



Asia-Pacific  
Economic Cooperation

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2008/TPTWG31/LEG/VSHG

**LAND EXPERTS GROUP (LEG) – VEHICLE  
STANDARD HARMONIZATION SUB-GROUP (VSHG)  
FINAL REPORT**

Purpose: Information

Submitted by: Chair



31<sup>st</sup> Transportation Working Group Meeting  
Lima, Peru  
25-29 August 2008



## 1. Adoption of Agenda (Participants)

The 31<sup>st</sup> VSHG Meeting was held on the 25<sup>th</sup> and 26<sup>th</sup> of August, 2008, chaired by Mr. Hyun Jong Joo from Republic of Korea with help from Vice-chairman. Mr. Robertson, Australia.

Participated Economies and Organizations:

Delegates from Australia, Canada, Chinese Taipei, Japan, Korea, Peru, Philippines and United States participated in this meeting. Also, IMMA attended as an official guest.

## 2. Summary of Outcome from the 30<sup>th</sup> VSHG Meeting (Vice-Chairman)

The results from the 30<sup>th</sup> VSHG Meeting was summarized by Vice chairman, Mr. Robertson, on behalf of Korea, because the chair was absent from the meeting at that time

The 30<sup>th</sup> VSHG meeting was held in Manila, Philippines from April 14<sup>th</sup> to 18<sup>th</sup>, 2008.

The meeting was chaired by Vice chairman, on behalf of Korea. A summary of the 143<sup>th</sup> and 144<sup>th</sup> Plenary meeting was prepared by Korea and presented by Australia.

All the participants, including delegates from Australia, Japan, Philippines, Singapore, and IMMA also attended as an official guest, reported the progress of their action plans to introduce ECE regulations. Technical Discussions were also made regarding Motor coach crash test, Fuel-cell vehicles (FCV), The Australian Green Vehicle Guide and so on.

No comments or corrections from any economy were made.

## 3. Progress reports of Action Plan to introduce ECE Regulations

### 3.1. Overall status of recent UN/ECE/WP29 sessions (Korea)

Korea made a presentation about the overall status of recent UN/ECE/WP29 sessions. *(Annex 1)* All participants expressed their appreciation for summarizing progresses in WP29 activities. Total 14 draft amendment to existing ECE regulations and one GTR (ESC) were adopted. Vote for draft GTR on Pedestrian Safety was postponed to the Nov. 2008

Japan would provide their presentation with economies, which was made at the time of 50<sup>th</sup> anniversary of WP29 regarding their harmonization progress



### 3.2. Brief reports of each party's harmonization progress (Each Economy)

Australia submitted a proforma to report harmonization progress which has originally been developed by IMMA. (*Annex 2*) This proforma could be an excellent general format to report each economy's harmonization progress. Australia also reported on its accession to the 1998 Agreement and its plans to apply regulations under the 1958 Agreement.

Japan announced that their harmonization process would be made by Japanese government and automotive industries through discussion on harmonization of vehicle regulation at the JASIC committees. (*Annex 3*) Consequently, Japan adopted 37 ECE regulations since 1998 and also has contributed to develop HFCV and 2<sup>nd</sup> phase of pedestrian Safety GTRs.

Chinese Taipei reported their safety standards harmonizing plan, phase I through phase III. They plan to harmonize 55 ECE regulations over the period of 2006 to 2011. (*Annex 4*)

Korea informed the group of the Action Plans for International Harmonization of Korean Vehicle Safety Standards. (*Annex 5*) They harmonized 3 ECE regulations and 1 GTR so far and have a short term plan for harmonization.

### 3.3. Introduction of each member economies' Type Approval System

Japan introduced basic study on whole vehicle certification for mutual recognition to be used for benchmarking study. (*Annex 6*)

### 3.4. An outline of the Australian vehicle certification system and worst case selection methods

Australia outlined its certification systems and provided explanations of its methodology for acceptance of worst case test conditions. (*Annex 7*)

## 4. Technical discussions

### 4.1 Seatbelt for Kids Subsidy Program

Australia made a presentation on Seatbelt for Kids Subsidy Program to outline the background and operation of the program for regional areas of Australia. The Australian Design Rules (Commonwealth regulation) require seatbelts on buses designed for coach travel. The Government has recently announced a third round of funding under the program. (*Annex 8*)



#### 4.2 Seatbelt Anchorage system in Korea

Korea made a presentation on Seatbelt Anchorage system, showing that safety standards of seat belt anchorage system for bus to transport children are different from other vehicles. (*Annex 9*)

#### 4.3 Comparison of the 1958 and 1998 Agreements

Australia provided comparison of the 1958 and 1998 Agreements as requested by economies to provide more information on 1958 agreement and 1998 Agreement and to identify options for participation. (*Annex 10*)

#### 4.4 Development of a Technique of HFCV (Hydrogen Fuel Cell Vehicle) Safety Assessment

Korea introduced their research project regarding Development of a Technique of HFCV Safety Assessment. Projects are composed of 4 major parts, including rule making and harmonization, hydrogen safety, vehicle operation safety, and electric safety. They will invest approximately \$37.6 million for 5 years from December 2007 (*Annex 11*)

#### 4.5 The necessary work to prepare for WP29 and GRs

Japan presented the necessary work to prepare for WP29 and GRs based on their activities in WP29 on giving information to member economies. Japan explained activities of discussion and study for necessary proposal to apply ECE Regulations and already applied ECE Regulations. When Japanese government applies the ECE Regulation, they sometimes have to modify the requirements of the ECE Regulation for domestic vehicles to make it bare minimum considering the Minimum Requirement Principle based on justification using the accident data, technical circumstances. (*Annex 12*)

#### 4.6 An Overview of Vehicle Safety Standard Research program

Australia introduced research program regarding frontal impact, mobile barrier to stationary and moving vehicle, side impact, along with child restraint test (ISOFIX and LATCH) to develop improved test procedure. Several video clips including side impact, child restraint, and offset collision of electric vehicle test with dummies were shown. (*Annex 13*)

#### 4.7 Harmonization of Vehicle Emissions Regulations

Australia explained the background and future work for Harmonization of Vehicle Emissions Regulations. Australia suggested that a commitment to minimum standards of

