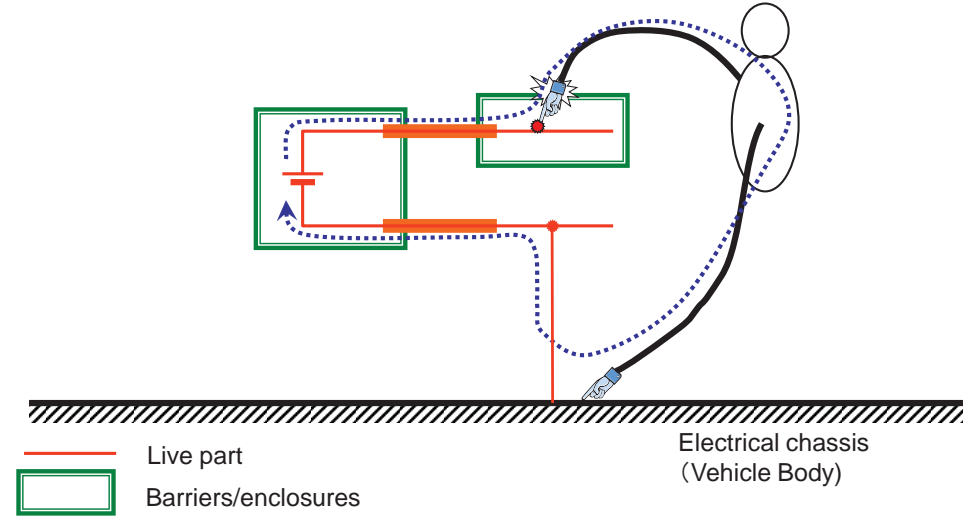


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4. ECE No.100_Safety requirements for Normal-Use

Protection against electric shock _ Isolation Resistance

Electric shock due to Isolation Resistance failure



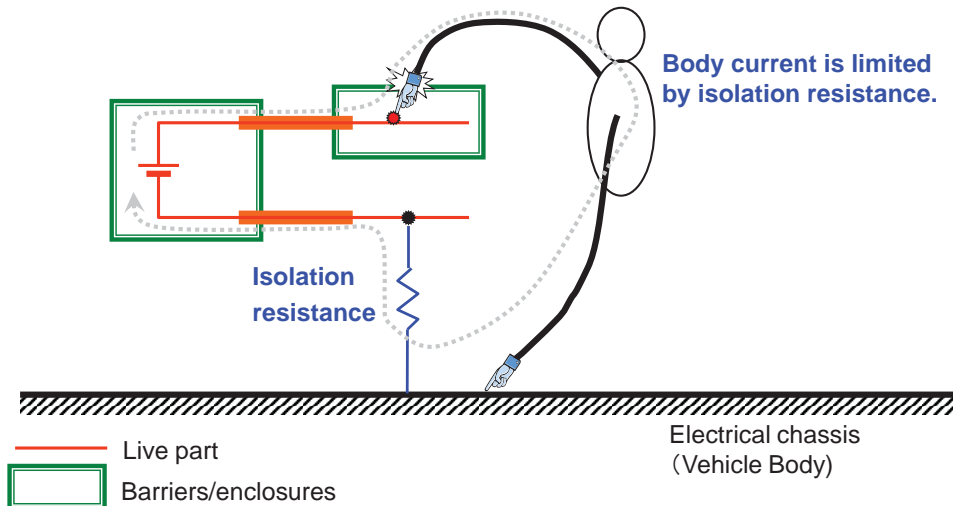
27

4. ECE No.100_Safety requirements for Normal-Use

Protection against electric shock _ Isolation Resistance

Requirements

Isolation Resistance > 500 ohms/V for AC circuit, >100 ohms/V for DC circuit

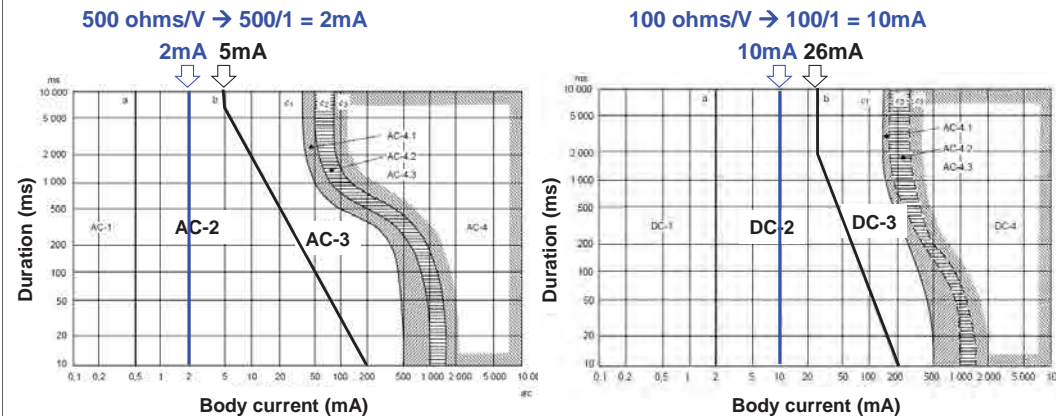


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4. ECE No.100_Safety requirements for Normal-Use

Protection against electric shock _ Isolation Resistance

Effects of Electric Current on the Human Body



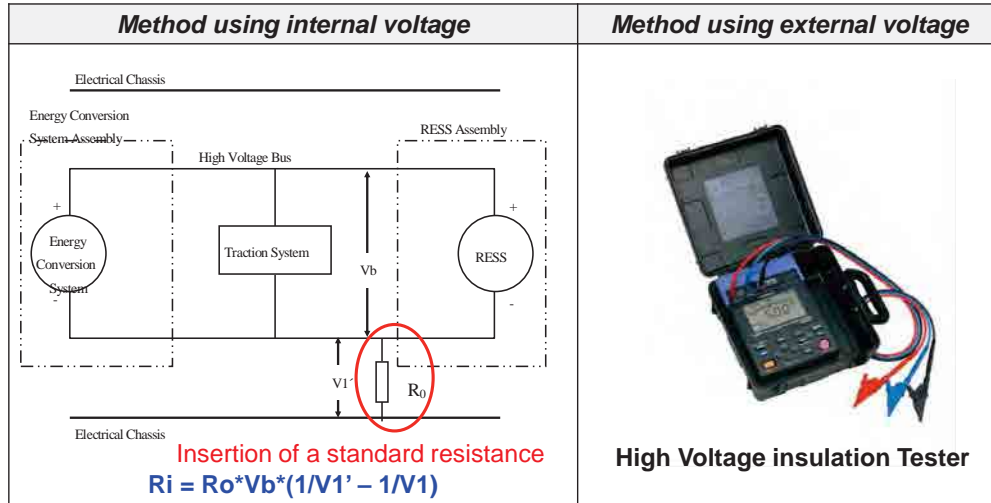
Source: IEC60479-1(2007)

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4. ECE No.100_Safety requirements for Normal-Use

Protection against electric shock _ Isolation Resistance

Measurement of isolation resistance



R_i should be divided by the working voltage of the system.

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Contents

1. Environment and Energy issues
2. Electrically Propelled Road Vehicles
3. ECE Regulations for Electric Safety
4. ECE No.100_Safety Requirements for Normal Use
5. Summary

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5. Summary

Vehicle electrification will be accelerated to deal with environmental issues and electrically propelled road vehicles will be more widespread in the market.

ECE No.100 specify safety requirements for persons inside and outside the vehicle.

Specifications for Protection against electric shock consists of "Direct Contact Protection", "Indirect Contact Protection" and "Isolation Resistance".

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Thank you very much
for your attention.

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For the Safety of Converted Electric Vehicle

TAKAYUKI NAKAMURA
 Technical Division
 Motor Vehicle Engineering and Safety Department
 Kanto District Transport Bureau
 Ministry of Land, Infrastructure, Transport and Tourism
 8 November, 2011

MLIT Kanto District Transport Bureau

Ministry of Land, Infrastructure, Transport and Tourism

Association for the Promotion of Electric Vehicle

MLIT Kanto



Association for the Promotion of Electric Vehicle

APEV

<http://www.apev.jp>

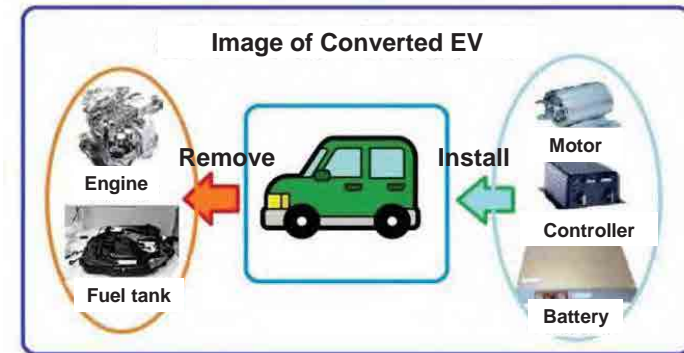
- APEV was founded in June 2010 with the purpose of creating a new industry, the EV Industry. It aims to promote EV, educate society, and provide the new future vision with EV.
- APEV members include various business enterprises as well as venture companies, associations, car mechanic schools, local governments, car manufactures and various overseas organizations. Currently, more than 300 members participate to APEV.



EV Conversion Division of APEV (from HP of APEV)

What is Converted Electric Vehicle?

MLIT Kanto



Converted EV means converted vehicles in which engines, fuel tanks and other components are removed, and then motors, batteries and other equipment are installed.

In the case, devices (such as defroster, brake assistant, power steering, oil pump for AT) which work on the engine are required to have alternative function.

New emission free vehicles are intricately controlled by ECU through CAN (Controller Area Network) and require very high technical level to convert. Therefore old model vehicles tend to be used for conversion.

Point of View to Formulate Guidelines for Converted Electric Vehicles

MLIT Kanto

Bureau advised the following agenda to the Conversion Division of APEV in the discussion of the Guidelines

① Protection against electric shock

- Japan is the first country introduced regulations for FCV to protect against electric shock. We should refer these regulations.

② Prevention of a fire caused by electric trouble

- Vehicle fire is not rare even for an ordinary car. A vehicle fire is often caused by electric trouble.

③ Ensuring strength

- Poverty of strength is often the cause for recalling defective products.

④ Ensuring running performance of a vehicle

- Unbalancing of a vehicle weight can damage the safety which the based car originally had.

⑤ Securing reliability for drive performance

- Runaway risk of Prius became a social problem. Runaway risk from hardware defect must be avoided by all means.

⑥ Prevention of sudden starting due to incorrect operation

- For example, a converted EV does not generally creep. A driver might leave his car without preventing his car to start when the accelerator pedal is pressed. If the next driver press the accelerator pedal, it is dangerous. Need to clarify all the risks entailed in the change of operation performance of the based car.

⑦ Securing braking performance

- In addition to an electric negative-pressure pump, an alternative system to an engine breaking shall be mounted.

Concept of Standards for Protection against Electric Shock

① Protection against direct contact:
 Should have the structure that a human body have no direct contact with current carrying parts
 • Protection with covering devices (Insulation)
 • Isolation with a Barrier / Enclosure

Exposed conductive parts such as barrier

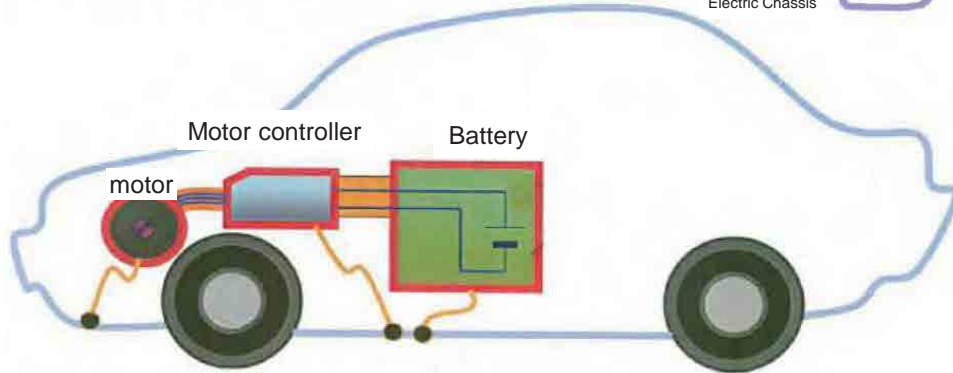
② Protection against indirect contact:
 Should have the structure that exposed parts do not affect to a human body
 • Exposed conductive parts do not generate any electricity (insulation)
 • No electric potential difference (potential equalization)

Bundle of Earth

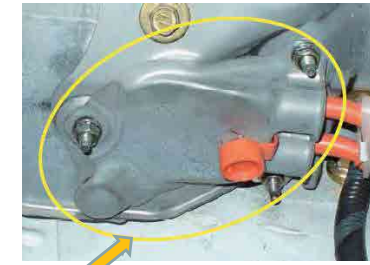
③ Insulation resistance: Live component and electrical chassis should be insulated

Live component

Electric Chassis



◆ Protection for passenger compartment and luggage compartment



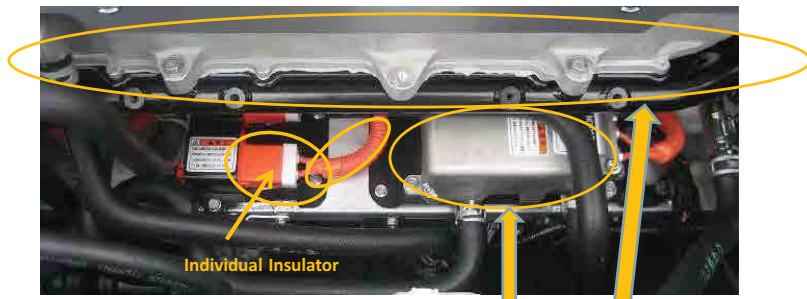
Individual Insulator, Barrier and Enclosure

Ingress Protection Code IPXXD



IPXXD (needle model) should not touch live components. Something in needle shape may penetrate passenger compartment or luggage compartment to the live component.

◆ Protection outside passenger compartment and luggage compartment



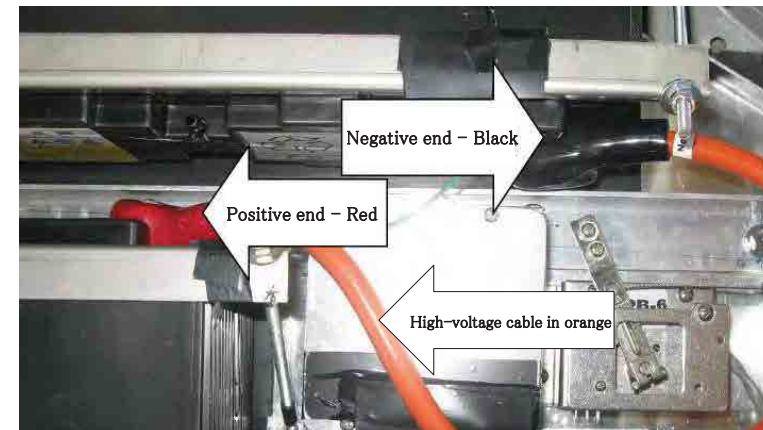
Ingress Protection Code IPXXB

Individual Insulator, Barrier and Enclosure



IPXXB (finger model) should not touch live components. This is to protect the maintenance workers who are generally engaged in work outside of passenger compartment and luggage compartment.

◆ High-voltage part shall be identified with colors of cables



◆ Equipped with a Service plug or a Circuit breaker



Service plug shall be installed to protect workers during maintenance work



Service plug installed

Service plug (TOYOTA Prius)

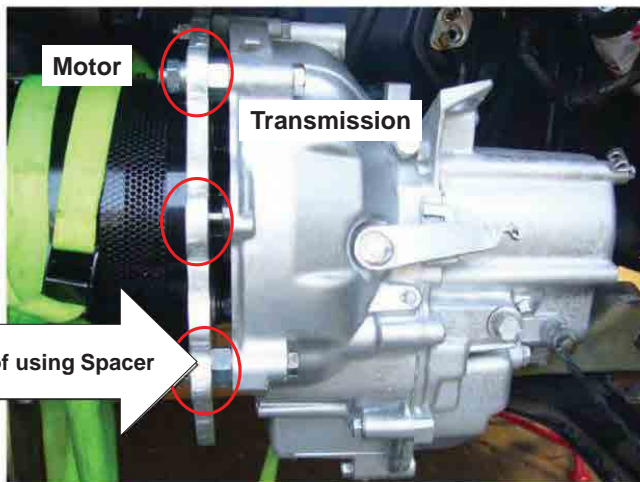


Circuit breaker

In case of no service plug, a circuit breaker shall be equipped to shut off high voltage without use of any tools

◆ Motor – Transmission connection shall be via a metal plate

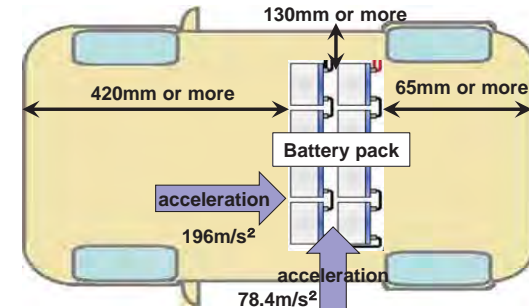
Using spacer between a transmission housing and a motor installation plate is not appropriate. High surface pressure may cause plastic deformation and loss of bolts



Inappropriate case of using Spacer

◆ Drive battery shall be properly fixed

- Weight balance of a converted vehicle shall not exceed of the base vehicle.
- Battery pack shall be installed in the position that situated more than 420mm inward from the far front of the vehicle, more than 65mm from the far backside, and more than 130 mm from the far external side of the vehicle.
- Installation strength of a drive battery shall not rupture under acceleration in a direction in parallel with the vehicle center line of $\pm 196\text{m/s}^2$, in a direction in perpendicular to the vehicle center line of $\pm 78.4\text{m/s}^2$



◆ Waterproofing motor and all the components of the motor circuits

- If the motor is not waterproof, it shall be protected from water in any case.
- All the components of the motor circuits shall be waterproof.
- Accelerator shall be installed somewhere not be watered or placed in a waterproof box before installation.



Waterproof box



Motor installed with waterproof equipment

- ◆ Electric cables shall be suitable in capacity.
- ◆ Cables and terminals shall be strong enough for the operating environment.



Wires and terminals have their capacities according to their size. Suitable electric cables shall be used to ensure safety. In addition to their own weights, wires and terminals receive vibratory stress. Therefore, connected parts should be anchored and wires should be fixed with appropriate space on to the body.

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- ◆ Appropriate heat radiation measure shall be taken for the speed controller



Speed controller

Electric drive system controls a large electric power, therefore generates heat. Appropriate measures to radiate heat shall be taken to protect components with micro controllers that work under the limited operating temperature range.

- ◆ An accelerator shall have double return springs



Accelerator

An accelerator shall have double return springs to prevent runaway from an accelerator pedal not properly returning to the position.

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- ◆ Ensure vehicle running performance

Vehicles run not only on plane roads but also uphill with other traffic flow. Therefore, we stipulated the minimum output needed to prevent poor acceleration.

- Ordinary vehicles : GVW (Gross vehicle weight) $\leq 135 \times \text{kW}$ (Maximum output) -1500
- Small vehicles and Light vehicles : GVW $\leq 122 \times \text{kW}$ (Maximum output) -600

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- ◆ A contactor shall be installed which shall fully withstand frequent switching



Contactor

A contactor is a relay to control high current with low current. A contactor shall be installed between a drive battery and a speed controller to protect the junction under severe conditions with frequent switching.

A contactor must be strong enough to withstand the stress.

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- ◆ A vehicle shall be equipped with auxiliary equipment batteries powered from a DC/DC converter



DC/DC converter

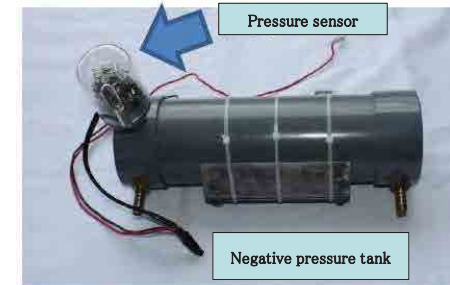
To ensure safety, a vehicle must have a circuit architecture with auxiliary equipment batteries operable while the vehicle is operational. A vehicle also shall have a circuit architecture to ensure auxiliary equipment operable, even when a drive battery is low. Therefore, we recommend a vehicle shall be equipped with auxiliary equipment batteries powered from a DC/DC converter.

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- ◆ Ensure braking assistance equivalent to the original brake of the base vehicle

An ordinary vehicle with gasoline engine is equipped with a servo brake system which uses engine negative pressure. When it is converted to EV, the engine is uninstalled and servo brake system stop working. Therefore, a very strong brake pedal force will be needed. This article is to ensure the braking assistance equivalent to the original brake of the base vehicle by equipping with a servo brake system using an electric negative pressure pump.

Generally a tank to save negative pressure is equipped along with the electric negative pressure pump. This article also requires that an alert system shall be installed to indicate any failure of braking assistance device caused by trouble in a pump or circuits.



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- ◆ When the running direction control unit is in the reverse position, this state shall be notified to a driver by using a busser or other means

To prevent an accident caused by unintended running backward, a vehicle is required to have a system to notify to its driver that the vehicle is in the reverse position.

- ◆ The reverse speed shall be adequately restricted

Converted EV are able to reverse by using transmission of the base car or by changing the motor's rotating direction. The vehicle are required to prevent reverse in high speed.

- ◆ A vehicle shall be equipped with a device that indicates a driver that the vehicle is in a standby or operable state

Because EV does not have engine sound, a driver may not realize his car is in standby or operable state. This may lead to an accident caused by unintentional sudden start. In order to prevent this type of accident, a vehicle shall have an equipment to indicate a driver that the vehicle is in a operable state.

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- ◆ Significance of the Guidelines

MLIT established the Guidelines to ensure the safety of converted EV in corporation with APEV as their voluntary standards.

Unlike "Safety Standards for Road Transport Vehicles", the Guidelines have no legal binding force. Therefore, disposition of disqualified vehicle in accordance with the Guidelines is not legally supported.

However, there are EV converted by non APEV members. Therefore, in order to promote the safety of converted EV, MLIT have started to provide guidance according to the Guidelines in transport Bureaus across the country.

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E N D Thank you.



MLIT Kanto District Transport Bureau

Ministry of Land, Infrastructure, Transport and Tourism

The 4th/2012 1st Quarter of CHVSR(Feb. 15, 2012)
Presentation Materials
第4回/2012 第一四半期CHVSR(2012年2月15日開催)
プレゼンテーション資料

1. The Project for Developing Motor Vehicle Regulations and Certification in the Republic of the Philippines
2. Road-map for 1958 Agreement including ECE introduction and WVTAS
3. Draft Text Whole Vehicle Type Approval Regulation for the Philippines
4. Harmonization On Philippine Standards with UN Regulations
5. Introduction of Standard Harmonization Case of Tire Standard(PNS UNECE 30)

Composition of the Draft Final Report

- ◆ **Chapter 1 Outline of the Project**
Background, Purpose, Scope of project etc.
- ◆ **Chapter 2 Current Situation of the Philippines**
- ◆ **Chapter 3 Project Activities and the Results**
 - 3.1 Organizing CHVSR meetings
 - 3.2 Establishing a Roadmap to accession to the 1958 Agreement
 - 3.3 Establishing a Framework for vehicle regulations and certification system
 - 3.4 Provision of related information
- ◆ **Chapter 4 Summary and Tasks Ahead**

JICA

The Project for Developing Motor Vehicle Regulations and Certification in the Republic of the Philippines

Draft Final Report



Japan Automobile Standards Internationalization Center
and Katahira & Engineers International



◆Chapter 1 Outline of the Project

1.1 Background of the Project

- ASEAN aims to found ASEAN Economic Community by 2015
- ASEAN also aims to establish harmonized standards and regulations and certification within the area by 2015
- In the Philippines, CHRVS which is chaired by DOTC was founded under the Executive Order 628(2007) to work towards harmonization and integration of the field in the area
- The Philippines has not yet acceded 1958 Agreement which prescribes mutual recognition of type approval, the Philippines have a lot of tasks to establish domestic system.
- In ASEAN, Malaysia and Thailand have already joined and Indonesia is preparing for participation
⇒ In response to the formal request from the government of Philippines, the government of Japan started supporting the Philippines by this project.

1.2 Purpose of the Project

- (1) Developing framework of motor vehicle regulations and certification system
- (2) Designing Roadmap for accession and operation of the 1958 Agreement.

◆Chapter 2 Current Situation of the Philippines

2.1 Current Situation of the Philippines

- Population: 94 million, the world's 12th most populous nation (as of 2011)
- Growth Rate: Between 2005 to 2010 About 2% a year
- Annual GDP Growth Rate: 5% (World Bank Report, 2011)
- Whole Vehicle Sales, Production: Increase in sales, Production remain unchanged (Increase in Import CBU)
- Auto Parts: Increase in Export
- Major auto parts for export: tires, airbags, 3 items among top 5 items are subject of ECE regulations

2.2 Motor Vehicle Inspection and Registration System in the Philippines

2.3 Analyzing Social Impacts of Motor Vehicles

2.4 Reviewing of Institutional and Policy Regulation Governing Motor Vehicle

- 2.4.1 Institutions and Regulations in Motor Vehicle Regulations and Certification
- 2.4.2 Description of Roles and Functions of Various Agencies
- 2.4.3 Existing Policies, Laws and Motor Vehicle Regulations
- 2.4.4~6 CHVSR- Objectives, Organization Structure, Activities

◆Chapter 3 Project Activities and the Results

3.1 CHVSR Meetings

3.1 CHVSR Meetings

Supported DOTC to hold CHVSR meetings regularly as an official place for discussion. Radicated and stimulated activities for developing Motor vehicle regulations and certification system.

Gave lectures on basic knowledge for developing Motor vehicle regulations and certification system, and lectures to provide relevant information requested.

3.1.1 CHVSR Meetings –Discussion at CHVSR and major agreements

- (1) The 1st CHVSR Meeting held on 7 September, 2011
 - Presentation of the inception report and approval of it.
- (2) The 2nd CHVSR Meeting held on 27 October, 2011
 - Proposal and discussion of draft concept for a new motor vehicle regulations and certification system.
 - Proposal and discussion of draft roadmap for accession to the 1958 Agreement.
- (3) The 3rd CHVSR Meeting held on 8 December, 2011
 - Approval for draft concept for a new motor vehicle regulations and certification system.
 - Approval for draft roadmap for accession to the 1958 Agreement.
- (4) The 4th CHVSR Meeting scheduled on 15 February, 2012: Follow up

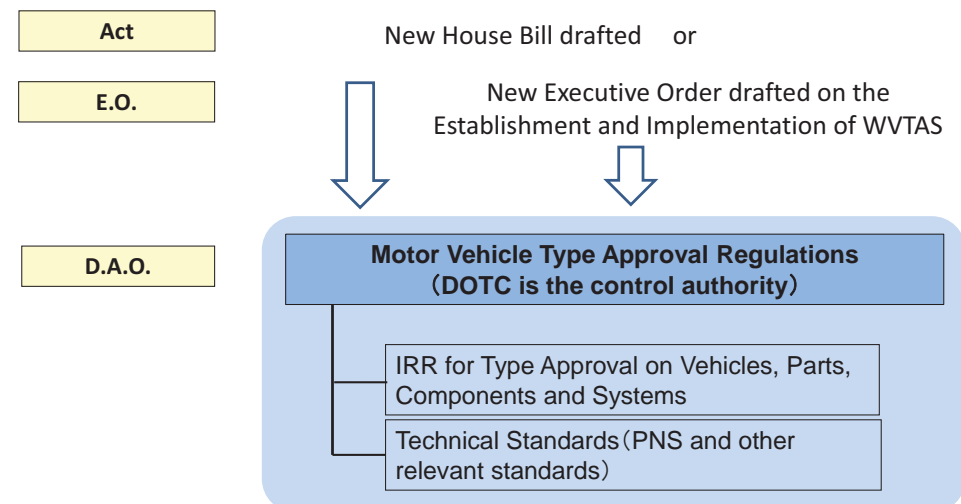
3.2 Establishing a Roadmap to Accession to the 1958 Agreement

Activity \ Year	2011	2012 - 2014	2015	
Accession to the 1958 Agreement	Designing roadmap	Collaboration with DFA Streamlining laws Ratification procedure	★Accession	
Adopting ECE Regulations	Prioritizing of ECE regulations to be adopted	Adopting 19 items of ECE regulations (Agreed in ASEAN)		Adopting more ECE regulations
Whole Vehicle Type Approval System	Developing framework	Establishing detailed rules Building system and start operation		ASEAN Unification

- [Condition]** Accessing to the 1958 Agreement, Adopting ECE 19 items of ASEAN agreed in 2015
[Policy] Identifying all the necessary actions, coordination, scheduling and clarification of roles for
 ① Accession to the 1958 Agreement (Procedure in the Philippines) ② Introducing ECE regulations to the Philippines ③ Introduction of WVTAS
[Content of Report] Explanation of fundamental policy and its background

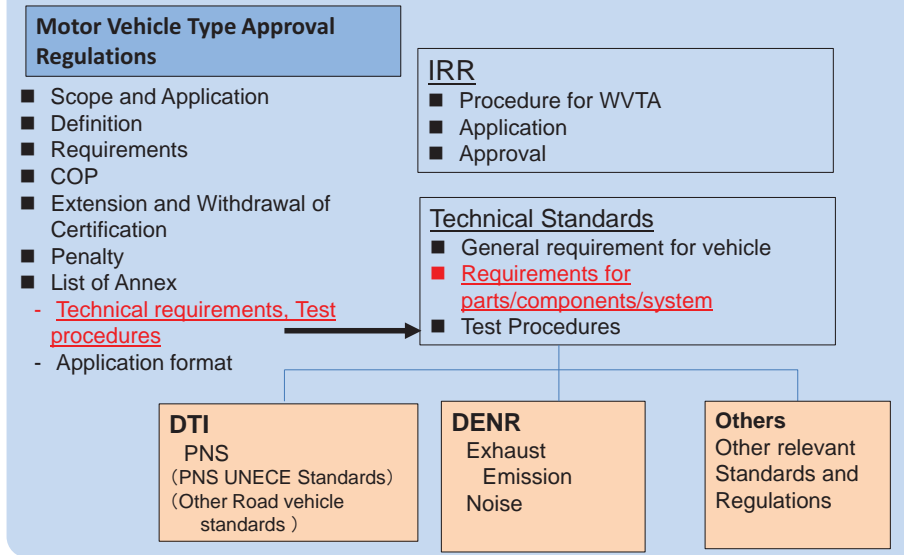
3.3 Establishing a Framework for Vehicle Regulations and Certification System

WVTAS to be under the direct control of DOTC
Request collaboration of all the relevant agencies by Act or E.O.



3.3 Establishing a Framework for Vehicle Regulations and Certification System

Centralize control of all the existing rules under various agencies



3.4 Provision of Related Information

3.4.1 Providing Information Regarding International Conventions

At the 2nd CHVSR, we presented the 1998 Agreement and the 1958 Agreement including the comparison of these two agreements.

3.4.2 Providing Information on EV

At the 3rd CHVSR, we presented the following 2 lectures.

- ① "Technical Regulation for Electric Safety (ECE No.100)"
- ② "For the safety of Converted Electric Vehicles
~ Details of Guidelines for Converted Electric Vehicles"

3.4.3 Seminar on the 1958 Agreement

The 1958 Agreement Seminar will be held on 16 Feb,2012.

3.4.4 Seminar on ECE Regulations

Seminar on ECE Regulations was held on 9 Feb. 2012.

3.3.7 Developing Draft for Vehicle Regulations and Certification System

R30 as a model plan, we will study how to identify unique requirement in the Philippines, and discuss how to treat it

19 items of ECE regulations agreed to be adopted in ASEAN REGULATIONS TO BE ADOPTED (AGREED IN APWG)

ECE No. to be adopted	Automotive Product	PNS UNECE Standards	PNS or other standard version	ECE Status (as of Rev.19)		Responsibility	
				The Latest UNECE Version	Mandatory or Adopted		
13	Braking System	PNS UNECE 13: 2005	09 Series Suppl.9	11 Series Suppl.5	Adopted	Partly	DTI BPS TC44
13H	Braking System Passenger car	PNS UNECE 13H: 2005	00 Series	00 Series Suppl.11	Adopted	Partly	DTI BPS TC44
14	Seat belt anchorage	PNS 1893: 2000	Based on ECE R14: 1993 ECE R16: 1996	07 Series Suppl.1	Mandatory R.A.No. 8760	Partly	DTI BPS TC44
16	Seat belt	PNS 1892: 2000	Based on ECE R14: 1993 ECE R16: 1996	06 Series Suppl.1	Mandatory R.A.No. 8760	Partly	DTI BPS TC44
17	Seats	NA	NA	08 Series	NA	Not yet	DTI BPS TC44
25	Head Restraints	PNS UNECE 25: 2005	04 Series	04 Series	Adopted	Fully	DTI BPS TC44
30	Pneumatic tires passenger car tire	PNS UNECE 30: 2010	02 Series Suppl.15	02 Series Suppl.16	Mandatory DAO 2011-03	Partly	DTI BPS TC16
39	Speedometer	PNS UNECE 39: 2006	00 Series Suppl.5	00 Series Suppl.5	Adopted	Fully	DTI BPS TC44
40	Exhaust Emission (L category)	PNS-UNECE 40-2006	D.A.O. No.2010-24	01 Series Suppl.1	Mandatory DAO 2010-24	Partly	DENR
41	Noise (L category)	PNS-UNECE 41-2006	NA	03 Series Suppl.1	NA	Not yet	DENR
43	Safety glass	PNS UNECE 43: 2009	00 Series Suppl.10	00 Series Suppl.13	Mandatory DAO 2011-03	Partly	DTI BPS TC28
46	Rear view mirror	PNS UNECE 46: 2005	01 Series Suppl.4	02 Series Suppl.4	Adopted	Partly	DTI BPS TC44
49 +1)	Exhaust emission	NA	D.A.O. No.2010-23	05 Series Suppl.4	Mandatory DAO 2010-23	Partly	DENR
51	Noise emission	PNS-UNECE 51-2006	NA	02 Series Suppl.7	NA	Not yet	DENR
54	Pneumatic tires Commercial	PNS UNECE 54: 2010	00 Series Suppl.16	00 Series Suppl.17	Mandatory DAO 2011-03	Partly	DTI BPS TC16
60	Driver operated control	PNS UNECE 60: 2006	00 Series Suppl.2	00 Series Suppl.3	Adopted	Partly	DTI BPS TC44
75	Tire (L category)	PNS UNECE 75: 2006	00 Series Suppl.11	00 Series Suppl.13	Adopted	Partly	DTI BPS TC16
79	Steering equipment	PNS UNECE 79: 2005	01 Series Suppl.3	01 Series Suppl.3	Adopted	Fully	DTI BPS TC44
83 +2)	Exhaust Emission	NA	D.A.O. No.2010-23	06 Series Suppl.1	Mandatory DAO 2010-23	Partly	DENR

Note 1) R49 shall apply to M1, M2, N1, and N2 with a reference mass exceeding 2,610kg and to all motor vehicles of M3 and N3.
2) R83 shall apply to M1, M2 N1 and N2 with a reference mass not exceeding 2,610kg.

◆Chapter 4 Summary and Tasks Ahead

4.1 Summary of Activities

We supported regular CHVSR Meetings (4 meetings in 6 months).

Through these meetings, we believe activities for harmonization of regulations was revitalized. We also repeatedly explained benefits of accessing the 1958 agreement and MRA.

As a result, the Philippines understand these benefits and developed roadmap for accession to the 1958 agreement. The Philippine side proposed a detailed draft roadmap and started taking the initiative in the project.

This is one of achievements of the project.

4.2 Tasks Ahead

• Accession to the 1958 Agreement is a big milestone, but not the ultimate goal. Our objective is to establish MRA based on the 1958 Agreement by utilizing ECE certification.

• Long term tasks are: Setting up testing laboratories, establishment of methods to update laws and regulations and building a system which makes the Philippines enable to participate in the discussion of amending UN/ECE Regulations, etc.

Road-map for 1958 Agreement

including ECE introduction and WVTAS

Main issue

at CHVSR
February 15, 2012

活動 Activity	目的/期待成果 Purpose/Expected Results	課題 Tasks	詳細項目および担当者 Details & Responsibility		日割 Schedule			
			JASIC	CHVSR	JASIC	CHVSR		
1 Information and Education (IEC) on the advantages and disadvantages of Accession to 1958 Agreement	1.1 Official stand of the Philippines on the 1958 Agreement.	1.1.1	Review provisions of EO 629 particularly participation to WP 29.	CHVSR議長、WG-3) 加盟の国際的位置づけ、目的、必要性、社会的影響を説明 CHVSR Chairperson, SC-3) Deliberations on 1958 Agreement for brief explanation on the positioning of accession, purpose, necessity and social impact before starting the procedure	-	2011-2012		
		1.1.2	Detailed review of 1958 Agreement.	DOTC to coordinate with DFA on procedure	-	-		
		1.1.3	58協定の理解 Increase understanding of the 1958 Agreement	JASIC) 61回-開演、日本の経験- 知見紹介 (58年協定加盟し順次ECE法規を採用) 58協定と98協定の違い JASIC) Open seminars and share Japanese experiences and knowledge (in the accession to the 58 Agreement and successive adoption of ECE regulations thereafter). Differentiated between '58 and '98 agreement JASIC) 日本の事例説明 JASIC) Present cases in Japan	2012 Feb.	2011-2012	2011 Dec.	-
	1.2 Identification of the procedure/requirements of signing and ratification.	1.2.1	Secure materials about accession or DFA to secure materials from the UN Sec.	DOTC,DFA) 国内必要手続きの確認とスケジュール作成 DOTC,DFA) Confirm the procedure and documents required SC-3 with DFA on steps of accession to WP 29 Agreements and the required documentations.	-	2010	-	-
		1.2.2	Request DFA to confirm Philippine process of accession to international Agreements.	SC-1,2,3,4) 不明点の整理とその解消 (必要に応じてJASIC支援) SC-1,2,3,4) Identify what remains unclear and clarify them ← JASIC's support	-	-	-	-
	1.3 Coordination of various efforts and among agencies of activities for accession.	1.3.1	Present advantages to the country's economy related to accession	JASIC) 58協定の特長とメリトの説明 JASIC) Present the character of 1958 agreement and its advantage SC-1,2) 加盟メリトのまとめ SC-1,2) summarize the advantage of accession to the agreement	2011 Dec.	-	-	-
		1.3.2	Draft overall development plan on certification and regulations for Vehicle Manufacturing Industry arising from 1958 Agreement	CHVSR & SC-1,2,3,4) Study on preliminary estimation/design of certification and regulations DOTC) NEDABOIへの説明と質問への対応 DOTC) Present the plan to NEDABOI	-	2012-2013	-	-
		1.4	国内手続の確認と対応 Confirmation of domestic procedures	DOTC) U-ガール) 58協定加盟国内手続き手続の確認。 DOTC legal div.) Confirm the necessary procedure for domestic discussion / approval DOTC) 懸念されるマイナス項目と時の対応策の検討 DOTC) study potential risks/negative effects (impact assessment) and the identify countermeasures JASIC) 懸念項目の解消あるいは対策案をDOTCと協議 JASIC) discuss the potential risk and support. DOTC in drafting measures DOTC) SC) 0-17) 詳細実行計画 (役割分担とスケジュール) への反映 DOTC) SC) Reflect them to the details of roadmap (role sharing and schedule)	-	2011-2012	2011-2012	2011-2012
	1.5 加盟への合意形成活動 Build a consensus for accession	1.5.1	ハイレベルへの働きかけ Work on high-level stakeholders	JASIC) アイデア出し、事例事例の説明 JASIC) present idea and or explain cases in Japan SC-3,4) CHVSRでの合意形成に向けて対応 SC-3 and 4) Develop a consensus at CHVSR DOTC) 議員への理解活動、経済効果を示す資料作成 DOTC) Develop materials to demonstrate economic effects and increase understanding among lawmakers	2012Dec	2011-2012	-	-

Explanation of the Road map

Concept

- Target on three main issues:
 - Accession to the 1958 Agreement
 - Adoption of ECE regulations
 - Creation of WVTAS

STEP 1: Information and Education on the advantages and disadvantages of Accession to 1958 Agreement

STEP 2: RP Delegation meeting with UN Secretariat

STEP 3: Preparation of Road Map for Accession

STEP 4: Commencement of documentations and activities that related to accession

STEP 5: Official declaration for accession to 1958 Agreement by the President

STEP 6: Prepare accession bill

STEP 7: Ratification by Congress

STEP 8: Introduction of ECE Regulations and MRA

STEP 9: Introduction of WVTAS system

STEP 10: Follow-ups

Explanation of the Road map

Concept (continued)

- Description of each tasks to be tackled and break-down in each items by whom and by when.
- Need detail plan of sub committee to realize the target in the roadmap.

Proposal

- Work on each activities **in parallel** to the extent possible.
Road map is made based on timeline however it is not definitely sequence.
- Set up **Roadmap WG** for supporting CHVSR.
- Develop **Action plan of each SCs** in conjunction with the roadmap to realize the target.

Proposal

Preparation of Road Map for Accession	3.1	Define date, schedule and activities for accession	3.1.1	Draft Road Map	JASIC(0-1) 177 案の提示 JASIC Present a draft road map	2011Oct.	-	
				CHVSR to indorse the Road map to DOTC	-	2011Nov.	-	
				DOTC collect inputs from each SC(1,2,3,4)	-	2011Nov.	-	
			3.1.2	CHVSR to review	DOTC review and make revision by reflecting the domestic procedure	-	2011Dec.	-
				JASIC Support the above activities and advise necessary action	JASIC(0-1) 177 案の修正 JASIC Support the above activities and advise necessary action	2011 Dec.	-	
				DOTC to approve the Road map and inform stakeholders	DOTC to approve the Road map and inform stakeholders	-	2011-2012	
			3.1.4	Building consensus for accession by 2015.	DOTC to propose to setup Roadmap WG for working on roadmap with CHVSR and each SCs	-	2012 Feb.	-
				DOTC to propose to develop Action plan of each SCs	DOTC to propose to develop Action plan of each SCs	-	2012 Feb.	-
				DOTC(0-1) Roadmap案への反映(確認) JASIC confirm and reflect the information/inputs in the roadmap	DOTC(0-1) Roadmap案への反映(確認) JASIC confirm and reflect the information/inputs in the roadmap	2012 Feb.	-	
			3.1.4	Building consensus for accession by 2015.	DOTC Roadmap SC(0-1) 177 案に基いた詳細実行計画(役割分担とスケジュール)検討 DOTC Roadmap WG & SC(1,2,3,4) Propose detail steps following the roadmap(role sharing and schedule)	-	2011	-
					DOTC Roadmap SC(0-1) 177 案に基いた詳細実行計画(役割分担とスケジュール)を関係各庁と合意 DOTC Roadmap WG) Approve and agree with involved agencies on the detailed step/schedule of the roadmap	-	2011	-
					DOTC Roadmap SC(0-1) 177 案の評価(実現可能性含む)と修正(項目および時期) DOTC & WG) Evaluate the roadmap and modify necessary issues to achieve accession	-	2011	-
			3.1.4	Building consensus for accession by 2015.	DOTC(0-1) Roadmap案の評価と修正 DOTC & WG) Evaluate and improve the draft road map (milestones and dates)	-	2011	-
					CHVSR(0-1) 177 修正案の承認 CHVSR) Approval of revised draft roadmap and ask action plan of each SCs	-	2011-2012	-

Road map WG

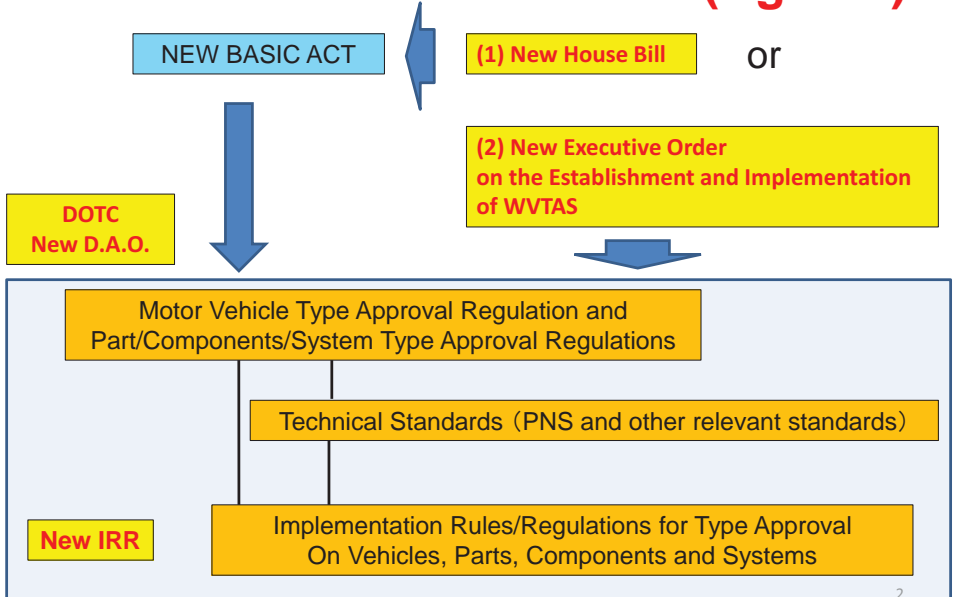
SC's Action Plan

Draft Text Whole Vehicle Type Approval Regulation for The Philippines

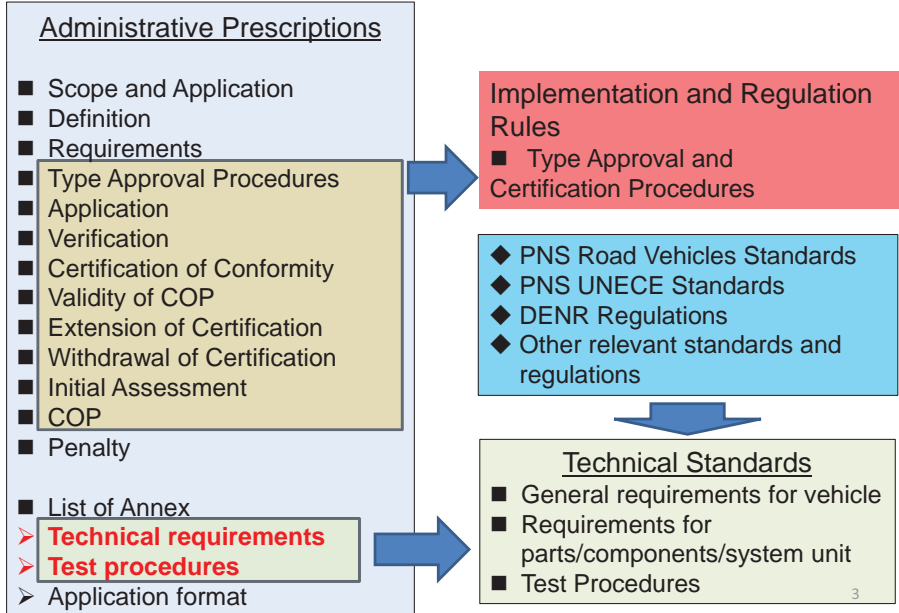
CHVSR Meeting
February 15, 2012
JICA / JASIC STUDY TEAM

Framework of Whole Vehicle Type Approval System

(Agreed)

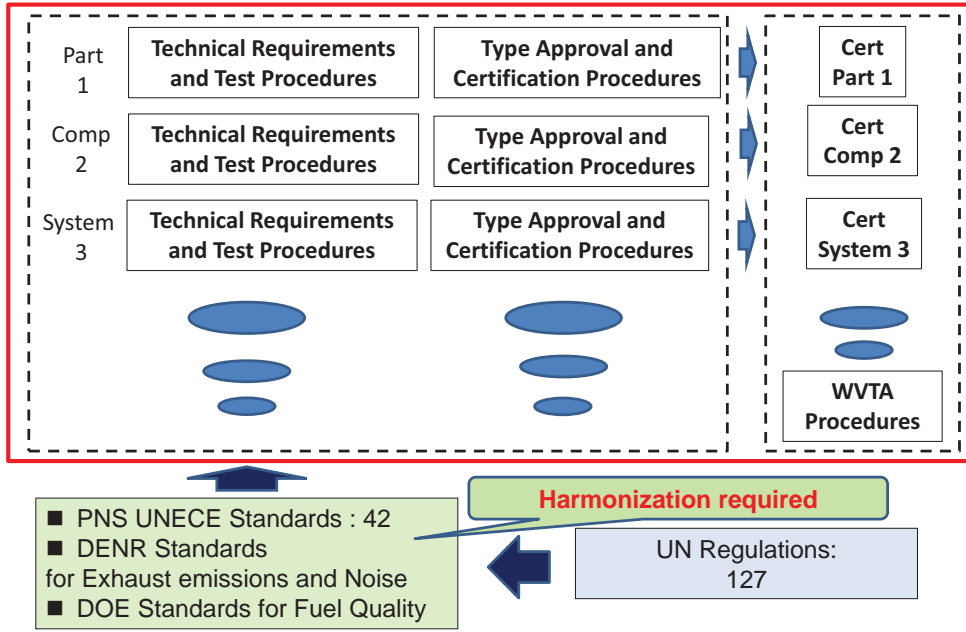


Proposed WVTAS: (Agreed) Contents of Whole Vehicle Type Approval Regulations



UN Regulations under the frame of the 1958 Agreement Parts/Components/Systems

WVTA
Reg.



Drafting WVTA Regulation under the frame of the 1958 Agreement

Reference documents:

- 127 UN Regulations
- ECE/TRANS/WP.29/78/Rev.2;
Resolution on the Construction of Vehicles (R.E.3) Revision 2
- TRANS/WP.29/1044;
General Guidelines for UNECE Regulatory Procedures and
Transitional Provisions in UNECE Regulations
- ECE/TRANS/WP.29/1059;
Resolving Interpretation Issues and Requirements for
The Technical Services In the Framework of the 1958 Agreement



Draft text of Whole Vehicle Type Approval Regulations

Chapter I General Provisions

Article 1 Subject

This Regulation is enacted pursuant to Republic Act No. XXXX (or Executive Order No. XXXX) of the Republic of the Philippines.

Article 2 Application and Scope

Scope



1. This Regulation applies to the type-approval of vehicles designed and constructed in one or more stages for use on the road, and of systems, components and separate technical units designed and constructed for such vehicles.

It also applies to the individual approval of such vehicles.

This Regulation also applies to parts and equipment intended for vehicles covered by this Regulation.

2. This Regulation does not apply to the type-approval or individual approval of the following vehicles:

(to be continued)

Draft text of Whole Vehicle Type Approval Regulations

Article 3 Definitions

3.1 General Definitions

For the purposes of this Regulation and of the regulatory acts listed in Annex 00, save as otherwise provided therein:

3.1.1 'regulatory act' means a separate regulation or Executive Order or a UNECE Regulation annexed to the Revised 1958 Agreement;

3.1.2 'separate regulation or Executive Order' means a regulation or Executive Order listed in Part I of Annex 00. This term includes also their implementing acts;

3.1.3. 'type-approval' means the procedure whereby the Government certifies that a type of vehicle, system, component or separate technical unit satisfies the relevant administrative provisions and technical requirements;

(to be continued)

Draft text of Whole Vehicle Type Approval Regulations

3.2 Definitions of vehicles (from ECE R.E.3)

3.2.1. "Power-driven vehicle" means any self-propelled road vehicle, other than a moped in the territories of Contracting Parties which do not treat mopeds as motor cycles, and other than a rail-borne vehicle.

3.2.2. "Motor vehicle" means any power-driven vehicle which is normally used for carrying persons or goods by road or for drawing, on the road, vehicles used for the carriage of persons or goods. This term embraces trolley-buses, that is to say, vehicles connected to an electric conductor and not rail-borne. It does not cover vehicles such as agricultural tractors, which are only incidentally used for carrying persons or goods by road or for drawing, on the road, vehicles used for the carriage of persons or goods.

3.2.3. "Motor cycle" means any two-wheeled vehicle, with or without side-car, which is equipped with a propelling engine. Contracting Parties may also treat as motor cycles in their domestic legislation three-wheeled vehicles whose unladen mass does not exceed 400 kg. The term "motor cycle" does not include mopeds, although Contracting Parties may treat mopeds as motor cycles for the purpose of the Convention.

3.2.4. "Moped" means any two-wheeled or three-wheeled vehicle which is fitted with an internal combustion engine having a cylinder capacity not exceeding 50 cm³ and a maximum design speed not exceeding 50 km per hour.
(to be continued)

Draft text of Whole Vehicle Type Approval Regulations

3.3 Classification of power-driven vehicles and trailers (from ECE R.E.3)

3.3.1. Category L – Motor vehicles with less than four wheels

3.3.2. Category M - Power-driven vehicles having at least four wheels and used for the carriage of passengers

3.3.2.1. "Category M1": Vehicles used for the carriage of passengers and comprising not more than eight seats in addition to the driver's seat.

3.3.2.2. "Category M2": Vehicles used for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass not exceeding 5 tonnes.

3.3.2.3. "Category M3": Vehicles used for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass exceeding 5 tonnes.

3.3.2.4. Vehicles of category M2 and M3 belong to:

3.3.2.4.1. For vehicles having a capacity exceeding 22 passengers in addition to the driver, there are three classes of vehicles:

3.3.2.4.2. For vehicles having a capacity not exceeding 22 passengers in addition to the driver, there are two classes of vehicles:

3.3.3. Category N - Power-driven vehicles having at least four wheels and used for the carriage of goods

3.3.3.1. "Category N1": Vehicles used for the carriage of goods and having a maximum mass not exceeding 3.5 tonnes.

(to be continued)

Draft text of Whole Vehicle Type Approval Regulations

Article 4 General requirements

4.1 The vehicles manufactured, constructed or imported by domestic vehicle manufacturers, chassis manufacturers, body constructors or importers shall apply for the tests conducted by technical services or certification institution to acquire test reports according to the Vehicle Testing Directions. Then proceed with the application toward certification institution and acquire the Vehicle Type Approval Certificate and then apply for registration, inspection and get the new license plate from the motor vehicle authorities.

4.2 In order to manage the type approval of motor vehicles, DOTC may authorize the professional vehicle institution with certification ability to be the certification institution, to manage the inspection and testing, on-site checking, examination, examination of COP, making and issuing the type approval certificate, document examination and on-site audit of technical services, making and issuing of technical service approval certificate, supervision and assessment of technical services and their witnessed-laboratory.

The above-authorized issues and the relevant regulations shall be published on government gazettes or newspaper by DOTC.

(to be continued)

Draft text of Whole Vehicle Type Approval Regulations

4.2 Requirements [and Accreditation of] for the Technical Services

- Annex 4 or
- ECE/TRANS/WP.29/1059



CHAPTER II MOTOR VEHICLE TYPE APPROVAL

Article 5 Motor Vehicle Type Approval Procedures

- Annex 2



CHAPTER III CERTIFICATION PROCEDURES

Article 6 Verification, Certification of Conformity and Administration

- Annex 3



CHAPTER IV SUPPLEMENTARY PROVISIONS

Article 7 Penalty

Draft text of Whole Vehicle Type Approval Regulations

LIST OF ANNEXES

- ANNEX 1 LIST OF TECHNICAL REGULATIONS SETTING THE REQUIREMENTS FOR THE PURPOSE OF TYPE APPROVAL OF VEHICLES
- ANNEX 2 VEHICLE TYPE APPROVAL PROCEDURES
- ANNEX 3 VERIFICATION, CONFORMITY OF PRODUCTION AND ADMINISTRATION
- ANNEX 4 REQUIREMENTS FOR THE TECHNICAL SERVICES

Draft text of Whole Vehicle Type Approval Regulations

ANNEX 1

ANNEX 1
TECHNICAL REGULATIONS SETTING THE REQUIREMENTS FOR THE PURPOSE OF TYPE APPROVAL OF VEHICLES IN THE PHILIPPINES



Item	Subject	UN Regulation No. Reference	Technical requirement For Type Approval	NOTES
1	Braking System	13	PNS UNECE 13: 2005	
2	Braking System Passenger car	13H	PNS UNECE 13H: 2005	
3	Seat belt anchorage	14	PNS 1893: 2000	
4	Seat belt	16	PNS 1892: 2000	
5	Seats	17	NA	
6	Head Restraints	25	PNS UNECE 25: 2005	
7	Pneumatic tires passenger car tire	30	PNS UNECE 30: 2010	
8	Speedometer	39	PNS UNECE 39: 2006	
9	Exhaust Emission (L category)	40	D.A.O. No. 2010-01	
10	Noise (L category)	41	PNS-UNECE-41-2005	
11	Safety glass	43	PNS UNECE 43: 2009	
12	Rear view mirror	46	PNS UNECE 46: 2005	
13	Exhaust emission	49	D.A.O. No. 2010-03	
14	Noise emission	51	PNS-UNECE-51-2005	
15	Pneumatic tires Commercial	54	PNS UNECE 54: 2010	
16	Driver operated control	60	PNS UNECE 60: 2006	
17	Tire (L category)	75	PNS UNECE 75: 2006	
18	Steering equipment	79	PNS UNECE 79: 2005	
19	Exhaust Emission	83	D.A.O. No. 2010-05	

DRAFT TEXT OF WHOLE VEHICLE TYPE APPROVAL REGULATION FOR PHILIPPINES



Further Actions on standard development activities related to WVTA Regulations

Harmonization of current standards of Philippines with UN Regulations required under the framework of the 1958 Agreement

- PNS UNECE Standards : 42
- DENR Standards for Exhaust emissions and Noise
- DOE Standards for Fuel Quality

UNECE Regulations:
127

- UNECE 19 Regulations targeted to be harmonized by ASEAN Member States by 2015.

ACTIONS TO BE TAKEN:

- Select Standards to be applied for WVTAS of Philippines and to be harmonized with UN Regulations.
- Make Harmonization plan for 19 UNECE regulations.

Further Actions related to the establishment of WVTAS

In relation with the vehicle regulation and certification system (WVTAS) issue, major tasks to be urgently addressed to the SCs will be as follows:

SC #1: Standards Development

- Develop technical regulations for WVTAS and determine priorities
- Develop a plan for the introduction of all the 19 regulations agreed upon at ASEAN and their harmonization with domestic legislation

SC #2: Certification and Regulation

- Draft regulations for the whole vehicle type approval system
- Develop a type approval system (procedure, document formats ...)
- Examine, designate, and place the testing facility in charge of type approval testing and examination (DOTC, DENR, DTI-BPS, CHVSR SC)

SC #3: Participation in Regional and International Agreement

- At the ASEAN APWG, promote activities for harmonization of ECE regulations to be introduced in those countries

SC #4: Legislative Agenda

- Study the possibilities of a House Bill or a new Executive Order giving legal grounds for the whole vehicle type approval system
- Review the roles of the related agencies, revise them and make adjustments among agencies, study amendment of related laws and regulations.

Harmonization on Philippine Standards with UN Regulations

CHVSR Meeting
February 15, 2012

JICA/JASIC STUDY TEAM

Study result on standards in Philippines

- 329 Standards for Road Vehicles in PNS.
- 42 UNECE regulations have been adopted as PNS UNECE.
- In ASEAN APWG, 19 ECE regulations are targeted to be harmonized by 2015, as initial items to be covered in the MRA on Automotive Products.
- Current situation on the 19 ECE regulations in Philippines;
 - ECE regulations adopted: 15 items
 - No adoption: 4 items
 - PNS UNECE standards and relevant standards (DENR) mandated in Philippines: 7 items

REGULATIONS TO BE ADOPTED (AGREED IN APWG)

2011/12/9
Ver 6

ECE No. to be adopted	Automotive Product	PNS UNECE Standards	PNS or other standard version	ECE Status (as of Rev.19)		Status Harmonization with ECE	Responsibility
				The Latest UNECE Version	Mandatory or Adopted		
13	Braking System	PNS UNECE 13: 2005	09 Series Suppl.9	11 Series Suppl.5	Adopted	Partly	DTI BPS TC44
13H	Braking System Passenger car	PNS UNECE 13H: 2005	00 Series	00 Series Suppl.11	Adopted	Partly	DTI BPS TC44
14	Seat belt anchorage	PNS 1893: 2000	Based on ECE R14: 1993 ECE R16: 1996	07 Series Suppl.1	Mandatory R.A.No. 8760	Partly	DTI BPS TC44
16	Seat belt	PNS 1892: 2000	Based on ECE R14: 1993 ECE R16: 1996	06 Series Suppl.1	Mandatory R.A.No. 8760	Partly	DTI BPS TC44
17	Seats	NA	NA	08 Series	NA	Not yet	DTI BPS TC44
25	Head Restraints	PNS UNECE 25: 2005	04 Series	04 Series	Adopted	Fully	DTI BPS TC44
30	Pneumatic tires passenger car tire	PNS UNECE 30: 2010	02 Series Suppl.15	02 Series Suppl.16	Mandatory DAO 2011-03	Partly	DTI BPS TC16
39	Speedometer	PNS UNECE 39: 2006	00 Series Suppl.5	00 Series Suppl.5	Adopted	Fully	DTI BPS TC44
40	Exhaust Emission (L category)	PNS-UNECE 40-2006	D.A.O. No.2010-24	01 Series Suppl.1	Mandatory DAO 2010-24	Partly	DENR
41	Noise (L category)	PNS-UNECE 41-2006	NA	03 Series Suppl.1	NA	Not yet	DENR
43	Safety glass	PNS UNECE 43: 2009	00 Series Suppl.10	00 Series Suppl.13	Mandatory DAO 2011-03	Partly	DTI BPS TC28
46	Rear view mirror	PNS UNECE 46: 2005	01 Series Suppl.4	02 Series Suppl.4	Adopted	Partly	DTI BPS TC44
49 *1)	Exhaust emission	NA	D.A.O. No.2010-23	05 Series Suppl.4	Mandatory DAO 2010-23	Partly	DENR
51	Noise emission	PNS-UNECE 51-2005	NA	02 Series Suppl.7	NA	Not yet	DENR
54	Pneumatic tires Commercial	PNS UNECE 54: 2010	00 Series Suppl.16	00 Series Suppl.17	Mandatory DAO 2011-03	Partly	DTI BPS TC16
60	Driver operated control	PNS UNECE 60: 2006	00 Series Suppl.2	00 Series Suppl.3	Adopted	Partly	DTI BPS TC44
75	Tire (L category)	PNS UNECE 75: 2006	00 Series Suppl.11	00 Series Suppl.13	Adopted	Partly	DTI BPS TC16
79	Steering equipment	PNS UNECE 79: 2005	01 Series Suppl.3	01 Series Suppl.3	Adopted	Fully	DTI BPS TC44
83 *2)	Exhaust Emission	NA	D.A.O. No.2010-23	06 Series Suppl.1	Mandatory DAO 2010-23	Partly	DENR



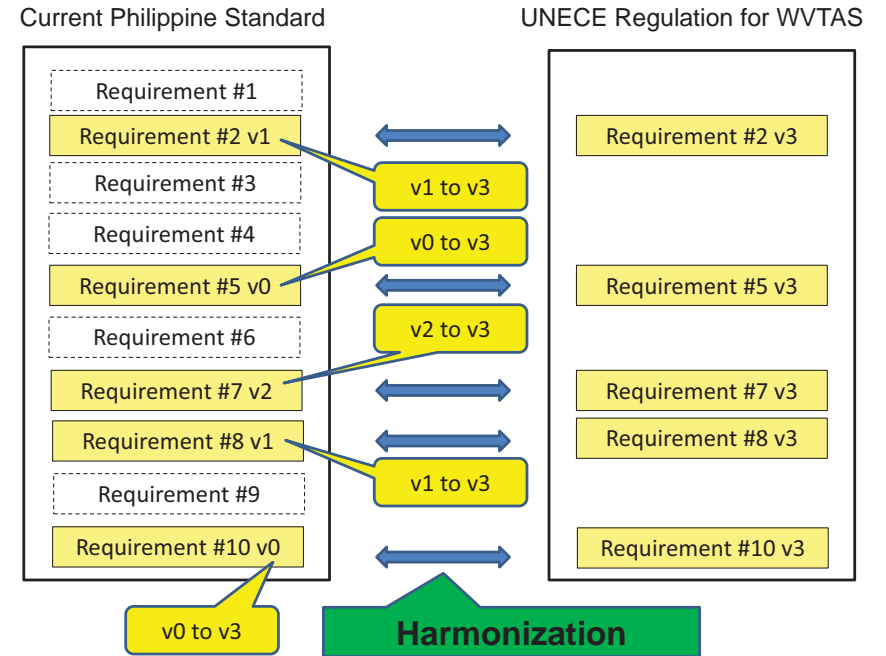
Note 1) R49 shall apply to M1, M2, N1, and N2 with a reference mass exceeding 2,610kg and to all motor vehicles of M3 and N3.
2) R83 shall apply to M1, M2, N1, and N2 with a reference mass not exceeding 2,610kg.

Current Status of Adoption/Harmonization of PNS
with ECE Regulations in Philippines
(19 UNECE Regulations specified by APWG)

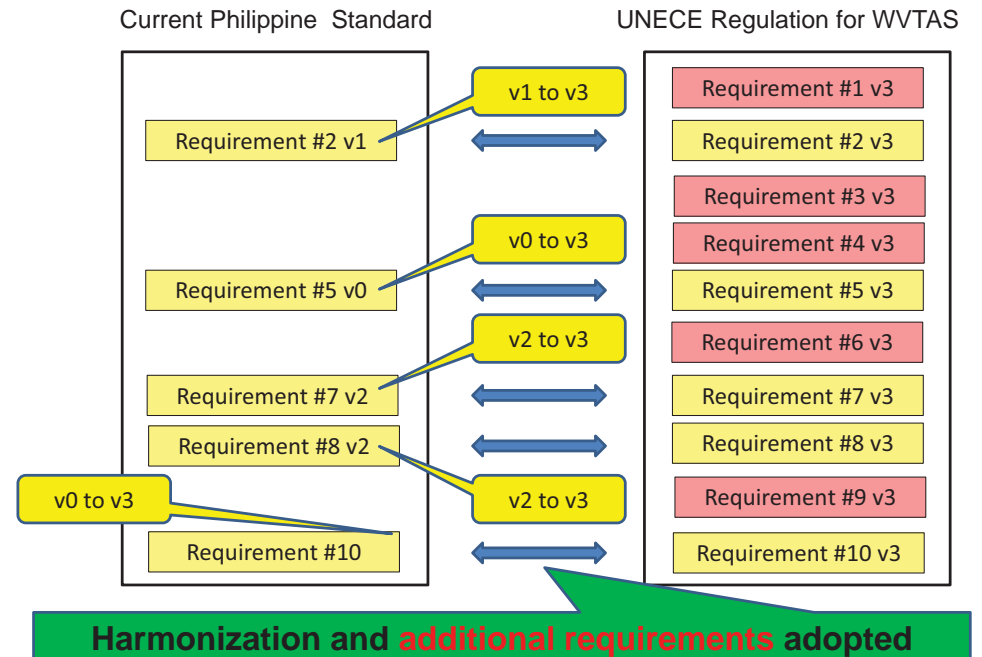
- R17 Seats:
Not yet adopted into PNS or relevant standards
- R41 and R51 Noise emission:
Not yet adopted into relevant standards

➔ **Harmonized Standards should be adopted.**

Comparison Philippine Standard with UN Regulation : Case #1



Comparison Philippine Standard with UN Regulation : Case #2



Issue of Case 1

- Requirements in the Philippine Standards should be harmonized with the requirements of the latest UN Regulation.
- How do we treat the rest of current requirements of the Philippine standard?
 - Adopt requirements of UN regulation into Philippine Standards.
 - Remain them as they are for Philippine Standards.

Issue of Case 2

- Requirements in the Philippines Standards should be harmonized with that of UN Regulation.
- How do we treat the rest of current requirements of UN Regulation.
 - Adopt requirements of UN regulation into Philippine Standards

How to harmonize current standards of Philippines with UN Regulations

WVTAS under 1958 Agreement: Harmonization with UN regulations required for technical regulations and Adoption of type approval and certification procedures

- PNS UNECE Standards : 42
- DENR Standards for Exhaust emissions and Noise
- DOE Standards for Fuel Quality

UNECE Regulations:
127

- UNECE 19 Regulations targeted to be harmonized by ASEAN Member States by 2015.

ACTIONS:

- Select Standards to be applied for WVTAS of Philippines and to be harmonized with UN Regulations.
- Make Harmonization plan for 19 UNECE regulations.

Harmonization Steps for Philippine Technical Standards with UN Regulations for the purpose of WVTAS Regulations

- Select current Philippine standards for the use of WVTAS Regulations



- Prioritize the standards for harmonization work



- Study the standard and compare with a UN Regulation relative to the standard.



- Confirm the differences between the two regulations.



- Study how to treat the differences;
 - Adopt new and/or stringent requirements into Philippine Standards, or
 - Adopt a UN regulation and replace the current standard to the regulation, or
 - Relax the current Philippine Standards, adopting looser limit value.

Summary

Adoption Plan of UNECE Regulations to Philippine Standards (Technical requirements)

- The current / the latest plan for adoption of 19 ECE Regulations by 2015
- Technical standards for WVTAS

How to handle the current standards and regulations (Type approval and Certification Procedures)

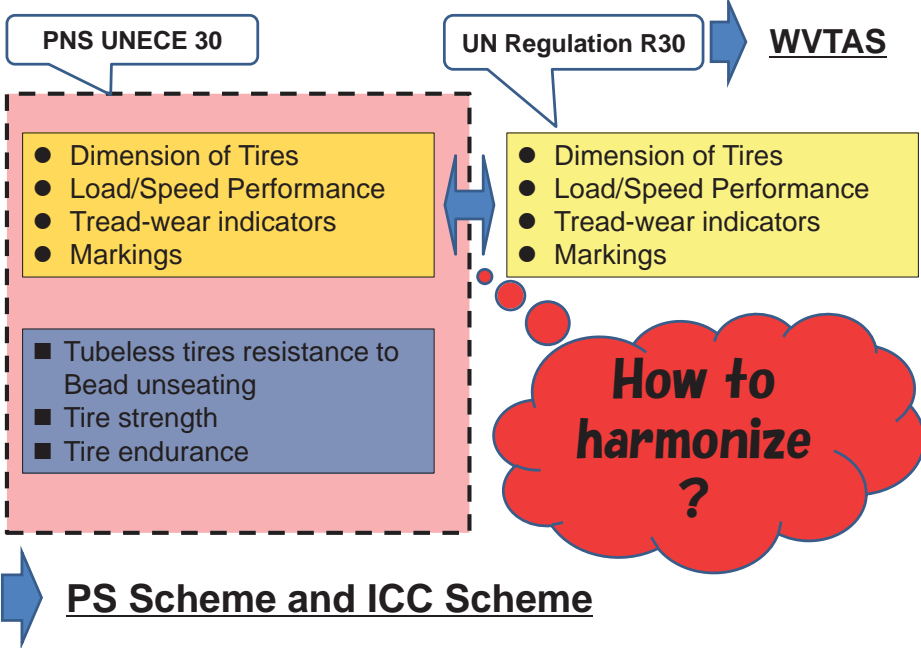
- PNS vs. PS Certification Scheme
- PNS vs. ICC Certification Scheme
- DENR D.A.O and Standards
- DOE Fuel Standards

Continue to work for harmonization in CHVSR S/C #1 Standard Development and S/C #2 Certification and Regulation.

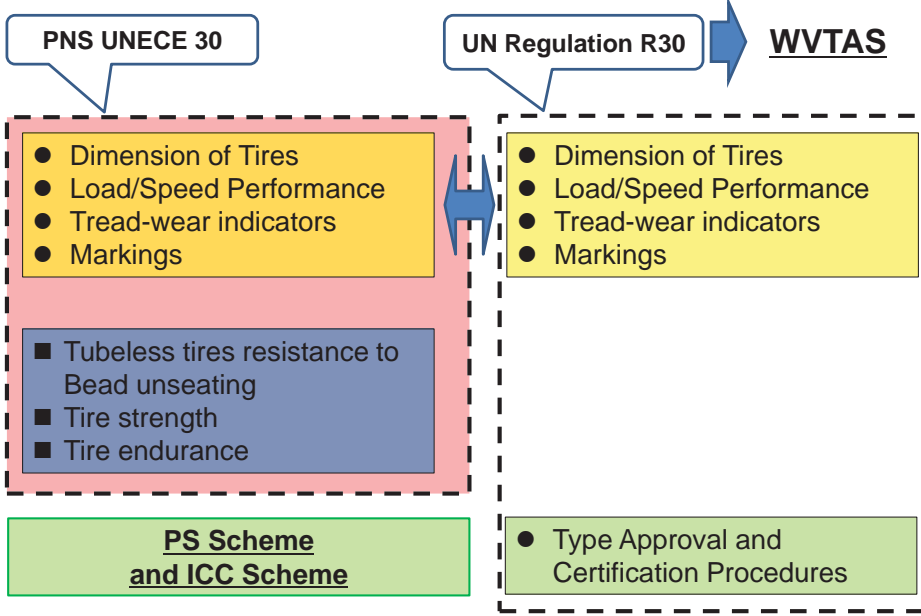
Introduction of Standard Harmonization Case of Tire Standard (PNS UNECE 30)

CHVSR Meeting
February 15, 2012
JICA/JASIC STUDY TEAM

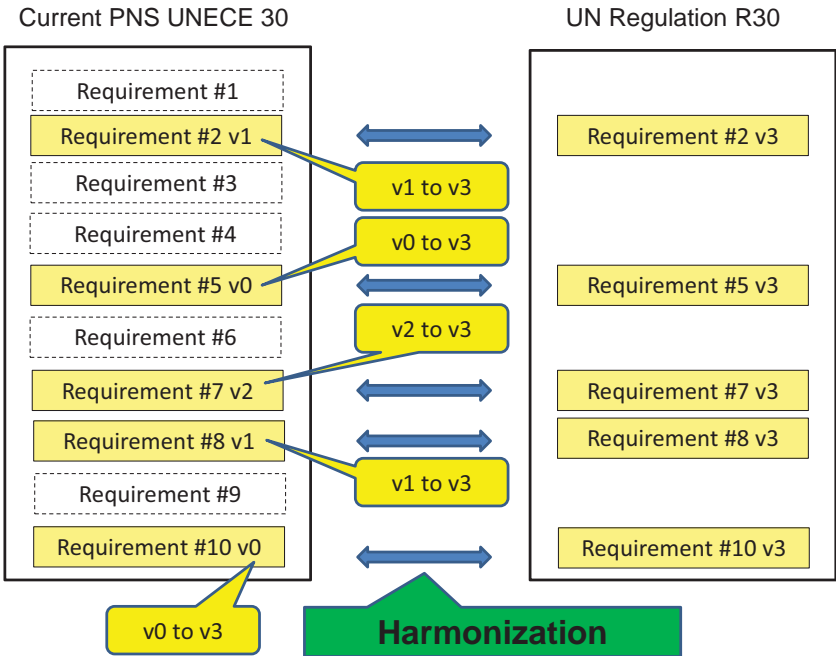
Difference between PNS UNECE 30 vs. UN Regulation R30



Difference between PNS UNECE 30 vs. UN Regulation R30



Comparison PNS UNECE 30 with UN Regulation R30



**Example Case of Standard Harmonization:
PNS UNECE 30 2010: Tire Standard**



Not fully equivalent with UN Regulation R30



VTAS under the framework of the 1958 Agreement:

**Harmonization for Technical requirements
and
Adoption of Type approval and Certification procedures**

5.8 協定加盟及び型式認証制度導入の工程表
Road Map for Accession to the 58 Agreement and Introduction of Type Approval Certification System

as of 2012.Feb.15
for CHVSR_Feb

活動 Activity	目的/期待成果 Purpose/Expected Results	課題 Tasks	詳細項目および担当 Details & Responsibility	日割 Schedule		
				JASIC	CHVSR	
1 Information and Education (IEC) on the advantages and disadvantages of Accession to 1958 Agreement	1.1 Official stand of the Philippines on the 1958 Agreement.	1.1.1 Review provisions of EO 628 particularly participation to WP 29.	CHVSR議長、WG-3) 加盟の国際的位置づけ、目的、必要性、社会的影響を説明 CHVSR Chairperson, SC-3) Deliberations on 1958 Agreement for brief explanation on the positioning of accession, purpose, necessity and social impact before starting the procedure	-	2011-2012	
		1.1.2 Detailed review of 1958 Agreement.	DOTC to coordinate with DFA on procedure	-		
		1.1.3 58協定の理解 Increase understanding of the 1958 Agreement	JASIC) 研修開催、日本の経験・知見紹介 (58年協定加盟し順次ECE法規を採用) 58協定と98協定の違い JASIC) Open seminars and share Japanese experiences and knowledge (in the accession to the 58 Agreement and successive adoption of ECE regulations thereafter). Differentiated between '58 and '98 agreement JASIC) 日本の事例説明 JASIC) Present cases in Japan	2012 Feb.	2011-2012	
	1.2 Identification of the procedure/requirements of signing and ratification.	1.2.1 Secure materials about accession or DFA to secure materials from the UN Sec.	DOTC,DFA) 国内必要手続きの確認とスケジュール作成 DOTC,DFA) Confirm the procedure and documents required SC-3 with DFA on steps of accession to WP 29 Agreements and the required documentations.	-	2010	
		1.2.2 Request DFA to confirm Philippine process of accession to international Agreements.	SC-1,2,3,4) 不明点の整理とその解消 (必要に応じJASIC支援) SC-1,2,3,4) Identify what remains unclear and clarify them <- JASIC's support	-		
	1.3 Coordination of various efforts and among agencies of activities for accession.	1.3.1 Present advantages to the country's economy related to accession	JASIC) 58協定の特徴とメリットの説明 JASIC) Present the character of 1958 agreement and its advantage	2011 Dec.	-	
			SC-1,2) 加盟メリットのまとめ SC-1,2) summarize the advantage of accession to the agreement	-		
	1.4 国内手続の確認と対応 Confirmation of domestic procedures	1.4.1 予測される対応項目の検討 Study predictable issues and Q&A	CHVSR & SC-1,2,3,4) Study on preliminary estimation/design of certification and regulations	-	2012-2013	
			DOTC) NEDA/BOIへ説明と質問への対応 DOTC) Present the plan to NEDA/BOI	-	2011-2012	
	1.5 加盟への合意形成活動 Build a consensus for accession	1.5.1 ハイレベルへの働きかけ Work on high-level stakeholders	DOTC) 懸念されるマイナス項目とその対応策の検討 DOTC) study potential risks/negative effects (impact assessment) and the identify countermeasure	-	2011-2012	
			JASIC) 懸念項目の解消あるいは対策案をDOTCと協議 JASIC) discuss the potential risk and support DOTC in drafting measures	2012Feb	2011-2012	
			DOTC SC) ロードマップ 詳細実行計画 (役割分担とスケジュール) への反映 DOTC SC) Reflect them to the details of roadmap (role sharing and schedule)	-	2011-2012	
	2 RP delegation meeting with UN Secretariat	2.1 WP29活動への参画 Join activities at WP 29	2.1.1 WP29活動の理解 Understanding of WP29 activities	JASIC) WP活動の説明 JASIC) present WP activities DOTC) 継続活動の体制作り DOTC) Set up organization to focus work on harmonization	2012Feb.	2012
			2.2 Confirm the requirements and procedure for accession from UN Sec.	JASIC) アゴ取り、招待状要請、日程調整、同行 JASIC) Arrange appointments, issuance of a letter of invitation, and schedule, and accompany the officials DOTC) 国連事務局訪問参加者決定と予算確保、DOTC、LTO、DENR、DFA、DTI DOTC) Determine UN visit participants from DOTC, LTO, and DENR and budget allocation 派遣者) 加盟手続手続きの確認と国連関係者からの助言収集 Experts) confirm the accession procedure and make consideration on the advice from UN officials	2011 Jan (rescheduled)	2012 cancelled
	3 Preparation of Road Map for Accession	3.1 Define date, schedule and activities for accession	3.1.1 Draft Road Map	JASIC)ロードマップ案の提示 JASIC) Present a draft road map	2011Oct.	-
CHVSR to indorse the Road map to DOTC DOTC collect inputs from each SC(1,2,3,4)				-	2011Nov.	
DOTC to review and make revision by reflecting the domestic procedure				-	2011Dec.	
3.1.2 CHVSR to review			JASIC) 上記活動のサポートとロードマップ案の修正 JASIC) Support the above activities and advice necessary action	2011 Dec.	-	
			DOTC to approve the Road map and inform stakeholders DOTC) to propose to setup Roadmap WG for working on roadmap with CHVSR and each SCs	-	2012 Feb	
			DOTC) to propose to develop Action plan of each SCs	-	2012 Feb	
3.1.3 Finalization of the Road Map			JASIC) 知見のロードマップ案への反映 (確認) JASIC) confirm and reflect the information/inputs in the roadmap	2012 Feb.	-	
			DOTC Roadmap SC) ロードマップ案に沿った詳細実行計画 (役割分担とスケジュール) 検討 DOTC Roadmap WG & SC(1,2,3,4) Propose detail steps following the roadmap(role sharing and schedule)	-	2011	
			DOTC Roadmap SC) 上記詳細実行計画 (役割分担とスケジュール) を関係省庁と合意 DOTC Roadmap WG) Approve and agree with involved agencies on the detailed step/schedule of the roadmap	-	2011	
3.1.4 Building consensus for accession by 2015.			DOTC Roadmap SC) ロードマップ案の評価 (実現可能性含む) と修正 (項目および時期) DOTC & WG) Evaluate the roadmap and modify necessary issues to achieve accession	-	2011	
			DOTC) ロードマップ案の評価と修正 DOTC & WG) Evaluate and improve the draft road map (milestones and dates)	-	2011	
			CHVSR)ロードマップ修正案の承認 CHVSR) Approval of revised draft roadmap and ask action plan of each SCs	-	2011-2012	
3.2.1 自動車産業振興策の確認 (特に対アセアン) と振興モデル案の検討 Confirm measures necessary to promote the automotive manufacturing industry in the ASEAN			3.2.1 自動車産業振興策の確認 (特に対アセアン) と振興モデル案の検討 Confirm measures necessary to promote the automotive manufacturing industry in the ASEAN	1. Oversee and coordinate all standardization activities of all government member agencies through the Committee which will be used as basis for regulations, covering 425 existing PNS on Road Vehicles which includes Auto LPG/CNG conversion standards for use for M and N category vehicles, hybrid vehicles standards, fuel quality and others	-	
				2. Conduct inventory of existing standards and test methods	-	
				3. Coordinate schedule of review/formulation of new standards and test methods a) motor vehicles and its parts (2-3 wheeled vehicles) Review of existing PNS b) Customized Local Road Vehicles (CLRV) 4-wheel MV - Classification - Development of Standards for Jeeps - Development of Standards for Vehicle systems, components and separate technical units of CLRVs (container, carrier, chassis, fuel system)	-	
	4. Collect noise level data at traffic oriented zone, residential, institutional and others. Noise test of new MV and MC (test procedure based on R51 & R41)	-				
	5. Conduct inventory of regulations implementing the standards.	-				
	6. Identify technical and infrastructure requirements to enforce the standards, their availability, status and location	-				
3.2.1	JASIC) 58協定加盟メリットについて協議及び考え方の提案 JASIC) Discussion on the advantage of accession	2011Oct.	-			

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4 Commencement of documentations and activities that related to accession	3.2 加盟メリットの具体化策 Demonstrate specific advantages from accession 経済効果の検証 Verified economic benefits	3.2.2 Examine development models by other countries for making own priority of ECE implementation	DOTC, DTI) 自動車関連の国家開発計画との関連付け検討 (例えば、EO877A, identify value added to manufacturing and technology transfer and high economic contributions of accession)	-	2012		
			DTI,DOTC) 7/10国内自動車 & 部品産業調査 (国際競争力、設備能力等評価) DTI,DOTC) Survey domestic auto & parts industry(competitiveness and capability such as technology, facility etc.)	-	2012		
			DTI,DOTC) 優先採用ECE項目と採用計画案の策定 DTI,DOTC) Prioritize ECE to be implemented and propose schedule based on readiness of automotive industry	-	2012		
		3.2.3 優先採用ECEの決定 ASEAN推奨19項目とそれ以外の項目 Determine ECE regulations to be adopted (priority 19 regulations recommended by ASEAN and other regulations) and draft proposed schedule (link to 8.1.1)	CHVSR)優先採用ECE項目と採用計画の承認 CHVSR) Approve the implementation of prioritized ECE	-	2012		
			SC-1 and 2) 自動車産業振興政策への重点化とその経済効果見込み SC-1 and 2) Identification of policies to promote the automotive industry arising from accession	-	2012		
			SC-1,2) 優先ECE項目を考慮した認証設備計画案作成 SC 1 and 2) Develop a plan for certification facilities based on ECE priority regulations	-	2012-2013		
	3.3 Current house bill or drafting Bill, EO, and/or DAO (whichever is applicable) for WVTAS	3.3.1 Introduce amendment to HB Nos. 955 and 1517 in order to get the legal basis for establishing WVTAS	Section 15. Harmonization Measures. – The government shall formulate and implement harmonization measures * consistent with international agreements on market integration such as the Mutual Recognition Agreement (MRA) for Motor Vehicle Type Approval System tests of vehicles (WVTAS) for introduction to the Philippine Market with the end view of promoting effective regulation and transparency in rules.	-	2011 Dec.		
			DOTCリーガル) 上記に沿った改正法規案作成。 DOTC legal div.) Draft bill or any legal document related to WVTAS.	-	2011-2013		
			DOTC) 改正法規案提出と承認の推進。 DOTC) Approve the draft and file the Bill or submit to Malacañang if EO on DOTC jurisdiction over WVTAS.	-	2012-2013		
			議会、所轄官庁) 改正法規承認と施行準備 Congress pass the Bill into Law, signature of the Law or the EO.	-	2012-2013		
			DOTC) 5.8 協定加入手続きの役割分担決定、DFAへの報告 DOTC) Determine role sharing in the accession work; report to DFA	-	2012		
			DOTCリーガル) 上記に沿った改正法規案作成。 DOTC legal div.) Review and draft bill on EO relative to accession	-	2012		
5 Official declaration for accession to 1958 Agreement by the President	4.1 Finalized official documents for accession	4.1.1 Ensure effectiveness and continuity.	DOTC) 5.8 協定加入手続きの役割分担決定、DFAへの報告 DOTC) Determine role sharing in the accession work; report to DFA	-	2012		
			4.1.2 Preparation of document for accession.	-			
		4.2 Revised regulations or enhanced interpretation and application related to 1958 Agreement	4.2.2 Revise existing Laws , Draft Executive Order or propose Bill, when appropriate	4.2.1 Examine how to reflect obligations and responsibility on the domestic systems.	DOTCリーガル) 58協定加盟国内手続き手順の確認。 DOTC Legal div.) Confirm domestic procedure for accession	-	2011-2012
				4.2.2 Revise existing Laws , Draft Executive Order or propose Bill, when appropriate	CHVSR)「ドマア」実行のための予算、工数の確保 (案の作成) CHVSR) Apply and allocate the budget and manpower to work for accession and/or establishment, operation and maintenance of WVTAS.	-	2012
					DOTC SC-3) 義務と責任に関する課題抽出 DOTC SC-3) Identify tasks, obligations and responsibilities for accession	-	2012
					DOTCSC-3&JASIC) 課題への対応策だし DOTC-3 & JASIC) Develop solutions and activities to implement the tasks	-	2013
	SC-3.4) 加盟に当たり現行法の運用修正項目を洗い出し、改訂方法を検討決定する。 SC-3.4) Review current regulations and propose solutions as necessary				-	2012	
	DOTC & SC-3.4) CHVSR Sub-SC開催と役割分担/連携方法、関連法規改正案の検討 DOTC & SC-3.4) Determine the methods of role sharing among stakeholders related to revised laws and regulations				-	2012	
	4.3 Mutual Recognition Agreement (MRA) - 1958 Agreement and Mutual Recognition Arrangement for the ASEAN	4.3.1 Pursue advantages of MRA to promote development of automotive industry	DOTCリーガル) 上記に沿った改正法規案作成。 DOTC legal div.) Review and draft bill on EO relative to accession	-	2012		
			DOTC) 改正法規案の承認と提出の推進。 DOTC) Finalize the draft bill and endorse to President	-	2012		
			議会、所轄官庁) 改正法規案の承認と施行準備 (関係省庁による展開)。 Congress) Bill enacted into law	-			
			1. Conduct Public Consultation on the results of CBA Analysis to include concerned stakeholders.	-			
2. Coordinate with DFA recommending for Philippine membership to WP29.			-				
3. Coordinate with the Executive and the Senate re: WP 29 Accession			-				
6 Prepare an accession bill	6.1 DFAへの正式説明 Officially present accession to DFA	6.1.1 資料の説明 Present reference materials	DOTC議長) 外務省・関係省庁と連携し国会へ法案提出 DOTC) Submit draft Bill	-			
			DOTC) DFA と協議し決定 DOTC) consult process and the proposed Bill with DFA	-			
			CHVSR Sub SC) 各Sub案のまとめと国会提出資料案作成 CHVSR Sub SC) Summarize and approve the proposal	-			
			CHVSR議長) 各Sub案のまとめと承認 CHVSR Chairperson) Summarize and approve sub SC proposals	-			
			CHVSR議長) 国会審議へ提出手続きの推進 CHVSR Chairperson) Proceed to endorse to congress	-			
			DFA) 関係者の意見を集める DFA) conduct public hearings/consultations	-			
7 Ratification by Congress	7.1 Ratification of the 1958 Accession	7.1.1 対応案のまとめ Summarize and approve measures to be taken	政府) 公式発表 Government) official announcement	-	before 2015		
			Approval of DFA and ratification by the Executive Branch CHVSR,DOTC SC-3) ask DFA to organize the inter-agency meeting to achieve consensus	-			
			下院、上院審議 Discussion at the house and the senate	-			
			6.2 加盟の合意 Agree on accession	6.2.1		-	
				6.3.1 ヒアリング Hearing	-	2012-2013	
			6.3 加盟の合意 Agree on accession	6.3.2 法制化 Legislation	-		
7.1.1 対応案のまとめ Summarize and approve measures to be taken	-	2013-2014					
7 Ratification by Congress	7.1 Ratification of the 1958 Accession	7.1.1 対応案のまとめ Summarize and approve measures to be taken	JASIC) 日本の事例 JASIC) Japan's experiences sharing	2011Oct.	2012		
			JASIC) ECE導入計画立案の支援 JASIC) Support DOTC SC-2 to draft proposed schedule of ECE implementation	2012Feb	-		

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8 Introduce ECE regulations and MRA	8.1 採択作業 Adopt regulations	8.1.1 優先ECE決定に従い導入時期の決定 Determine priority ECE regulations including schedule of introduction	CHVSR)優先採用ECE項目と採用計画の承認 CHVSR) Approve priority ECE and implement schedule	-	-		
			CHVSR) ASEAN合意とPhilippines国計画の調整 CHVSR) Adjust the Philippine plan versus ASEAN MRA	-	-		
			SC-1) BPSの規格採用計画に反映 (段階的取り入れ) SC-1) Integrate into BPS standard adoption plan (adoption in stages)	-	-		
			CHVSR) Philippines国採用計画作成 CHVSR) Draw up a Philippine plan	-	-		
		8.1.2 採用ECEの国連への通知 Inform the UN of ECE regulations to be adopted		-	-		
		8.1.3 ECE受け入れ手続き開始 Start ECE acceptance procedure	DOTC) 国内手続きのためにDFAへ提出 DOTC) Submit to DTI-BPS	-	2015		
9 WVTA制度構築 Introduction WVTA system	9.1 WVTA制度構築のための組織にかかわる法規案の提示 Propose draft laws for the organization related to set up WVTA	9.1.1 WVTA導入に当たり、型式認証業務全体の機能(流れ、ステップ等)の理解 For the smooth introduction of MVTAS, understand entire function, inspection and steps of WVTA certification procedure	JASIC) ヒナ-開催 (型式認証業務) JASIC) organize seminar (Type approval procedure)	2011Oct.	2011-2012		
			JASIC) WVTAのヒナ-案の提示 JASIC) presentation of the proposal of WVTA concept	2011Oct.	2011		
	9.2 WVTA体系・規則のコンセプト構築 (法規体系、運用) Develop a concept of WVTA system and regulations (Legal system and operation)	9.2.1 他国制度の調査 (日本、UNECE等) Research other countries' WVTA (Japan, EU, UNECE, etc.)	9.2.1	JASIC) 日本、UNECE (WVTA) 制度の法体系調査 JASIC) Survey the legal systems of Japan and UNECE (WVTA)	2011Oct.	2012	
				JASIC) 他国制度調査の提示 JASIC) presentation of the systems of other countries' cases (VietNam)	2011Dec.	-	
		9.2.2 フィリピン現行法規の調査と一般項目の整理と方針決め Revise current Philippine regulations on MVTAS	9.2.2	DOTC) リーガル) 車両関連法規の関係、内容、位置づけについて整理 DOTC legal) Review contents, related laws and regulations on MVTAS	-	-	
				DOTC) リーガル) 現行「車両検査制度」「登録制度」調査 DOTC legal) Review the current vehicle inspection and certification system	-	2012-2013	
		9.2.3 WVTA法体系案作成、ヒアリング Draft a WVTA legal system and conduct consultations	9.2.3	JASIC) WVTAのヒナ-案の提示 JASIC) presentation of the proposal of WVTA concept	2011Oct.	-	
				JASIC) DOTC、LTO、DTI-BPS、DENR、DOE、Legalの意見を聞き修正 JASIC) amend details of concept based on public consultation by DOTC,LTO, DTI-BPS, DENR, DOE, Legal	2011Dec.	-	
		9.2.4 最終案作成と提示 Develop and propose the final draft	9.2.4	DOTC legal & JASIC) 上記に基づき案作成、提案 DOTC legal & JASIC) Consultation of proposed regulations by DOTC, LTO, DTI-BPS, DENR, DOE, Legal and revise if necessary	2012Feb	2012-2013	
				DOTC) リーガル) WVTA最終案作成 DOTC legal) Finalize draft of MVTAS regulations/ vehicle certification	-	2013	
		9.3 新たな型式指定制度の導入 Introduction of new whole vehicle type approval system (WVTAS) - general requirements	9.3.1 新法規承認と施行 (責任官庁等の枠組みを規定) Approval and implementation of new laws (policy framework among responsible stakeholders)	9.3.1	DOTC) SC) 骨子に基づく法規案作成。 DOTC) draft Bill or legal documents to enforce MVTAS	-	2012-2013
					DOTC) 新法規案提出と承認の推進。 DOTC) Submit to President the draft bill or EO	-	2016
					DOTC) SC) 新法規に基づく詳細規定案 (DO,IRR等) の検討、作成 DOTC) SC) Draft implementing rules and regulation (DO, IRR etc.)	-	2015
					DOTC) 詳細規定案提出と承認のための推進。 DOTC) Issue IRR or DO on MVTAS	-	2015
					Review EO 628, Clean Air Act, Seatbelt Law	-	2015
					draft bill	-	2015
9.4 WVTA規則案の作成・提案 各技術基準のリンク Draft and propose WVTA regulations - linkage of each technical regulation to WVTAS	9.4.1 技術基準の整合化推進 Improve consistency among technical regulations	9.4.1	JASIC) ECEセミナー開催 (優先ECEの中の3項目程度が対象) JASIC) Conduct seminars on priority ECE standard (ECE 30, 54, 83)	2012Feb.	2013-2015		
			JASIC) 詳細規定の作成 (ECE項目の一つをサンプルとして) JASIC) drafting one detail legislation as a sample	2012Feb.	-		
			SC-1.2) 国家規格(PNS他)のECE整合状況調査 SC-1.2) Review PNS and other national standards consistency with ECE regulations	-	-		
			SC-1.2) PNS規格とECE基準整合内容確認 (国内専門家への展開) SC-1.2) harmonize PNS standards and ECE regulations	-	-		
			SC-1.2) 既存PNS規格については技術要件の差異確認 SC-1.2) Check difference in technical requirements of existing PNS standards from ECE regulations	-	-		
			SC-1.2) 採用ECE (Series, Amendment) の提案 SC-1.2) Propose ECE regulations to be adopted (Series, Amendment)	-	-		
9.4.2 ECE基準 (PNS) の強制法規化 Issue PNS on MVTAS	9.4.2	DOTC,DTI)ECE基準 (PNS)の強制法規化 DOTC,DTI)implemetation of ECE on MVTAS	-	2014-2015			
		JASIC) 制度調査結果に基づき案作成、提案 JASIC) present draft procedure based on the suvey	2012Feb.	-			
9.4.3 認証 (手続き) 規則 (案) 作成 Draft certification (procedure) regulations	9.4.3	SC2) Consultation among DOTC, LTO, DTI-BPS, DENR, DOE, Legal and revise if necessary of the draft MVTAS and vehicle certification system	-	2012-2014			
		SC2) Revise the draft and present revision on vehicle certification	-	2013			
		SC2) draft bills/regulations if necessary	-	2011-2013			
		DOTC) 提案合意 DOTC) Submit draft bill to President or DAO to concerned Secretaries.	-	2012-2013			
9.4.4 認証業務における組織体とその運営案の提示 Proposed organization of WVTA (integrated or linked) and its operation process and vehicle certification	9.4.4	SC-1.2)各官庁の責任・役割・連携内容の洗い出し (機能設計) SC-1.2)List up responsibility, roll sharing and coordination among ministries and agencies (functional ground design)-9.1 or 9.2	-	2012-2013			
		SC-1.2)連携案選定 (短、中期と長期) SC-1.2)Choose concept of coordination (function design) for short/mid./long term -9.1 or 9.2	-	-			
9.5 Develop Vehicle Type Approval System with test program (WVTA)	9.5.1 Develop Motor Vehicle Type Approval System WVTA test facility in the country	9.5.1	DOTC/LTO to devise implementation/operation plan	-	2012-2014		
			DOTC) 予算の獲得と実行計画への反映 DOTC) allocate budget for the implementation	-	2012-2014		

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活動 Activity	目的/期待成果 Purpose/Expected Results	課題 Tasks	詳細項目および担当 Details & Responsibility	日程 Schedule	
				JASIC	CHVSR
10 フォロー Follow-ups	10 必要な国内手続きの740-実施 follow up necessary domestic procedure and develop a system to ensure implementation	10.1.1 1. Accomplishment reports on accession	CHVSR) 確認と実施 CHVSR) Check the remaining items and deliverables	-	2014-2015 onwards
		10.1.2 2. Status of WVTA		-	
		10.1.3 3. Punch list of deliverables under 1958 Agreement	SC-1,2,3,4) 不明点の整理とその解消 (必要に応じJASIC支援) SC-1,2,3,4) Identify what remains unclear of the undelivered portion and clarify with <- JASIC's support	-	2015 onwards

1958 Agreement Seminar (Feb. 16, 2012) Presentation Materials
1958年協定セミナープレゼンテーション資料

1. Japan's Accession to the 1958 Agreement and Application of UN Regulations
2. Mutual Recognition of Approval under the 1958 Agreement & To Become Contracting Party
3. Current and Future Issues Related to be Establishment of WVTA Regulation for the Philippines
4. Activities for Establishment of the System of Mutual Recognition of International Whole Vehicle Type Approval (IWVTA)
5. Road map of 1958 Agreement including ECE Introduction and WVTAS

Japan's Accession to the 1958 Agreement and Application of UN Regulations

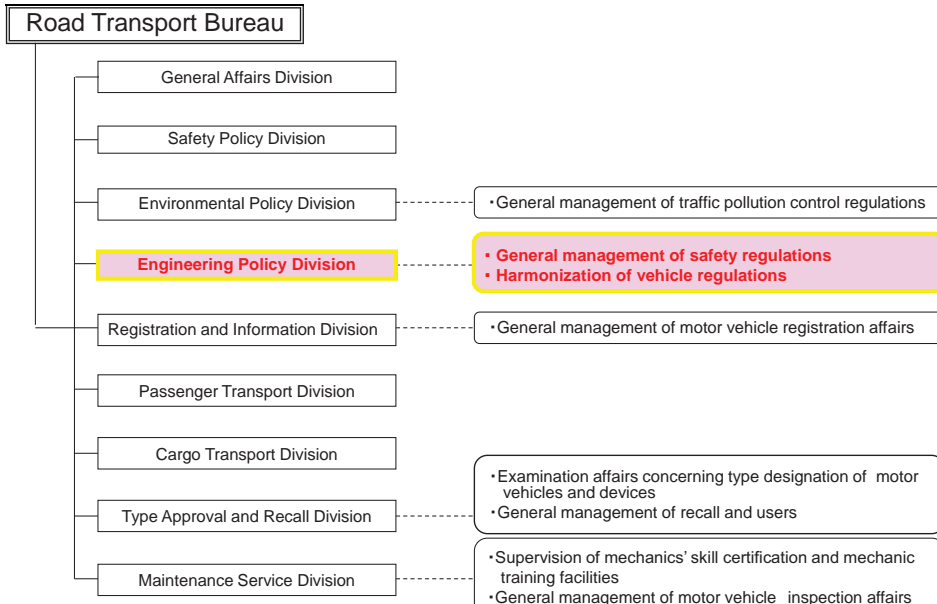
16 February 2012

Ryosuke ITAZAKI
International Affairs Office
Engineering Policy Division
Road Transport Bureau



Organizational chart of Road Transport Bureau

The Road Transport Bureau is responsible for activities such as general management of safety and environmental regulation, registration, inspection, type approval, recall, compensation for an automobile accident, supervision of mechanics' skill certification and mechanic training facilities, passenger and cargo transportation, and so on...



Benefits of the 1958 Agreement



- No obligation with the accession to the 1958 Agreement itself. Contracting Parties are free to apply all, some or no UN Regulations.
- If a Contracting Party applies a UN Regulation annexed to the Agreement,
 - ① it enables the Contracting Party to participate in the decision making procedure affecting the vehicle regulation, while
 - ② it is obliged to accept type approvals by other Contracting Parties concerning the UN Regulations applied.

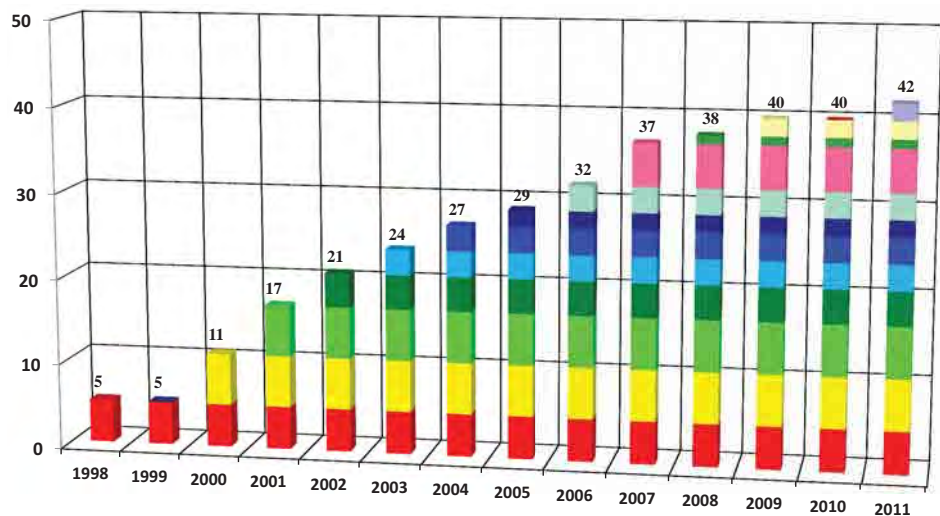
- Since it is obliged to accept type approvals by other Contracting Parties concerning the UN Regulations applied, it is necessary to stipulate the related provisions in national laws which regulate the handling procedures for type approvals.
- The MOT (Ministry of Transport, the name of MLIT in those days) which is in charge of the type approval of motor vehicles, stipulated the provisions regarding the matters in the Road Vehicles Act.
- The MOT obtained the approval from the Diet to accede to the Agreement with the help from the MOFA, which is in charge of international agreements.
- It is important to give the stakeholders the justification to accede to the 1958 Agreement.

(Reference)

1953	WP29 is initiated under UN/ECE
1958	Establishment UN/ECE 1958 agreement
1977	Japan declare attendance at WP 29 as observer
1988	Japan starts to propose international harmonization draft
1989	Submission of revision UN/ECE 1958 agreement
1995	Revised 1958 agreement enter into force
1998	Japan acceded to UN/ECE 1958 agreement

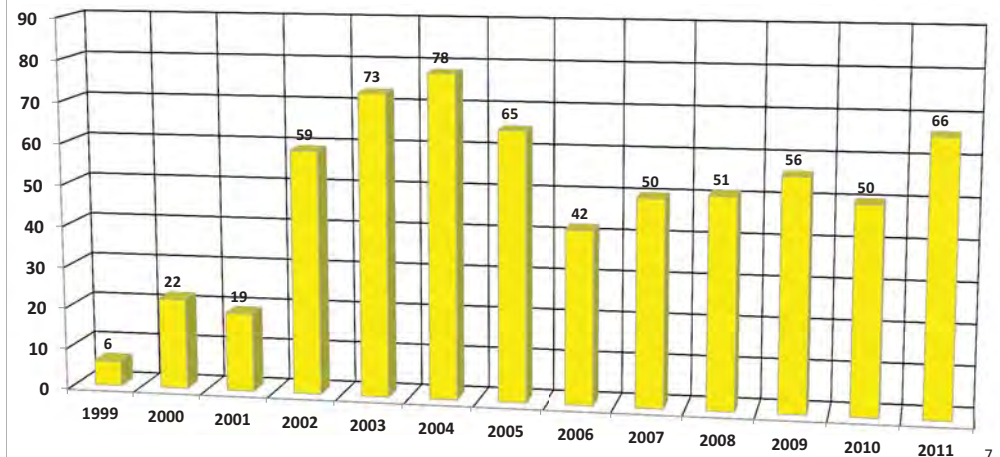
Japan has been steadily increasing the number of UN Regulations applied since its accession to the 1958 Agreement.

Number of UN Regulations which Japan has applied



- Japan has been proposing necessary amendments to UN Regulations in order to maintain the traffic safety level in Japan when applying the UN Regulations.

Number of proposals to amend UN Regulations and provisions of technical information by Japan

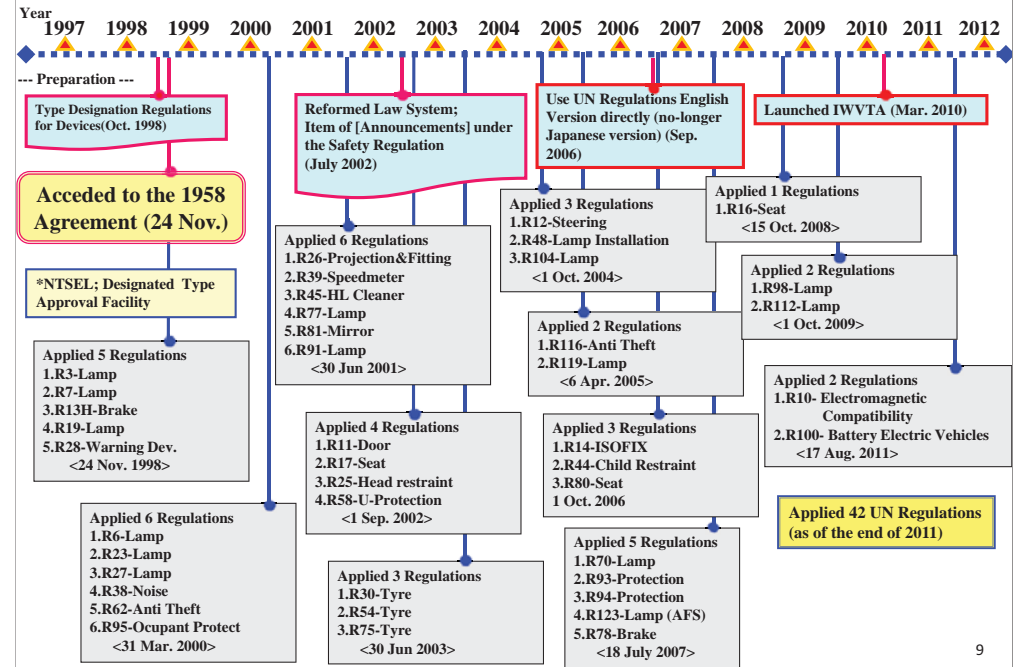


Thank you for your attention!



Mutual Recognition of Approval under the 1958 Agreement & To become Contracting Party

Takaki KASAI
16th February, 2012



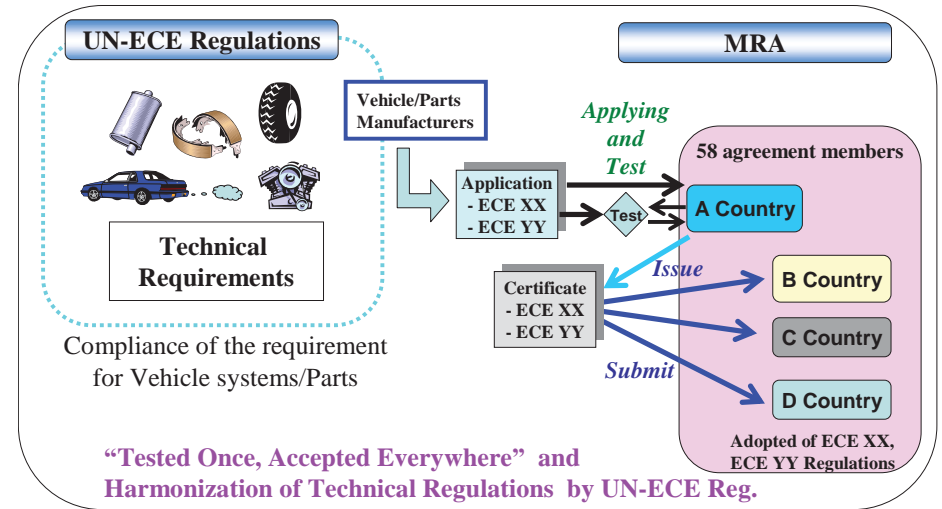
Contents

1. 1958 Agreement
Ultimate Goal - Mutual Recognition of Approval (MRA)
2. The Idea of 1958 Agreement
3. The Rights and Duties of the Contracting parties to the 1958 Agreement
4. Organization of WP29
5. Vehicle Certification
6. Vehicle type Approval system
7. Reference document

1. 1958 Agreement

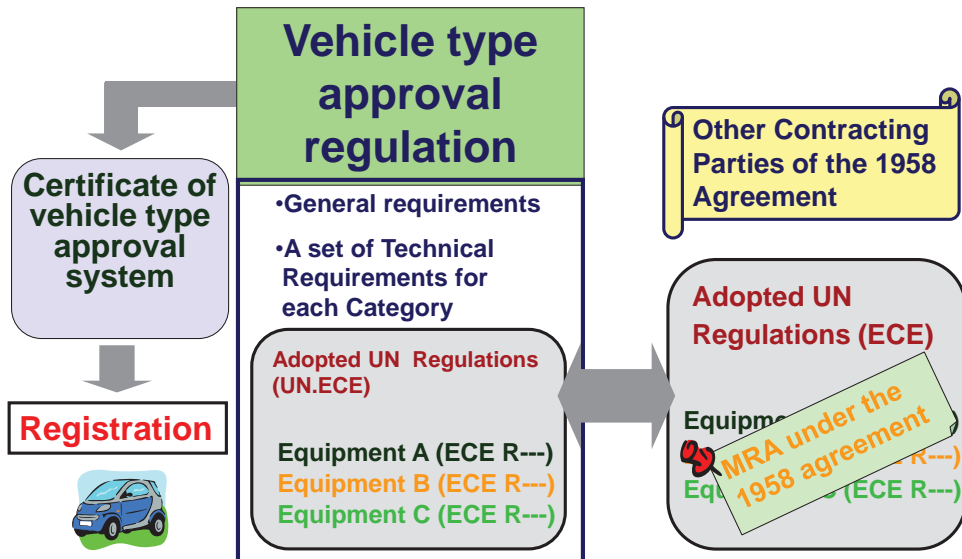
Ultimate Goal – Mutual recognition of Approval (MRA)

Mutual Recognition of Approval (MRA) under the 1958 Agreement



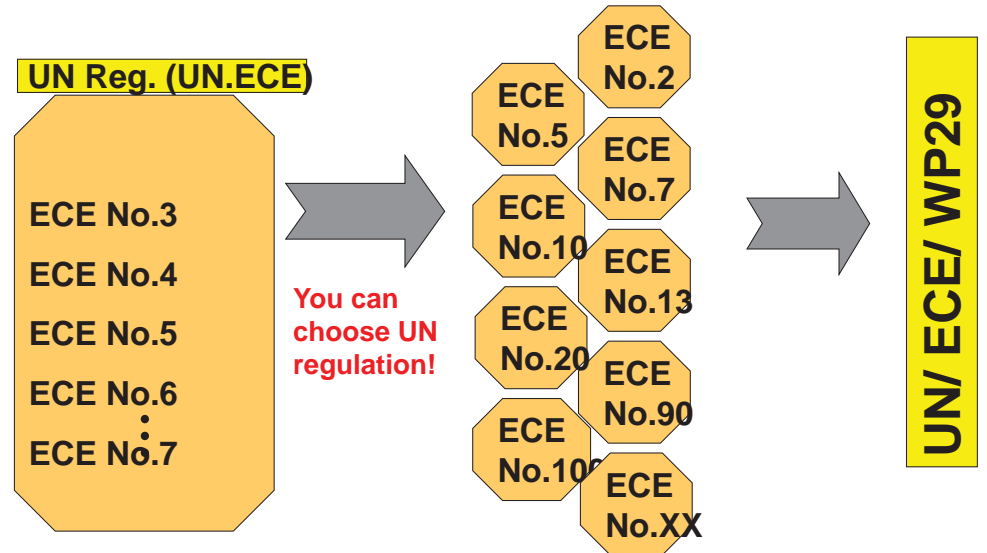
Possible to simplify certification procedure among the contracting countries

Vehicle type approval with Mutual Recognition of Approval (MRA) under the 1958 Agreement

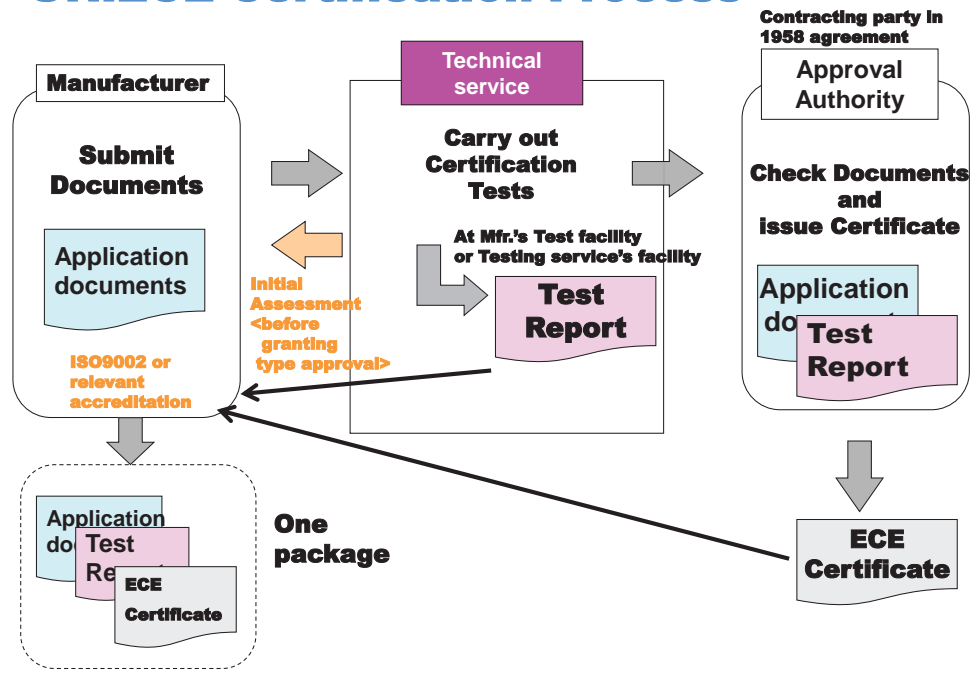


Technical requirement for parts / components /systems

(Adoption of UN/ECE regulations, Notification to UN/ECE)



UN.ECE Certification Process



2. The Idea of 1958 Agreement

1958 Agreement



E/ECE/324
E/ECE/TRANS/505 Rev.2
3 October 1995

1958 Agreement

- [Preamble](#)
- [Article 1 - 15](#)
- [Appendix 1](#)

COMPOSITION AND RULES OF PROCEDURE OF THE ADMINISTRATIVE COMMITTEE

Article 1 - 6

- [Appendix 2](#)

CONFORMITY OF PRODUCTION PROCEDURES

1. INITIAL ASSESSMENT
2. CONFORMITY OF PRODUCTION

Contents of the 1958 Agreement

- Preamble Intention of the amending the Agreement
- Article 1 Definitions, establishment and implementation of ECE Regulations
- Article 2 Idea and condition of Mutual Recognition of Type Approval
- Article 3 Conformity to the requirements of a regulation approved
- Article 4 The case where non-conformity was communicated
- Article 5 What the CP has to do in the case of Article 4
- Article 6 The eligibility of the CP to the 1958 Agreement
- Article 7 The effect of the amended Agreement
- Article 8 The right to denounce the 1958 Agreement
- Article 9 Accession and denunciation to/from the 1958 Agreement
- Article 10 The process to solve disputes among the CPs
- Article 11 Protection for the new CPs from the case under Article 10
- Article 12 Procedure of amendment to the Regulation
- Article 13 The procedure to amend this Agreement
- Article 14 What the UN/Secretary-General have to notify to the CPs
- Article 15 The treatment for the case under the unamended Agreement
- Appendix 1
COMPOSITION AND RULES OF PROCEDURE OF THE ADMINISTRATIVE COMMITTEE
- Appendix 2
CONFORMITY OF PRODUCTION PROCEDURES

Elements of 1958 Agreement

1. **Application of the ECE Regulations** under the type approval system (**Article 1** paras.1, 7-8)
2. **Development/Amendment of Regulation** for wheeled vehicle, equipment or parts (**Article 1** paras. 2-4, **Article 6** paras. 1-2, **Article 12** paras. 1-3, Appendix 1)
3. **Technical Requirements** and Test Methods (**Article 1** para.2)
4. **Conditions for granting type approval** and their mutual recognition including **approval markings** and (**Article 1**, paras. 5-6, **Article 2**, **Article 3**, **Article 4**, **Article 5**)
5. Conditions for ensuring **conformity of production** (COP) (**Appendix 2**)

Elements of 1958 Agreement -1

1. Application of the ECE Regulations Under Type Approval System

■ Type Approval pursuant to a Regulation means...

-An **administrative procedure** by the authorities of Contracting Party

-the **Authority declares** that a **vehicle** or part submitted by the manufacturer **meets the requirements** of the given Regulation after carrying out the required test

-then the **manufacturer certifies** that each **vehicle** or part on the **market were produced to be identical** with the approved product

Elements of 1958 Agreement -2

2. Technical Requirements and Test Methods

(extract from Article 1 para.2)

The **Regulation** shall cover the following:

- (a) **Wheeled vehicles, equipment or parts concerned;**
- (b) **Technical requirements, which if necessary may include alternatives;**
- (c) **Test methods by which any performance requirements are to be demonstrated;**
- (d) **Conditions for granting type approval and their reciprocal recognition including any approval markings and conditions for ensuring conformity of production.**
- (e) **The date(s) on which the Regulation enters into force.**

Elements of 1958 Agreement -3

3. Development/Amendment of Regulation for wheeled vehicle, equipment or parts

1) Establishment of new regulation

■ When a Regulation is established (Article1, para.2)

-The **Administrative Committee (A.C.1)** communicates it to the Secretary-General of the United Nations.

-Then the Secretary-General **notify the Regulation to the Contracting Parties.**

■ The Regulation will be considered as adopted

-unless **more than one-third of the Contracting Parties** inform the Secretary-General of their **disagreement within six months** after the notification

■ When a Regulation has been adopted (Article 1, para.3)

-The Secretary-General **notify all the Contracting Parties**

-At the notification, it is specified which Contracting Parties have objected and that the Regulation shall not enter into force to that Contracting Party

■ The adopted Regulation shall enter into force (Article 1, para.4)

-**On the date(s) specified as a Regulation** for all Contracting Parties for all Contracting Parties which did not oppose to the Regulation.

Elements of 1958 Agreement -3 (Cont'd)

3. Development/Amendment of Regulation for wheeled vehicle, equipment or parts 2) Amendment of the existing regulation

(Article 12, para.2)

■ An amendment to a Regulation is considered and adopted -unless more than one-third of the Contracting Parties applying that Regulation inform the Secretary-General of their disagreement with the amendment within six months from the notification

■ If the Secretary-General has not received declarations of disagreement of more than one-third of the Contracting Parties applying the Regulation, the Secretary-General declares the amendment as adopted and binding upon those Contracting Parties applying the Regulation who did not declare themselves opposed to it.

■ When at least one-fifth of the Contracting Parties applying the unamended Regulation declare that they wish to continue to apply the unamended Regulation

-the unamended Regulation will be regarded as an alternative to the amended Regulation → See the following page

-it will be incorporated formally as such into the Regulation with effect from the date of adoption of the amendment or its entry into force

Elements of 1958 Agreement -3 (Cont'd)

3. Development/Amendment of Regulation for wheeled vehicle, equipment or parts 2) Amendment of the existing regulation

(Article 12, para.1)

• Idea of alternatives within the existing regulations

-Where necessary, an amendment may include the existing requirements as an alternative

-Contracting Parties specify which alternatives within the Regulation they apply.

-Contracting Parties applying alternative(s) do not have to accept approvals to preceding alternative(s)

-Contracting Parties applying only the latest version of the regulation do not have to accept approvals to preceding amendments or to unamended Regulations.

-Contracting Parties applying an earlier series of amendments or the unamended Regulation shall accept approvals granted to a later amendment series.

■ When an amendment to a regulation is established

-The Administrative Committee (A.C.1) communicates it to the Secretary-General of the United Nations.

-Then the Secretary-General notify the Regulation to the Contracting Parties applying the Regulation

Elements of 1958 Agreement -3 (Cont'd)

3. Development/Amendment of Regulation for wheeled vehicle, equipment or parts 3) Voting procedure

■ To establish a new regulation (Appendix 1, Article5)

-Proposed new Regulations shall be put to the vote.

-Each country, Contracting Party to the Agreement

shall have one vote

-A quorum consisting of not less than half of the Contracting Parties is required

*the regional economic integration organizations, being Contracting Parties to the Agreement, vote with the number of votes of their Member States

-New Draft Regulation is established by a two-thirds majority of those present and voting

Elements of 1958 Agreement -3 (Cont'd)

3. Development/Amendment of Regulation for wheeled vehicle, equipment or parts 3) Voting procedure

■ To establish an amendment to the existing regulations

(Appendix 1, Article 6)

-Proposed amendments to Regulations shall be put to the vote

-Each country, Contracting Party to the Agreement applying the Regulation shall have one vote

-A quorum of not less than half of the Contracting Parties applying the Regulation is required

*the regional economic integration organizations, being Contracting Parties to the Agreement, vote with the number of votes of their Member States

-Draft Amendments to Regulations shall be established by a two-thirds majority of those present and voting

Elements of 1958 Agreement -4

4. Conditions for granting type approval and their mutual recognition including approval markings

*Each Contracting Party applying Regulations largely through type approval shall grant the type approvals and approval markings described in any Regulation for the types of wheeled vehicles, equipment or parts covered by the Regulation, **provided that it has the technical competence and is satisfied with the arrangements for ensuring conformity of the product with the approved type as set out in Appendix 2.** Each Contracting Party applying a Regulation through type approval shall refuse the type approvals and approval markings covered by the Regulation if the **above-mentioned conditions are not complied with.***

(Article 2)

Elements of 1958 Agreement -5

5. Conditions for ensuring conformity of production (COP)

Appendix 2

Initial assessment

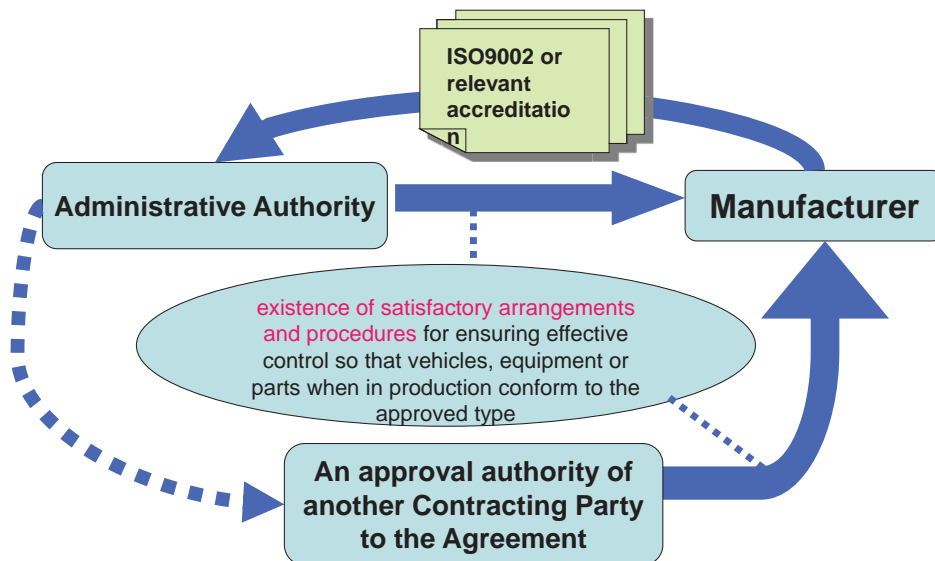
- ISO 9002 or equivalent accreditation standard

Conformity of production

- The existence of adequate arrangements and documented control plans
- para 2.3. Requirements for the holder of the approval
- para 2.4. Requirements for the authority

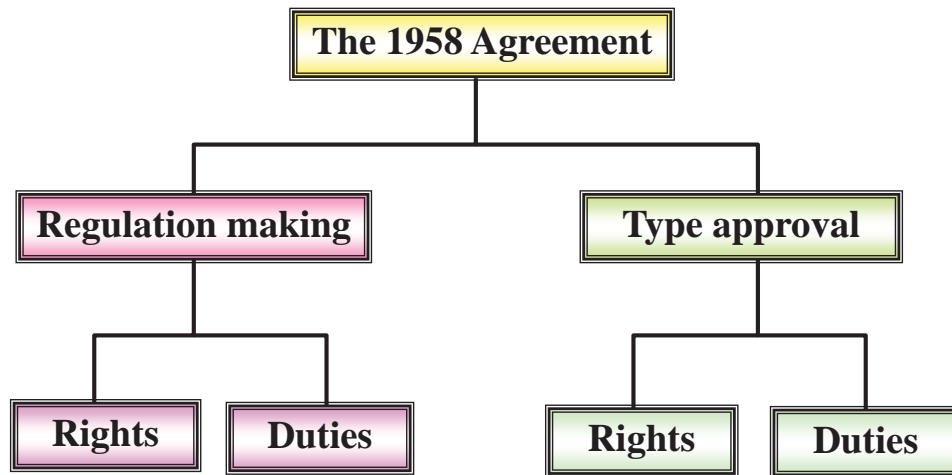
Conformity of Production (COP) Procedures stated in the Appendix 2 of the 1958 Agreement

1. Initial Assessment <before granting type approval>



3. The Rights and Duties of the Contracting Parties to the 1958 Agreement

The Rights and Duties of the Contracting Parties to the 1958 Agreement - 1



The Rights and Duties of the Contracting Parties to the 1958 Agreement - 2

Rule making: **Rights**

- **Participating** in the development of UN/ECE regulations
 - * **Proposing** new UN/ECE regulations
 - * Proposing amendments to the existing UN/ECE regulations
 - * **Voting**
- **Choosing the UN-ECE regulations to be applied**
- **Ceasing applying regulations**
- **Applying the UN-ECE regulations anytime**

The Rights and Duties of the Contracting Parties to the 1958 Agreement - 3

Rule making: **Duties**

- First,
 - **Declaration** of the UN/ECE regulations to be applied
- Second,
 - <for the **already-applied UN/ECE regulations**>
 - **Applying the adopted amendments** to the UN/ECE regulation(s) if the CP does not oppose to the amendment at voting
 - <for the **new UN/ECE regulations**>
 - **Applying the adopted new regulation** if the CP does not notify its disagreement at voting

The Rights and Duties of the Contracting Parties to the 1958 Agreement - 4

Type approval : **Rights**

- <For the **already-applied UN/ECE regulations**>
 - **Grant type approvals** and approval markings
 - **Advising the competent authorities** of non-conformity to the approved types
 - **Prohibit the sale and use** in case of non-conformity

The Rights and Duties of the Contracting Parties to the 1958 Agreement - 5

Type approval : **Duties**

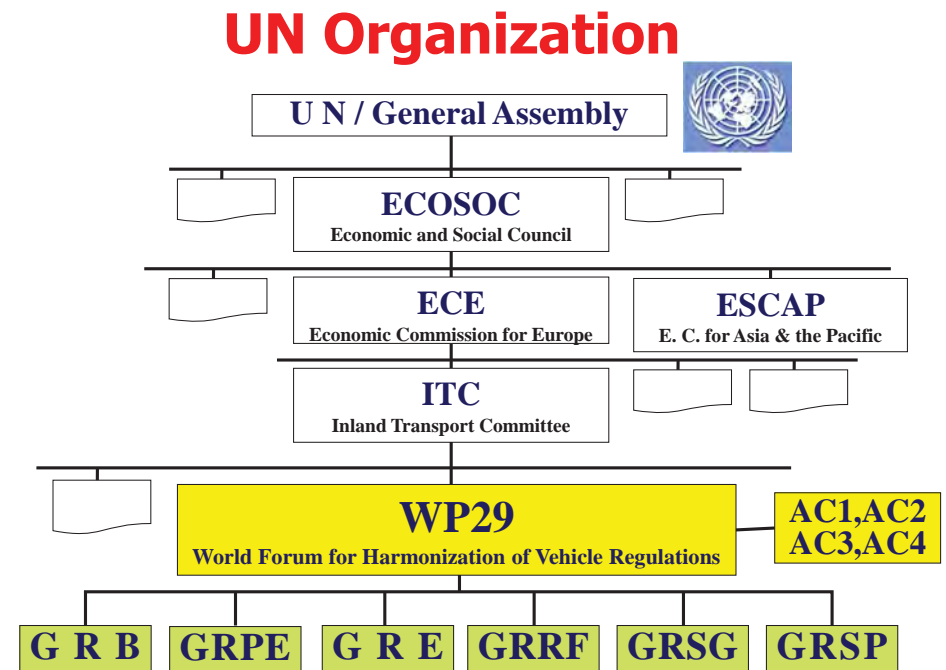
<For the **already-applied UN/ECE regulations**>

- **Accept the type approval** issued by the other Contracting Party
- **Confirmation of the COP** in granting type approvals
- **Taking measures against the non-conformity** to the approved type in receiving information

Outline of WP29

- **Established on June 1952**
“Working party of experts on technical requirement of vehicle “
- **IN 2000 WP29 became the “world forum for Harmonization of Vehicle Regulations**
- **Main provisions**
 - *Increase vehicle’s safety
 - *Remove trade barriers through mutual recognition
- **Aimed of activities**
 - *Improving vehicle safety
 - *Protection of the environment
 - *Promoting energy efficiency
 - *Anti-theft performance

4. Organization of WP29



Organization

- **Administrative committee for coordination(AC2)**
- **6 working parties of experts**

Active safety

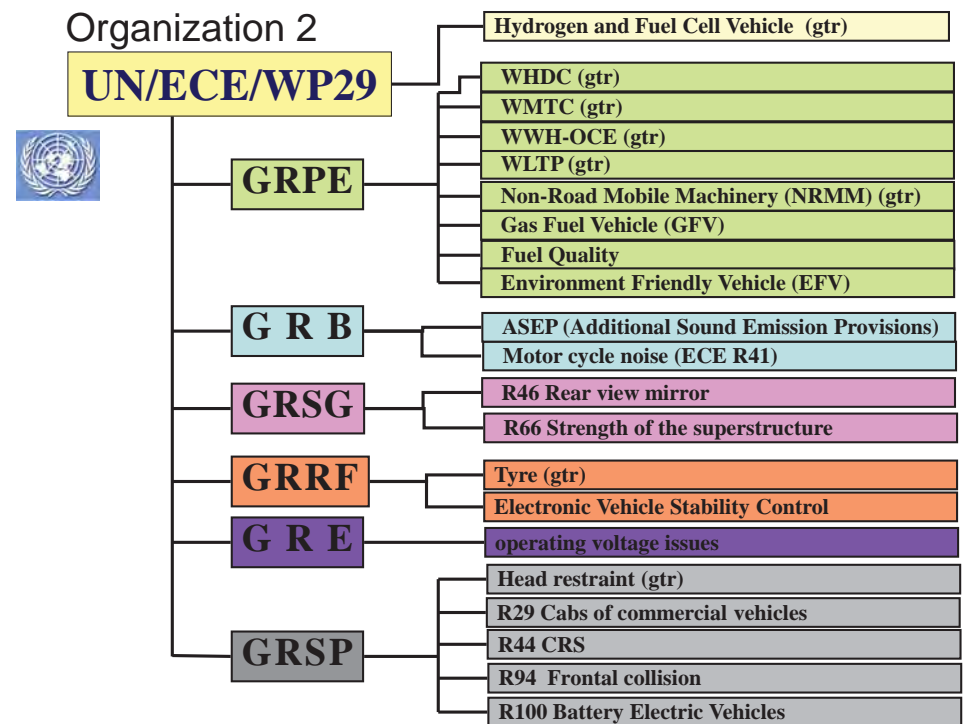
Lighting and light-signaling devices (GRE)
Braking and running gear (GRRF)

Passive safety (GRSP)

Environmental protection

Pollution and energy (GRPE)
Noise (GRB)

General safety (GRSG)



WP29 participation

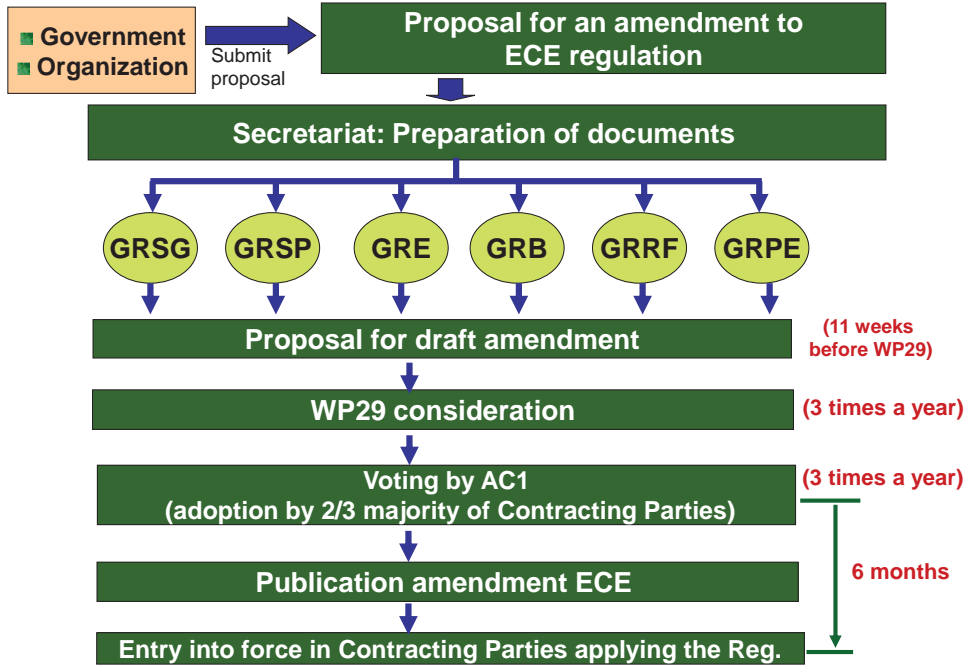
- Open to all UN Member States
- Regional Economic Integration Organizations (EC)
 - Governments and Technical services
- Inter-Governmental Organizations
- Non-Governmental Organizations
 - ISO, Road Users, Vehicle and part Manufacturers, Consumers ...

NO fee for participation

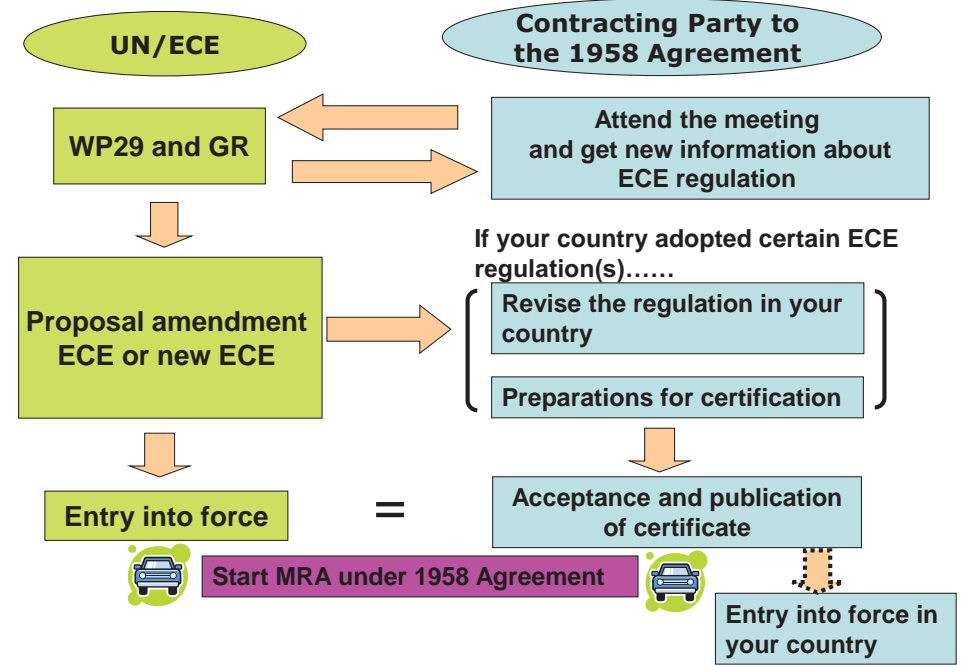
Rule Making Process - 1958 Agreement

- Administration Committee (AC.1)
- Contracting Party (CP) can propose a new regulation or amendment to the existing regulations
- Each CP has one vote
- **New Draft Regulation requires two-thirds majority of those present and voting**
- For other decisions require majority of more than half

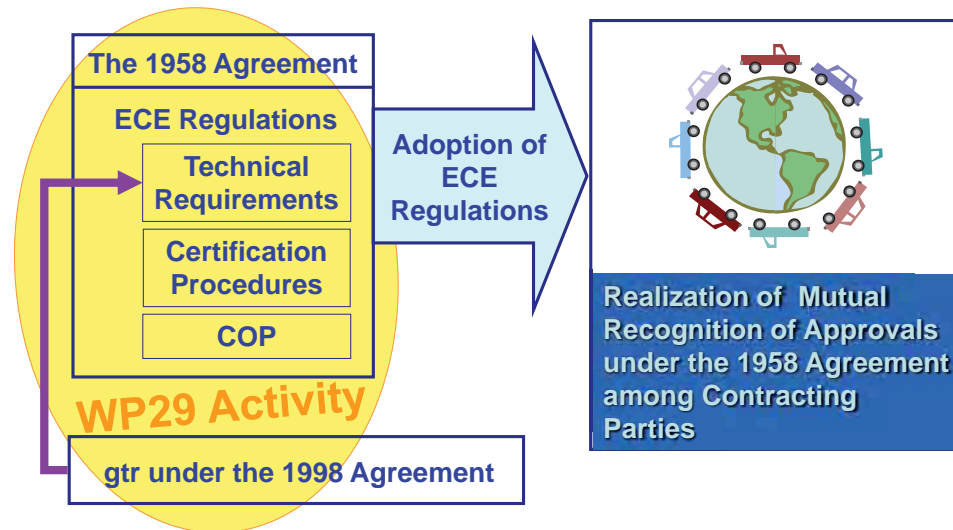
The process of developing ECE regulations



Follow up ECE regulation and WP29

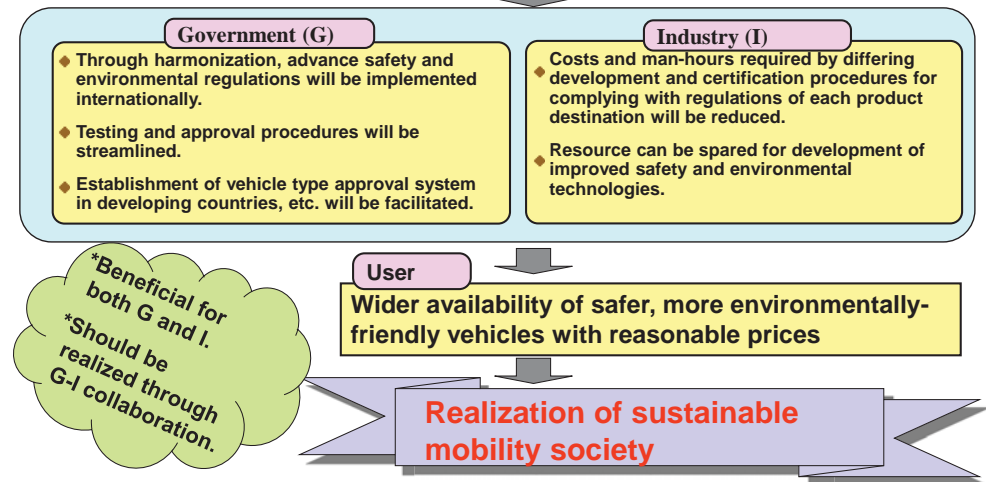


Prospective harmonization of regulations for realization of Mutual Recognition of Approvals



Benefits of Mutual Recognition under 58Agreement

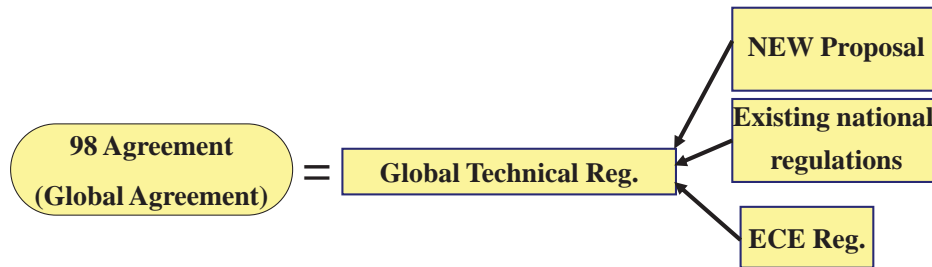
- If the mutual recognition of type approval is established under the UN,
- Benefits from harmonizing regulations, while maintaining road safety and environmental protection, will increase, further promoting Contracting Parties' activities for harmonizing regulations related to vehicle construction and equipment, etc.
 - It will serve as a model system that would help the aligned vehicle type approval system to be established around the world and accelerate the activities for realization of mutual recognition system based on the type approval.



1998 Global Agreement

The Agreement establishes a process through which countries from all regions of the world can jointly **develop global technical regulations** regarding the safety, environmental protection systems, energy sources and theft prevention of wheeled vehicles, equipment and parts.

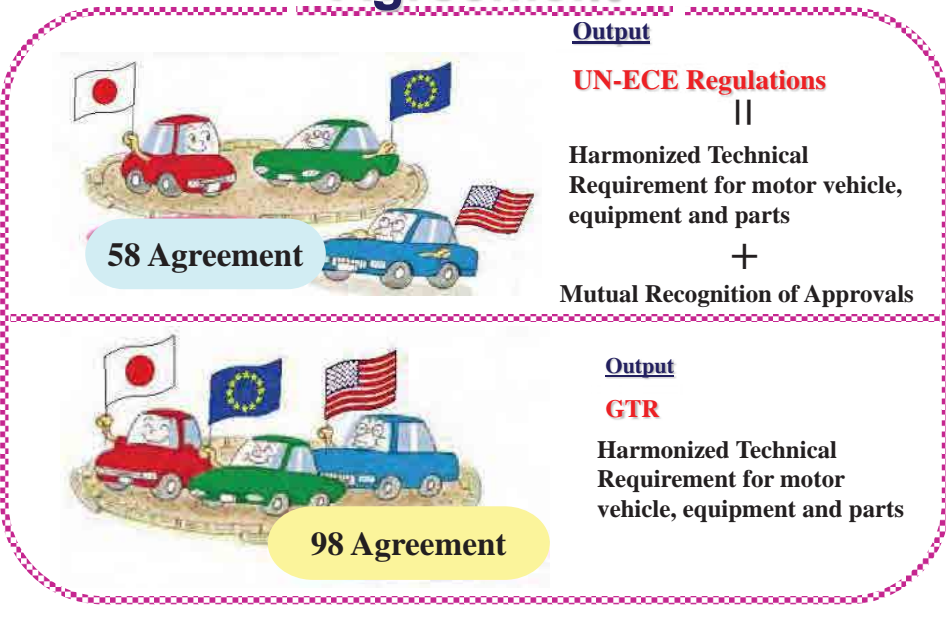
1998 Global Agreement **does not contain provisions for mutual recognition of approvals.**



(Reference) 1998 Global Agreement

- Executive Committee (AC.3)
- Candidates for the Global Technical Regulation – UN GTR
 - UN Regulation (UN.ECE)
 - A proposal supported by 1/3 majority of the CP including either EU, Japan or USA
- **Voting requires unanimous consent**

1958 Agreement V.S. 1998 Agreement



Agreement under WP29

World Forum for Harmonization of Vehicle Regulations (UN/ECE/WP29)

	1958 Agreement	1998 Agreement	1997 Agreement
Administrative committee	WP29/AC1	WP29/AC3	WP29/AC4
Vote	Two-thirds majority	unanimous agreement	Two-thirds majority
Activity	Establish and develop of ECE regulation	Establish and develop of gtr (global technical regulation)	Establish and develop of Inspection item
Contents	<ul style="list-style-type: none"> • Technical requirement • Certification process • COP 	<ul style="list-style-type: none"> • Technical requirement 	
OUTPUT	ECE regulation	Global technical regulation (gtr)	Rule

Realization of MRA with 1958 and 1998 Agreements

Under 1958 Agreement

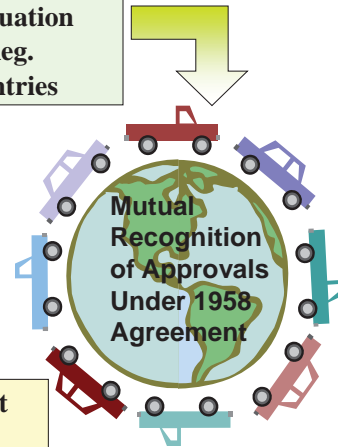
- A development of UN/ECE Reg. reflecting our situation
- An introduction of enough number of UN/ECE Reg.
- An accession to this agreement among Asian countries

To reflect GTR to UN/ECE Regulations

Under 1998 Agreement

- A development of unified technical requirement reflecting Japanese, EU's and USA's situation
- An expectation of the reflection to USA standards

Realization of MRA



UN.ECE Certificate



Référence: E13*06R00*06R01*12432*00

Annexes: - Rapport technique
- Fiche de renseignements du constructeur

Sandweiler, le 21 juillet 2008

COMMUNICATION



concernant 2/:
concerning 2/:

- HOMOLOGATION ACCORDEE
APPROVAL GRANTED
- HOMOLOGATION ETENDUE
APPROVAL EXTENDED
- HOMOLOGATION REFUSEE
APPROVAL REFUSED
- HOMOLOGATION RETIREE
APPROVAL WITHDRAWN
- ARRET DEFINITIF DE LA PRODUCTION
PRODUCTION DEFINITELY DISCONTINUED

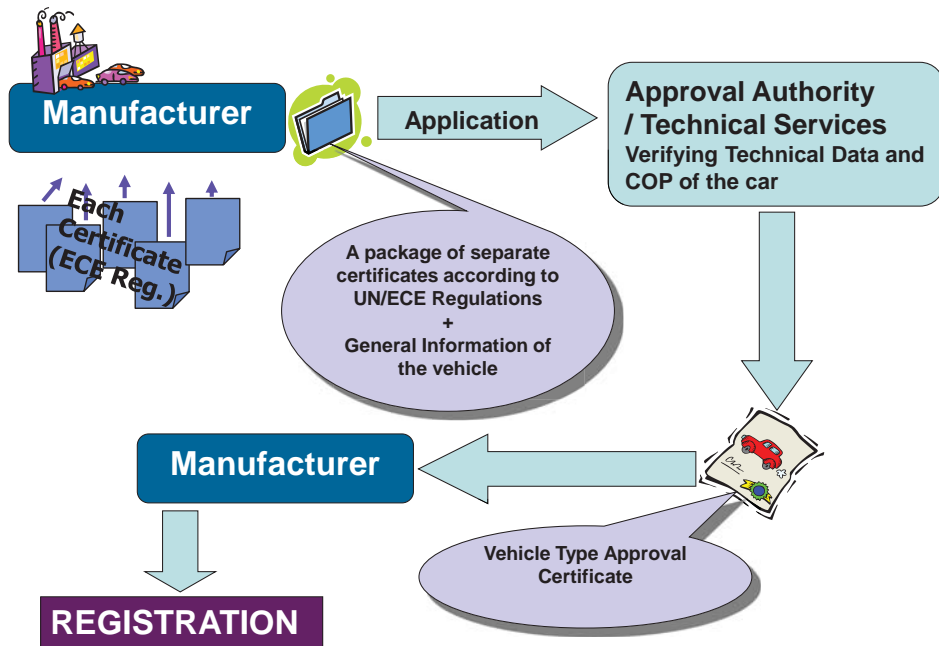
5. Vehicle Certification

List of administrative department and technical services (TRANS/WP29/343)

EXAMPLE

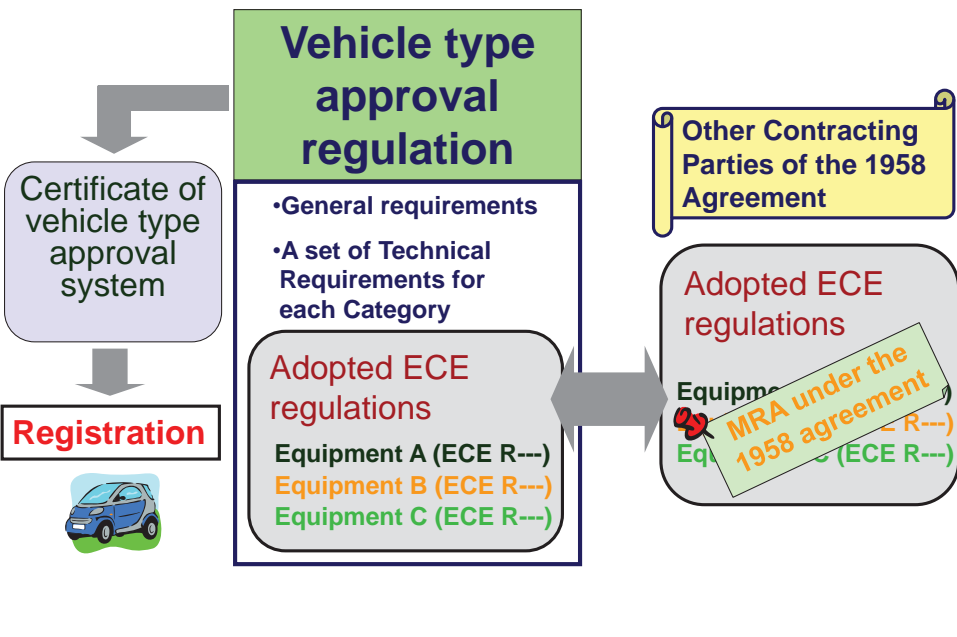
	Contracting party	Administrative department	Technical service
(E ₁)	GERMANY	1 administrative departments	33 technical services
(E ₁₀)	SERBIA	1 administrative departments	—
(E ₁₃)	LUXEMBOURG	2 administrative departments	4 technical services
(E ₄₃)	JAPAN	1 administrative departments	1 technical service
(E ₄₄)	AUSTRALIA	—	—

Operation of Vehicle certification



6. Vehicle Type Approval System

MRA under the 1958 Agreement



List of UN/ECE Regulations

- R 1&2 Headlamps
- R 3 Reflex Reflectors
- R 4 Rear Registration Plate Lamps
- R 5 Sealed Beam Headlamps
- R 6 Direction Indicators
- R 7 Front and Rear Position (Side) Lamps, Stop Lamps and End-Outline Marker
- R 8 Halogen Headlamps (H1, H2, H3, HB3, HB4, H7, H8 and/or H1R1)
- R 9 Noise (Three-Wheeled Vehicles)
- R 10 Radio Interference Suppression
- R 11 Door Latches and Hinges
- R 12 Steering Mechanism
- R 13 Braking
- R 13-H Braking (13-H)
- R 14 Safety Belt Anchorage
- R 15 Exhaust Emission
- R 16 Safety Belts
- R 17 Seats
- R 18 Protection Against Unauthorized Use
- R 19 Front Fog Lamps
- R 20 Halogen Headlamps (H4)
- R 21 Interior Fittings
- R 22 Motor Cycles Helmet
- R 23 Reversing Lamps
- R 24 Diesel Smoke
- R 25 Head Restraints
- R 26 External Projections
- R 27 Warning Triangles
- R 28 Audible Warning Devices
- R 29 Cab of a Commercial Vehicles
- R 30 Pneumatic Tyres (Passenger Vehicle)
- R 31 Halogen Sealed Beam Headlamps
- R 32 Rear-end Collision
- R 33 Head-on Collision
- R 34 Prevention of Fire Risks
- R 35 Arrangement of Foot Controls
- R 36 Construction of Public Service Vehicles
- R 37 Filament Lamps
- R 38 Rear Fog Lamps
- R 39 Speedometer
- R 40 Exhaust Emission (Motor Cycle)
- R 41 Noise (Motor Cycle)
- R 42 Front & Rear Protective Devices
- R 43 Uniform Provisions Concerning The Approval Of Safety Glazing Materials
- R 44 Child Restraint Systems
- R 45 Headlamp Cleaners
- R 46 Rear-view Mirrors
- R 47 Exhaust Emission (Moped)
- R 48 Installation of Lights
- R 49 Diesel Emission
- R 50 Lights (Moped, Motor Cycle)
- R 51 Noise
- R 52 Construction of Small Capacity Public Service Vehicles
- R 53 Installation of Lights (Motor Cycle)
- R 54 Pneumatic Tyres (Commercial Vehicle)
- R 55 Mechanical Coupling
- R 56 Headlamps (Moped)
- R 57 Headlamps (Motor Cycle)
- R 58 Rear Underrun Protection
- R 59 Replacement Silencing System
- R 60 Driver Operated Controls (Moped, Motor Cycle)
- R 61 External Projections (Commercial Vehicle)
- R 62 Protection Against Unauthorised Use (Motor Cycle)
- R 63 Noise (Moped)
- R 64 Temporary Spare Tyres
- R 65 Special Warning Lights
- R 66 Strength of Super Structure (Large Passenger Vehicle)
- R 67 Specific Equipment of Vehicles Using LPG
- R 68 Measurement of the Maximum Speed
- R 69 Rear Marking plates for slow-moving vehicles and their trailers
- R 70 Rear Marking Plates for Heavy and Long Vehicles
- R 71 Driver's field of vision (agricultural tractors)
- R 72 Halogen Headlamps (HS1 for Motor Cycle)
- R 73 Lateral Protection (Goods Vehicle)
- R 74 Installation of Lights (Moped)
- R 75 Pneumatic Tyres (Moped, Motor Cycle)
- R 76 Headlamps (Moped)
- R 77 Parking Lamps
- R 78 Braking (Category L)
- R 79 Steering Equipment
- R 80 Seat (Large Passenger Vehicle)
- R 81 Rear-view Mirrors (Motor Cycle)
- R 82 Halogen Headlamps (HS2 for Moped)
- R 83 Gaseous Pollutants
- R 84 Measurement of Fuel Consumption
- R 85 Measurement of Engine Power
- R 86 Installation of lighting and light-signalling devices (agricultural and forestry tractors)
- R 87 Daytime Running Lamps
- R 88 Retroreflective Tyres (Motor Cycle)
- R 89 Speed Limitation Devices
- R 90 Replacement Brake Lining Assemblies
- R 91 Side-marker Lamps
- R 92 Replacement Silencing System (Motor Cycle)
- R 93 Front Underrun Protection
- R 94 Protection of the Occupants in the event of a Frontal Collision
- R 95 Protection of the Occupants in the event of a Lateral Collision
- R 96 Emission of pollutants by the engine (agricultural and forestry tractors)
- R 97 Vehicle Alarm Systems
- R 98 Gas-Discharge Headlamps
- R 99 Gas-Discharge Light Sources
- R 100 Battery Electric Vehicles
- R 101 Emission of Carbon Dioxide and Fuel Consumption (Passenger Car)
- R 102 A Cross-Coupling Device
- R 103 Replacement Catalytic Converters
- R 104 Retro-reflective Markings for Heavy and Long Vehicles
- R 105 The Carriage of Dangerous Goods with Regard to their Specific Constructional
- R 106 Pneumatic Tyres (Agricultural Vehicles)
- R 107 Double-Deck Large Passenger Vehicles with Regard to their General
- R 108 Retreaded Pneumatic Tyres (Motor Vehicle)
- R 109 Retreaded Pneumatic Tyres (Commercial Vehicle)
- R 110 Vehicles using CNG
- R 111 Rollover stability (Tank vehicles if categories N and O)
- R 112 Headlamps
- R 113 Headlamps
- R 114 Air bag
- R 115 LPG and CNG Retrofits Systems
- R 116 Protection Against Unauthorized Use
- R 117 Tyres with regard to rolling sound emissions
- R 118 Burning behaviour of materials used in the interior construction
- R 119 Cornering lamp
- R 120 Measurement of net power *agricultural or forestry tractors)
- R 121 Hand controls, tell-tales and indications
- R 122 Heating system
- R 123 AFS
- R 124 Wheels for Passenger cars
- R 125 The forward field of vision
- R 126 Partitioning system

Vehicle Type Approval Regulation

General requirements

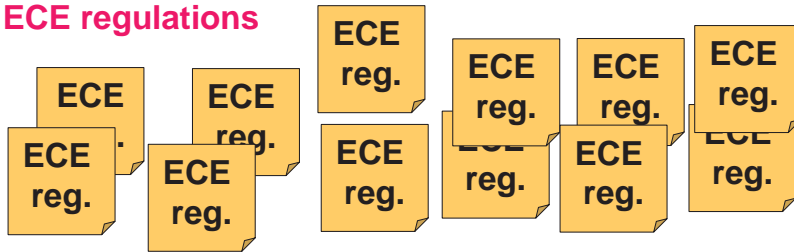
Example Ref. 2007/46/EEC

Type, category, Manufacture name, General construction of vehicle , mass and dimension, power plant, transmission, Axles, suspension, steering, brakes, bodywork etc.....

plus

Technical requirements

ECE regulations



Key Elements for mutual recognition of whole vehicle type approval

Application documents

Test condition

Dimension

Vehicle type

Category














Weight

Unique regulation

Consideration Item for Vehicle type approval

Vehicle Category

Ref. UN/ECE/WP29/RE3, 2007/46/EEC

L	Motor cycle	  
M1	Passenger vehicle	 
M2,M3	Bus	 
N1	Light duty truck	 
N2, N3	Heavy duty truck	 
O	Trailer	 

7. Reference document

Reference Document for 1958 agreement

ECE/TRANS/WP.29/343

Status of the 1958 Agreement, of the annexed Regulations and of amendments thereto

TRANS/WP.29/78/Rev.1 (R.E.3)

Consolidated Resolution on the Construction of Vehicles.

- Vehicle category
- Dimension etc

ECE/TRANS/WP.29/1059

Resolving interpretation issues and requirement for the technical service in the framework of the 1958 agreement

For Your Reference...

Brochure "WP29-How it works/How to Join it"

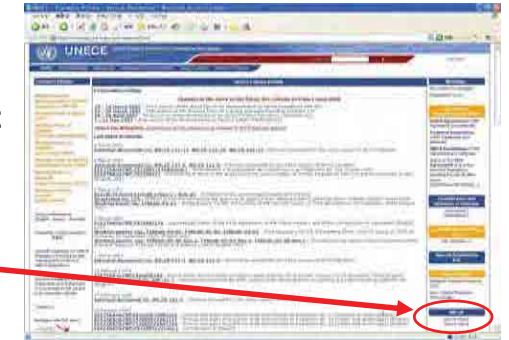
Contents:

History and organization of UN/ECE/WP29

Terms of Reference and Rules of Procedure of WP29

Whole text of

the 1958 Agreement,
the 1997 Agreement,
and the 1998 Agreement



This brochure is available on the UN/ECE website:

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

UN.ECE Web site

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

A screenshot of the UN.ECE website. The page title is 'Vehicle Regulations and Technological Innovations'. It features a navigation menu on the left, a main content area with a red header 'About Vehicle Regulations and Technological Innovations', and a sidebar with 'Vehicle Regulations by Agreement'. A red circle highlights the 'Status of the 1958 Agreement (and of the annexed resolutions)' link in the sidebar.

Status of the 1958 Agreement

ECE/TRANS/WP.29/343/Rev.16

Status of the 1958 Agreement and of the annexed Regulations

The cover page of the document. It features the United Nations logo and the text 'Economic and Social Council'. The title 'Status of the 1958 Agreement and of the annexed Regulations' is prominently displayed. Below the title, it lists the document number 'ECE/TRANS/WP.29/343/Rev.16/Amend.2' and the date '4 November 2008'. The page also includes the text 'ECONOMIC COMMISSION FOR EUROPE', 'INLAND TRANSPORT COMMITTEE', and 'World Forum for Harmonization of Vehicle Regulation'. At the bottom, it states 'The amendments reproduced below have been communicated to the secretariat by the Contracting Parties to the Agreement and by the Office of Legal Affairs of the United Nations in New York.'

Status of the 1958 Agreement

ECE/TRANS/WP.29/343/Rev.16/Amend.2
page 8

4. New and/or supplementary assignments or deletion of Administrative Departments and/or Technical Service(s)

Netherlands (E.4)

Regulation No.	Add to designated Administrative Department(s)	Add to designated Technical Services	Delete from designated Technical Services
9	4/A	4/I	
10		4/O; 4/AC	4/C
11		4/P	4/C
12		4/P	
13		4/O	4/C
13-H		4/O; 4/P	
14		4/P	
17		4/O	
18		4/P	
21		4/P	
30		4/T; 4/Y	4/C; 4/K
33			4/C
35			4/C
39		4/P	
40			4/C
42			4/C
43			4/C
44			
45		4/P	4/C
48			4/C
51		4/O; 4/P	4/C
53			4/C
54		4/T; 4/Y	4/C; 4/K
58			4/C
59			4/C
60		4/P	4/C
61			4/C

New and/or supplementary assignments or deletion of Administrative Departments and/or Technical Services **<Sample>**

Netherlands (E.4)

4/P



Added to designated Technical Service

Subject to be considered

for the implementation of type approval system as a Contracting Party to the 1958 Agreement

- **Rule Making Process in line with 1958 Agreement**
Adoption of ECE Regulations and their implementation
Responsibility among related organization
- **Participation of ECE/WP29 discussion**
Human Resources
Budget
- **Vehicle type Approval Regulation**
Human Resources
- **Certification System**
Administrative body
Qualification system for Applicant and Technical Services
- **Technical Service**
Human resources
Facility
COP



Status of the 1958 Agreement

New addresses and amendments in the mailing list of Administrative Departments and Technical Services

5. New addresses and amendments in the mailing list of Administrative Departments and Technical Services (Note: The amendments are in bold)

Netherlands (E.4)

Addresses 4/B, 4/K, 4/L, 4/M, 4/O, 4/P, 4/R, 4/T, 4/W, 4/Y, 4/AB, 4/AC, 4/AD and 4/AE. Amend to read:

4/B	KEMA Quality B.V. Building H40 Unrechtseweg 310 Arnhem P.O. Box 5185 NL-6802 ED Arnhem	Tel: (+31.26) 3562502 Fax: (+31.26) 3525800
4/K	Deleted	
4/L	SGS Fimko Ltd. Särkiniementti 3 Helsinki, Finland P.O. Box 30 FIN-00210 Helsinki Finland	Tel: (+358.9) 6963278 Fax: (+358.9) 6925474
4/M	Deleted	
4/O	MIRA Ltd Watling Street Nuneaton, Warwickshire CV10 0TU United Kingdom	Tel: (+44.24) 76355000 Fax: (+44.24) 76358000
4/P	TUV NORD Mobilität IFM - Institut für Fahrzeugtechnik und Mobilität Typprüfstelle Adlerstrasse 7 D-45307 ESSEN	Tel: (+49.201) 8254145 Fax: (+49.201) 8254150
4/R	KIWA GASTEC Wilmsdorf, 50	Tel: (+31.55) 5393393 Fax: (+31.55) 5393404

<German Technical service>

4/P TUV-NORD →

Thank you for your attention



JACO

**CURRENT AND FUTURE ISSUES
RELATED TO THE ESTABLISHMENT OF WVTA REGULATION
FOR THE PHILIPPINES**

**1958 Agreement Seminar
February 16, 2012
JICA/JASIC STUDY TEAM**

**CURRENT AND FUTURE ISSUES
RELATED TO THE ESTABLISHMENT OF WVTA REGULATION
FOR THE PHILIPPINES**

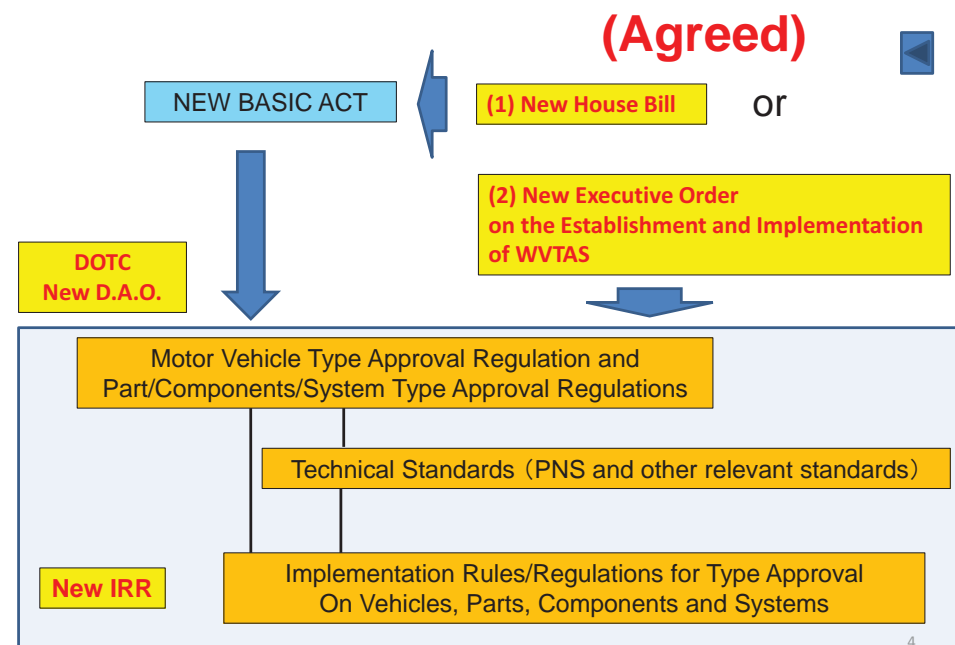
- **No legal grounds for the whole vehicle type approval system.**
Need to establish a new Act/House Bill or Executive Order for the purpose.
- **The adoption of UN Regulations for technical regulations**
 - How to harmonize the current Philippine standards with UN Regulations
 - more stringent limit values
 - adoption of additional requirements
- **Technical Standards/Regulations**
Vehicle Categories (D.O No. 2010-32 reviewed vs. UN ECE R.E.3)
Definitions on vehicles, type approval and certification system



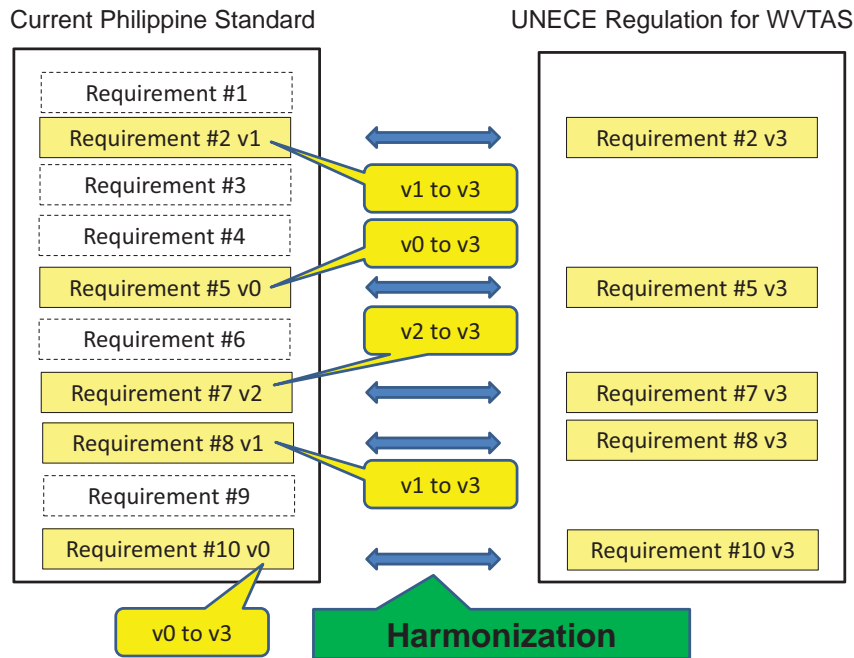
**CURRENT AND FUTURE ISSUES
RELATED TO THE ESTABLISHMENT OF WVTA REGULATION
FOR THE PHILIPPINES**

- **Handing current regulations, certification schemes and MV Inspection System**
 - PS Scheme and ICC Scheme
 - DENR D.A.O No. 2010-23, 2010-24
 - DOE Fuel Quality Standards
 - DOTC/LTO New Motor Vehicle Inspection System
- **Appointment and Establishment of Technical Services**
 - Accreditation of TS, Verification of TS
In the Philippines, in ASEAN and Overseas
 - Testing sites, test equipment
 - Training and Capacity building of technicians

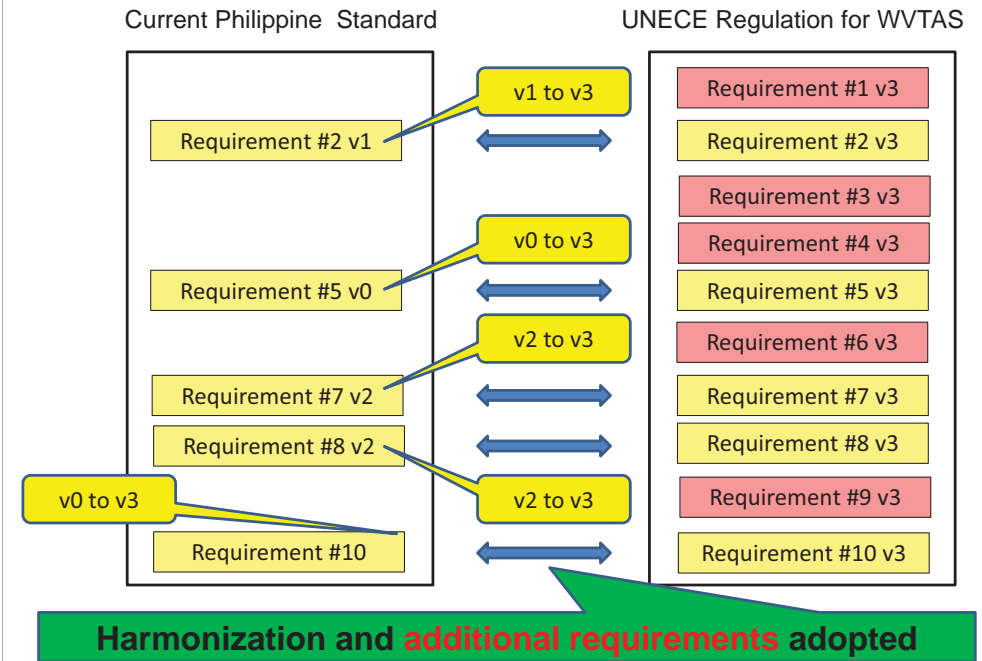
Framework of Whole Vehicle Type Approval System



Comparison Philippine Standard with UN Regulation : Case #1



Comparison Philippine Standard with UN Regulation : Case #2



REGULATIONS TO BE ADOPTED (AGREED IN APWG)

2011/12/9
Ver 6

ECE No. to be adopted	Automotive Product	PNS UNECE Standards	PNS or other standard version	The Latest UNECE Version	Mandatory or Adopted	Status Harmonization with ECE	Responsibility	ECE Status (as of Rev.19)	
13	Braking System	PNS UNECE 13: 2005	09 Series Suppl.9	11 Series Suppl.5	Adopted	Partly	DTI BPS TC44		
13H	Braking System Passenger car	PNS UNECE 13H: 2005	00 Series	00 Series Suppl.11	Adopted	Partly	DTI BPS TC44		
14	Seat belt anchorage	PNS 1893: 2000	Based on ECE R14: 1993 ECE R16: 1996	07 Series Suppl.1	Mandatory R.A.No. 8760	Partly	DTI BPS TC44		
16	Seat belt	PNS 1892: 2000	Based on ECE R14: 1993 ECE R16: 1996	06 Series Suppl.1	Mandatory R.A.No. 8760	Partly	DTI BPS TC44		
17	Seats	NA	NA	08 Series	NA	Not yet	DTI BPS TC44		
25	Head Restraints	PNS UNECE 25: 2005	04 Series	04 Series	Adopted	Fully	DTI BPS TC44		
30	Pneumatic tires passenger car tire	PNS UNECE 30: 2010	02 Series Suppl.15	02 Series Suppl.16	Mandatory DAO 2011-08	Partly	DTI BPS TC16		
39	Speedometer	PNS UNECE 39: 2006	00 Series Suppl.5	00 Series Suppl.5	Adopted	Fully	DTI BPS TC44		
40	Exhaust Emission (L category)	PNS-UNECE-40-2006	D.A.O. No.2010-24	01 Series Suppl.1	Mandatory DAO 2010-24	Partly	DENR		
41	Noise (L category)	PNS-UNECE-41-2006	NA	03 Series Suppl.1	NA	Not yet	DENR		
43	Safety glass	PNS UNECE 43: 2009	00 Series Suppl.10	00 Series Suppl.13	Mandatory DAO 2011-08	Partly	DTI BPS TC28		
46	Rear view mirror	PNS UNECE 46: 2005	01 Series Suppl.4	01 Series Suppl.4	Adopted	Partly	DTI BPS TC44		
49 *1)	Exhaust emission	NA	D.A.O. No.2010-23	05 Series Suppl.4	Mandatory DAO 2010-23	Partly	DENR		
51	Noise emission	PNS-UNECE-51-2005	NA	02 Series Suppl.7	NA	Not yet	DENR		
54	Pneumatic tires Commercial	PNS UNECE 54: 2010	00 Series Suppl.16	00 Series Suppl.17	Mandatory DAO 2011-08	Partly	DTI BPS TC16		
60	Driver operated control	PNS UNECE 60: 2006	00 Series Suppl.2	00 Series Suppl.3	Adopted	Partly	DTI BPS TC44		
75	Tire (L category)	PNS UNECE 75: 2006	00 Series Suppl.11	00 Series Suppl.13	Adopted	Partly	DTI BPS TC16		
79	Steering equipment	PNS UNECE 79: 2005	01 Series Suppl.3	01 Series Suppl.3	Adopted	Fully	DTI BPS TC44		
83 *2)	Exhaust Emission	NA	D.A.O. No.2010-23	06 Series Suppl.1	Mandatory DAO 2010-23	Partly	DENR		

Note 1) R49 shall apply to M1, M2, N1, and N2 with a reference mass exceeding 2.610kg and to all motor vehicles of M3 and N3.
2) R83 shall apply to M1, M2, N1 and N2 with a reference mass not exceeding 2.610kg.

Activities for Establishment of the System of Mutual Recognition of International Whole Vehicle Type Approval (IWVTA)

16 February, 2012

Ushio UENO
Director of Research Division
JASIC



JAPAN AUTOMOBILE STANDARDS INTERNATIONALIZATION CENTER
<http://www.jasic.org>

Contents

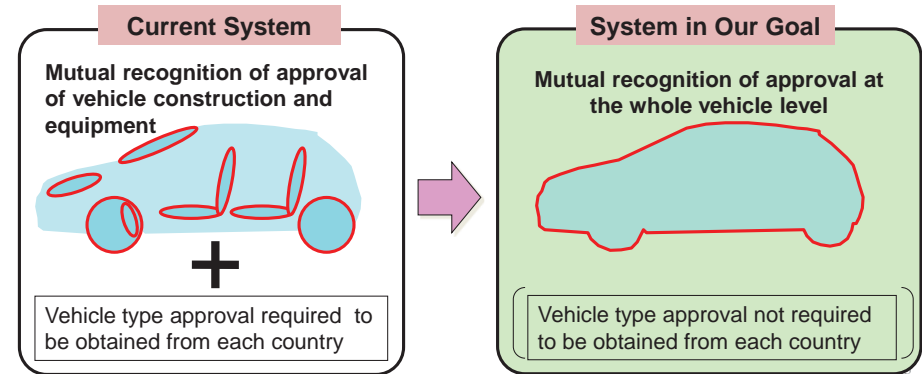
1. Introduction
2. Concept of Mutual Recognition of IWVTA
3. Outline of Activity for IWVTA
4. Issues to be considered

2

1. Introduction

Our Goal

- At present, various vehicle certification systems exist for different countries in the world. We aim to establish an internationally uniform type approval system and realize mutual recognition of approval among different nations.
- Specifically, we aim to upgrade the current approval system under the international agreement (1958 Agreement), which covers “mutual recognition of approval of vehicle construction and equipment”, to the “whole vehicle” level.



2. Concept of Mutual Recognition of IWVTA

Issues regarding Vehicle regulation and Certification System

- Why do we need to discuss the establishment of mutual recognition of IWVTA NOW?

Economic and Social Issues

- Serious safety and environmental problems related to automobiles due to the increasing motorization around the world especially emerging countries :
 - Environment (global warming, air pollution, etc.)
 - Traffic accidents
- Globalization of economy requires a leaner and more efficient market access

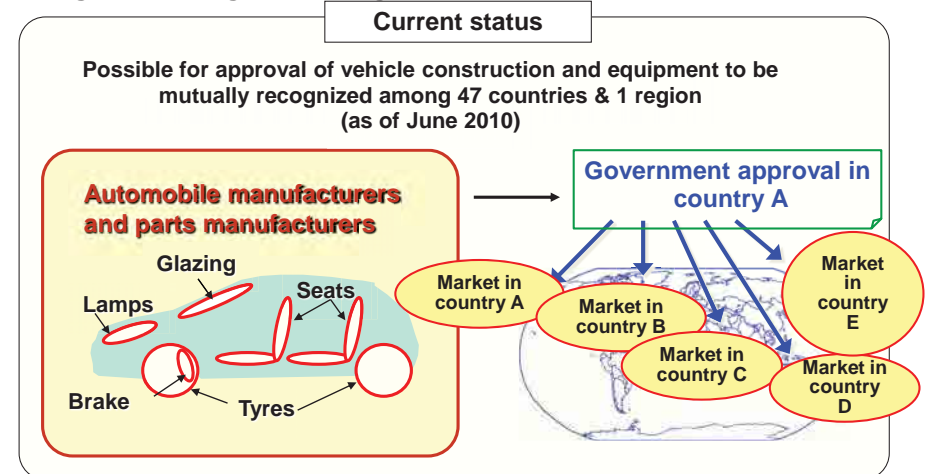
Issues on vehicle regulations and certification System

- The 1958 Agreement do not cover all regulations necessary for whole vehicle type approval.
- For countries/regions that plan to introduce a vehicle type approval and/or mutual recognition system, there is no universal system which can be based ; therefore, they would need to come up with their own unique system.

These issues must be addressed.

Mutual Recognition of Approval Under the 1958 Agreement

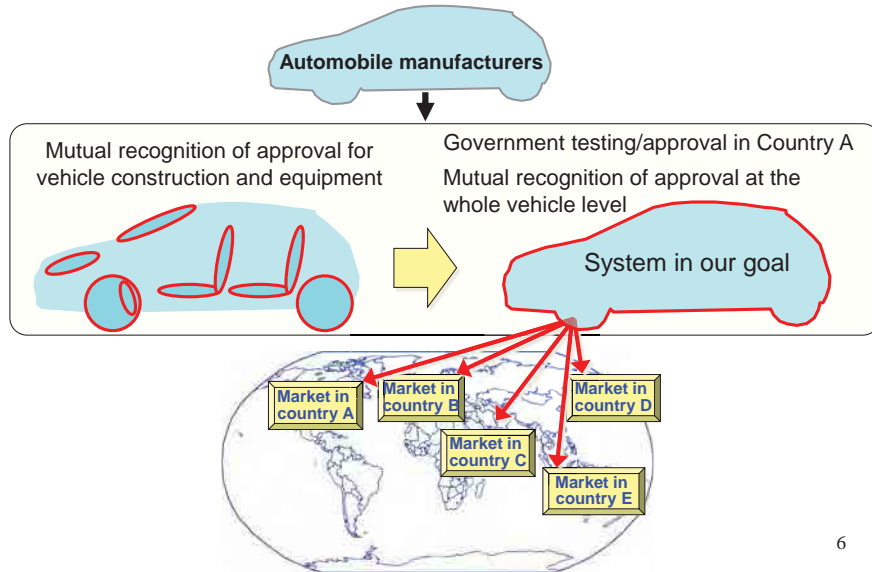
To date, 127 regulations have been established as the UNECE Regulations for vehicle construction and equipment. It is basically possible for approval granted under these regulations to be mutually recognized among Contracting Parties.



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II-1. System of Mutual Recognition of Vehicle Type Approval in Our Goal

IWVTA (International Whole Vehicle Type Approval) is the system of mutual recognition of approval upgraded from the equipment level to the “whole vehicle” level.

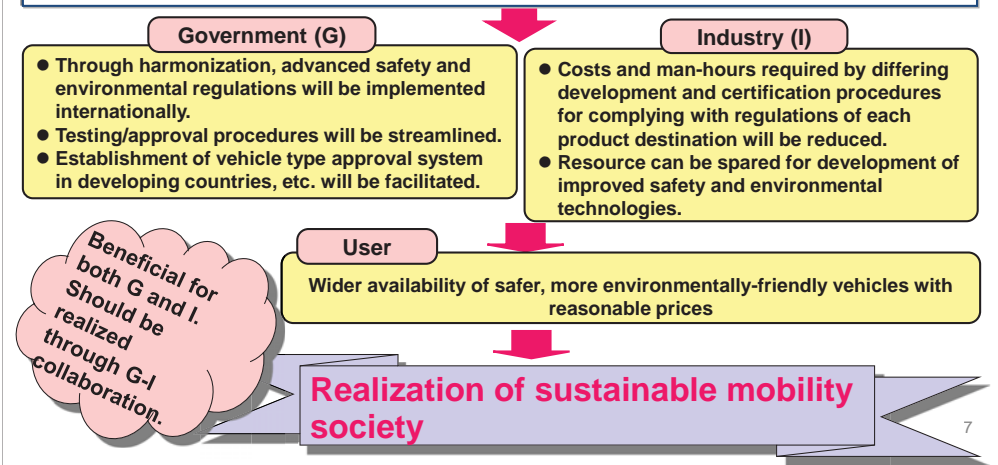


6

Benefits of Mutual Recognition of IWVTA

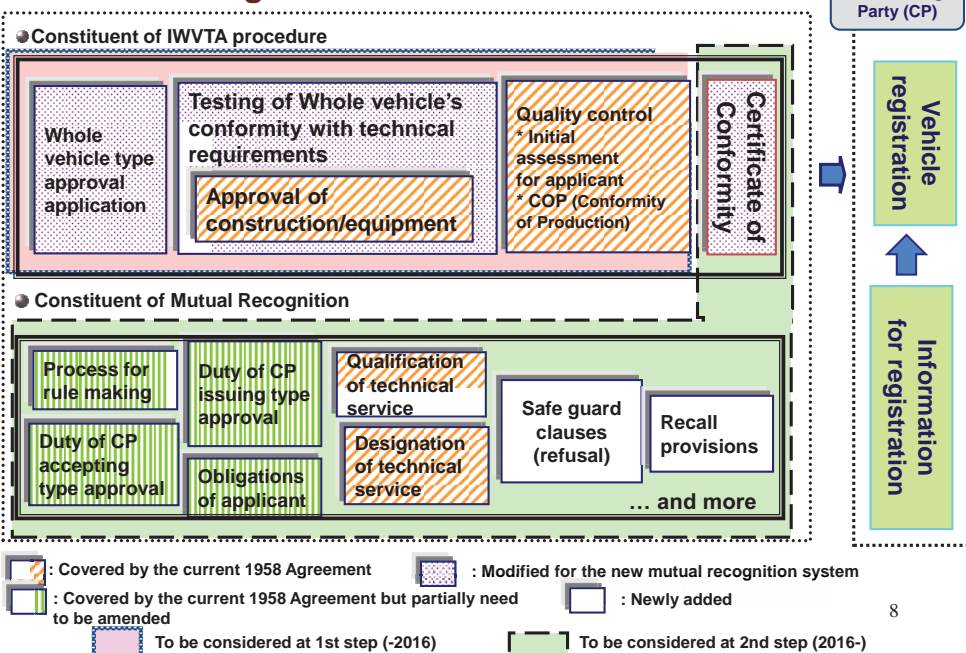
If the system of mutual recognition of vehicle type approval (including all technical requirements for a whole vehicle) is established under the UN,
 (1) Benefits from harmonizing regulations, while maintaining road safety and environmental protection, will increase, further promoting Contracting Parties' activities for harmonizing regulations related to vehicle construction and equipment, etc.

(2) It will serve as a model system that will help Contracting Parties establish the uniform vehicle type approval system and accelerate their activities for realization of mutual recognition system based on such approval.



7

IWVTA Image



8

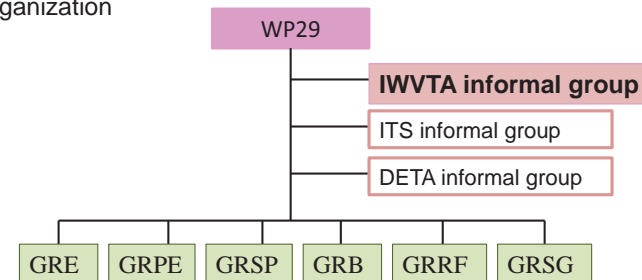
3. Outline of Activity for IWVTA

November 2009 Submitted Informal document WP29 149-11
 “Toward Realization of the “Mutual Recognition of International Whole Vehicle Type Approval (IWVTA)” under the United Nations”

March 2010 Submitted Working document ECE/TRSNS/WP29/2010/55
 “Terms of reference for IWVTA”
 “Set up informal group”

- IWVTA informal group open to all WP29 participants .
- Informal group develop a procedure on IWVTA.

Organization



IWVTA informal group

2010-2012: Informal group was held eight meeting.
9th informal group will be held on march 2012 at Paris

Chairman: Mr. Gauvin (WP.29 Chairman)
vice-chairmen: Mr. Onoda (JAPAN/MLIT) : Preparation of elements necessary for IWVTA
Mr. Renders (EU) : Revision of the 1958 Agreement
Secretariat: Mr. Oshita (JASIC)

Scope of IWVTA: Category M1 vehicles

The target date: The target completion date for the work of the informal group shall be the 168th session of WP.29 in March 2016.

Discussion item

1. Review a list of elements necessary for IWVTA
 - ▶ technical requirement necessary for IWVTA (Technical requirement = UN regulations)
2. Consideration Concept for IWVTA
 - ▶ vehicle approval requirement (called" UN regulation No. 0)
3. Identification of items which need to be modified or complemented on the 1958 Agreement
 - ▶ -RE3, WP29/1059, W29/1044 insert into Annex of the 1958 agreement
 - Voting procedure for Annex of the 1958 Agreement
 - Prepare the definitions of "Alternative" and "Option" etc

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Consideration main items

1. Consideration Technical requirements necessary for IWVTA

Agree on the candidates for technical regulations items for IWVTA
Sorting of the existing technical requirements items
The existing technical requirement items necessary for NTA are to be sorted into

- (a) those on which it is appropriate to specify only one requirement as the international regulations,
- (b) those on which it is appropriate to specify several requirements as the international regulations considering the characteristics of different regions, or
- (c) those on which it is difficult to formulate justifications that they are appropriate as the international regulations.



Agree on the candidates for technical regulation items for IWVTA and guideline for GRs to review technical regulations.

▶ March, 2012

Finalize technical regulations for IWVTA by respective GRs to be submitted to WP29 for approval

▶ March, 2016

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2. Consideration Concept for IWVTA

Discuss and agree ECE0 concept : proposal from OICA

Basic idea is to establish IWVTA under 58 agreement

- IWVTA should be established in line with the principle of the current 58 agreement, i.e.: "the CPs can choose the UN Regulations they apply"
- Consequently, the new concept of "the Regulation on IWVTA" was proposed as "UN Regulation No.0".

Envisioned new structure for the revised 1958 Agreement

Text of the 1958 Agreement (amended)	
Appendices	
Appendix 1	Composition and Rules of Procedure of the Administrative Committee (amended)
Appendix 2	Conformity of Production Procedure (amended)
Placeholder	Procedure for Type Approval [(R.E.3) Annex 7 (amended)]
	Relevant elements of WP29/1044 or later revision Relevant elements of WP29/1059 or later revision
ANNEX (Regulations) - Addendum to 1958 Agreement	
No.0 IWVTA : Vehicle approval requirements (New UN Regulation)	
No.1	.....
⋮	
No.126	.....

Will submit draft UN R0 ▶ November, 2013

Will agree UN R0 ▶ March, 2016

Principle of UN Regulation No.0

1. New requirements for whole vehicle type approval are established. (To include the "necessary IWVTA elements" proposed to WP29 by Japan.)
2. Contracting Parties to the 1958 Agreement (hereafter "Contracting Parties") can select to adopt UN Regulation No.0.
3. A Contracting Party who has adopted UN Regulation No.0 (hereafter "UN R0 contracting party") accepts and issues the UN R0 approvals (pursuant to Article 2 of the 1958 Agreement).
4. The UN R0 contracting party continue to be allowed to accept and issue individual UN Regulation approval (pursuant to Article 2 of the 1958 Agreement).
5. Issue of additional requirements or specifics to be further evaluated
6. Once UN R0 is adopted by a Contracting Party, all the UN Regulations in the List of necessary UN regulations also are adopted simultaneously (no additional procedure) by the Contracting Party (but only for the case of M1 vehicles).
7. Once an UN R0 approval is obtained, it shall be unnecessary to obtain and affix each individual UN type approval mark (Vehicle system approval only).

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3. Consideration revision of the 1958 agreement

Discuss and agree the structure of the 1958 agreement

- RE3, WP29/1059, W29/1044 insert into Annex of the 1958 agreement
- Voting procedure for Annex of the 1958 Agreement
- Prepare the definitions of "Alternative" and "Option" etc

Base document :

IWVTA 02-08 Transmitted by EU

IWVTA 04-07 Transmitted by Technical secretary
consolidated table with comments to document IWVTA 02-08



New Structure of the 1958 Agreement

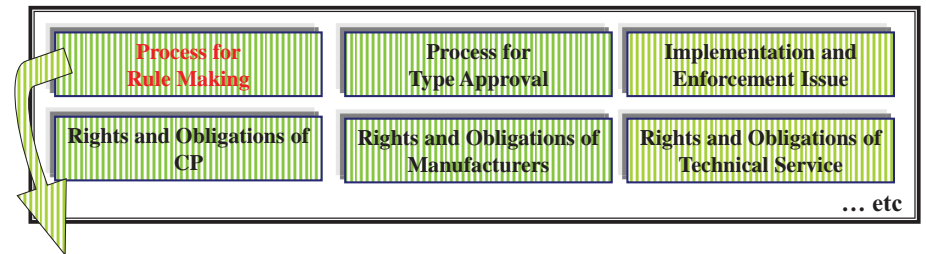
Identification of items which need to be modified or complemented on the 1958 Agreement

- ➔ Agreed at 7th informal group (November, 2011) and 155th WP29 Document NO. Informal document WP29-155-27
- ➔ March, 2013: Informal Group is to submit a proposal of the 1958 Agreement revision to WP.29 for consideration

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1. Items to be addressed for the future direction of harmonisation of vehicle regulations under the 1958 Agreement

● Quality Assurance of type approval

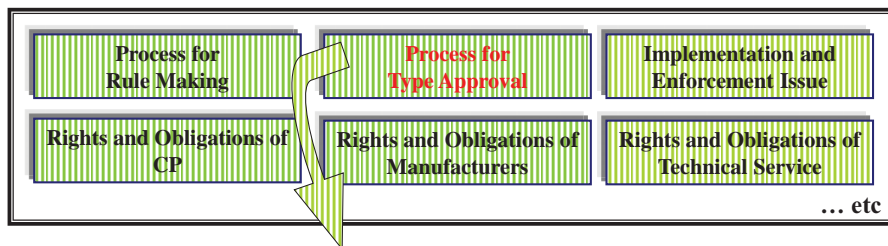


- criteria for establishing of new Regulations
- possibility of including alternatives in the technical requirements
- criteria for amending existing Regulations
- possibility of including the existing requirements as an alternative
- procedure for voting, notification, objection and entry into force
- possibility for a Contracting Party to object or to disagree
- accelerated adoption procedure ?

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1. Items to be addressed for the future direction of harmonisation of vehicle regulations under the 1958 Agreement

● Quality Assurance of type approval

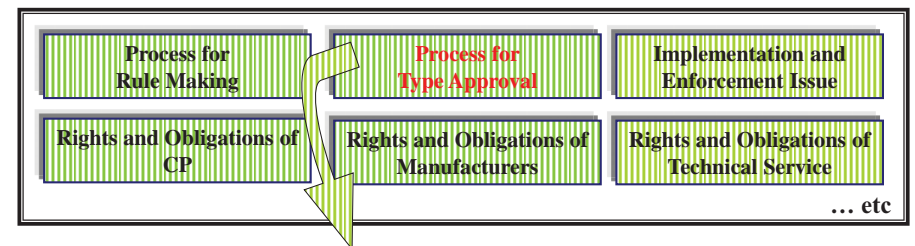


- high quality and unambiguous texts
- guarantee an acceptable level of safety, environmental protection or energy performance
- problems of interpretation of existing Regulations
- appropriate to maintain reference to other administrative procedures alternative to type-approval (such a self-certification)?

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1. Items to be addressed for the future direction of harmonisation of vehicle regulations under the 1958 Agreement

● Quality Assurance of type approval

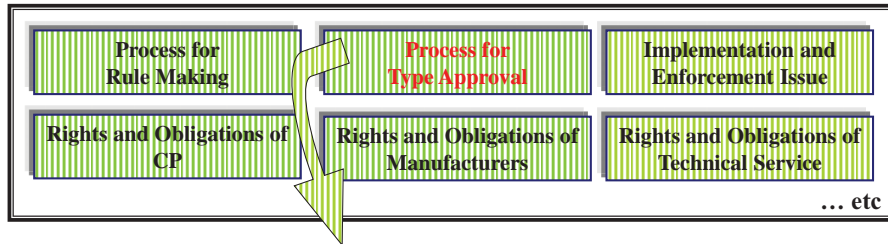


- include provisions governing the main principles to be applied for the application for type approval
- procedures to be followed with respect to conducting type approval
- type-approval shall be based on demonstration of compliance by means of appropriate tests
- principle of worst casing

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1. Items to be addressed for the future direction of harmonisation of vehicle regulations under the 1958 Agreement

● Quality Assurance of type approval

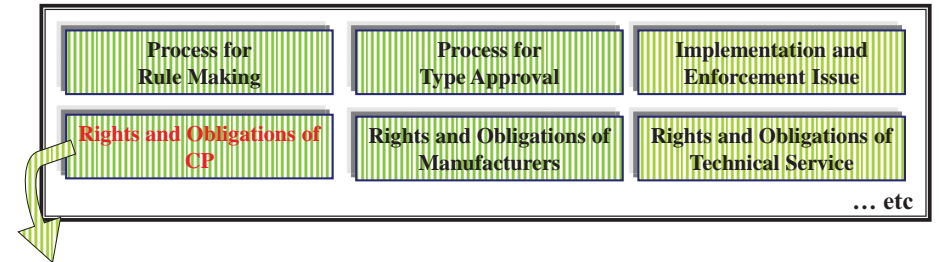


- minimum information to be provided in the test report
- provisions on type-approval documentation
- provisions enabling self-testing and virtual testing
- provisions to deal with new technologies
- enhance procedures for ensuring conformity of production

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1. Items to be addressed for the future direction of harmonisation of vehicle regulations under the 1958 Agreement

● Quality Assurance of type approval

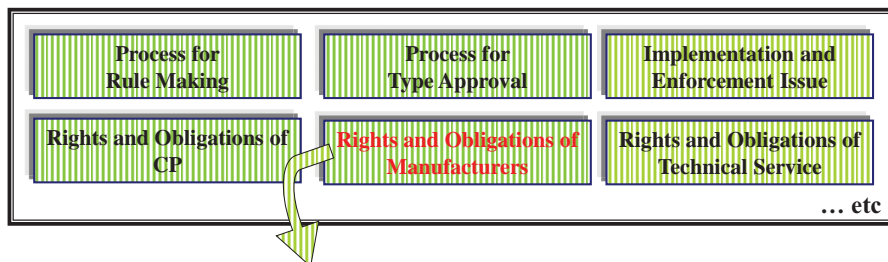


- re-assessment of the rights and obligations for Contracting Parties arising from an adopted Regulation or amendment to an existing Regulation
- conditions necessary for granting type approval
- amendments to type-approvals, refusal or withdrawal of type-approvals, conditions for their validity

19

1. Items to be addressed for the future direction of harmonisation of vehicle regulations under the 1958 Agreement

● Quality Assurance of type approval

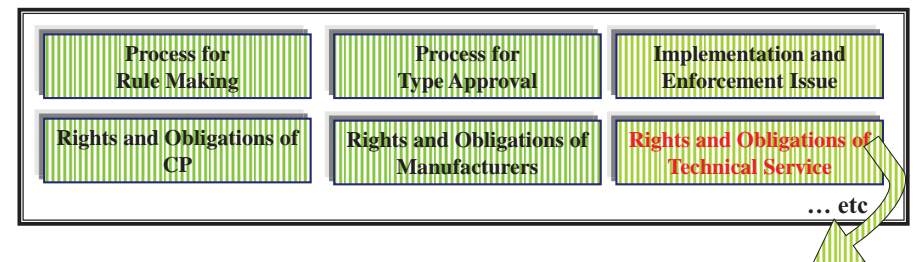


- clarify and specify the rights and obligations of manufacturers
- consider the introduction of a certificate of conformity

20

1. Items to be addressed for the future direction of harmonisation of vehicle regulations under the 1958 Agreement

● Quality Assurance of type approval

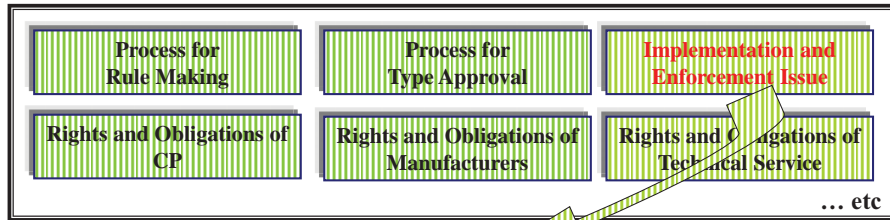


- clarify role and responsibilities of technical services,
- Specify criteria for the assessment of their competence and their designation

21

1. Items to be addressed for the future direction of harmonisation of vehicle regulations under the 1958 Agreement

● Quality Assurance of type approval



➤ market surveillance provisions

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4. Issues to be considered

1. Follow situation of UN regulations

To create an environment where the Asian economies can easily introduce a large number of UN Regulations into their national laws, *Expert Meetings* would be promoted to deepen understanding of UN Regulations.

➔ Example of + **Consideration of draft amendments to ASEAN 19 regulations**
next action:

2. Follow IWVTA discussion

Asian economies would deepen their understanding of the merits of the IWVTA, as well as the merit of accession to the 1958 Agreement.

➔ Example of + **Consideration of the documents which are used in IWVTA discussion**
next action:
+ **Participation to IWVTA activity and WP29**



JASIC intends to work together with Asian countries in order to establish IWVTA as a truly international vehicle type approval mutual recognition system. We expect Asian countries to participate in these activities and ask for their cooperation.

2012/2/16
ECE seminar

Thank you for your attention !

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Road-map
for 1958 Agreement
including ECE introduction and WVTAS

Main issue

ECE seminar
February 16, 2012

Explanation of the Road map

2012/2/16 Seminar
on '58 Agreement

Concept

➢ Target on three main issues:

- Accession to the 1958 Agreement
- Adoption of ECE regulations
- Creation of WVTAS (Whole Vehicle Type Approval System)

STEP 1: Information and Education on the advantages and disadvantages of Accession to 1958 Agreement

STEP 2: RP Delegation meeting with UN Secretariat

STEP 3: Preparation of Road Map for Accession

STEP 4: Commencement of documentations and activities that related to accession

STEP 5: Official declaration for accession to 1958 Agreement by the President

STEP 6: Prepare accession bill

STEP 7: Ratification by Congress

STEP 8: Introduction of ECE Regulations and MRA

STEP 9: Introduction of WVTAS system

STEP 10: Follow-ups

Activity	Purpose/Expected Results	Tasks	詳細項目および担当 Detail & Responsibility	日程 Schedule		
				JASIC	CHVSR	
1. Information and Education (IEC) on the advantages and disadvantages of Accession to 1958 Agreement	1.1 Official stand of the Philippines on the 1958 Agreement.	1.1.1 Review provisions of EO 628 particularly participation to WP 29.	CHVSR議長、WG-3) 加盟の国際的位置づけ、目的、必要性、社会的影響を説明 CHVSR Chairperson, SC-3) Deliberations on 1958 Agreement for brief explanation on the positioning of accession, purpose, necessity and social impact before starting the procedure	-	2011-2012	
		1.1.2 Detailed review of 1958 Agreement.	DOTC to coordinate with DFA on procedure	-		
		1.1.3 Increase understanding of the 1958 Agreement	JASIC) セミナー開催、日本の経験・知見紹介 (58年協定加盟し継続ECE法規を採用)、58協定と98協定の違い JASIC) Open seminars and share Japanese experiences and knowledge (in the accession to the 58 Agreement and successive adoption of ECE regulations thereafter). Differentiated between '58 and '98 agreement JASIC) 日本の事例説明 JASIC) Present cases in Japan	2012 Feb.	2011-2012	
	1.2 Identification of the procedure/requirements of signing and ratification.	1.2.1 Secure materials about accession or DFA to secure materials from the UN Sec.	DOTC, DFA) 国内必要手続きの確認とスケジュール作成 DOTC, DFA) Confirm the procedure and documents required SC-3 with DFA on steps of accession to WP 29 Agreements and the required documentations.		-	2010
		1.2.2 Request DFA to confirm Philippine process of accession to international Agreements.	SC-1,2,3,4) 不明点の整理とその解消 (必要に応じてJASIC支援) SC-1,2,3,4) Identify what remains unclear and clarify them ← JASIC's support.	-		
	1.3 Coordination of various efforts and among agencies of activities for accession.	1.3.1 Present advantages to the country's economy related to accession	JASIC) 58協定の特長とメリットの説明 JASIC) Present the character of 1958 agreement and its advantage SC-1,2) 加盟メリットのまとめ SC-1,2) summarize the advantage of accession to the agreement		2011 Dec.	-
		1.3.2 Draft overall development plan on certification and regulations for Vehicle Manufacturing Industry arising from 1958 Agreement	CHVSR & SC-1,2,3,4) Study on preliminary estimation/design of certification and regulations DOTC | NEDA/BOIへ説明と質問への対応 DOTC) Present the plan to NEDA/BOI		-	2012-2013
	1.4 Confirmation of domestic procedures	1.4.1 Study predictable issues and Q&A	国内手続の確認と対応 予測される対応項目の検討	DOTC) リーガル | 58協定加盟国内手続き手順の確認。 DOTC legal div.) Confirm the necessary procedure for domestic discussion / approval DOTC) 懸念されるマイナス項目とその対応策の検討 DOTC) study potential risks/negative effects (impact assessment) and the identify countermeasure	-	2011-2012
				JASIC) 懸念項目の解消あるいは対策案をDOTCと協議 JASIC) discuss the potential risk and support DOTC in drafting measures	2012 Feb.	2011-2012
	1.5 Build a consensus for accession	1.5.1 Work on high-level stakeholders	加盟への合意形成活動 ハイレベルへの働きかけ	JASIC) アイデア出し、参考事例の説明 JASIC) present idea and/or explain cases in Japan SC-3,4) CHVSRでの合意形成に向けて対応 SC-3 and 4) Develop a consensus at CHVSR DOTC) 議員への理解活動、経済効果を示す資料作成 DOTC) Develop materials to demonstrate economic effects and increase understanding among lawmakers	2012 Dec.	2011-2012
DOTC) SC) 0-17) 詳細実行計画 (役割分担とスケジュール) への反映 DOTC) SC) Reflect them to the details of roadmap (role sharing and schedule)				-	2011-2012	

STEP 1: Information and Education on the advantages and disadvantages of Accession to 1958 Agreement

1.1 Official stand of the Philippines on the 1958 Agreement.

1.1.1 Review provisions of EO 628 particularly participation to WP 29.

- CHVSR Chairperson, SC-3) Deliberations on 1958 Agreement for brief explanation on the positioning of accession, purpose, necessity and social impact before starting the procedure

1.1.2 Detailed review of 1958 Agreement.

- DOTC to coordinate with DFA on procedure

1.1.3 Increase understanding of the 1958 Agreement

- JASIC) Open seminars and share Japanese experiences and knowledge (in the accession to the 58 Agreement and successive adoption of ECE regulations thereafter), Differentiated between '58 and '98 agreement
- JASIC) Present cases in Japan

1.2 Identification of the procedure/requirements of signing and ratification.

Explanation of the Road map

2012/2/16 Seminar
on '58 Agreement

Concept (continued)

- Description of each tasks to be tackled and breaking-down in each items by whom and by when.
- Need detail plans of each sub committee to realize the target in the roadmap.

Let's take actions in line with the Roadmap.

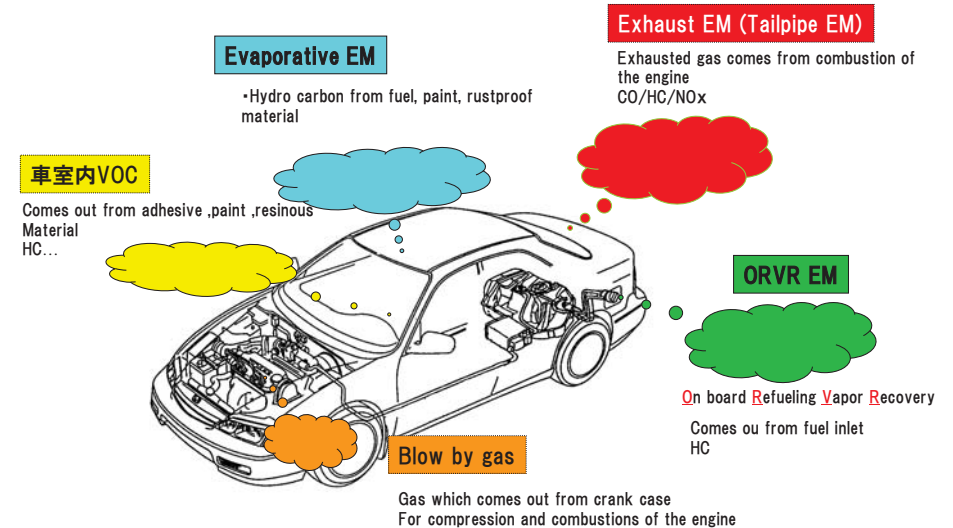
ECE Regulations Seminar (Feb. 9, 2012) Presentation Materials
ECE法規セミナー(2012年2月9日開催)プレゼンテーション資料

1. Light-duty Exhaust Emission Regulations(UN Regulation R83)
2. Introduction of UN/ECE Regulations for Tires (R30 &R50)

Environmental Regulation

Light-duty Exhaust Emission Regulations < UN Regulation R83 >

Emission from the vehicle



Several kind of gases are emitted from vehicles

Influence to the health

Restricted component	harm	Creation process
CO	Cause heart disease	Incomplete combustion
HC	Cause ozone sickness, acid rain and smog	Leakage of fuel
NO _x		Combustion at high temperature
CO ₂	Cause glass house phenomenon	Normal combustion

Combustion=chemical reaction



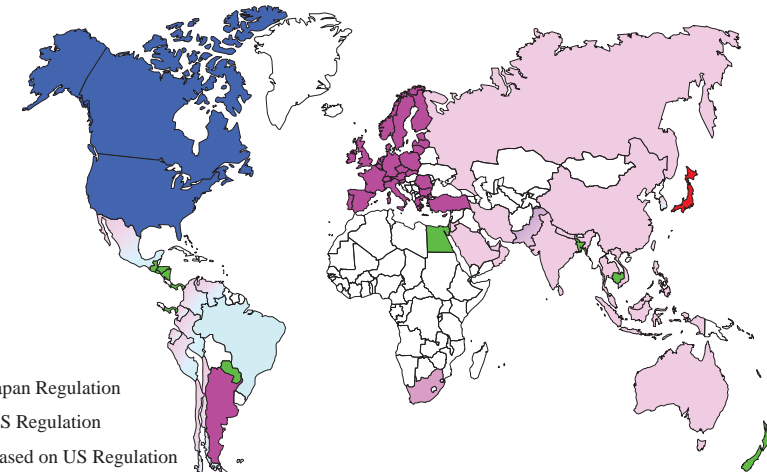
+ HC
+ CO
+ NO_x

actually...

incomplete combustion and chemical reaction cause harmful component

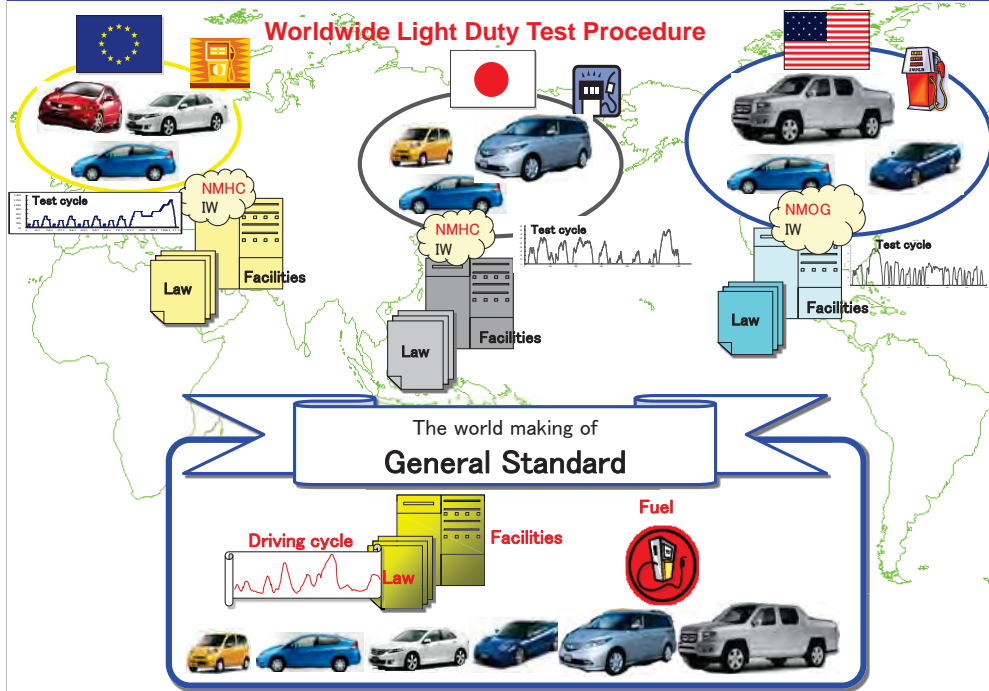
Theoretical combustion

Environmental Regulation in the world



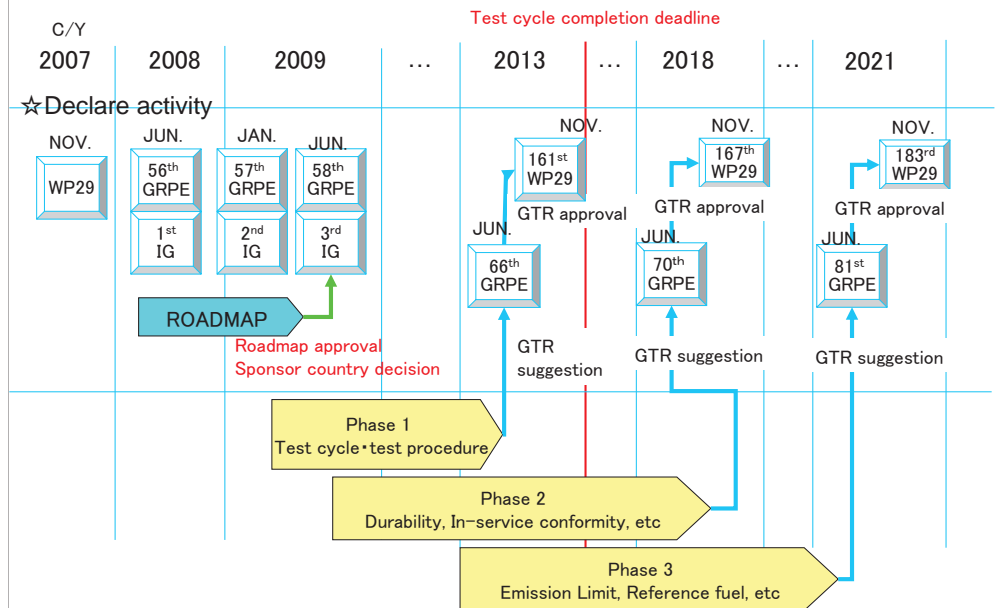
- Japan Regulation
- US Regulation
- Based on US Regulation
- EU, UN Regulation
- Based on EU and UN Regulation
- Other

Current trend of harmonized test procedure in the world



Worldwide Light Duty Test Procedure

Road map



Environmental Regulation in the world

	EU / UN	USA	Japan	Australia	Indonesia	Thailand	Singapore	Malaysia	Philippines	Vietnam
Idle Emission	●	●	●	●	●	●			●	●
Tailpipe Emission	●	●	●	●	●	●	●	●	●	●
Low Temp. Emission	●	●		●					●	
Crankcase Emission	●	●	●	●		●			●	●
Evaporative Emission	●	●	●	●		●			●	●
Durability	●	●	●	●		●			●	●
OBD	●	●	●	●		○			●	

EURO-2 ⇒ EURO4 with improvement of fuel quality

History of UN Regulation R83

Series	Date of entry into force	NOTE
00	1989/11/05	Urban driving cycle only
01	1992/12/30	Euro-1 Addition of the extra urban driving cycle
02	1995/07/02	
03	1996/12/07	Euro-2
04	1999/11/13	
05	2001/03/29	Addition of OBD provisions A limit : Euro-3 B limit : Euro-4

Addendum 82: Regulation No. 83

Revision 3

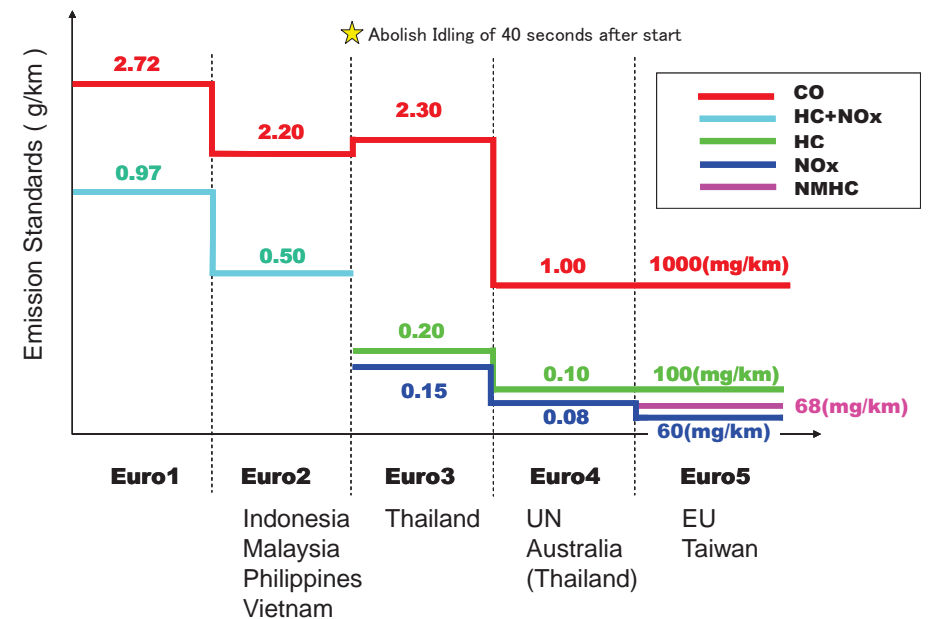
Incorporating all valid text up to:

Incorporating all valid text up to the 05 series of amendments - Date of entry into force: 29 March 2001
 Supplement 1 to the 05 series of amendments - Date of entry into force: 12 September 2001
 Supplement 2 to the 05 series of amendments - Date of entry into force: 21 February 2002
 Corrigendum 1 to the 05 series of amendments subject of Depository Notification C.N.111.2002.TREATIES-1 dated 8 February 2002
 Corrigendum 2 to the 05 series of amendments subject of Depository Notification C.N.883.2003.TREATIES-1 dated 2 September 2003
 Supplement 3 to the 05 series of amendments - Date of entry into force: 27 February 2004
 Supplement 4 to the 05 series of amendments - Date of entry into force: 12 August 2004
 Corrigendum 3 to the 05 series of amendments subject of Depository Notification C.N. 1038.2004.TREATIES-1 dated 4 October 2004
 Supplement 5 to the 05 series of amendments - Date of entry into force: 4 April 2005

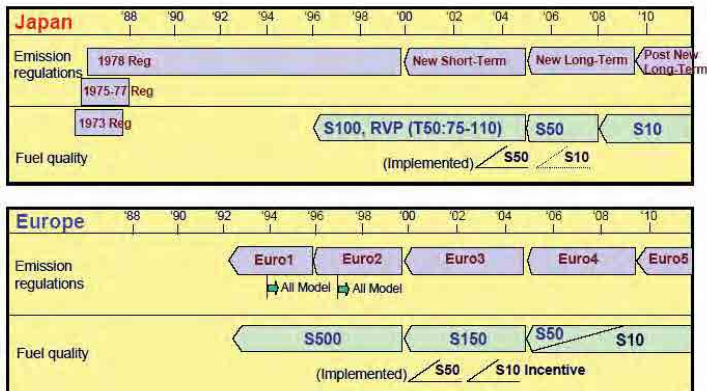
UN Regulation R83 S5

History of Emission Standards

History of Emission Standards

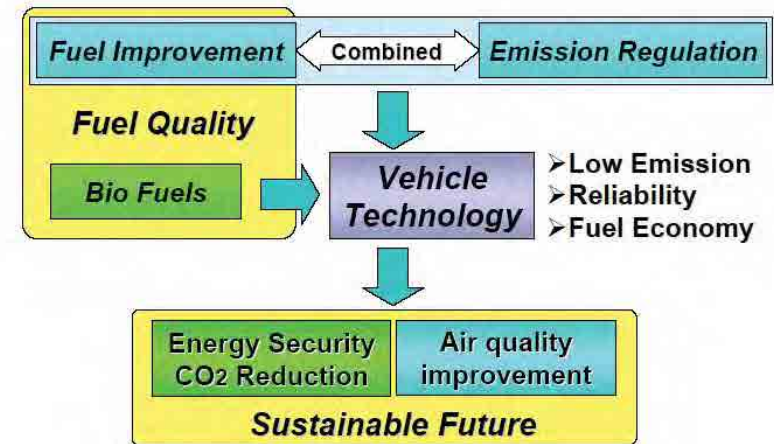


Emission and Fuel Regulations in JP & EU (Gasoline)



Emission regulation has been enforced under fuel improvement.

Relations between Fuel Improvement and Vehicle Technology



Gasoline Quality for Low Emissions

Fuel quality to maximize the catalyst performance;

- For air fuel ratio control
 - Distillation properties (and RVP)
 - Detergent (preventing deposits)
- For quicker warm up of catalyst
 - Lowering sulfur
- For keeping higher conversion efficiency
 - Lowering sulfur
 - Metal Free

- This Regulation applies to vehicles of categories M and N 1/ as shown by Table A, with regard to the tests foreseen for these vehicles in Table B.

Table A

Vehicle category	Max. mass	Positive-ignition engines including hybrid vehicles			Compression-ignition engines including hybrid vehicles
		Petrol	NG	LPG	Diesel
M ₁	< 3.5 t	R83	R83	R83	R83
	> 3.5 t	R83	-	-	-
M ₂	-	R83	-	-	R49 or R83
M ₃	-	R83	-	-	-
N ₁	-	R83	R49 or R83	R49 or R83	R49 or R83
N ₂	-	R83	-	-	R49 or R83
N ₃	-	R83	-	-	-

Scope

Table B

Different route: for type-approval and extensions

Type-approval test	Positive-ignition engines vehicles of categories M and N			Compression-ignition engines vehicles of categories M ₁ and N ₁
	Petrol-fuelled vehicle	Bi-fuel vehicle	Mono-fuel vehicle	
Type I	Yes (maximum mass ≤ 3,5 t)	Yes (test with both fuel types) (maximum mass ≤ 3,5 t)	Yes (maximum mass ≤ 3,5 t)	Yes (maximum mass ≤ 3,5 t)
Type II	Yes	Yes (test with both fuel types)	Yes	-
Type III	Yes	Yes (test only with petrol)	Yes	-
Type IV	Yes (maximum mass ≤ 3,5 t)	Yes (test only with petrol) (maximum mass ≤ 3,5 t)	-	-
Type V	Yes (maximum mass ≤ 3,5 t)	Yes (test only with petrol) (maximum mass ≤ 3,5 t)	Yes (maximum mass ≤ 3,5 t)	Yes (maximum mass ≤ 3,5 t)
Type VI	Yes (maximum mass ≤ 3,5 t)	Yes (maximum mass ≤ 3,5 t) (test only with petrol)	-	-
Extension	Section 6	Section 6	Section 6	Section 6; M ₂ and N ₂ with a reference mass ≤ 2 840 kg ⁽¹⁾
On-board diagnostics	Yes, in accordance with section 8.1.1 or 8.4	Yes, in accordance with section 8.1.2 or 8.4	Yes, in accordance with section 8.1.2 or 8.4	Yes, in accordance with sections 8.2, 8.3 or 8.4

"Bi-fuel vehicle" means a vehicle that can run part-time on petrol and also part-time on either LPG or NG.

"Mono-fuel vehicle" means a vehicle that is designed primarily for permanent running on LPG or NG, but may also have a petrol system for emergency purposes for starting only, where the petrol tank does not contain more than 15 litres of petrol.

Type approval test

Type approval test

要件	規制段階	Euro 1 (91/441/EEC)	Euro 2 (94/12/EC)	Euro 3 (98/69/EC)	Euro 4 (98/69/EC)	Euro 5 (EC/715/2007)	Euro 6 (EC/715/2007)
Equivalent ECE reg. (R83/XXseries)		01	03	05(A)	05(B)	[06]	×
Type 1test (tail pipe EM) driving cycle: NEDC		○	○	○ (Idle:40sec cut)	○ (Idle:40sec cut)	○ (Idle:40sec cut)	○ (Idle:40sec cut)
Type 2test (Idle EM) [*]		○ (report only)	○ (report only)	○ (report only)	○ (report only)	○ (report only)	○ (report only)
Type 3test (crank case EM) [*]		○ (not emitted)	○ (not emitted)	○ (not emitted)	○ (not emitted)	○ (not emitted)	○ (not emitted)
Type 4test (evap.EM) [*]		○ (2g/test)	○ (2g/test)	○VT-SHED (2g/test)	○VT-SHED (2g/test)	○VT-SHED (2g/test)	○VT-SHED (2g/test)
Type 5test (durability)		○ (80,000km)	○ (80,000km)	○ (80,000km)	○ (80,000km)	○ (160,000km)	○ (160,000km)
Type 6test (cold CO/HC EM) [*]		×	×	○	○	○	○
Test fuel		E0	E0	E0	E0	E5,B5	E5,B5
OBD		×	×	○	○	○	○
OBD IUPR		×	×	×	×	○	○
COP requirement		○	○	○	○	○	○
In-use COP		×	×	○	○	○	○

[*] No requirement for Compression ignition engines vehicles

Type approval test

Definitions

◇ Gaseous pollutants

The exhaust gas emissions of carbon monoxide, oxides of nitrogen.

◇ Tailpipe emissions

The emission of gaseous pollutants. (for positive-ignition engines)

◇ Evaporative emissions

The hydrocarbon vapor lost from the fuel system of a motor vehicle other than those from tailpipe emissions.

◇ Engine crankcase

The spaces in, or external to, an engine which are connected to the oil sump by internal or external ducts through which gases and vapor can escape.

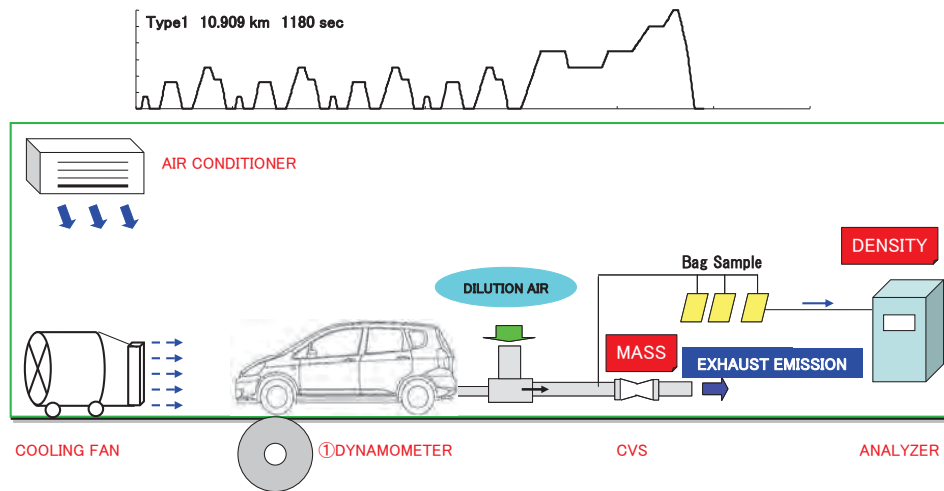
◇ OBD (On-Board Diagnostic)

An on-board diagnostic system for emission control which has a capability of identifying the likely area of malfunction by means of fault codes stored in computer memory.

Type approval test (Type-I)

Type I test

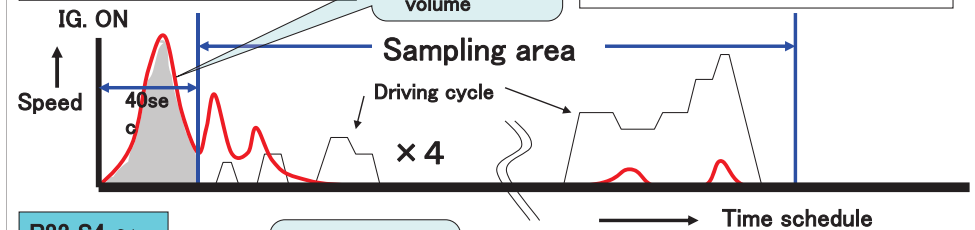
Verifying the average tailpipe emissions after a cold start.



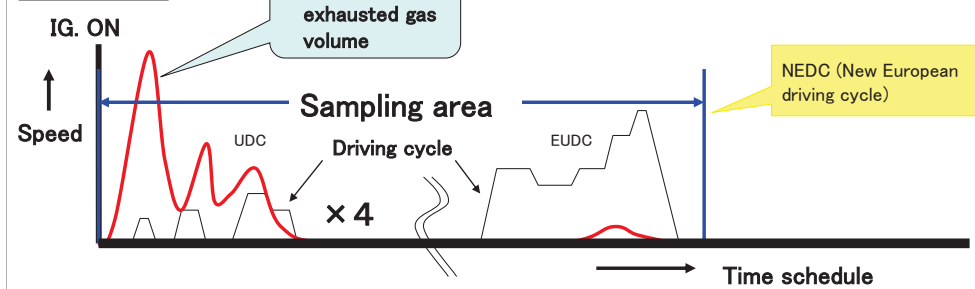
Type approval test (Type-I)

Type I test

~ R83 S3
Current Indonesia Regulation



R83 S4 ~

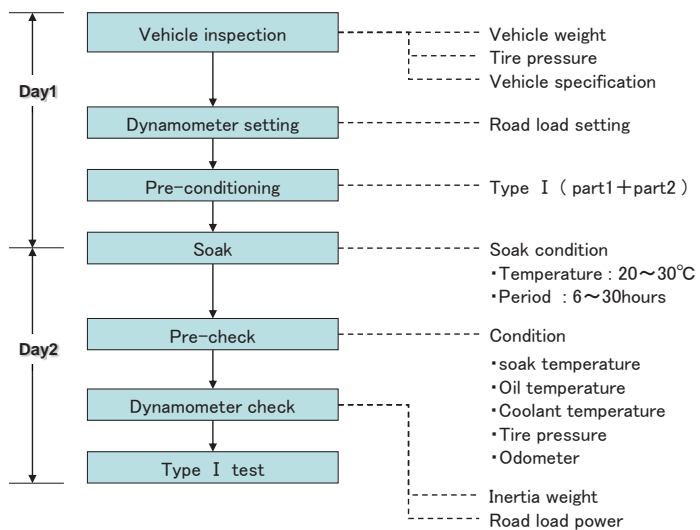


Type approval test (Type-I)

Type I test

Test procedure

For EURO5 & EURO6,
CH4 Analyzer, PN measurement system are needed.



Type approval test (Type-II)

Type II test

Carbon monoxide emission test at idling speed.

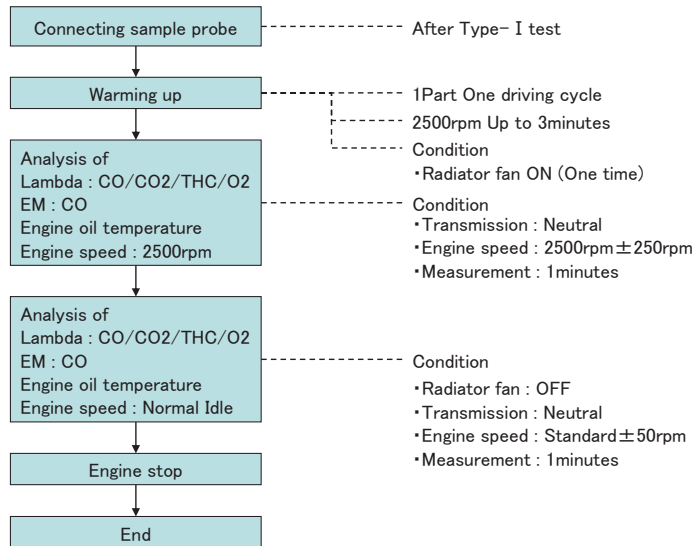
The carbon monoxide content by volume of the exhaust gases emitted with the engine idling must not exceed 3.5%.



Type approval test (Type-II)

Type II test

Test procedure

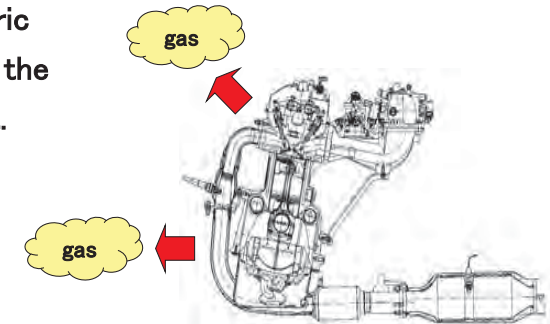


Type approval test (Type-III)

Type III test

Verifying emissions of crankcase gases.

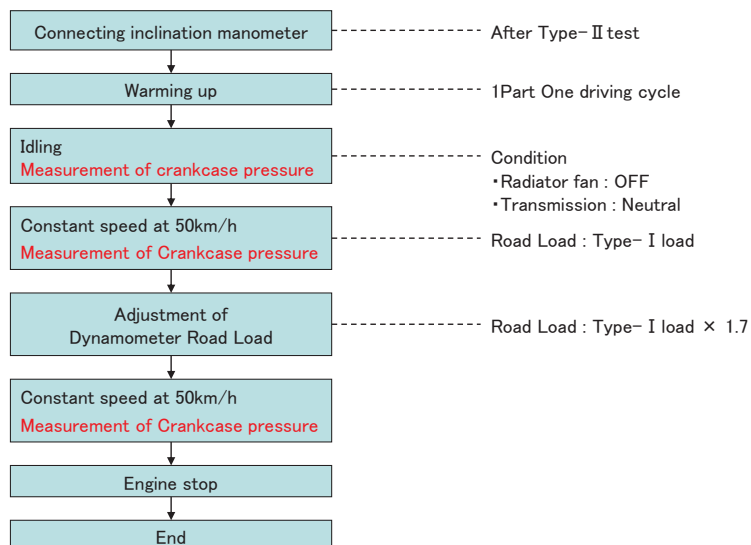
The engine's crankcase ventilation system must not permit the emission of any of the crankcase gases into the atmosphere. The vehicle is deemed satisfactory the pressure measured in the crankcase does not exceed the atmospheric pressure prevailing at the time of measurement.



Type approval test (Type-III)

Type III test

Test procedure



Type approval test (Type-IV)

Type IV test

The evaporative emission test is designed to determine hydrocarbon evaporative emissions as a consequence of diurnal temperatures fluctuation, Hot soaks during parking, and urban driving .The test consists of these phases:

- Test preparation including an urban (Part One) and extra-urban (Part Two) driving cycle.
- Hot Soak Loss determination
- Diurnal Breathing Loss determination

Mass emissions of hydrocarbons from the hot soak and the diurnal loss phases are added up to provide an overall result for the test.

Limit : $2g > HSL + DBL$.

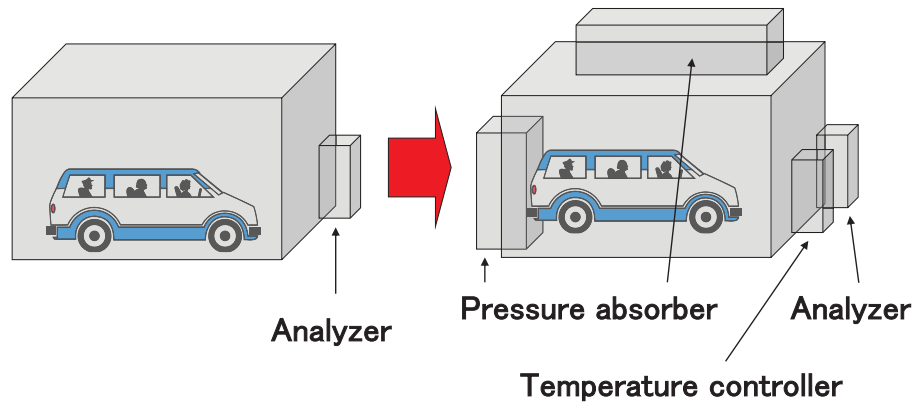
Type approval test (Type-IV)

Type IV test

Test Equipments

Normal SHED(91/441/EC)

VT-SHED(98/69/EC)



Type approval test (Type-IV)

Type IV test

VT SHED



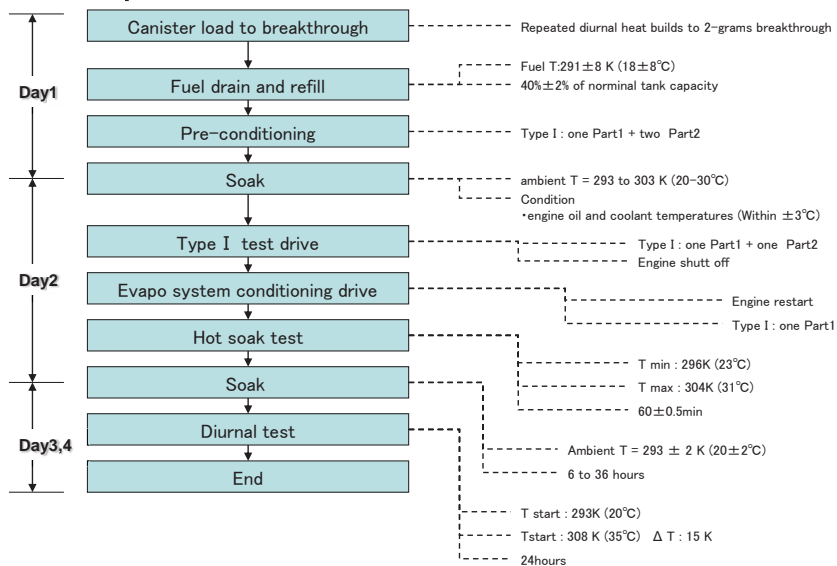
Canister Preconditioning System



Type approval test (Type-IV)

Type IV test

Test procedure



Type approval test (Type-V)

Type V test

5.3.6. Type V test (Durability of anti-pollution devices)

5.3.6.1. This test shall be carried out on all vehicles referred to in paragraph 1 to which the test specified in paragraph 5.3.1. applies. The test represents an ageing test of 80,000 km driven in accordance with the programme described in Annex 9 on a test track, on the road or on a chassis dynamometer.

5.3.6.2. Notwithstanding the requirement of paragraph 5.3.6.1., a manufacturer may choose to have the deterioration factors from the following table used as an alternative to testing to paragraph 5.3.6.1.

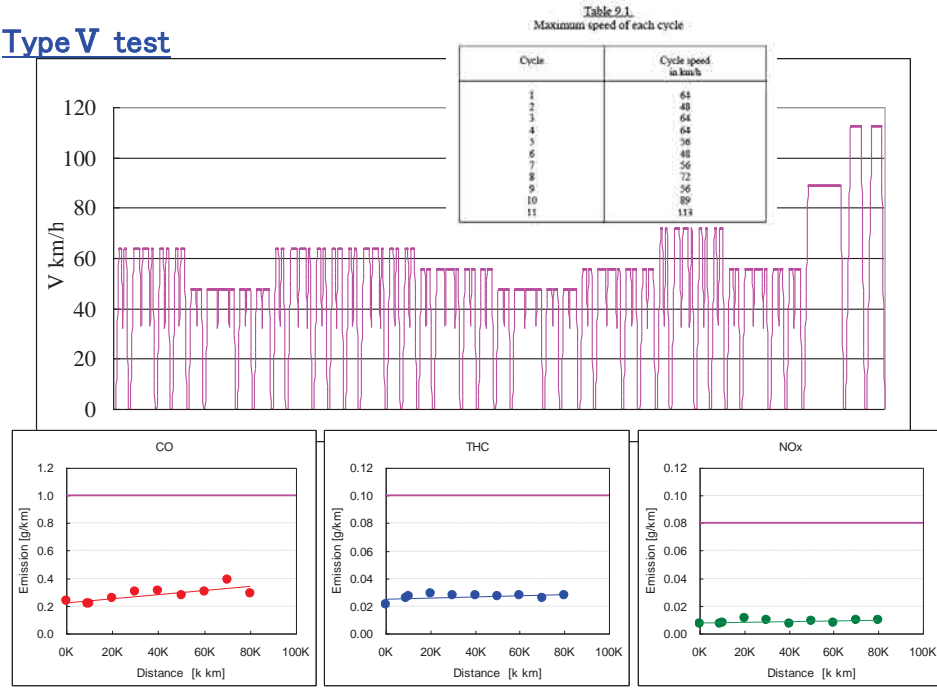
		Deterioration factors				
	Pollutant	CO	HC	NO _x	HC + NO _x ⁽¹⁾	Particulates
Engine Category	Positive-ignition Engine	1.2	1.2	1.2	-	-
	Compression-ignition engine	1.1	-	1	1	1.2

⁽¹⁾ For compression ignition engines

At the request of the manufacturer, the technical service may carry out the Type I test before the Type V test has been completed using the deterioration factors in the table above. On completion of the Type V test, the technical service may then amend the type approval results recorded in Annex 2 by replacing the deterioration factors in the above table with those measured in the Type V test.

Type approval test (Type-V)

Type V test



Type approval test (Type-VI)

Type VI test

Verifying the average low ambient temperature carbon monoxide and hydrocarbon tailpipe emissions after a cold start.

Ambient temperature levels encountered by the test vehicle
Must average : 266 degrees K \pm 3 degrees K.

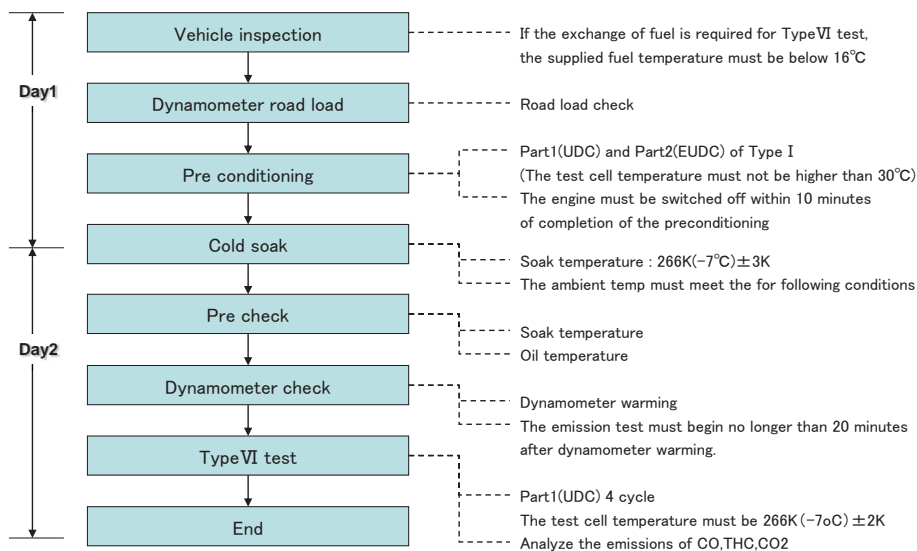
Limit, monoxide carbon : 15g/km, hydrocarbon : 1.8g/km.



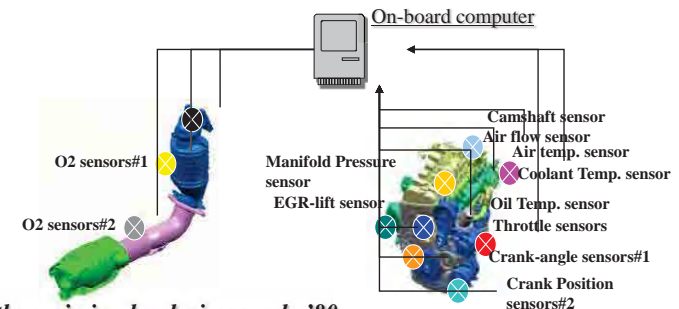
Type approval test (Type-VI)

Type VI test

Test procedure



Type approval test (OBD)

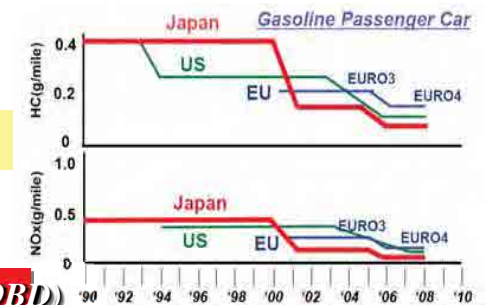


To maintain the emission level, since early '80, various sensors have been mounted as **"emission control system"**.

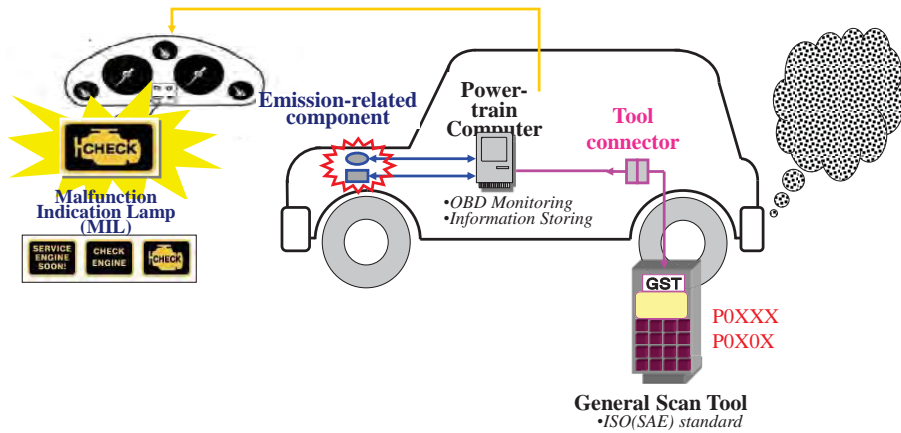
In another word, Without such the system, **"clean emission" level becomes blowing up (over the limit) easily.**

Required **"diagnosis system"** for those

This is ; On-Board Diagnostics (OBD)



How does OBD work?

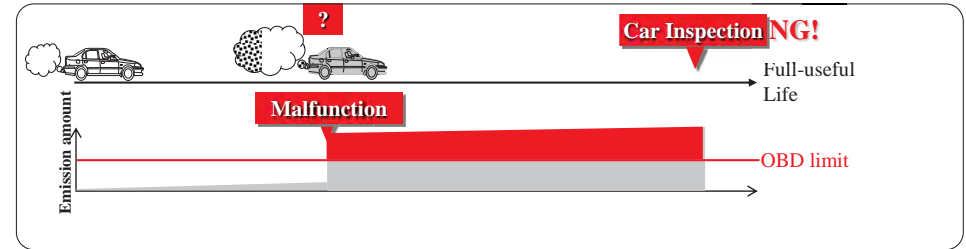


If malfunction and/or deterioration of the emission control system would be occurred, **not only "Malfunction Illuminate Lamp (MIL)"** must be lighted on, **"Service information(Fault Code)"** must be stored for repairing!

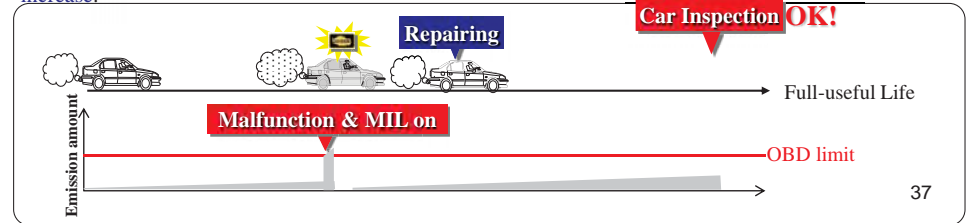
36

What is benefit for clean air ?

Without OBD system, excessive emission level was **NOT** found until "Car Inspection". Because a driver could **NOT** find the "Malfunction" was occurred.

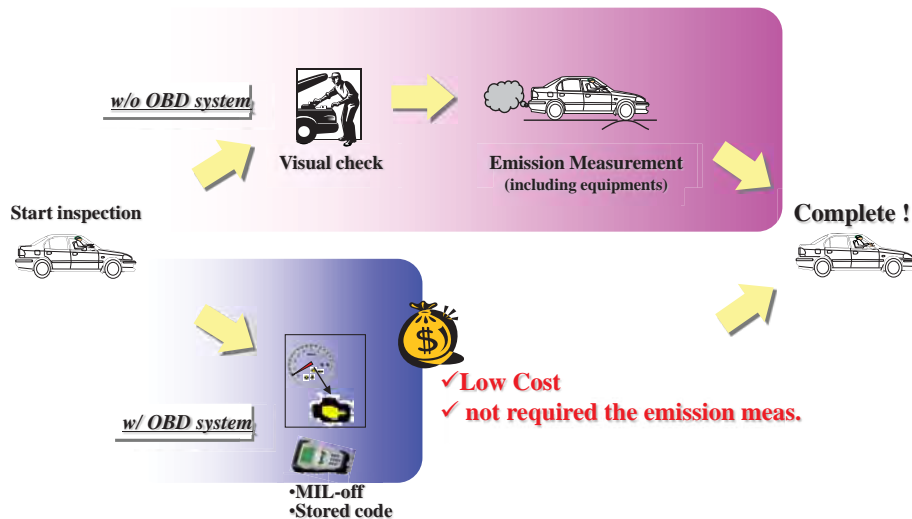


OBD is a shift to pollution prevention. OBD can identify problem(s) with the emissions control system before the vehicle becomes an excessive polluter, allowing time to repair the vehicle before emissions increase.



37

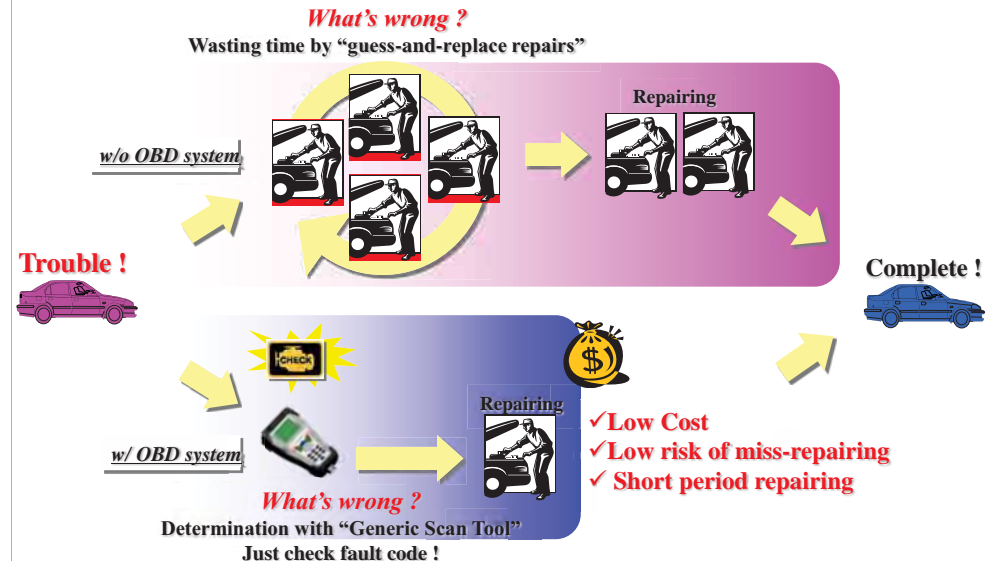
What is benefit in Car Inspection?



Which one do you want to do ?

38

What is benefit in Car Repairing?



Which one do you want to do ?

39

Type approval test (OBD)

OBD demonstration Tests and Tools

In according to Appendix1 in Annex 11, demonstration tests are defined as follows. (minimum request)

	Monitor Devices	Malfunctions	Emission Measure*1	OBD Test Tools*2
1. Catalyst Diagnosis	Catalytic converter	Catalyst Deterioration	Available	Deteriorated catalyst
2. Misfiring Diagnosis	Misfiring	Unique/multi-cylinder misfiring	Available	Simulator
3. O2 sensor Diagnosis	O2 sensor	Sensor un-active Circuit check	Available	Simulator
4. Input/Out sensor Diagnosis	EGR system	Low Flow-rate	Available	Simulator
	Fuel system	Amount of over-rich & over-lean	Available	Simulator
	2nd Air Injection	Injector of function/circuit check	NA	NA
5. Evapo.Purge control valve Diagnosis	Evaporation system	Leak and/or purge defect	NA	NA
6. Other Diagnosis	Electronic device	Function and/or circuit check	NA	NA

Note:

- *1: not necessary when emission does NOT exceed OBD limit, and dependence of each manufacturer's strategy.
- *2: methods and/or tools are dependence on manufacturers.

COP (Conformity of Production)

COP

As a general rule, conformity of production with regard to limitation of emissions from the vehicle (test Types I , II , III, and IV) is checked based on the description given in the communication from and its annexes.

◆In case of Type I

- Three vehicles are selected at random in the series and are tested as described in Paragraph5.3.1. The deterioration factors are used in the same way. The limit values are given in paragraph5.3.1.4.
- The production of a series is deemed to conform or not to conform on the basis of a sampling test of the vehicle once a pass decision is reached for all the pollutants or a fail decision is reached for one pollutant, according to the test criteria applied in the appropriate Appendix.
- When a pass decision has been reached for one pollutant, that decision will not be changed by any additional tests carried out to reach a decision for the other pollutants. (figure 1 below)

Type approval test (OBD)

OBD Family

Annex 11 - Appendix 2 ESSENTIAL CHARACTERISTICS OF THE VEHICLE FAMILY

2. To this end, those vehicle types whose parameters described below are identical are considered to belong to the same engine/emission control/OBD system combination.

Engine:

- (a) Combustion process (i.e. positive-ignition, compression-ignition, two-stroke, four-stroke),
- (b) method of engine fuelling (i.e. carburettor or fuel injection).

Emission control system:

- (a) type of catalytic converter (i.e. oxidation, three-way, heated catalyst, other),
- (b) type of particulate trap,
- (c) secondary air injection (i.e. with or without),
- (d) exhaust gas recirculation (i.e. with or without)

OBD parts and functioning:

the methods of OBD functional monitoring, malfunction detection and malfunction indication to the vehicle driver.

OBD must be evaluated based on "emission control system" as like type of components, devices, and their OBD logic !

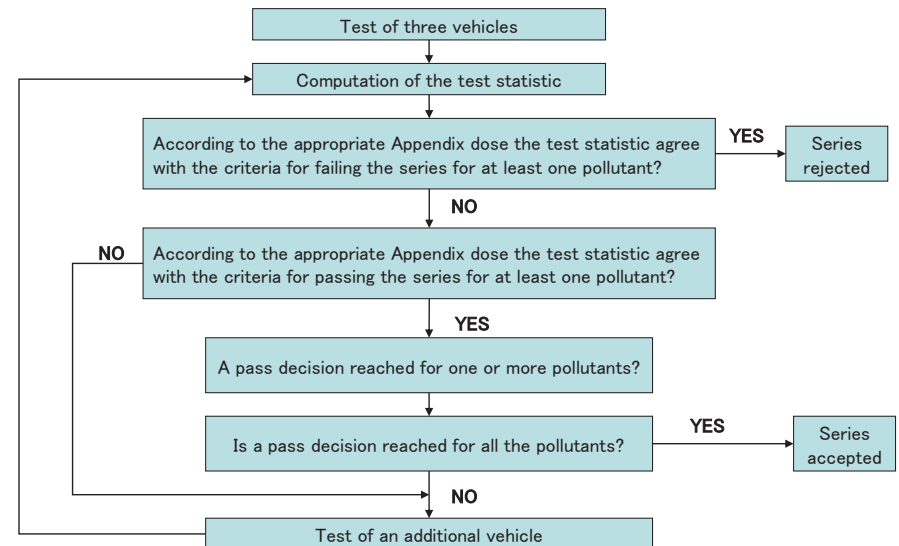
OBD Family Table Example

Vehicle Type	OBD Family	Engine		Emission control system				OBD functional monitoring				
		Combustion process	Fuelling method	Converter type	Particulate trap	2nd air injection	EGR	Catalyst	Misfiring	O2 sensor	PCS	

COP (Conformity of Production)

COP

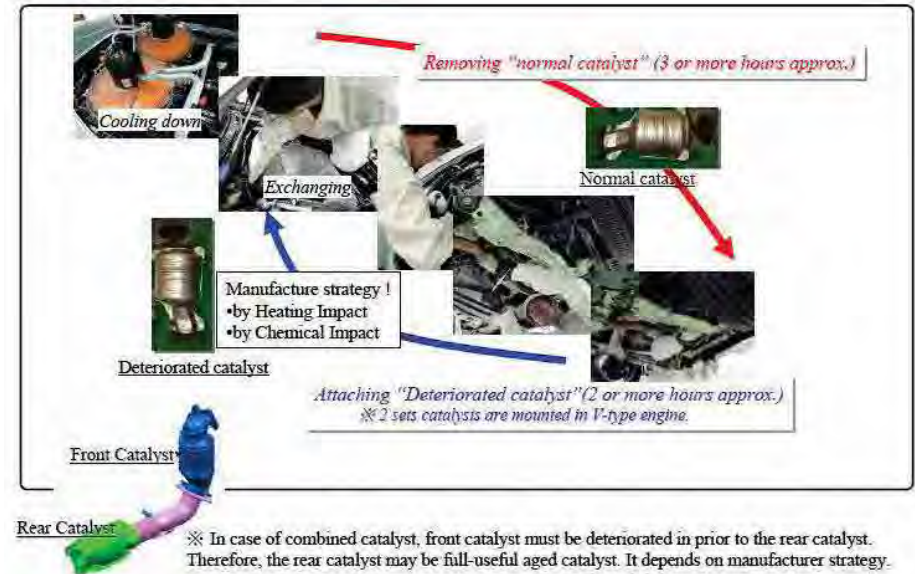
Figure 1



Thank you for your attention.

Type approval test (OBD)

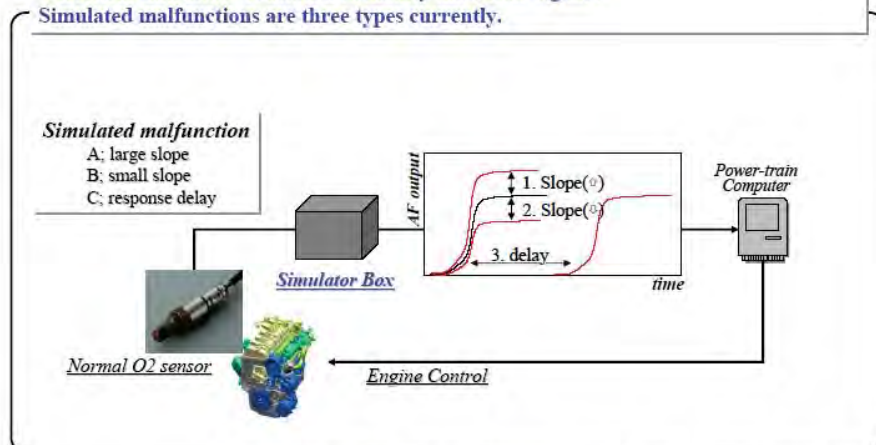
OBD Demonstration test (Catalyst Monitor)



Type approval test (OBD)

OBD Demonstration test (O2 Sensor Monitor)

Regarding to "O2 sensor" demonstration,
"electrical simulator" is utilized to modify the sensor signal!
Simulated malfunctions are three types currently.

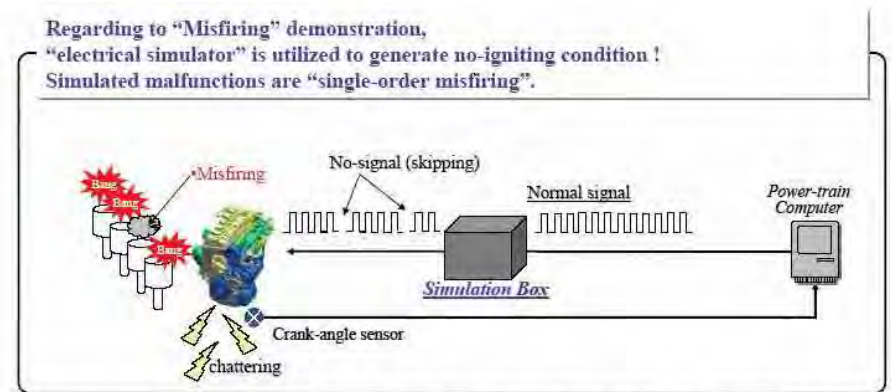


※ "The method" depends on Manufacture. It is required to confirm the principle and procedure before the test.

Type approval test (OBD)

OBD Demonstration test (Misfiring)

Regarding to "Misfiring" demonstration,
"electrical simulator" is utilized to generate no-igniting condition!
Simulated malfunctions are "single-order misfiring".



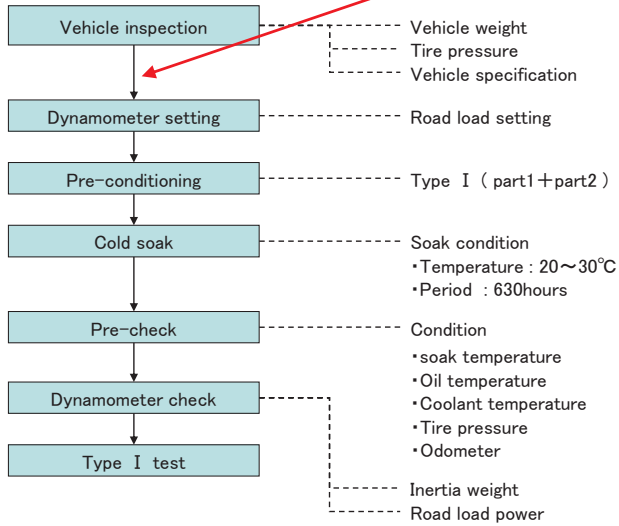
※ "Misfiring method" depends on Manufacture. It is required to confirm the principle and procedure before the test.

Type approval test (OBD)

OBD

Installation of the malfunction threshold item

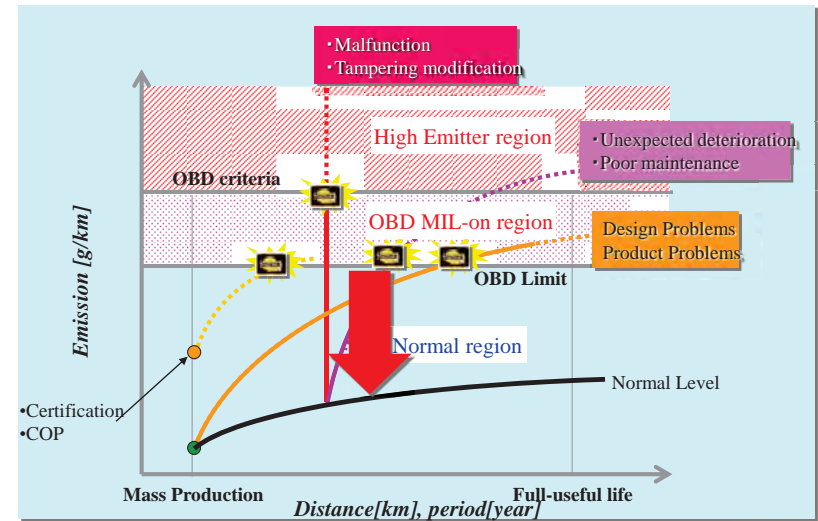
Test procedure (type I test)



How does OBD help the environment?

Good Help for Environment !

Because : OBD can notify a driver of a problem before the vehicle's emission have increased !

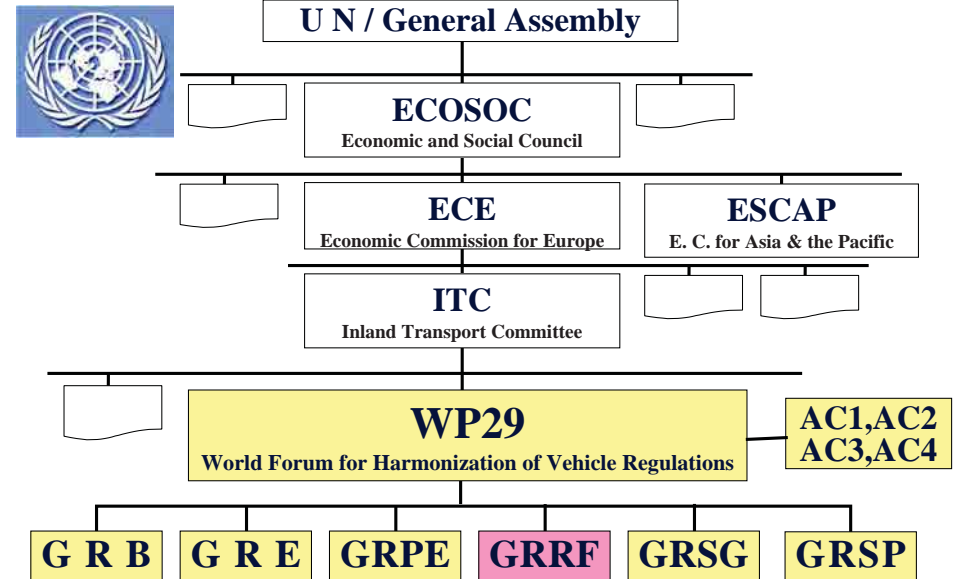


Introduction of UN / ECE Regulations for Tires (R30 & R54)

9 February, 2012

JAPAN AUTOMOBILE STANDARDS INTERNATIONALIZATION CENTER

WP29 Organization



(Brakes and Running Gear)

- Reg. No. 30: Tires for Motor Vehicles and their Trailers
(Passenger car tires)
- Reg. No. 54: Tires for Commercial Vehicles and their Trailers
(Commercial vehicles – Light truck and Truck and Bus - tires)
- Reg. No. 75: Tires for Motor Cycles and Mopeds (Motor cycle tires)
- Others;
- Reg. No. 64:
The Approval of Vehicles equipped with Temporary-use Spare Wheels / Tires
- Reg. No. 106: Tires for Agricultural vehicles and their Trailers
- Reg. No. 108:
Retreaded Pneumatic tires for Motor Vehicles and their Trailers
- Reg. No. 109:
Retreaded Pneumatic tires for Commercial Vehicles and their Trailers
- Reg. No. 117:
Tire Rolling Sound Emission & Adhesion on wet surface & Rolling Resistance

UN/ECE R30

E/CE/TRANS/505 } Rev.1/Add.29/Rev.3
29 March 2007

AGREEMENT

CONCERNING THE ADOPTION OF UNIFORM TECHNICAL PRESCRIPTIONS FOR WHEELED VEHICLES, EQUIPMENT AND PARTS WHICH CAN BE FITTED AND/OR BE USED ON WHEELED VEHICLES AND THE CONDITIONS FOR RECIPROCAL RECOGNITION OF APPROVALS GRANTED ON THE BASIS OF THESE PRESCRIPTIONS ^{a/}

(Revision 2, including the amendments which entered into force on 16 October 1995)

Addendum 29: Regulation No. 30

Revision 3

Incorporating all valid text up to:
 Supplement 10 to the 02 series of amendments - Date of entry into force: 13 January 2000
 Corrigendum 1 to Supplement 10 to the 02 series of amendments, subject of Depository Notification C.N.445.2004.TREATIES-1 dated 13 May 2004
 Supplement 11 to the 02 series of amendments - Date of entry into force: 28 December 2000
 Supplement 12 to the 02 series of amendments - Date of entry into force: 20 February 2002^{a/}
 Corrigendum 1 to Supplement 12 to the 02 series of amendments, subject of Depository Notification C.N.791.2002.TREATIES-1 dated 1 August 2002 (English and Russian only)
 Supplement 13 to the 02 series of amendments - Date of entry into force: 26 February 2004
 Supplement 14 to the 02 series of amendments - Date of entry into force: 18 January 2006

UNIFORM PROVISIONS CONCERNING THE APPROVAL OF PNEUMATIC TYRES FOR MOTOR VEHICLES AND THEIR TRAILERS

UNITED NATIONS

1. SCOPE
2. Definitions
3. Markings
 - Sidewall markings
 - Approval marking
4. Application for Approval
5. Approval
6. Requirements
 - Dimensions
 - Load / Speed performance test
 - Tread-wear indicators
7. Modification of the type of pneumatic tire and extension of approval
8. Conformity of Production
9. Penalties for Non-conformity of Production
10. Production definitively discontinued
11. Transitional Provisions
12. Names and Addresses of Technical Services responsible for conducting approval tests and of administrative departments

1. SCOPE

New pneumatic tires designed primarily for vehicles in categories

M1, N1, O1 and O2.

Not apply to tires designed primarily for

- (a) the equipment for vintage cars
- (b) competitions

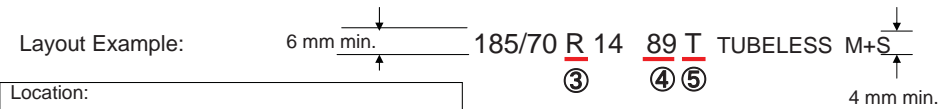
2. Definitions

Vehicle Category (ECE/TRANS/WP.29/78/Rev.2)

M Passenger Cars		
	Max Passenger seats (S) (including for Driver)	Vehicle weight (W)
M1	$S \leq 9$	—
M2	$S \geq 10$	$W \leq 5$ tonnes
M3		$W > 5$ tonnes

N Commercial Vehicle	
	Vehicle weight (W)
N1	$W \leq 3.5$ tonnes
N2	$3.5 < W \leq 12$ tonnes
N3	$W \geq 12$ tonnes

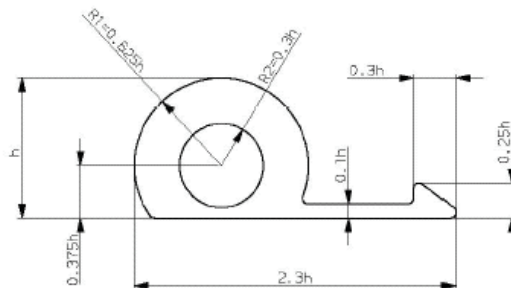
O Trailers (including semi-Trailer)	
	Vehicle weight (W)
O1	$W \leq 0.75$ tonnes
O2	$0.75 < W \leq 3.5$ tonnes
O3	$3.5 < W \leq 10$ tonnes
O4	$W \geq 10$ tonnes



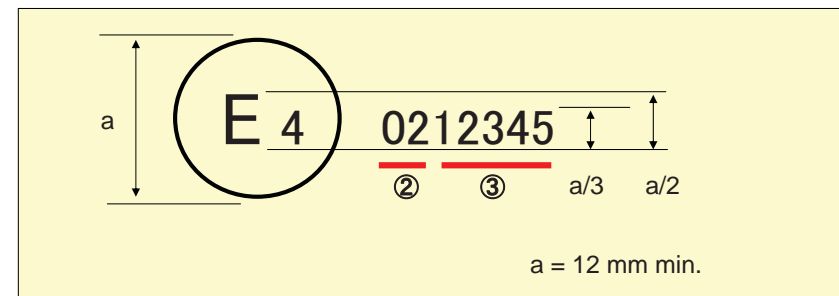
- ① Trade name or mark: Bridgestone
- ② Tire size designation (185/70 14)
- ③ Structure: diagonal (bias-ply) "D" or none, radial "R", Bias-belted "B", "run flat" tires "F" (ex. Runflat 245/40RF18 97Y)
- ④ Load capacity index (89)
- ⑤ Speed category (T)
- ⑥ The word "Tubeless", if applicable
- ⑦ The word "Reinforced" or "Extra Load", if applicable
- ⑧ The date of manufacture (ex. 0612 : week + year , 2012/06th week)
- ⑨ The inscription M+S or M.S or M&S, if applicable

- ⑩ "TEMPORARY USE ONLY" in case of temporary use spare tires, upper case characters at least 12.7 mm high.
- ⑪ "INFLATE TO 420 kPa (60 psi), in the case of "T" type temporary use spare tires.
- ⑫ The symbol below if the tire is a "run flat" or "self supporting" tire, where "h" is at least 12 mm.

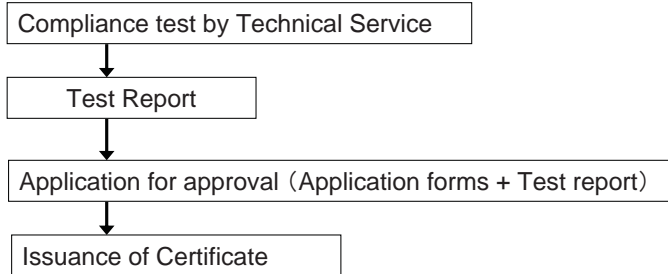
Run flat tire marking:



Arrangement of Approval Marking



- ① E4: Assigned contracting party number (4: Netherland)
- ② 02: Series of amendments
- ③ 12345: approval number



Annex 6: Method of Measuring Pneumatic Tires

1. Preparation:

- 1.1. Mount the tire on the measuring rim and inflate it to a pressure of 3.0 to 3.5 bar.
- 1.2. Adjust the pressure as follows:
 - 1.2.2. Diagonal (Bias-ply) tires: to:

Ply-rating	Pressure (bar)		
	Speed category		
	L, M, N	P, Q, R, S	T, U, H, V
4	1.7	2.0	-
6	2.1	2.4	2.6
8	2.5	2.8	3.0

- 1.2.3. Standard radial tires: 1.8 bar
- 1.2.4. Reinforced tires: 2.3 bar
- 1.2.5. T-type temporary use spare tires: 4.2 bar

2. Procedures:

- 1) Condition the tire, mounted on its rim, at the ambient room temperature for not less than 24 hours.
- 2) Readjust the pressure to the level specified in para. 1.2.
- 3) Measure the overall width by caliper at six equally-spaced points, taking the thickness of the protective rib or bands into account.
The highest measurement so obtained is taken as the overall width.
- 4) Determine the outer diameter measuring the maximum circumference and dividing the figure so obtained by π (3.1416).

1. Preparation

- 1) Mount a new tire on the test rim specified by the manufacturer
- 2) Inflate the tire to the appropriate pressure
- 3) Condition the tire / wheel assembly at test room temperature
(not less than three (3) hours)
- 4) Readjust the tire pressure to that specified 2) above

2. Test procedure

- 1) Test drum: wheel 1.70 m +/- 1% or 2.0 m +/- 1% in diameter
- 2) Load 80% of the table 1
- 3) Test temperature: 20C deg to 30C deg (or higher temp. if agreed)

3. Test conditions

4. Evaluation

- 1) A tire which after the test does not exhibit any tread separation, ply separation, cord separation, chunking or broken cords shall be deemed to have passed the test.
- 2) The outer diameter of the tire, measured six hours after the test, must not differ by more than +/- 3.5% from the outer diameter as measured before the test .

Table 1: Test Load	
Up to H:	Equal to Load Index
V:	91% of LI
W:	85% of LI
Y:	85% of LI

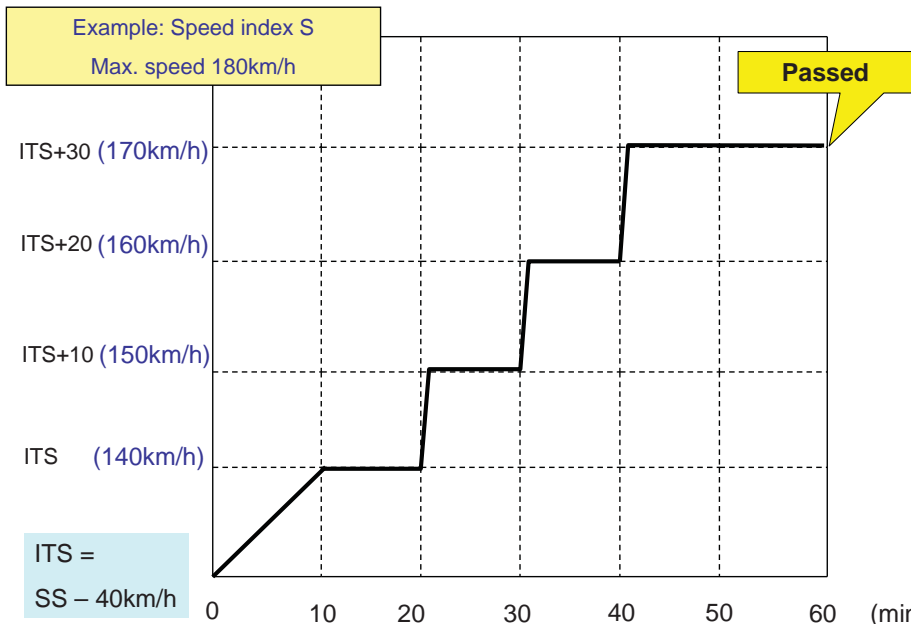
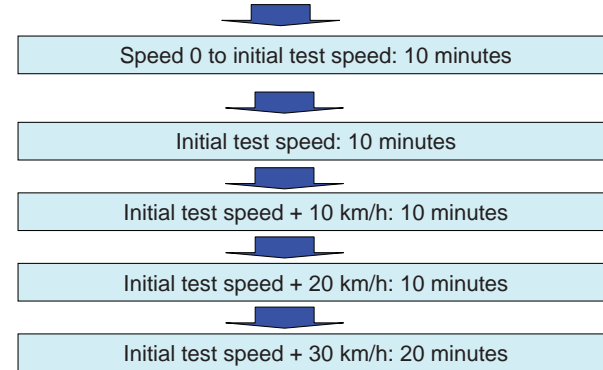
Tire inflation pressure for Load / Speed Performance Tests:

1.2. Inflate it to the appropriate pressure as given (in bar) in the table below:
T-type temporary use spare tyres: to 4.2 bar.

Speed category	Diagonal (bias-ply) tyres			Radial/Run flat system		Bias-belted tyres
	Ply rating			Standard	Reinforced	Standard
	4	6	8			
L, M, N	2.3	2.7	3.0	2.4	2.8	-
P, Q, R, S	2.6	3.0	3.3	2.6	3.0	2.6
T, U, H	2.8	3.2	3.5	2.8	3.2	2.8
V	3.0	3.4	3.7	3.0	3.4	-
W	-	-	-	3.2	3.6	-
Y	-	-	-	3.2 <u>1</u> /	3.6	-

Test conditions:

Initial test speed:
Max. speed for the type of tire, less 40 km/h for 1.7 m drum
Max. speed for the type of tire, less 30 km/h for 2.0 m drum



Procedure to assess the "flat tire running mode" of "run flat system"

- 1) Mount a new tire on the test rim.
 - 2) Carry out the procedure with a test room temperature at 38C degree +/- 3C degree in relation to conditioning the tire-and-wheel assembly.
 - 3) Remove the valve insert and wait until the tire deflates completely.
 - 4) Mount the tire-and-wheel assembly to a test axle
 - 5) Press it against the outer surface of a smooth wheel 1.7 m +/- 1 percent or 2.0 m +/- 1 percent in diameter.
 - 6) Apply to the test axle a load equal to 65 % of the max. load rating corresponding to the load capacity index of the tire.
 - 7) Measure the deflected section height (Z1) at the start of the test.
 - 8) The test room temperature must be maintained at 38C +/- 3C degree.
 - 9) Carry the test without interruption
- Speed 0 to constant test speed 80km/h: 5 minutes
Test speed: 80km/h
Duration of test: 60 minutes

- 10) Measure the deflected section height (Z2)
- 11) Calculate the change in per cent of the deflected section height compared to the deflected section height at the start of the test as $((Z1-Z2)/Z1) \times 100$.

- 1. Pneumatic tire shall include not less than six (6) transverse rows of wear indicators, approximately equally spaced and situated in the principal grooves of the tread.
In the case of tires with the nominal rim diameter of 12 or less, four row of tread wear indicators shall be accepted.
- 2. Tread wear indicators dimensions: 1.6mm + 0.6mm / - 0.0mm.

Example of Extension Application and Approval



Conformity of Production

Verification by the authority which has granted type approval;
At least once every two (2) years

8. CONFORMITY OF PRODUCTION

The conformity of production procedures shall comply with those set out in the Agreement, Appendix 2 (E/ECE/324-E/ECE/TRANS/505/Rev.2), with the following requirements:

- 8.1. Tyres approved under this Regulation shall be so manufactured as to conform to the type approved, by meeting the requirements set forth in paragraph 6. above.
- 8.2. The authority which has granted type approval may at any time verify the conformity control methods applied in each production facility. For each production facility, the normal frequency of these verifications shall be at least once every two years.



9. PENALTIES FOR NON-CONFORMITY OF PRODUCTION
- 9.1. The approval granted in respect of a type of pneumatic tyre pursuant to this Regulation may be withdrawn if the requirements laid down in paragraph 8.1. above are not complied with or if the tyres taken from the series have failed to pass the tests prescribed in that paragraph.
- 9.2. If a Contracting Party to the Agreement applying this Regulation withdraws an approval it has previously granted, it shall forthwith so notify the other Contracting Parties applying this Regulation by means of a communication form conforming to the model in Annex 1 to this Regulation.

ECE/TRANS/WP.29/543/Rev.17
page 67

REGULATION No. 30
Uniform provisions concerning the approval of pneumatic tyres for motor vehicles and their trailers

Original version: 01.04.1975
Latest 02 series of amendments: 15.03.1081

ECE symbol	Contracting Parties	Date of application	Designated Administrative Department(s)	Designated Technical Service(s)
E 1	GERMANY	03.06.77	1/A	145, 188, 141, 146, 147, 149, 150, 151, 152, 153, 154
E 2	FRANCE	20.07.77	2/A	2/A, 2/E
E 3	ITALY	05.04.77	3/A	3/E (9) (10) (11)
E 4	NETHERLANDS	01.04.75	4/A	4/A, 4/B, 4/C, 4/D, 4/E, 4/F, 4/G, 4/H, 4/I, 4/J, 4/K, 4/L, 4/M, 4/N, 4/O, 4/P, 4/Q, 4/R, 4/S, 4/T, 4/U, 4/V, 4/W, 4/X, 4/Y, 4/Z
E 5	SWEDEN	01.04.75	5/A	5/A
E 6	BELGIUM	16.10.82	6/A	6/D
E 7	HUNGARY	26.03.84	7/A	7/G, 7/I
E 8	CZECH REPUBLIC	28.09.77	8/A	8/E
E 9	SPAIN	03.09.83	9/A	9/C, 9/D
E 10	CZECH REPUBLIC	27.04.92	10/A	10/A, 10/B
E 11	UNITED KINGDOM	01.04.75	11/A	11/A, 11/B, 11/C, 11/D, 11/E, 11/F, 11/G, 11/H, 11/I, 11/J, 11/K, 11/L, 11/M, 11/N, 11/O, 11/P, 11/Q, 11/R, 11/S, 11/T, 11/U, 11/V, 11/W, 11/X, 11/Y, 11/Z
E 12	AUSTRIA	27.12.79	12/A	12/A, 12/B
E 13	LUXEMBOURG	13.06.77	13/A	13/B (9), 13/C (6), 13/D (6)
E 14	SWITZERLAND	01.10.83	14/A	14/E
E 16	NOEWAY	02.04.78	16/A	16/E
E 17	FINLAND	19.08.77	17/A	17/I
E 18	DENMARK	24.03.81	18/A	18/A
E 19	ROMANIA	21.12.77	19/A	19/E, 19/G, 19/H
E 20	POLAND	04.03.88	20/A	20/E
E 21	PORTUGAL	26.03.80	21/A	21/B
E 22	RUSSIAN FEDERATION	17.02.83	22/A	22/I, 22/F
E 23	GREECE	03.12.81	23/A	23/A
E 24	IRELAND	24.03.88	24/A	24/A
E 25	CROATIA	08.10.91	25/A	24/B, 24/C, 24/D, 24/E, 24/F, 24/G, 24/H, 24/I, 24/J, 24/K, 24/L, 24/M, 24/N, 24/O, 24/P, 24/Q, 24/R, 24/S, 24/T, 24/U, 24/V, 24/W, 24/X, 24/Y, 24/Z
E 26	SILOVENIA	17.06.79	26/A	26/A
E 27	Ukraine	24.09.77	27/A	27/B
E 28	BELARUS	03.07.95	28/A	28/D
E 29	ARMENIA	13.01.99	29/A	29/A
E 31	BOSNIA AND HERZEGOVINA	06.03.92	29/A	29/A
E 32	LATVIA	18.01.98	29/A	29/A
E 34	BULGARIA	21.01.80	34/A	34/C
E 38	LITHUANIA	28.03.02	38/A	38/A
E 39	TURKEY	22.11.88	39/A	37/B
E 40	THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA	17.09.91	40/A	40/A
E 42	EUROPEAN COMMUNITY	24.03.88	42/A	42/A
E 43	JAPAN	30.06.03	43/A	43/B
E 45	AUSTRALIA	17.06.00	45/A	45/B
E 46	UZBEKISTAN	08.10.02	46/A (1), (6)	46/B
E 47	SOUTH AFRICA	17.06.00	47/A	47/A
E 48	NEW ZEALAND	19.03.02	48/A	48/A
E 49	CYPRUS	01.05.04	49/A	49/A
E 50	INDONESIA	01.07.04	50/A	50/A
E 51	REPUBLIC OF KOREA	01.07.04	51/A	51/A
E 52	VIETNAM	04.04.06	52/A	52/A
E 53	THAILAND	01.07.04	53/A	53/A
E 56	MONTENEGRO	03.06.06	56/A	56/A
E 58	UZBEKISTAN	03.06.06	58/A	58/A

The Netherlands (E 4)

4/A	RDW Europaweg 205 Zoetermeer	Tel: (+31.79) 3458100 Fax: (+31.79) 3458021
	Postbus 777 NL-2700 AT Zoetermeer	
4/B	KEMA Quality B.V. Building H40 Utrechtseweg 510 Arnhem	Tel: (+31.26) 3562302 Fax: (+31.26) 3525800
	P.O. Box 5185 NL-6802 ED Arnhem	
4/C	TNO AUTOMOTIVE Steenmakerstraat 97 Delft	Tel: (+31.15) 2696900 Fax: (+31.15) 2571201
	Postbus 6033 NL-2600 JA Delft	
4/D	PDE Automotive B.V. Emmsielaboratorium Helmond	
	Stenenvenweg 1 NL-5705 CL Helmmond	
	P.O. Box 1015 NL-5700 MC, Helmmond	
4/E	VREDESTEIN BANDEN B.V. Ir. E.L.C. Schiff Sr. straat 370 Enschede	Tel: (+31.53) 4888888 Fax: (+31.53) 4888368
	Postbus 27 NL-7500 AA Enschede	
4/F	DARE!! Consultancy Vijpelmolenlaan 7 NL-3447 GJ Woerden	Tel: (+31.348) 430979 Fax: (+31.348) 430645



UN / ECE R54



E/CE/324 } Rev.1/Add.53/Rev.2
E/CE/TRANS/505 }

16 April 2004

AGREEMENT

CONCERNING THE ADOPTION OF UNIFORM TECHNICAL PRESCRIPTIONS FOR WHEELED VEHICLES, EQUIPMENT AND PARTS WHICH CAN BE FITTED AND/OR BE USED ON WHEELED VEHICLES AND THE CONDITIONS FOR RECIPROCAL RECOGNITION OF APPROVALS GRANTED ON THE BASIS OF THESE PRESCRIPTIONS ²⁾

(Revision 2, including the amendments which entered into force on 16 October 1995)

Addendum 53: Regulation No. 54

Revision 2

Incorporating all valid text up to:

Corrigendum 1 to Revision 1 of the Regulation subject of Depositary Notification CN.438.1997.TREATIES-107 dated 14 November 1997

Supplement 10 to the original version of the Regulation - Date of entry into force: 24 May 1998

Supplement 11 to the original version of the Regulation - Date of entry into force: 7 February 1999

Supplement 12 to the original version of the Regulation - Date of entry into force: 29 December 2000

Supplement 13 to the original version of the Regulation - Date of entry into force: 29 March 2001

Supplement 14 to the original version of the Regulation - Date of entry into force: 21 February 2002 ^{**}

Supplement 15 to the original version of the Regulation - Date of entry into force: 30 October 2003

UNIFORM PROVISIONS CONCERNING THE APPROVAL OF PNEUMATIC TYRES FOR COMMERCIAL VEHICLES AND THEIR TRAILERS



UNITED NATIONS



1. SCOPE
2. Definitions
3. Markings
 - Sidewall markings
 - Approval marking
4. Application for Approval
5. Approval
6. Specifications
 - Dimensions
 - Load / Speed endurance test
7. Modification and extension of approval of a tire type
8. Conformity of Production
9. Penalties for Non-conformity of Production
10. Production definitively discontinued
11. Names and Addresses of Technical Services responsible for conducting approval tests and of administrative departments



1. SCOPE
 - New pneumatic tires designed primarily for vehicles of categories M2, M3, N, O3 and O4.
 - Not apply to tire type identified by speed category symbols correspond to speeds below 80 km/h. (below SS="E")

Vehicle Category (ECE/TRANS/WP.29/78/Rev.2)

M Passenger Cars		
	Max Passenger seats (S) (including for Driver)	Vehicle weight (W)
M1	$S \leq 9$	—
M2	$S \geq 10$	$W \leq 5$ tonnes
M3		$W > 5$ tonnes

N Commercial Vehicle	
	Vehicle weight (W)
N1	$W \leq 3.5$ tonnes
N2	$3.5 < W \leq 12$ tonnes
N3	$W \geq 12$ tonnes

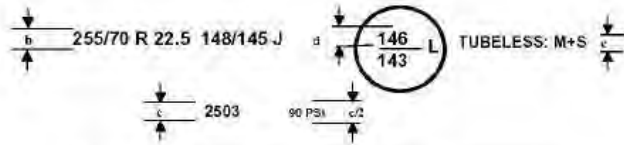
O Trailers (including semi-Trailer)	
	Vehicle weight (W)
O1	$W \leq 0.75$ tonnes
O2	$0.75 < W \leq 3.5$ tonnes
O3	$3.5 < W \leq 10$ tonnes
O4	$W \geq 10$ tonnes

2. Definitions

Layout Example:

Annex 3

ARRANGEMENT OF TYRE MARKINGS



MINIMUM HEIGHTS OF MARKINGS (mm)		
	Tyres of nominal rim diameter < 508 mm (Code 10) or of nominal section width ≤ 235 mm (Code 9)	Tyres of nominal rim diameter ≥ 508 mm (Code 20) or of nominal section width > 235 mm (Code 9)
B	6	9
C		4
D		6

Location:

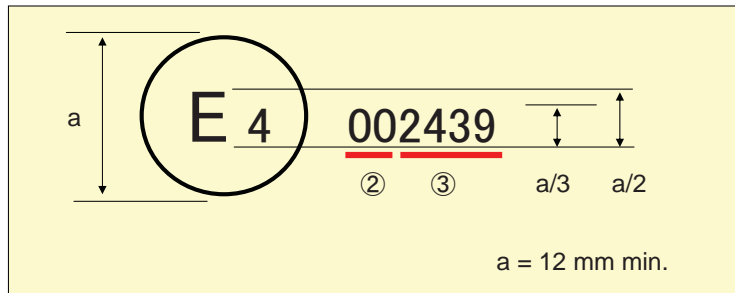
Both sidewall for symmetrical tires,

At least on outer sidewall for asymmetrical tires

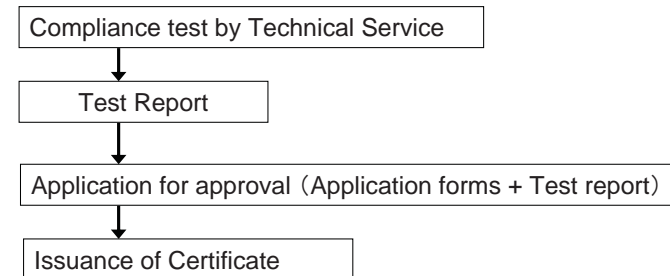
The service description (Load Index and Speed symbol) shall be placed immediately after the tyre size designation

- ① Trade name or mark: Bridgestone
- ② Tire size designation
- ③ Structure: diagonal (bias-ply) "D" or none, radial "R", optionally the word "RADIAL"
- ④ Load capacity index
- ⑤ Speed category symbol and a second speed category symbol
- ⑥ The inscription M+S or M.S or M&S, if applicable
- ⑦ The word "Tubeless", if applicable
- ⑧ The date of manufacture (ex. 0612 : week + year)
- ⑨ The word "REGROOVABLE" and the symbol
- ⑩ The "PSI" index of the inflation pressure for load / speed endurance tests
- ⑪ The inscription "ET" or "ML" or "MTP" for "Special use tires"
- ⑫ The suffix "C" or "LT" after the rim diameter marking
- ⑬ The inscription "FRT" (free rolling tires) for trailers

Arrangement of Approval Marking



- ① E4: Assigned contracting party number
- ② 00: Series of amendments
- ③ 2439: approval number



application R54

Annex 6: Method of Measuring Pneumatic Tires

1. Preparation:

1.1. Mount the tire on the measuring rim and inflate to a pressure specified by manufacturer. (Test pressure index)

2. Procedures:

- 1) The tire fitted on its rim is conditioned to the ambient temperature of the laboratory for at least 24 hours.
- 2) Readjust the pressure to the value specified in para. 1.1 above.
- 3) Measure the overall width by caliper at six equally-spaced points, taking the thickness of the protective rib or bands into account.
The highest measurement so obtained is taken as the overall width.
- 4) The outer diameter is calculated from the maximum circumference.

1. Preparation

- 1) Mount a new tire on the test rim specified by the manufacturer
- 2) Use a new inner tube or combination of inner tube, valve and flap (as required) when testing tires with inner tubes.
- 3) Inflate the tire to the pressure corresponding to the pressure index.
- 4) Condition the tire / wheel assembly at test room temperature (not less than three (3) hours)
- 4) Readjust the tire pressure to that specified 3) above

2. Test procedure

- 1) Test drum: wheel 1.70 m +/- 1% or 2.0 m +/- 1%
- 2) Test load specified by programme
 - Appendix 1 apply to all other tires except below.
 - Load /speed test programme for tire with speed category symbol Q and above
- 3) Test temperature: 20C deg to 30C deg (or higher temp. if agreed)

Annex 7 - Appendix 1
ENDURANCE-TEST PROGRAMME

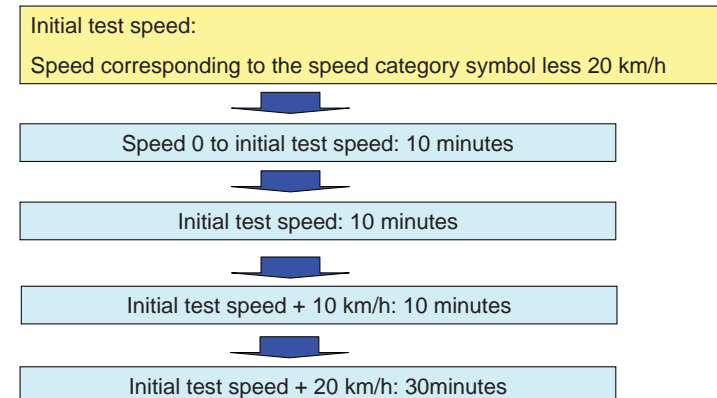
Load index	Tyre speed category	Test-drum speed		Load placed on the wheel as a percentage of the load corresponding to the load index					
		Radial-ply min ⁻¹	Diagonal (bias-ply) min ⁻¹	7 h.	16 h.	24 h.			
122 or more	F	100	100	66%	84%	101%			
	G	125	100						
	J	150	125						
	K	175	150						
	L	200	-						
M	225	-							
121 or less	F	100	100	70%	88%	106%			
	G	125	125						
	J	150	150						
	K	175	175						
	L	200	175						
	M	250	200				75%	97%	114%
	N	275	-				75%	97%	114%
P	300	-	75%	97%	114%				

The load / speed test programme applies to:

All tires marked with load capacity index in single 121 or less

Test load: 90% of the load corresponding to the load index (1.7m drum)

Test load: 92% of the load corresponding to the load index (2.0m drum)



4. Evaluation

- 1) A tire which after the test does not exhibit any tread separation, ply separation, cord separation, chunking or broken cords shall be deemed to have passed the test.
- 2) The outer diameter of the tire, measured six hours after the test, must not differ by more than +/- 3.5% from the outer diameter as measured before the test .

Example of Extension Application and Approval



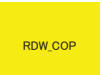
Conformity of Production

Verification by the authority which has granted type approval;
At least once every two (2) years

8. CONFORMITY OF PRODUCTION

The conformity of production procedures shall comply with those set out in the Agreement, Appendix 2 (E/ECE/324-E/ECE/TRANS/505/Rev. 2), with the following requirements:

- 8.1. Tyres approved under this Regulation shall be so manufactured as to conform to the type approved, by meeting the requirements set forth in paragraph 6. above.
- 8.2. The authority which has granted type approval may at any time verify the conformity control methods applied in each production facility. For each production facility, the normal frequency of these verifications shall be once every two years.



9. PENALTIES FOR NON-CONFORMITY OF PRODUCTION

- 9.1. The approval granted in respect of a type of pneumatic tyre pursuant to this Regulation may be withdrawn if the requirement laid down in paragraph 8.1. above is not complied with or if the tyres taken from the series have failed to pass the tests prescribed in that paragraph.
- 9.2. If a Party to the Agreement which applies this Regulation withdraws an approval it has previously granted, it shall forthwith so notify the other Contracting Parties applying this Regulation, by means of a communication form conforming to the model in annex 1 to this Regulation.

REGULATION No. 54
Uniform provisions concerning the approval of pneumatic tyres for commercial vehicles and their trailers
Date of entry into force of:
Original version: 01.03.1993
Latest (XX) series of amendments:

ECE Symbol	Contracting Parties	Date of signature	Designated Administrative Department(s)	Designated Technical Service(s)
E 1	GERMANY	1993.02	1/A	1/G, 1/H, 1/J, 1/K, 1/L, 1/O, 1/S, 1/U, 1/V, 1/W, 1/X, 1/Y, 1/Z
E 2	FRANCE	01.03.93	2/A	2/A, 2/E
E 3	ITALY	06.04.94	3/A	3/B (9 to 20)
E 4	NETHERLANDS	01.03.93	4/A	4/A, 4/E, 4/G, 4/H, 4/J, 4/K, 4/L, 4/M, 4/N, 4/P, 4/R, 4/T, 4/U, 4/V, 4/W, 4/X, 4/Y
E 5	SWEDEN	07.10.93	5/A	6/D
E 6	BELGIUM	01.07.93	6/A	7/E
E 7	HUNGARY	26.03.93	7/A	7/G, 7/I
E 8	CZECH REPUBLIC	18.12.93	8/A	8/E
E 9	SPAIN	08.05.97	9/A	9/C, 9/D
E 10	FINLAND	27.04.92	10/A	10/A, 10/F
E 11	UNITED KINGDOM	27.04.92	11/A	11/A, 11/E, 11/F, 11/H, 11/L, 11/M, 11/O
E 12	AUSTRIA	03.09.93	12/A	12/A, 12/G
E 13	LUXEMBOURG	01.07.93	13/A	13/B (a), (b), (c), (d)
E 14	SWITZERLAND	04.10.93	14/A	14/E
E 16	NORWAY	21.02.98	16/A	16/E
E 17	POLAND	12.07.97	17/A	17/E
E 18	DENMARK	24.03.98	18/A	18/B, 19/G, 19/H
E 19	ROMANIA	09.04.95	19/A	20/E
E 20	POLAND	06.06.92	20/A	21/B
E 21	PORTUGAL	11.08.96	21/A	21/D, 22/F
E 22	RUSSIAN FEDERATION	17.02.97	22/A	22/A
E 23	GREECE	03.12.91	23/A	23/A
E 24	IRELAND 1)	24.03.95	24/A	24/B, 24/C, 24/D, 24/E, 24/G, 24/Q
E 25	CROATIA	08.10.91	25/A	26/A
E 26	SLOVENIA	03.01.95	26/A	27/B
E 27	SLOVAKIA	18.12.93	27/A	28/D
E 28	BELARUS	02.07.95	28/A	29/A
E 29	ESTONIA	12.01.99	29/A	...
E 31	BOSNIA AND HERZEGOVINA	06.03.92	...	...
E 32	LATVIA	10.01.98	32/A	34/C
E 34	BULGARIA	01.01.98	34/A	36/A
E 36	LITHUANIA	29.03.02	36/A	37/B
E 37	TURKEY	22.11.94	37/A	...
E 39	ALGERIAN	...	...	...
E 40	THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA	17.09.91	40/A	...
E 42	EUROPEAN COMMUNITY 1)	24.03.98	42/A	...
E 43	JAPAN	30.06.93	43/A	43/B
E 45	AUSTRALIA	...	...	45/A (a), (b)
E 46	UKRAINE	06.10.02	46/A (a), (b)	47/A
E 47	SOUTH AFRICA	17.06.01	47/A	...
E 48	NEW ZEALAND	19.03.03	...	...
E 49	CYPRUS 1)	01.05.04	...	...
E 50	MALTA 1)	01.05.04	...	...
E 51	REPUBLIC OF KOREA
E 52	MALAYSIA	04.04.06
E 53	THAILAND
E 54	MONTENEGRO
E 58	INDONESIA	05.06.06

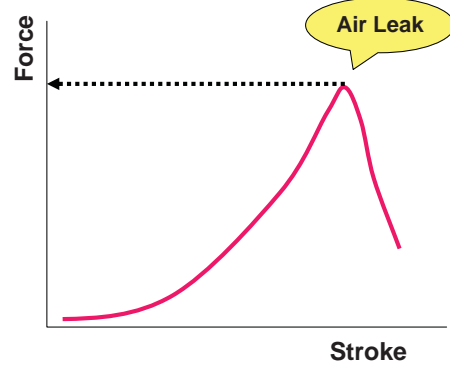
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PNS UN ECE 30/54 : 2010

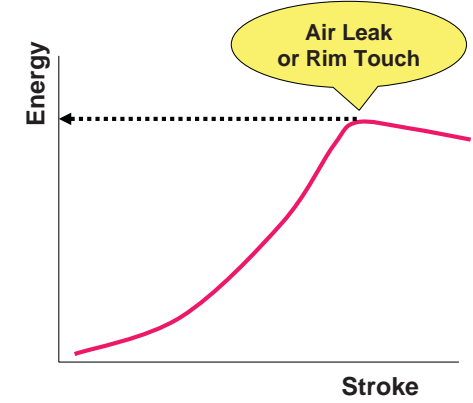


PNS UN ECE 30 : 2010	PNS UN ECE 54 : 2010
Tubeless tire Resistance to Bead Unseating	
Tire Strength	Tire strength for Bias Tire
Endurance Test	

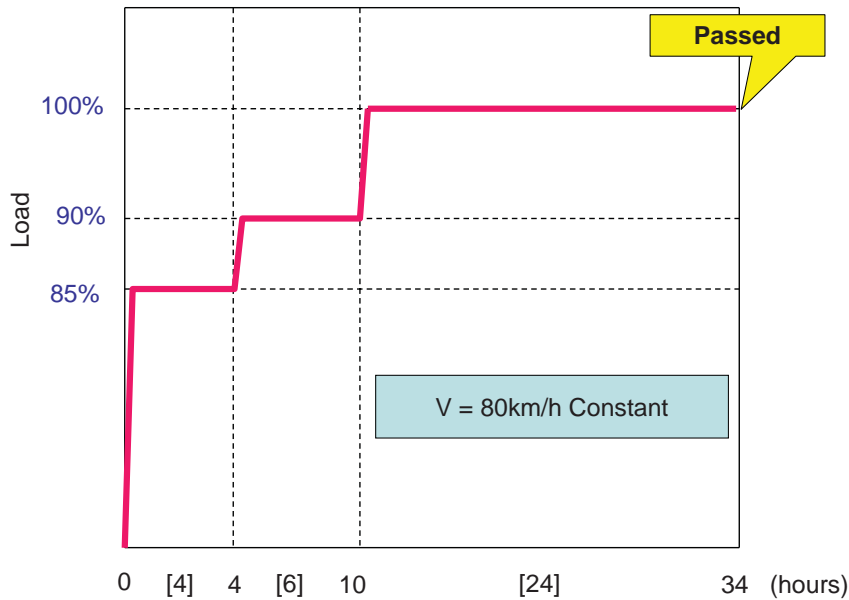
Test Method : Bead Unseating



Test Method : Tire Strength



Test Method : Endurance



Thank you for your attention

DEPARTMENT ADMINISTRATIVE ORDER
FOR WHOLE VEHICLE TYPE APPROVAL REGULATION

CHAPTER I GENERAL PROVISIONS

Article 1 Subject

This Regulation is enacted pursuant to Republic Act No. XXXX (or Executive Order No. XXXX) (hereinafter referred to as the Act) of the Republic of the Philippines.

Article 2 Application and Scope of the Regulations

2.1. This Regulation applies to the type-approval of vehicles designed and constructed in one or more stages for use on the road, and of systems, components and separate technical units designed and constructed for such vehicles.

It also applies to the individual approval of such vehicles.

This Regulation also applies to parts and equipment intended for vehicles covered by this Regulation.

2.2. This Regulation does not apply to the type-approval or individual approval of the following vehicles:

- (a) agricultural or forestry tractors,
- (b) quadricycles

2.3. Type-approval or individual approval under this Regulation is optional for the following vehicles:

- (a) vehicles designed and constructed for use principally on construction sites or in quarries, port or airport facilities;
 - (b) vehicles designed and constructed for use by the armed services, civil defence, fire services and forces responsible for maintaining public order;
- and

(c) mobile machinery,

2.4. An individual approval under this Regulation is optional for the following vehicles:

(a) vehicles intended exclusively for racing on roads;

(b) prototypes of vehicles used on the road under the responsibility of a manufacturer to perform a specific test program provided they have been specifically designed and constructed for this purpose.

2.5 Scope of Regulations annexed to the 1958 Agreement

Refer to Section 3 of R.E.3 (ECE/TRANS/WP.29/78/Rev.2)



E C E - T R A N
- 7 8 - r 2 e _ R I

Article 3 Definitions

3.1 General Definition

For the purposes of this Regulation and of the regulatory acts listed in Annex 00, save as otherwise provided therein:

1. "regulatory act" means a separate regulation or Executive Order or a UNECE Regulation annexed to the Revised 1958 Agreement;
2. "separate regulation or Executive Order" means a regulation or Executive Order listed in Part I of Annex 00. This term includes also their implementing acts;
3. "type-approval" means the procedure whereby the Government certifies that a type of vehicle, system, component or separate technical unit satisfies the relevant administrative provisions and technical requirements;
4. "motor vehicle" means any power-driven vehicle which is moved by its own means, having at least four wheels, being complete, completed or incomplete, with a maximum design speed exceeding 25 km/h;
5. "trailer" means any non-self-propelled vehicle on wheels which is designed and constructed to be towed by a motor vehicle;

6. "vehicle" means any motor vehicle or its trailer as defined in points (4) and (5);

7. "hybrid motor vehicle" means a vehicle with at least two different energy converters and two different energy storage systems (on-vehicle) for the purpose of vehicle propulsion;

8. "hybrid electric vehicle" means a hybrid vehicle that, for the purpose of mechanical propulsion, draws energy from both of the following on-vehicle sources of stored energy/power:

- a consumable fuel,

- an electrical energy/power storage device (e.g. battery, capacitor, flywheel/generator, etc.);

9. "mobile machinery" means any self-propelled vehicle which is designed and constructed specifically to perform work which, because of its construction characteristics, is not suitable for carrying passengers or for transporting goods. Machinery mounted on a motor vehicle chassis shall not be considered as mobile machinery;

10. "type of vehicle" means vehicles of a particular category which do not differ in at least the essential respects specified in Para XX. A type of vehicle may contain variants and versions as defined in Para XX;

11. "base vehicle" means any vehicle which is used at the initial stage of a multi-stage type-approval process;

12. "system" means an assembly of devices combined to perform one or more specific functions in a vehicle and which is subject to the requirements of any of the regulatory acts;

13. "component" means a device subject to the requirements of a regulatory act and intended to be part of a vehicle, which may be type-approved independently of a vehicle where the regulatory act makes express provisions for so doing;

14. "separate technical unit" means a device subject to the requirements of a regulatory act and intended to be part of a vehicle, which may be type-approved separately, but only in relation to one or more specified types of vehicle where the regulatory act makes express provisions for so doing;

15. "original parts or equipment" means parts or equipment which are manufactured according to the specifications and production standards

provided by the vehicle manufacturer for the production of parts or equipment for the assembly of the vehicle in question. This includes parts or equipment which are manufactured on the same production line as these parts or equipment. It is presumed unless the contrary is proven, that parts constitute original parts if the part manufacturer certifies that the parts match the quality of the components used for the assembly of the vehicle in question and have been manufactured according to the specifications and production standards of the vehicle manufacturer;

16. "manufacturer" means the person or body who is responsible to the approval authority for all aspects of the type-approval or authorisation process and for ensuring conformity of production. It is not essential that the person or body be directly involved in all stages of the construction of the vehicle, system, component or separate technical unit which is the subject of the approval process;

17. "manufacturer's representative" means any natural or legal person established in the Community who is duly appointed by the manufacturer to represent him before the approval authority and to act on his behalf in matters covered by this Regulation, and where reference is made to the term "manufacturer", it is to be understood as indicating either the manufacturer or his representative;

18. "approval authority" means the authority of a country with competence for all aspects of the approval of a type of vehicle, system, component or separate technical unit or of the individual approval of a vehicle; for the authorisation process, for issuing and, if appropriate, withdrawing approval certificates; for acting as the contact point for the approval authorities of other Member States; for designating the technical services and for ensuring that the manufacturer meets his obligations regarding the conformity of production;

19. "competent authority" in Article 00 means either the approval authority or a designated authority, or an accreditation body acting on their behalf;

20. "technical service" means an organization or body designated by the approval authority of a Member State as a testing laboratory to carry out tests, or as a conformity assessment body to carry out the initial assessment and other tests or inspections, on behalf of the approval authority, it being possible for the approval authority itself to carry out those functions;

21. "virtual testing method" means computer simulations including calculations which demonstrate whether a vehicle, a system, a component or a separate technical unit fulfils the technical requirements of a regulatory act. For testing purposes, a virtual method does not require the use of a physical vehicle, system, component or separate technical unit;
22. "type-approval certificate" means the document whereby the approval authority officially certifies that a type of vehicle, system, component or separate technical unit is approved;
23. "individual approval certificate" means the document whereby the approval authority officially certifies that a particular vehicle is approved;
24. "certificate of conformity" means the document set out in Annex 00, issued by the manufacturer and certifying that a vehicle belonging to the series of the type approved in accordance with this Regulation complied with all regulatory acts at the time of its production;
25. "information document" means the document set out in Annex 0 or Annex 00, or in the corresponding Annex to a separate Regulation, or regulation, that prescribes the information to be supplied by an applicant, it being permissible to supply the information document in the form of an electronic file;
26. "information folder" means the complete folder, including the information document, file, data, drawings, photographs, and so on, supplied by the applicant, it being permissible to supply the information folder in the form of an electronic file;
27. "information package" means the information folder accompanied by the test reports and all other documents added by the technical service or by the approval authority to the information folder in the course of carrying out their functions, it being permissible to supply the information package in the form of an electronic file;

Additional Definitions (Reference for further study) based on VSTAMR

1. Vehicle type approval: The examinations conducted for the safety and specifications of motor vehicles before applying for the new license.
2. Vehicle type: means the different vehicle type, expressed by sign, that declared by the vehicle manufacturer or the vehicle body manufacturer.
3. Vehicle family: Means the entire set of different vehicle variants which conform to the principles below :
 - (1) The same chassis brand and manufacturing country.
 - (2) The same complete vehicle brand and manufacturing country.
 - (3) The same vehicle body brand and country of manufacturer.
 - (4) The same vehicle category (purpose).
 - (5) The same type of vehicle body.
 - (6) The same axle set type.
 - (7) The same axle weight, gross vehicle weight and gross combination weight under certification.
 - (8) The same chassis type series declared by chassis manufacturer.
 - (9) The same vehicle type series declared by vehicle manufacturer.
 - (10) For the high-pressure gas fueled vehicle, the same brand and model of main structure, device in gas fuel system.
4. Extended vehicle variant: The new vehicle variant that the applicant plans to add to the vehicle family.
5. Safety inspection and testing: The inspection and testing of vehicle or its device according to the vehicle safety testing directions established by Department of Transportation and Communications (hereinafter, DOTC).
6. Examination of conformity of production (COP): means review of COP plan and check of COP to ensure the mass-produced vehicle quality compliant with the approved vehicle under the vehicle type approval. The check of COP includes the checks of annual reports, on-site checks and sampling inspection and testing.
7. Technical service: Domestic or foreign institution, which obtains the approval from DOTC for safety inspection and testing of vehicles or its devices.
8. Certification institution: The domestic professional vehicle institution authorized by DOTC to process relevant affairs of vehicle type approval.

3.2 Definitions of vehicles (from ECE R.E.3)

1. "Power-driven vehicle" means any self-propelled road vehicle, other than a moped in the territories of Contracting Parties which do not treat mopeds as motor cycles, and other than a rail-borne vehicle.
2. "Motor vehicle" means any power-driven vehicle which is normally used for carrying persons or goods by road or for drawing, on the road, vehicles used for the carriage of persons or goods. This term embraces trolley-buses, that is to say, vehicles connected to an electric conductor and not rail-borne. It does not cover vehicles such as agricultural tractors, which are only incidentally used for carrying persons or goods by road or for drawing, on the road, vehicles used for the carriage of persons or goods.
3. "Motor cycle" means any two-wheeled vehicle, with or without side-car, which is equipped with a propelling engine. Contracting Parties may also treat as motor cycles in their domestic legislation three-wheeled vehicles whose unladen mass does not exceed 400 kg. The term "motor cycle" does not include mopeds, although Contracting Parties may treat mopeds as motor cycles for the purpose of the Convention.
4. "Moped" means any two-wheeled or three-wheeled vehicle which is fitted with an internal combustion engine having a cylinder capacity not exceeding 50 cm³ and a maximum design speed not exceeding 50 km per hour.
5. "Trailer" means any non-self propelled vehicle, which is designed and constructed to be towed by a power driven vehicle and includes semi-trailers.
6. "Combination of vehicles" means coupled vehicles which travel on the road as a unit.
7. "Articulated vehicle" means a combination of vehicles comprising a motor vehicle and semi-trailer coupled to the motor vehicle.
8. "Road tractor" means road motor vehicle designed, exclusively or primarily, to haul other road vehicles which are not power-driven (mainly semi-trailers).
9. "Agricultural tractor" means a vehicle specifically designed to deliver a high tractive effort at slow speeds, for the purposes of hauling a trailer or machinery.

3.3 Classification of power-driven vehicles and trailers (from ECE R.E.3)

1. Category L – Motor vehicles with less than four wheels
 - 1.1. "Category L1": A two-wheeled vehicle with an engine cylinder capacity in the case of a thermic engine not exceeding 50 cm³ and whatever the means of propulsion a maximum design speed not exceeding 50 km/h.
 - 1.2. "Category L2": A three-wheeled vehicle of any wheel arrangement with an engine cylinder capacity in the case of a thermic engine not exceeding 50 cm³ and whatever the means of propulsion a maximum design speed not exceeding 50 km/h.
 - 1.3. "Category L3": A two-wheeled vehicle with an engine cylinder capacity in the case of a thermic engine exceeding 50 cm³ or whatever the means of propulsion a maximum design speed exceeding 50 km/h.
 - 1.4. "Category L4": A vehicle with three wheels asymmetrically arranged in relation to the longitudinal median plane with an engine cylinder capacity in the case of a thermic engine exceeding 50 cm³ or whatever the means of propulsion a maximum design speed exceeding 50 km/h (motor cycles with sidecars).
 - 1.5. "Category L5": A vehicle with three wheels symmetrically arranged in relation to the longitudinal median plane with an engine cylinder capacity in the case of a thermic engine exceeding 50 cm³ or whatever the means of propulsion a maximum design speed exceeding 50 km/h.
 - 1.6. "Category L6": A vehicle with four wheels whose unladen mass is not more than 350 kg, not including the mass of the batteries in case of electric vehicles, whose maximum design speed is not more than 45 km/h, and whose engine cylinder capacity does not exceed 50 cm³ for spark (positive) ignition engines, or whose maximum net power output does not exceed 4 kW in the case of other internal combustion engines, or whose maximum continuous rated power does not exceed 4 kW in the case of electric engines.
 - 1.7. "Category L7": A vehicle with four wheels, other than that classified for the category L6, whose unladen mass is not more than 400 kg (550 kg for vehicles intended for carrying goods), not including the mass of batteries in the case of electric vehicles and whose maximum continuous rated power does not exceed 15 kW.
2. Category M - Power-driven vehicles having at least four wheels and used for the carriage of passengers
 - 2.1. "Category M1": Vehicles used for the carriage of passengers and comprising not more than eight seats in addition to the driver's seat.

- 2.2. "Category M2": Vehicles used for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass not exceeding 5 tonnes.
- 2.3. "Category M3": Vehicles used for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass exceeding 5 tonnes.
- 2.4. Vehicles of category M2 and M3 belong to:
 - 2.4.1. For vehicles having a capacity exceeding 22 passengers in addition to the driver, there are three classes of vehicles:
 - 2.4.1.1. "Class I": Vehicles constructed with areas for standing passengers, to allow frequent passenger movement.
 - 2.4.1.2. "Class II": Vehicles constructed principally for the carriage of seated passengers, and designed to allow the carriage of standing passengers in the gangway and/or in an area which does not exceed the space provided for two double seats.
 - 2.4.1.3. "Class III": Vehicles constructed exclusively for the carriage of seated passengers.
 - 2.4.1.4. A vehicle may be regarded as belonging in more than one Class. In such a case it may be approved for each Class to which it corresponds.
 - 2.4.2. For vehicles having a capacity not exceeding 22 passengers in addition to the driver, there are two classes of vehicles:
 - 2.4.2.1. "Class A": Vehicles designed to carry standing passengers; a vehicle of this class has seats and shall have provisions for standing passengers.
 - 2.4.2.2. "Class B": Vehicles not designed to carry standing passengers; a vehicle of this class has no provision for standing passengers.
- 2.5. Remarks.
 - 2.5.1. "Articulated bus or coach" is a vehicle which consists of two or more rigid sections which articulate relative to one another; the passengers compartments of each section intercommunicate so that passengers can move freely between them; the rigid sections are permanently connected so that they can only be separated by an operation involving facilities which are normally only found in workshop.
 - 2.5.2. Articulated buses or coaches comprising two or more non-separable but articulated units shall be considered as single vehicles.
 - 2.5.3. In the case of a towing vehicle designed to be coupled to a semi-trailer (tractor for semi-trailer), the mass to be considered for classifying the vehicle is the mass of

the tractor vehicle in running trim, increased by the mass corresponding to the maximum static vertical load transferred to the tractor vehicle by the semi-trailer and, where applicable, by the maximum mass of the tractor vehicle's own load.

2.5.4. "Mass of a vehicle in running order" means the mass of an unladen vehicle with bodywork, and with coupling device in the case of a towing vehicle, or the mass of the chassis with cab if the manufacturer does not fit the bodywork and/or coupling device, including coolant, oils, 90 per cent of fuel, 100 per cent of other liquids except used waters, tools, spare wheel, driver (75 kg) and, for buses and coaches, the mass of the crew member (75 kg) if there is a crew seat in the vehicle.

3. Category N - Power-driven vehicles having at least four wheels and used for the carriage of goods

3.1. "Category N1": Vehicles used for the carriage of goods and having a maximum mass not exceeding 3.5 tonnes.

3.2. "Category N2": Vehicles used for the carriage of goods and having a maximum 3.5 tonnes but not exceeding 12 tonnes.

3.3. "Category N3": Vehicles used for the carriage of goods and having a maximum mass exceeding 12 tonnes.

3.4. Remarks

3.4.1. In the case of a towing vehicle designed to be coupled to a semi-trailer (tractor for semi-trailer), the mass to be considered for classifying the vehicle is the mass of the tractor vehicle in running trim, increased by the mass corresponding to the maximum static vertical load transferred to the tractor vehicle by the semi-trailer and, where applicable, by the maximum mass of the tractor vehicles own load.

3.4.2. The equipment and installations carried on certain special purpose vehicles (crane vehicles, workshop vehicles, publicity vehicles, etc.) are regarded as being equivalent to goods.

4. Category O - Trailers (including semi-trailers)

4.1. "Category O1": Trailers with a maximum mass not exceeding 0.75 tonnes.

4.2. "Category O2": Trailers with a maximum mass exceeding 0.75 tonnes, but not exceeding 3.5 tonnes.

4.3. "Category O3": Trailers with a maximum mass exceeding 3.5 tonnes, but not exceeding 10 tonnes.

4.4. "Category O4": Trailers with a maximum mass exceeding 10 tonnes.

4.5. Furthermore, trailers of categories O2, O3 and O4 are of one of the three following

types:

- 4.5.1. "Semi-trailer": A towed vehicle, in which the axle(s) is (are) positioned behind the centre of gravity of the vehicle (when uniformly loaded), and which is equipped with a connecting device permitting horizontal and vertical forces to be transmitted to the towing vehicle. One or more of the axles may be driven by the towing vehicle.
- 4.5.2. "Full trailer": A towed vehicle having at least two axles, and equipped with a towing device which can move vertically (in relation to the trailer) and controls the direction of the front axle(s), but which transmits no significant static load to the towing vehicle. One or more of the axles may be driven by the towing vehicle.
- 4.5.3. "Centre-axle trailer": A towed vehicle, equipped with a towing device which cannot move vertically (in relation to the trailer) and in which the axle(s) is (are) positioned close to the centre of gravity of the vehicle (when uniformly loaded) such that only a small static vertical load, not exceeding 10 per cent of that corresponding to the maximum mass of the trailer or a load of 1,000 daN (whichever is the lesser) is transmitted to the towing vehicle. One or more of the axles may be driven by the towing vehicle.

4.6. Remark.

In the case of a semi-trailer or centre-axle trailer, the maximum mass to be considered for classifying the trailer corresponds to the static vertical load transmitted to the ground by the axle or axles of the semi-trailer or centre-axle trailer when coupled to the towing vehicle and carrying its maximum load.

5. "Special purpose vehicle": A vehicle of category M, N or O for conveying passengers or goods and for performing a special function for which special body arrangements and/or equipment are necessary.

- 5.1. "Motor caravan": A special purpose M1 category vehicle constructed to include accommodation space which contains at least the following equipment:

- (a) Seats and table;
- (b) Sleeping accommodation which may be converted from the seats;
- (c) Cooking facilities, and
- (d) Storage facilities.

This equipment shall be rigidly fixed to the living compartment; however, the table may be designed to be easily removable.

- 5.2. "Armoured vehicle": Vehicle intended for the protection of conveyed passengers and/or goods and complying with armour plating anti-bullet requirements.

- 5.3. "Ambulance": Motor vehicle of category M intended for the transport of sick or injured people and having special equipment for such purpose.
- 5.4. "Hearse": Motor vehicle intended for the transport of deceased people and having special equipment for such purpose.

6. "Category T - Agricultural and Forestry tractors"-: A power-driven vehicle, either wheeled or track laying, which has at least two-axles, whose function depends essentially on its tractive power, and which is specially designed to pull, push, carry or actuate certain implements, machines or trailers intended for use in agriculture or forestry. Such a tractor may be arranged to carry a load and attendants.

7. "Non-road mobile machinery": Any mobile machine, transportable industrial equipment or vehicle with or without body work, not intended for the use of passenger- or goods-transport on the road, in which an internal combustion engine is installed.

8. Category G - off-road vehicles
 - 8.1. Definition.

Off-road vehicles are considered to be the vehicles of categories M and N satisfying the requirements of this paragraph, checked under the conditions indicated in paragraphs 2.8.2. and 2.8.3.
 - 8.1.1. Vehicles in category N1 with a maximum mass not exceeding 2 tonnes and vehicles in category M1 are considered to be off-road vehicles if they have:
 - (a) At least one front axle and at least one rear axle designed to be driven simultaneously including vehicles where the drive to one axle can be disengaged;
 - (b) At least one differential locking mechanism or at least one mechanism having a similar effect and
 - (c) If they can climb a 30 per cent gradient calculated for a solo vehicle.
 - (d) In addition, they must satisfy a least five of the following six requirements:
 - (i) The approach angle must be at least 25°;
 - (ii) The departure angle must be at least 20°;
 - (iii) The ramp angle must be at least 20°;
 - (iv) The ground clearance under the front axle must be at least 180 mm;
 - (v) The ground clearance under the rear axle must be at least 180 mm;
 - (vi) The ground clearance between the axles must be at least 200 mm.
 - 8.1.2. Vehicles in category N1 with a maximum mass exceeding 2 tonnes or in category

N2, M2 or M3 with a maximum mass not exceeding 12 tonnes are considered to be off-road vehicles either if all their wheels are designed to be driven simultaneously, including vehicles where the drive to one axle can be disengaged, or if the following three requirements are satisfied:

- (a) At least one front axle and at least one rear axle are designed to be driven simultaneously, including vehicles where the drive to one axle can be disengaged;
- (b) There is at least one differential locking mechanism or at least one mechanism having a similar effect;
- (c) They can climb a 25 per cent gradient calculated for a solo vehicle.

8.1.3. Vehicles in category M3 with a maximum mass exceeding 12 tonnes or in category N3 are considered to be off-road either if the wheels are designed to be driven simultaneously, including vehicles where the drive to one axle can be disengaged, or if the following requirements are satisfied:

- (a) At least half the wheels are driven;
- (b) There is at least one differential locking mechanism or at least one mechanism having a similar effect;
- (c) They can climb a 25 per cent gradient calculated for a solo vehicle;
- (d) at least four of the following six requirements are satisfied:
 - (i) The approach angle must be at least 25°;
 - (ii) The departure angle must be at least 25°;
 - (iii) The ramp angle must be at least 25°;
 - (iv) The ground clearance under the front axle must be at least 250 mm;
 - (v) The ground clearance between the axles must be at least 300 mm;
 - (vi) The ground clearance under the rear axle must be at least 250 mm.

8.2. Load and checking conditions.

8.2.1. Vehicles in category N1 with a maximum mass not exceeding two tonnes and vehicles in category M1 must be in running order, namely with coolant fluid, lubricants, fuel, tools, spare-wheel and a driver considered to weigh a standard 75 kilograms.

8.2.2. Power-driven vehicles other than those referred to in paragraph 2.8.2.1. must be loaded to the technically permissible maximum mass stated by the manufacturer.

8.2.3. The ability to climb the required gradients (25 per cent and 30 per cent) is verified by simple calculation. In exceptional cases, however, the technical services may ask for a vehicle of the type concerned to be submitted to it for an actual test.

8.2.4. When measuring front and rear incidence angles and ramp angles, no account is taken of underrun protective devices.

8.3. Definitions and sketches of front and rear incidence angles, ramp angle and ground clearance.

8.3.1. "Approach angle" – see Standard ISO 612:1978, term No. 6.10.

8.3.2. "Departure angle" – see Standard ISO 612:1978, term No.6.11.

8.3.3. "Ramp angle" – see Standard ISO 612:1978, term No. 6.9.

8.3.4. "Ground clearance between the axles": means the shortest distance between the ground plane and the lowest fixed point of the vehicle.

8.3.5. "Ground clearance beneath one axle": means the distance beneath the highest point of the arc of a circle passing through the centre of the tyre footprint of the wheels on one axle (the inner wheels in the case of twin tyres) and touching the lowest fixed point of the vehicle between the wheels.

No rigid part of the vehicle may project into the shaded area of the diagram.

Where appropriate, the ground clearance of several axles is indicated in accordance with their arrangement, for example 280/250/250.

8.4. Combined designation.

Symbols M and N may be combined with symbol G. For example, a vehicle of category N1 which is suited for off-road use may be designated as N1G.

9. Definition of type of bodywork (only for complete/completed vehicles)

The type of bodywork may be indicated by the following codification:

9.1. Passenger cars (M1)

9.1.1 AA Saloon:

Standard ISO 3833:1977, term No. 3.1.1.1., but including also vehicles with more than 4 side windows.

9.1.2. AB Hatchback

Saloon (AA) with a hatch at the rear end of the vehicle.

9.1.3. AC Station Wagon (Estate car)

Standard ISO 3833:1977, term No. 3.1.1.4.

9.1.4. AD Coupé

Standard ISO 3833:1977, term No. 3.1.1.5.

9.1.5. AE Convertible

Standard ISO 3833:1977, term No. 3.1.1.6.

9.1.6. AF Multi-purpose vehicle

Motor vehicle other than those mentioned in AA to AC intended for carrying passengers and their luggage or goods, in a single compartment. However, if such a vehicle meets both of the following conditions it is not considered to be a vehicle of category M1:

- (a) The number of seating positions, excluding the driver, is not more than six. A "seating position" shall be regarded as existing if the vehicle is provided with "accessible" seat anchorages. "Accessible" shall mean those anchorages to which can be used. In order to prevent anchorages being "accessible" the manufacturer shall physically obstruct their use, for example by welding over cover plates or by fitting similar permanent fixtures which cannot be removed by use of normally available tools; and

- (b) $P - (M + N \times 68) > N \times 68$

where:

P = technically permissible maximum laden mass in kg

M = mass in running order in kg

N = number of seating positions excluding the driver

9.2. Special purpose vehicles (M1)

9.2.1. SA Motor caravan: see paragraph 2.5.1.

9.2.2. SB Armoured vehicle: see paragraph 2.5.2.

9.2.3. SC Ambulance: see paragraph 2.5.3.

9.2.4. SD Hearse: see paragraph 2.5.4.

Article 4 Requirements

4.1 General requirements (based on VSTAMR)

4.1 The vehicles manufactured, constructed or imported by domestic vehicle manufacturers, chassis manufacturers, body constructors or importers shall apply for the tests conducted by technical services or certification institution to acquire test reports according to the Vehicle Testing Directions. Then proceed with the application toward certification institution and acquire the Vehicle Type Approval Certificate and then apply for registration, inspection and get the new license plate from the motor vehicle authorities.

4.2 In order to manage the type approval of motor vehicles, DOTC may authorize the professional vehicle institution with certification ability to be the certification institution, to manage the inspection and testing, on-site checking, examination, examination of COP, making and issuing the type approval certificate, document examination and on-site audit of technical services, making and issuing of technical service approval certificate, supervision and assessment of technical services and their witnessed-laboratory.

[The above-authorized issues and the relevant regulations shall be published on government gazettes or newspaper by DOTC].

4.2 Requirements [and Accreditation of] for the Technical Services

- Annex 4 or
- ECE/TRANS/WP.29/1059

CHAPTER II MOTOR VEHICLE TYPE APPROVAL

Article 5 Motor Vehicle Type Approval Procedures

- Annex 2

CHAPTER III CERTIFICATION PROCEDURES

Article 6 Verification, Certification of Conformity and Administration

- Annex 3

CHAPTER IV SUPPLEMENTARY PROVISIONS

Article 7 Penalty

- Need further study

LIST OF ANNEXES

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ANNEX 1**TECHNICAL REGULATIONS SETTING THE REQUIREMENTS FOR THE PURPOSE OF TYPE APPROVAL OF VEHICLES IN THE PHILIPPINES**

Item	Subject	UN Regulation No. Reference	Technical requirement for Type Approval	NOTES
1	Braking System	13	PNS UNECE 13: 2005	
2	Braking System Passenger car	13H	PNS UNECE 13H: 2005	
3	Seat belt anchorage	14	PNS 1893: 2000	
4	Seat belt	16	PNS 1892: 2000	
5	Seats	17	NA	
6	Head Restraints	25	PNS UNECE 25: 2005	
7	Pneumatic tires passenger car tire	30	PNS UNECE 30: 2010	
8	Speedometer	39	PNS UNECE 39: 2006	
9	Exhaust Emission (L category)	40	D.A.O. No. 2010-24	
10	Noise (L category)	41	PNS UNECE 41: 2005	
11	Safety glass	43	PNS UNECE 43: 2009	
12	Rear view mirror	46	PNS UNECE 46: 2005	
13	Exhaust emission	49	D.A.O. No. 2010-23	
14	Noise emission	51	PNS UNECE 51: 2005	
15	Pneumatic tires Commercial	54	PNS UNECE 54: 2010	
16	Driver operated control	60	PNS UNECE 60: 2006	
17	Tire (L category)	75	PNS UNECE 75: 2006	
18	Steering equipment	79	PNS UNECE 79: 2005	
19	Exhaust Emission	83	D.A.O. No. 2010-23	

Annex 2 Motor Vehicle Type Approval (based on VSTAMR)

Section 1

The qualification of applicants for applying the vehicle type approval are as below :

1. For the locally made complete vehicles, the applicant shall be the manufacturer.
2. For the imported whole vehicles, the applicant shall be the importer.
3. For the vehicles with the locally made chassis and the bodies made by other body makers, the applicant shall be the chassis manufacturer or body constructors.
4. For the vehicles composed of imported chassis and the locally made bodies, the applicant shall be the chassis importer or body constructors.
5. For the vehicles composed of locally made bodies and imported chassis by body makers, the applicant shall be the body constructors.
6. Domestic vehicle manufacturer or body maker who use other brand's completed vehicles or chassis vehicles for transform or alter, it must be vehicle manufacturer or body constructors.
7. For the whole vehicles imported by authorities, organizations, schools or individuals for self-use only, the applicant shall be the authorities, organizations, schools or individuals.
8. For the vehicle with chassis imported by authorities, organizations, schools or individuals and body made by local body constructors for self-use only, the applicants shall be the import authorities, organization, schools, individuals or the body constructors.

Section 2

When applying for vehicle type approval, the applicants shall provide the following documents and make application toward the certification institution. The documents of the application shall contain stampings of the applicants and duty persons on them or the electronically certified method which can assure the applicant identification:

1. The copy of applicant qualification documents.
 - (1) Domestic vehicle manufacturer shall provide the company registration or commercial registration documents and factory registration documents.
 - (2) The vehicles body constructors shall provide the factory registration or commercial registration documents.
 - (3) The importer shall provide the company registration or commercial registration documents.
 - (4) For the authorized importer vehicle or chassis, authorization documents shall also be

provided.

(5) The vehicle imported for self-use by authorities, organizations, schools or individuals shall provide the formal proving documents.

2. The specifications and technical information:

(1) Basic data sheet.

(2) Specifications information of each vehicle type.

(3) The complete vehicle photographs of each vehicles type with dimensions specified.

(4) Illustrating documents of location and method of approval mark specified in Section 12.

(5) For gravel and sand truck, concrete mixer truck and tank truck, shall provide the calculation instruction documents of loading volume dimension of each vehicle type.

(6) For Liquefied Petroleum Gas (LPG) fuel system vehicles, shall provide proving documents specified in [attachment 10 of Road Traffic Safety Regulations].

(7) For large passenger vehicles, child-only vehicles and school buses, shall provide allocation drawings of seats.

(8) For large passenger vehicle manufactured by local body constructors, the applicant shall provide body construction manual and structure calculation as below:

A. The construction manual of body on chassis.

B. The body construction self-check list, the illustrations of superstructure design and body construction, the illustrations shall include six views of vehicle body, five views of chassis, frame information specification, the drawing or photograph of truss weights and locations.

C. The calculation document of strength of superstructure.

3. Examination report acquired for each vehicle type and testing item according to [Section 10]. The applicants can be different from the owners of the examination reports except for vehicles specification requirements in [Vehicle Testing Directions]. If the applicants of vehicle type approval are different from the owners of the examination report, the applicants shall provide authorization document from the owners of examination report.

If the complete vehicles or chassis of other makes are altered by domestic vehicle manufacturers or body constructors, and considered there is safety concern by the certification institution through DOTC, the applicants shall provide authorization document from the manufacturers of completed vehicle or chassis vehicle.

Section 3

When there is one of following conditions, the applicants shall apply for low volume vehicle type approval instead:

1. Applicants (vehicle importers, authorities, organizations, schools or individuals) who can not obtain the authorization documents by foreign original vehicle or chassis manufacturers

specified in [Item 4 of Subparagraph 1, Paragraph 1, Section 2].

2. Those who cannot provide the examination report according to [Subparagraph 3 of Paragraph 1, Section 2].
3. Vehicles have been used but not scrapped from abroad.
4. Vehicles have been used in the terminals of non-highway scopes.
5. The vehicles of new vehicle chassis assembled with used body or used additional equipment.

When applying for vehicle type approval, if the examined vehicles are of the same vehicle type and specifications and the amount of examined vehicles are not over 20, it may apply for low volume type approval.

When applying for the low volume approval, the vehicles shall be of the same type and specifications shall be identical. The vehicle amount of each case shall be not over 20. But for the conditions of [Subparagraph 3 to 5 of Paragraph 1, Section 3], applicants shall vehicle-by-vehicle apply for the low volume type approval.

For the vehicles of [Subparagraph 3 of Paragraph 1, Section 3], except the vehicles imported by authorities, organizations, schools or individuals for self-use only, the vehicles shall be those who have already obtained all the examination report or inspection and testing report.

Section 4

When applying for the low volume approval, the applicant need to provide following documents toward certification institution:

1. The documents stipulated in [Subparagraph 1 and 2 of Paragraph 1, Section 2].
2. The documents of vehicle's certificate of origin and engine numbers or vehicle body numbers.
3. The examination report or safety inspect and testing report of each testing items according to [Section 10]. Except for examination reports or test reports for the vehicles specification items in Vehicle Testing Directions, the applicants may be different from the owners of examination reports or test reports. If the applicant is different from the owner of the examination or test report, applicants shall provide authorization and agreement document from the report owner.

If approval vehicles which have been used but not scrapped from abroad, applicants shall provide following original documents of each vehicle, document will be returned after examination:

1. The foreign vehicle license or other vehicles proving documents. If the on-board date is after 20YY/MM/DD, applicants provide proving documents which specify the date of origin of

vehicle.

2. The Custom import and commodity tax payment (Exemption) certificate (for vehicles use) , if the documents from Custom or [Subparagraph 1 of Paragraph 2, Section4] shows the vehicle was damaged, defect or insurance or accident repaired, the applicant shall provide following additional documents:

(1) Import certificate (including declared list form of imported sedans).

(2) If the vehicles have damages or defects, after the certification institution report to DOTC and considers there is safety concern, the applicants shall provide the repair documents from the authorized importer.

(3) For insurance or accident recycled vehicles, the applicant shall provide the repair documents from the vehicle manufacturers or authorized importers.

The import tax and commodity tax (Exemption) certificate (for vehicles only use) specified in the previous item may be substituted by electronic import and commodity tax payment (Exemption) certificate from tariff authority.

Section 5

After accepting the application of vehicle type approval; the certification institution shall process the examination and ratification of vehicle specification according to the vehicle family regarding principles, vehicle type and specification variation, conformance with Vehicles Testing Directions and relevant vehicle safety factors etc. After type approval passed and specification ratified, certification institution shall provide the vehicle type approval reports to the DOTC to issue the Vehicle Type Approval Certificate.

Section 6

After accepting the application of low volume vehicle type approval; the certification institution shall randomly select one vehicle to process examination and ratification of specification according to conformance with Vehicles Testing Directions and relevant vehicle safety factors etc and send its representative to make an on-site surveillance check for vehicle quantity and specification. After type approval passed and specification ratified, certification institution shall provide the low volume vehicle type approval reports to the DOTC to issue the Low Volume Vehicle Type Approval Certificate.

Section 7

The valid duration of Vehicle Type Approval Certificate and Low Volume Vehicle Type Approval Certificate is two years after the certifying date. If the whole vehicle inspection and testing items cannot comply with the items in Vehicles Testing Directions being promulgated

but not implemented yet, then the current valid duration cannot be over the implementation date of the item specified therein.

The Certificate Document specified in [Paragraph 1 of Section 7] includes the Certificate and vehicle type of specifications information. The formats of Vehicle Type Approval and Low Volume Vehicle Type Approval Certificate are in attachment 1 and 2.

Section 8

Before the expiring date of the above-mentioned Type Approval Certificate, the original applicant could make certificate renewal toward the certification institution. After the expiration date, the Type Approval Certificate shall be void and no inspection registration and for new license plate will be allowed.

When the Certificate expires and void as specified in Paragraph 1 of Section 8, the original applicant can apply for the re-examination toward the certification institution. If the vehicle types specified in the expired Certificate comply with all the implemented standards in the Vehicles Testing Directions, testing may be waived.

For the vehicles which have acquired the type approval certificates but do not comply with newly amended or revised regulations in Vehicles Testing Directions, the applicants shall make application to renew their certificates toward certification institution. Before re-examination and acquiring new certificates, no inspection registration and for new license plate will be allowed.

For the renewal of certificate, the certification institution shall conduct the examination according to the already implemented standards in Vehicles Testing Directions and if the requirements are all met, then certification send the certification reports to DOTC to renew the Vehicle Type Approval Certificate.

If the certificate is lost or damaged, the original applicant shall prepare relevant documents toward certification institution to apply for reissue.

Section 9

If apply to extend the vehicle type, altering of vehicle original specifications and structure or the original documents need to be changed, the applicant shall provide relevant information and drawings of extension or alteration for application toward the certification institution according to [Section 2 and 4].

After the certification institution has completed the examination for extended vehicle type or altered of its original vehicle type specifications and structure and the requirements are met, it shall provide the vehicle type approval report to the DOTC for renewal of Vehicle Type Approval Certificate.

Before 20YY/MM/DD, for the completed vehicles constructed by domestic body constructors and apply for new type approval or vehicle family extension according to [Section 2 and Paragraph 1 of Section 9], the photographs of complete vehicles specified in [Section 2] may be substituted by dimension diagrams.

For the extended vehicle type of already type-approved vehicle family, if apply for vehicle-by-vehicle low volume type approval with practical complete vehicle, the on-site checking of [Section 6] may be substituted by completed vehicle photos.

Section 10

When applying for examination report specified in [Section 2 and 4], the applicants shall be the manufacturers, authorized importers and body constructors of complete vehicle, its devices and chassis.

The applicants specified in [Paragraph 1 of Section 10] may provide the following documents toward certification institution for application for examination reports. The applying documents shall have the seals the applicant and the duty-person on them or be of other electronically certified method. After the examination of applicable types, scopes and the effectiveness of the documents according to Vehicles Testing Directions and all requirements are met, certification institution shall issue the examination report.

1. The copy of following applicant's qualification documents:

(1) For domestic manufacturers of completed vehicle, its devices and chassis, company registration or commercial registration documents and factory registration documents shall be provided.

(2) For domestic body constructors, factory registration or commercial registration documents shall be provided.

(3) For the foreign manufacturers and body constructors of completed vehicle, its devices and chassis, the registration documents of the applicants shall be provided.

(4) For the authorized importers of completed vehicle, its devices and chassis, company registration or commercial registration documents and authorized documents shall be provided.

2. The specification and technical documents:

(1) Basic Data Sheet.

(2) Indication of Functions and Specifications/Drawings.

(3) The test report, the certification document from ~~{BSMI (Bureau of Standards Metrology and Inspection)}~~ or others technical documents approved by certification institution. If the applicant is different from the owner of the documents, additional authorized documents from the document owner shall be provided.

(4) The sample, the location and labeling methods of approval label according to [Section 16].

(5) For the coupling devices of small trailers, shall provide coupling rack and equipment of label instructions and the label instruction's content shall include the manufacturer, type and declared load.

3. The COP control plan for the test items. The content shall include the method of quality control, allocation of personnel, testing equipment maintenance and calibration, the sampling rate testing, method of recording and the correction method for non-conformity.

If the volume of the vehicle devices of tachograph, the small trailer's coupling devices, luggage racks for small vehicles, payload indicator and retro-reflective material imported by the same authorities, organizations, schools or individuals is no more than 3 pieces and for self-use in that year, the applicants may provide following documents to apply for examination reports for self-use toward certification institution.

1. The documents stipulated in above-mentioned in [Item 1 and 2 of Subparagraph 2, Paragraph 2, Section 10].

2. The authorities, organizations, schools or individuals registration documents or identification document and the Custom import and commodity tax payment (Exemption) certificate for the vehicle devices.

3. The declaration document for self-use only, not to sell or transfer of the vehicle devices.

Section 11

The content of the examination report shall include the number of report, test item and its applicable regulation, applicable types and scopes.

If the content of examination report changes, the applicant shall provide relevant documents and pictures toward certification institution according to the previous Section. The certification institution shall renew the examination report after the requirements are met.

For the examination acquired according to [Paragraph 3 of Section 10], no extension or alteration of the reports shall be allowed.

If the examination report is lost or damaged, the original applicant shall prepare relevant documents toward certification institution for reissue.

Section 12

For the following vehicle devices that have acquired the examination report, approval labels which have been approved shall be marked on each device:

1. Tachograph.

2. Coupling device of small trailer (including towing bracket and coupling component).

3. Luggage racks on small motor vehicle.
4. Payload indicator.
5. Retro-reflective material.

The marking specified above may be waived for the devices which have acquired examination report according to [Paragraph 3 of Section 10].

The content and format of approval label are stipulated in [attachment 0].

Section 13

The chassis manufactured by domestic chassis manufacturers or imported by importer to construct body in Philippines have to process the chassis type registration.

To process the type of chassis registration, the applicants shall provide following documents to certification institution, the document of application shall have seal the applicant and the duty-person on it or other electronically certified method. After registered by certification institution, certification institution shall issue the registration report :

1. The copy of the applicant's qualification document.
 - (1) For domestic chassis manufacturers, shall provide company registration or commercial registration documents and factory registration documents.
 - (2) For the chassis importer, shall provide company registration or commercial registration documents. Authorized importers have to provide additional authorization documents.
2. For the chassis for construction of large passenger vehicles, applicants shall provide the body construction-on-chassis manual.
3. The specification list and picture of the chassis type.

Annex 3 Verification, Conformity of Production and Administration

Section 1

DOTC shall conduct periodic or non-periodic supervising audit over the certification institution.

If there is non-conformity found in the supervising audit specified above, certification institution shall make improvement within the period specified by DOTC. If the certification institution does not improve or improve within the requested period, DOTC may abolish the entire or partial authorization of the type approval.

Section 2

The certification institution shall conduct periodic or non-periodic supervising audit over the accredited technical services and their witnessed laboratories. The frequency of the audits may be adjusted according to result of audits.

The above-mentioned supervising audit shall be conducted after DOTC's approval. The certification institution may request the technical services to provide relevant information for compliance test or conduct testing. Technical service shall not avoid, interfere or reject without legitimate reason.

If non-conformity was found in the supervising audit, the technical service shall make correction within the period requested by certification institution and apply for re-audit toward certification institution.

Section 3

If technical service has one of the following circumstances, DOTC may not accept the compliance test report issued by technical service. DOTC may resume to accept the test reports after technical service has completed correction within the specified period and the requirements are met:

1. Does not report to the authority according to [Paragraph 0 of Section 00 and Paragraph 0 of Section 00].
2. There is still non-conformity after supervising audit.
3. Does not apply for reexamination according to [Section 2].
4. Does not provide the necessary information requested by authority within the requested period without legitimate reason.

5. Fail to provide necessary arrangement for DOTC or certification institution to conduct supervising audit, appeal or disputed case handling and still fail to do so after DOTC or certification notification.

Section 4

If technical service acquire the accreditation certificate by cheating, threatening or bribing, DOTC shall revoke the accreditation and request to turn in the accreditation certificate within a time limit. If the technical service would not return the certificate with the deadline, DOTC shall announce to nullify the certificate.

If technical service has one of the following circumstances, DOTC may revoke entire or partial accreditation:

1. Technical service applies for revocation.
2. If the testing record, safety test report or relevant technical documents are counterfeit.
3. Losing its ability to conduct testing or cannot conduct the testing impartially and efficiently.
4. Cannot make correction of the non-conformity for the supervising audit within the requested period.
5. Other conditions against these Regulations which are considered serious by DOTC.

Technical service cannot apply for accreditation in 3 years if the accreditation was revoked according to [Paragraph 0 of Section 4 and Paragraph 0 of Section 4] with the except for the [Subparagraph 1 of Paragraph 2, Section 4] or special circumstances that approved by DOTC.

Section 5

If the compliance testing report issued by technical service was found not to comply with Vehicle Testing Directions, certification institution shall report to the DOTC to cease the test report related applications including Type Approval Certificate and examination report.

If Type Approval Certificate or examination reports have been granted with respect to the test reports specified in [Paragraph 1 of Section 5], certification institution shall notify the motor vehicle authorities to stop the new license plate's registration and inspection and notify the applicants for correction within the requested period. If the applicant cannot complete the correction within that requested period, certification institution shall report to DOTC to revoke the approval certificate and announced that examination report is invalid.

If the correction specified in [Paragraph 2 of Section 5] meets the requirement, certification institution shall report to DOTC to notify the motor vehicle authorities to resume new license plate registration and inspection.

Section 6

The certification institution shall conduct examination of COP to the applicants of Type Approval Certificate or examination reports. The examination is once a year in principle but the frequency may be adjusted depending on the result of examination.

When there is non-conformity found in the COP examination, certification institution shall cease the Type Approval Certificate and examination report related applications. The applicant shall provide the documented explanation and correction toward certification institution within one month of the notification to apply for COP re-examination.

If the applicants don't offer explanation and improved measures as requested within the requested period or still failed to the COP reexamination by certification institution, certification institution shall report to DOTC to revoke the entire or partial of the Type Approval Certificate and announced that examination report is invalid.

If the requirements of the re-examination are met, the application right of the applicant shall be resumed.

Section 7

When the motor vehicle authorities find vehicles which are not manufactured, constructed or imported according to Type Approval Certificate Document, the motor vehicle authorities shall notify the certification institution. If the certification institution confirms the situation is true, the certification institution shall conduct on-site COP verification and sample testing according to the non-compliance specified in the previous Section.

If after on-site COP verification and sample testing specified in the previous paragraph and confirm that the vehicles are not manufactured, constructed or imported according to Type Approval Certificate Document, DOTC shall notify the applicant to provide documented explanation and improved measures within one month to certification institution and then certification institution conducts re-examination of COP.

If the applicants fail to complete the fore-mentioned improvement measures or the result still fails to comply with the requirements, certification institution shall report to DOTC to revoke the Type Approval Certificate Document.

Section 8

When the motor vehicle authorities process new license plate's registration of low volume vehicles and find vehicles are not manufactured, constructed or imported according to Type Approval Certificate Document, the motor vehicle authorities shall stop the registration of that vehicle and notify certification institution and other motor vehicle authorities to stop processing the new license plate's registration.

The vehicles specified in previous paragraph shall be corrected with requested period and examined for each vehicle by certification institution. Certification institution shall report to DOTC to revoke the certificate document if the result of examination is not satisfactory. The new license plate registration shall be granted if the requirements of examination are met.

Section 9

If offer certificate owner offers the Type Approval Certificate Document for use by other person, DOTC may order the owner to improve within a requested time period. If the owner fails to improve within the time, DOTC shall revoke entire or part of the Type Approval Certificate Document.

Those who use without authorization, counterfeits or forges the Type Approval Certificate Document shall be punished according to [the Paragraph X of Section XX of R.A.0000].

Section 10

When the approval certificate document are revoked according to [Paragraph 2 of Section 5], [Paragraph 3 of Section 6], [Paragraph 3 of Section 7], [Paragraph 2 of Section 8] and [Paragraph 1 of Section 9] and the situation specified in [Paragraph 2 of Section 7], the motor vehicle authorities shall cease to proceed the new license registration for all the vehicle types in that certificate. The applicant shall recall all the registered vehicles for correction and apply for provisional vehicle inspection.

The following principles shall be followed for the provisional vehicle inspection:

1. For the vehicles which have been registered, if the Type Approval Certificate Document has been revoked, certification institution shall determine necessary test items for these vehicles according to the non-compliance and conduct Low volume type approval. The owners shall acquire the approval certificate document and then apply for provisional vehicle inspection and vehicle change registration.
2. After examination of the correction measures from applicants, certification institution shall provide the examination report to DOTC, applicants shall then apply for provisional vehicle inspection for each vehicle with the examination document issued by DOTC. If the certification institution determines and with the approval of DOTC that vehicles can be examined and inspected in the motor vehicle authorities, applicants may apply directly to motor vehicle authorities for provisional vehicle inspection.
3. After examination of the correction measures from applicants, if certification institution finds them comply with Vehicle Test Directions and confirms no vehicle safety concern, certification institution may conduct sample testing or other appropriate measure to substitute provisional vehicle inspection with approval from DOTC.

If the approval certificate documents are revoked according to [Paragraph 2 of Section 5 , Paragraph 3 of Section 6 , Paragraph 3 of Section 7 , Paragraph 2 of Section 8 and Paragraph 1 of Section 9], punishment shall be made according to [the Paragraph X of Section XX of R.A.0000].

Annex 4: Requirements [and Accreditation of] for the Technical Services

based on ECE/TRANS/WP.29/1059; Resolving Interpretation Issues and Requirements for The Technical Services In the Framework of the 1958 Agreement



ECE-TRANS-WP29
-78-r2e_RE3.pdf

Or

2012/03/06 v2c1

Annex 4: Requirements [and Accreditation of] for the Technical Services

based on VSTAMR

Section 1

The technical services shall have their own testing equipments and facilities to apply for accreditation. The technical services shall have one of following qualifications:

1. Domestic or foreign administrative authorities (institutions) .
2. Domestic or foreign public or private Schools of college or above
3. Domestic or foreign professional vehicle technical institution or organization.

The domestic or foreign institutions which possess the qualification above may provide the following documents toward certification institution for accreditation. Certification institution shall conduct document examination and on-site assessment.

1. Application form.
2. Established registration documents.
3. The quality manual or proving documents comply with or equivalent to ISO/IEC 17025.
4. Allocation drawings of test equipments of testing laboratory.
5. The specification list of test equipments.
6. Standard operation procedures (SOP) of testing.
7. The chief of laboratory, the chief of quality assurance, test report signee and the resume of testing personnel.
8. Other documents requested by DOTC or certification institution.

For the foreign technical services, if the same test item has been accredited by their government authority, after the approval from DOTC, the requirement specified in Paragraph 1 of Section 1 may be waived.

Section 2

If the application of accreditation meets the requirements of document examination and on-site assessment, the certification institution shall report to DOTC for the accreditation of the scope of the application and DOTC shall issue accreditation certificate to the technical service.

If there is non-conformity found in the documents or on-site assessment for the application of accreditation, certification institution shall notify the technical service for correction or improvement within certain deadline. Accreditation shall not be granted if the correction or improvement within the deadline, or if there is still non-conformity.

The items of ratification of vehicle specifications in Vehicles Testing Directions shall not open for technical service accreditation.

Section 3

The following contents shall be recorded in the accreditation certificate:

1. Name and address of the technical service.
2. Accreditation number.
3. Accreditation date.
4. Accreditation scope, including the test items and their respective regulations and applicable scope.
5. Other appointed contents by DOTC.

Section 4

If the accreditation certificate is lost, damaged or there is change of the contents in the certificate, the technical service shall fill out an application form and provide relevant documents for certification institution apply for reissue or change the certificate.

If technical service apply to move to another testing location, increase testing locations or increase testing items, the certification institution shall proceed on-site assessment. The on-site assessment may be substituted by document examination or on-site check afterwards as the certification institution considers necessary.

If there is change of the test report signee, the technical service shall report to DOTC for its reference through certification institution.

Section 5

Technical service may conduct the tests and issue safety test reports according to the Vehicles Safety Testing Directions .

Technical service may assign personnel to conduct witness tests in other test laboratories

for the tests specified in Paragraph 1 of Section 5 .

If the technical service plan to conduct witness tests in other test laboratories, the technical service needs to provide the following documents and apply toward certification institution of the laboratories to be witnessed for the first time. Witness tests may be conducted after document examination and on-site assessment of the laboratory to be witnessed and the requirements are met and the certification shall issue the assessment report to the laboratory:

1. Application form.
2. The establishment registration documents of laboratory.
3. The allocation drawings of specification list of testing equipments of the laboratory.
4. The resume of the chief of laboratory and testing personnel.
5. Other documents requested by certification institution.

If the chief and testing personnel of the witnessed laboratory is changed, the technical service shall report to the certification for its reference. If the test equipment is changed or increased, the technical service shall provide necessary documents and apply toward to the certification institution. Witness test may only be conducted after the requirements are met. The certification may require on-site assessment if it find it necessary.

Section 6

The test records, safety test report and relevant technical information shall be recorded correctly and in detail.

The above-mentioned that test record, test report and relevant technical information shall be kept for five years at least.